



2023 Annual Accountability Report

**South Carolina Department of
Transportation**

Agency Code: U120

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AGENCY'S DISCUSSION AND ANALYSIS

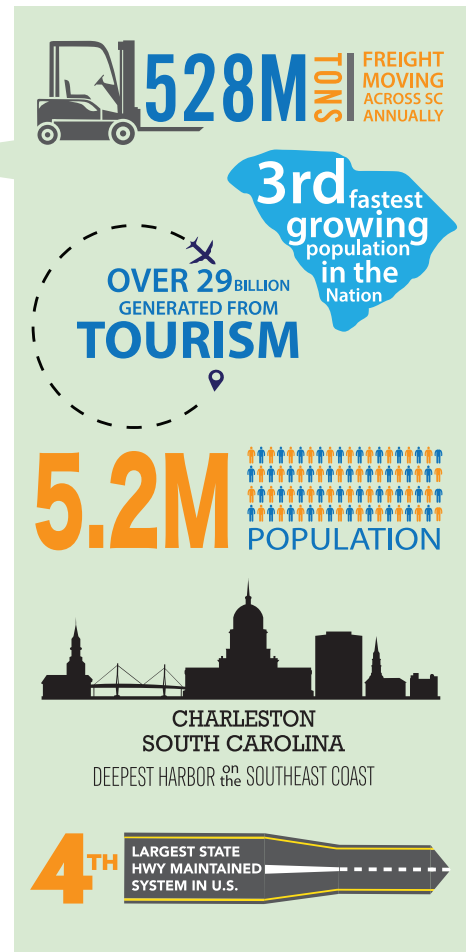
This **Annual Accountability Report** exhibits the South Carolina Department of Transportation's (SCDOT) commitment to the Governor, General Assembly, and the citizens of South Carolina that SCDOT will maintain the State Highway System in the highest state of good repair possible given the funding available. The Agency is responsible for planning, constructing, maintaining, and operating the highway system in South Carolina, as well as the development of a statewide intermodal and freight program.

Thanks to the reoccurring increase in state funding made possible by Act 40, an additional one-time American Rescue Plan Act appropriations from the General Assembly, and an increase in over 30 percent of federal funding made possible by the Infrastructure Investment and Jobs Act (IIJA), SCDOT continues to make significant progress in restoring our transportation network. Without these additional sources of funding from landmark legislation, the goals and targets set for the improvement of our pavements, bridges, and the safety of our system would not be possible.

To aid us in our commitment, SCDOT uses asset and performance management principles that tie defined asset condition outcomes to specific levels of investment. In practical terms, this ensures that our pavement and bridge assets have the longest service life possible for the least practical cost. This is extremely important in the State of South Carolina where we have:

It is obvious that the highway system is vital to the increasing growth of South Carolina's economy. South Carolina's highway system interconnects ports with major cities and commercial hubs while promoting the efficient transfer of both goods and people within and across the state. South Carolina continues to attract new residents, tourists, and businesses. This growth has influenced SCDOT's ability to maintain and operate the transportation network. We have focused our efforts toward getting the system to a state of good repair through the development and implementation of an aggressive 10-Year Plan to drive investments towards projects that result in the recovery of the system from the past three decades of underfunding.

The Secretary of Transportation and the governing board of the Agency, the SCDOT Commission, have reaffirmed the importance of accountability and transparency regarding the use of taxpayer funds. In 2022, the executive leadership team of SCDOT updated the Strategic Plan. The plan forms the guiding principles of our Investment Strategies, focusing on the maintenance, preservation, and safety of the existing transportation infrastructure, directing investments based on a hierarchy of highway systems and priority networks, integrating risk-based prioritization, improving safety, advancing lifecycle cost in investment programming, and enhancing mobility. The three major goals of the SCDOT Strategic Plan are to:

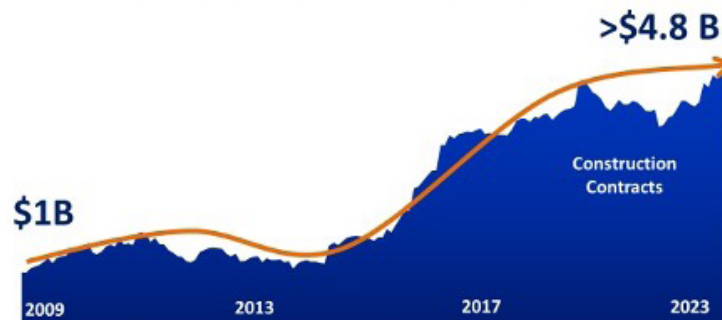


1. Improve safety programs and outcomes in high-risk areas;
2. Maintain and preserve its existing transportation infrastructure;
3. Improve program delivery to increase the efficiency and reliability of the road and bridge network.

SIGNIFICANT PROJECTS

The Ten-Year Program (FY' 18 - 27) launched July 1, 2017, so this report covers a full six years of the Ten-Year Program. We are well on our way to achieving the Agency's goals. Prior to the passage of the Roads Bill in 2017, we had roughly \$1 billion in active construction work; SCDOT continues to significantly increase its work program by almost quintupling its construction program to a record-breaking \$4.8 billion level.

SCDOT has Dramatically Increased its Work Program



SCDOT has dramatically improved the condition and operation of the transportation system. Construction or maintenance is occurring in every county. The transportation industry has responded by completing record-breaking levels of work. The four programs in the Plan have set the bar higher with new and expanded targets. The 10-Year Plan accomplishments to date (July 2018- June 2023) are:



SAFETY/RURAL ROAD: South Carolina leads the nation in fatalities on rural roads. Nearly 30% of the rural fatal and serious injury crashes in South Carolina are happening on just over 5% of the rural roads. The SCDOT Commission has dedicated funding to target these roads and has increased the target to 1,250 miles (up from 1,000 miles) to help meet the safety needs across the state. SCDOT has already seen evidence/results of this Rural Road Safety Program investment. **SCDOT is currently ahead of schedule with 946 miles under contract (or 76%).**



PAVING: The largest single area of this investment of the Ten-year plan is for paving. **More than 7,300 miles have advanced to construction. The major road networks or primary routes have improved their measurement of "good" from 19% (2016) to 42% (2023), well on our way towards the goal of 53% "Good" target for year 2026.**



BRIDGES: SCDOT has targeted load-restricted and bridges in poor condition on the network that create inefficiencies and unnecessary delays. Additionally, we have created a Bridge Rehab Program to address the significant bridge issues throughout the state, expanding the scope of the program and increased our ten-year target of bridge replacements to 500 bridges (up from 465 bridges). SCDOT remains on target with **299 bridges completed or under contract (or 60%).**



INTERSTATE CAPACITY/WIDENING: The second largest area of this investment is for Interstate Widening. We have established an aggressive interstate widening program to improve mobility and capacity. Our ten-year objective of improving 215 miles (up from 140 miles) of interstates is on target with approximately **101 miles completed or advanced to construction or 47%.**

AGENCY SUCCESSES

The 10-Year Plan has been marked with successes as roads are resurfaced, bridges are replaced or rehabilitated, interstates are widened, and rural roads are made safer. In addition to those successes, SCDOT has gone above-and-beyond earning major achievements and awards in the following areas:

- In September 2022, before **Hurricane Ian** ever made landfall in South Carolina, SCDOT crews began to prepare around-the-clock for the storm's anticipated impact and began monitoring traffic flow on the transportation network. Following the storm, crews worked 24-hour shifts.
- Later in September 2022, **SCDOT Equipment Operators** took Second Place overall in the 2022 Southeastern Regional Equipment Operators Rodeo in Louisiana. Several individual award winners from SCDOT took first place in their events.
- As of October 1, 2022, SCDOT was officially **Debt Free**. SCDOT made the final payment on outstanding bonds, making SCDOT one of six state departments of transportation in the nation with no outstanding highway bonds or loans. This action saved SCDOT \$9.2 million in future principal and interest payments.

"I want to congratulate Secretary Hall and her Team for reaching this important financial milestone. Under Hall's leadership, SCDOT's financial stewardship has continued to grow, and I appreciate her efforts to support accountability and transparency in state government. "

–State Treasurer Curtis Loftis

- On November 29, 2022, SCDOT employees in every county participated in the **Fall Cleanup** event. Thousands of pounds of litter were picked up statewide from the highway system.
- In December 2022, SCDOT crewmembers worked the **Winter Storm** by clearing over 300 downed trees, pretreated routes, and made signal repairs due to inclement weather.
- SCDOT won the national **Keep America Beautiful Award** for recognition of continued support to Palmetto Pride and affiliates through partnership projects and exceptional programming.
- Deputy Secretary for Engineering Leland Colvin was awarded the **Carolina AGC Build with the Best Pinnacle Award**, which is given to a non-contractor for their role in advancing the "betterment of the construction industry and the overall economic welfare of the Carolinas."
- The Harbor River Bridge Replacement project in Beaufort County won the **Best Use of Technology and Innovation SASHTO Award** for its use of connectable barges creating a wide access road across the salt march and open water, allowing the road to remain open during construction and minimizing environmental impacts.
- On October 13, 2022, SCDOT was a part of the inter-agency working group for the **Governor's Electric Vehicle Summit**. SCDOT is responsible for adoption and implementation of the National Electric Vehicle Infrastructure (NEVI) Formula Program.
- In March 2023, SCDOT began a nine day **Bridge Rehabilitation on I-77** in Richland County. This project rehabilitated 17 deteriorating bridges on I-77, 9 northbound bridge decks, and 8 southbound bridge decks. SCDOT employees worked around the clock, finishing more than twenty-four hours ahead of schedule.
- The **Spring Spruce Up** event was on March 28, 2023, where approximately 1,600 SCDOT employees participated statewide and removed more than 105 tons of litter from South Carolina highways.

- On March 30, 2023, the SCDOT Planning Office hosted the annual **MPO-COG Academy** for Metropolitan Planning Organizations and Councils of Government. This provides local government leaders from around the state the opportunity to discuss topics such as the updated census, regional mobility programs, and bicycle/pedestrian safety.
- Three SCDOT employees were recognized for having over **50 Years of Service to SCDOT** – Mr. Walt Holiday of Orangeburg Maintenance, Mr. Michael “Mike” Bagley of District 4 Pavement Crew, and Mr. James B. Powers of Lancaster Maintenance.

INTERNAL & EXTERNAL FACTORS AFFECTING PERFORMANCE

SCDOT deals with both internal and external risks. Internal risks are those risks within the control of the Agency where, SCDOT has the capability to plan and mitigate any occurrences and impacts. While SCDOT does not have control over the occurrence of external risks, identifying these risks facilitates the development of response plans, and alleviates the risk impacts upon their occurrence. Internal and external factors that influenced the Agency’s performance over the past year, as well as our current efforts and result include:

Internal

- Personnel: Our employees are the most critical internal factor that affects how our mission is performed. The talented individuals that unite and make up One SCDOT are our greatest assets. SCDOT is challenged with the ability to attract, hire and retain employees in each county of the state. The retention of valued employees is essential for our agency to achieve its mission.
- Extraordinary Events: SCDOT continually responds statewide to natural or man-made calamities, such as hurricanes, floods, severe storms, tornadoes, seismic activity, fires, or emergency road/bridge closures. Our employees go above-and-beyond to assist during these times. This fiscal year we responded to storms in December, January, and June. Funding for such expenses is absorbed from other programmed, budgeted items. Extra-ordinary events affect existing programs, unless additional funding is made available at federal or state levels.
- Infrastructure: Some of the biggest challenges with the existing infrastructure system are (1) poor pavement conditions, (2) structurally-deficient bridges, (3) much-needed interstate widenings, and (4) deadly rural roads. These four areas continue to be tracked as the major focus of our 10-Year Plan.
- Communications: The Agency recently hired a new Director of Public Relations to make improvements, internally and externally. With the augmentations of the 10-Year Plan (in both funding and scope), communication is vital for the success of the 10-Year Plan.
- Internal Controls on Project Delivery: SCDOT is taking the opportunity to improve visibility to the development pipeline and throughout construction. Ensuring issues are being resolved in a timely manner and effective communication is happening vertically and horizontally within the Agency supporting successful project delivery.
- Technology: SCDOT is putting continued effort into its IT Services by establishing new data governance standards and policies for the Agency, while also investing in an asset management system- both efforts to ensure data reliability and structure within multiple processes and systems throughout the Agency’s departments.

External

- Federal Funds and the Infrastructure Investment and Jobs Act (IIJA): The largest revenue source (almost 45%) for SCDOT is Federal Funds derived from the Federal Motor Fuel User Fees. The current federal transportation legislation, IIJA, provides guaranteed federal funding between FY’22 and FY’26. This will allow us to continue progress on our 10-Year plan, especially for interstate and bridge programs.

- State Funds: The SC General Assembly set the stage for allocating recurring funds for SCDOT through Act 40. For FY 2023, they have, once again, focused on transportation by approving one-time funds through the American Rescue Plan Act (ARPA). These funds are dedicated to accelerating our interstate widening program, widening rural interstates, serving as a match for our federal aid program, and by providing more funding for the County Transportation Committees (CTCs). This additional state funding, combined with federal funds, will allow us to advance the 10-Year Plan.
- Cost of Doing Business: Contractors and their sub-contractors are facing challenges with material shortages, cost escalation, and labor inefficiency. Over the last year, SCDOT has seen paving costs trending up and construction prices coming in 30-35% higher than normal. Currently, we are tracking about 13% above bid amount on construction. Key components of the 10-Year Plan's success are ensuring that there are enough contractors to complete the work and that there are enough materials to complete projects.
- Non-Priority Projects: SCDOT recognizes the massive push to provide one-time funding to local governments for special projects and therefore utilizes consultants where possible.

CURRENT EFFORTS & ASSOCIATED RESULTS

Identifying, knowing and addressing the internal and external risks to the Agency mentioned above, helps us do our job. Regardless of what extraordinary events occur – severe weather, floods, winter storms, etc., we have the same mission on a day-to-day basis, 1 Secretary of Transportation, 3 Deputy Secretaries, 7 Engineering Districts, 46 County Offices, and approximately 3,600 hard-working men and women fulfill the charge to “build and maintain the roads and bridges in and across the state, and provide mass transit to its citizens.” The Secretary of Transportation is charged with the duty to administer daily operations of the Agency, provide direction to staff, and carry out the policies of the SCDOT Commission, which is composed of 9-members: 1 member from each of the 7 Congressional Districts and 2 At-Large Appointees.

SCDOT has gradually restructured in an effort to align our organizational chart to meet the challenge, vision, and priorities of the 10-Year Plan. Please see the “Agency Template” that reflects the following changes since last year's submittal of this report:

- Deputy Secretary Justin Powell filled the reinstated Chief of Staff position.
- Ms. Maggie Hendry was named the Acting Deputy Secretary for Finance & Administration.
- Ms. Kelly Moore was named Director of Public Engagement and Senior Advisor to the Secretary.
- Mr. Jeffrey Terry, P.E., was named Director of Maintenance.
- Mr. Rob Quetti, was named Acting Chief of Financial Planning.
- Ms. Yelena Kalashnikova was named Director of Road Data Services.
- Mr. Brent Dillon, P.E., was named the Interim Director of Traffic Engineering.
- Mr. Rob Perry, P.E., was named the new Chief Engineer for Bridges.

Although Commissioners are not employee positions reflected on the organizational chart, several changes that occurred earlier this year were:

- Tony K. Cox, representing the 7th Congressional District, was named Chairman following the January 2023 meeting.
- Pamela L. Christopher, representing the 3rd Congressional District, was named Vice-Chairman following the January 2023 meeting.
- T. J. Johnson was named to the SCDOT Commission representing the 1st Congressional District in May 2023.
- There are currently two vacant positions on the Commission representing the Governor's At-Large Appointees.

The Secretary of Transportation and the SCDOT Commission fully understand the challenge of building, maintaining, and preserving the pavement and bridge assets of the state highway system. Looking ahead to rebuild a system that will meet the needs of every South Carolinian, SCDOT recently merged the Agency's Strategic Plan (SP), 10-Year Investment Plan and the Transportation Asset Management Plan (TAMP) into one all-inclusive document referred to as the STAMP (Strategic 10-Year Asset Management Plan).

This plan also aligned with the Statewide Transportation Improvement Program (STIP) and the Statewide Multimodal Transportation Plan (MTP), two major transportation documents guiding the Agency as we make dramatic improvements in the condition and performance of the existing road and bridge network. Through regular assessment of these measures and associated trends, the Agency is able to determine if resource allocation or other adjustments are needed in order to achieve the overall goals and hold us accountable to the taxpayers of South Carolina. A description of guiding plans/programs is below:

- **Strategic 10-Year Asset Management Plan (STAMP)** is a 10-Year Plan that includes the goals, strategies, and targets of the Strategic Plan, the condition targets established from the 10-Year Plan, and the investment levels and performance measures of the Asset Plan. Collectively, these set the Agency's asset investment strategies. The plan is reviewed at two-year intervals to evaluate performance targets. The current plan was completed June 2022. (Please refer to the "StratPlan Results" spreadsheet to track the progress of the Agency goals, strategies, and performance measures.)
- **Statewide Transportation Improvement Program (STIP)** is the State's 7-year improvement program for all projects or programs receiving state or federal funding. This includes: pavements, bridges, upgrades, freight, safety, congestion mitigation and air quality, transportation alternatives program, railroad crossings, planning, preventative maintenance and operations, and public transportation. This is reviewed every three years, but is also revised on a continual basis to reflect the latest program and project information. The current plan was approved in 2021, and will be updated in 2024.
- **Multimodal Transportation Plan (MTP)** is South Carolina's 20-year long-range plan that identifies statewide, multimodal needs, forecasts investment levels, and estimates annual funding gaps. This is updated every five years. The 2040 Multimodal Transportation Plan update was completed in July 2020 and includes fully integrated modal plans for the Interstate, Strategic Corridors, Public Transit and Human Health Service Coordination, Freight, and Railway. The Agency is currently preparing the 2050 Multimodal Plan.

PLANS UNDER DEVELOPMENT

Our current task over the next ten years and beyond is to continue the repair and rebuilding of our transportation network to ensure that our citizens and businesses can travel on a safe and reliable system. SCDOT has made excellent progress towards accomplishing the objectives in the 10-Year Plan. We have a transformative opportunity in the remaining years of the current 10-Year Plan to incorporate and accelerate projects to tackle the continued growth and economic development needs of the state.

A key component to this is addressing the pinch points that most significantly affect the movement of freight and goods across the state. SCDOT's Multimodal Transportation Plan identified key freight bottlenecks in the state that are primarily associated with system-to-system connection points in the urban areas of the state, and align with SCDOT's highest priority interstate widening projects. Additionally, the Agency has restructured the MPO/COG program to the new Regional Mobility Program and is focusing on congested corridors, safety and multimodal transportation with expediting the permitting process, delivering projects on time and on budget.

With foresight from the SC Legislature, SCDOT has created a diversified revenue stream. With federal funding through

the Infrastructure Investment and Jobs Act (IIJA), recurring matching state funds, one-time funding to accelerate significant interstate projects and potential federal grant opportunities, the Agency is well positioned to deploy additional projects, programs, and expand the scope of the 10-Year Plan.

Four program elements of the 10-Year Plan (Safety, Pavements, Bridges, and Interstate Capacity) have tracked performances over the past five Annual Accountability Reports. Great progress has been made in these areas. With additional funding at the federal and state levels, we are strategically enhancing the safety and paving projects, as well as adding additional elements to the 10-Year Plan to include the Regional Mobility Program, transportation system management and operations, and other specialty programs.

RISK ASSESSMENT & MITIGATION STRATEGIES

Program Element	Program Description
<i>Safety</i>	Improve non-interstate rural roads with tailored and targeted safety solutions to address road departure incidents throughout the State.
<i>Pavements</i>	More paving projects using a performance-based approach through a blend of preservation, rehabilitation and reconstruction. Replacement of Open Grade Friction Course on interstates to continue efforts to meet and exceed current planned goals.
<i>Bridges</i>	Refocus the bridge program with three priorities to: (1) drive the number of closed bridges to zero on all networks, (2) drive the number of posted bridges to zero on interstate and primary routes, and (3) reduce the number of posted bridges on the secondary system. Our bridges are the lifeline of the state's ports, business, and tourism industry, as well as citizens' daily activities.
<i>Interstate Capacity</i>	Improve major bottlenecks on interstates in urban and rural areas for economic development, evacuation purposes, and to address major freight pinch points at interstate-to-interstate interchanges.
<i>Regional Mobility Program (formerly MPO/ COG Program)</i>	Refocusing on corridor congestion management, multimodal mobility and alternative transportation. Funding increase to provide minimum distribution to all MPOs and COGs.
<i>Transportation System Management & Operations (TSMO)</i>	Program will aim to reduce idling and emissions through retimed signals, intelligent transportation systems, intersection improvements, and other strategies.
<i>Other Specialty Programs</i>	Includes Transportation Alternatives Program (TAP), Planning, Electrical Vehicles, Capital Drainage, and State Infrastructure Bank One-Cent Contribution.

The Agency utilizes risk management strategies to help identify and mitigate potential threats and opportunities to achieving success. Within each activity there are risks. Identifying these risks allows SCDOT to better evaluate the scope of risks, identify ownership, develop mitigation strategies, allocate resources, and manage and monitor the risk. Generally, SCDOT deals with both internal and external risks. Internal risks are those risks within the control of the Agency and, as such, SCDOT has the capability to plan and mitigate their occurrences and impacts. While SCDOT does not have control over the occurrence of external risks, identifying these risks facilitates the development of response plans to alleviate the risk impacts upon their occurrence. SCDOT identifies both internal and external risks that can be further classified at four different levels of operations:

1. Agency or Enterprise-Level Risks: These are risks associated with SCDOT goals and objectives. They originate from threats and uncertainties that can hinder SCDOT from realizing its short and long-term goals and are dealt with at the executive level.
2. Program-Level Risks: These are risks associated with the different programs or units within the Agency. Program-level risks originate from threats and uncertainties that can hinder achievement of program goals and objectives, or lead to the inefficient operation of business units within SCDOT.
3. Asset/Project-Level Risks: These are risks inherent in individual projects undertaken by the Agency. Project-level risks are the most common type of risks usually managed by State DOTs. Because federal legislation mandates the development of risk-based transportation asset management plans, SCDOT approaches risk management in a more comprehensive manner.
4. Activity-Level Risks: These are risks associated with conducting daily work activities that support programs or projects. They are identified in action plans prepared by every unit in support of the SCDOT Strategic Plan. Activities that support one of the strategic goals or objectives are associated with the risks, risk owner, and actions taken to mitigate the risks.

Based on an executive-level risk assessment performed in October 2022, risks were assessed and compiled to highlight areas that need improved management strategies. The three identified risk areas are shown below.

1. Ability to recruit and retain staff.
2. Perpetual challenge of our external partners to effectively deliver. The Agency continues to work with its partners to promote increased capacity and to manage material shortages and cost escalation.
3. Interference and distractions by other entities on non-priority projects due to one-time funding at the federal and state level for local governments.

LOOKING AHEAD

SCDOT carries out the responsibilities of building and maintaining roads and bridges across the state and providing mass transit to its citizens. This is accomplished through successful horizontally partnerships with other state Agencies and vertical partnerships from local municipalities to the General Assembly. We are grateful for these partnerships as we work together to enhance the state of South Carolina. As we look to the future, there are two areas where collaborative partnerships will be vital to address or resolve these topics before they become an area of concern:

- Many of the **bridges** along South Carolina's Interstates and US Primary Routes are aging, having been constructed in the 1960s and 1970s. It is very important that SCDOT receive dedicated funding for the replacement of these bridges before their condition reaches critical states requiring weight restrictions or closures.
- The market acceptance of **electric vehicles** is increasing significantly. SCDOT will still require funding for roads despite the fact that electric vehicle owners don't purchase fuel and pay gas taxes. The State must identify a funding mechanism for electric vehicles that replaces the traditional gas tax with an alternative, reliable revenue stream that will ensure continued road funding.

STAMP UPDATE

SCDOT fulfills the federal (23 CFR Part 515.9) and State (SC Code 57-1-380) requirements to develop and implement an asset management plan, referred to as the STAMP. For accountability purposes, below is “an annual update on achieving the ‘STAMP’ performance goals to the General Assembly as well as publishing the results for the public to view.”

Strategic 10-Year Asset Management Plan (STAMP) Performance Targets												
Pavements	Baseline		2016 Baseline		10-Year Target		Year Six				Annual Funding	Commission Approval
	Centerline Miles	% VMT	% Good	% Poor	% Good	% Poor	2022 Target		2022 Actual			
							% Good	% Poor	% Good	% Poor		
Interstate	851	30%	65%	11%	92%	3%	81%	6%	81%	9%	\$208M	09/2022
Primary	9,517	46%	23%	55%	53%	30%	41%	40%	42%	41%	\$338M	
Non-Interstate NHS	2,752	26%	28%	45%	72%	16%	54%	28%	53%	29%	\$98M	
Non-NHS Primaries	6,765	20%	20%	61%	48%	37%	37%	47%	37%	47%	\$240M	
FA Eligible Secondary	10,370	17%	19%	52%	40%	35%	32%	42%	29%	46%	\$140M	
Non-FA Eligible Secondary	20,657	7%	15%	55%	25%	45%	21%	49%	19%	49%	\$82M	
Total Average Annual Funding - Pavements											\$768M	
Bridge Structures												
		% VMT										
Interstate/NHS (by #)	1,745	56%	48%	6%	66%	0%	59%	2%	37%	4%	\$59M	09/2022
(by sq ft deck Area)*	39.1M		42%	4%	60%	0%	53%	2%	33%	5%		
FA Non-NHS (by #)	3,883	37%	46%	11%	41%	11%	43%	11%	38%	5%	\$30M	
(by sq ft deck Area)*	24.9M		50%	10%	41%	15%	45%	13%	47%	4%		
Off-System (by #)	2,794	7%	40%	9%	36%	10%	38%	10%	42%	6%	\$27M	
(by sq ft deck Area)*	7.6M		51%	7%	44%	10%	47%	9%	46%	7%		
Bridges												
Bridge Inspection											\$25M	09/2022
Bridge Reactionary Maintenance											\$19M	
Bridge Maintenance											\$23M	
Bridge Repair											\$45M	
Bridge Programs**												
							2021 Target (Cumulative)		2022 Actual			
Load Restricted & NHS Structurally Deficient			465 bridges		500 bridges		185 bridges		299 bridges			
replaced, repaired, or permanently closed												
Total Average Annual Funding - Bridges											\$228M	09/2022
Safety												
							2017-2021 SC Baseline		2019-2023 SC Actual			
Fatalities (Statewide)		890	5-Year Rolling Average	1139	5-Year Rolling Average	1058	5-Year Rolling Average	1119	5-Year Rolling Average		\$131M	10/2021 (Funding)
Fatality Rate		1.75		1.90		1.88		1.94				
Number of Serious Injuries		3194		2731		2859		2868				
Serious Injury Rate		6.30		4.56		5.07		4.96				
Non-Motorized Fatalities & Serious Injuries		376		469		458		485				
Safety Emphasis Area: Roadway Departures												
Rural Road Safety Program											\$50M	09/2017
Interstate Safety Program											\$11M	03/2018
Rumble Strips Installation Program											\$9M	
Safety Emphasis Area: Intersections & Other High-Risk Locations												
Intersection Safety Projects											\$13M	03/2018
Railroad Safety Projects											\$4M	
Work Zone Enforcement												Included in Project Costs Previously Allocated
Target Zero Law Enforcement Teams												
Road Safety Assessments & Implementation											\$5M	03/2018
Safety Emphasis Area: Vulnerable Roadway Users												
Pedestrian & Bicycle Safety Projects											\$5M	03/2018
Safety Data Analytics												
Safety Data Analytics											\$2M	03/2018
Total Average Annual Funding - Safety											\$99M	03/2018
Total Average Annual Funding (Pavement, Bridge, Safety)											\$1.1B	09/2022
Pavement condition based on Pavement Quality Index (PQI).												
*Bridge conditions based on Federal Metrics.												
**Bridge Program numbers are bridges complete and under construction.												

SCDOT WORKERS MEMORIAL

Each year SCDOT takes time to remember the boundless courage, enduring faithfulness, and steadfast commitment of our fallen employees who fulfilled the mission of SCDOT. A Memorial Wall dating back to the 1920's, has been dedicated in front of the SCDOT Headquarters in Columbia. This Memorial Wall honors SCDOT employees killed while working on the highways, as well as those who died on the job of natural causes. We are profoundly grateful for their innumerable contributions to maintaining the transportation infrastructure of this great state and are humbled by their unwavering dedication to answering the call to service. They are always in our thoughts and will forever remain in our hearts. We honor two of our own...



In the Spring of 2023, one additional name was added to the SCDOT Memorial Wall – Mr. Dennis “Bo Diddly” Moore of Richland Maintenance.

We submit this Annual Accountability Report in honor of our fallen coworker,
DENNIS MOORE

He will be forever memorialized with the men and women of SCDOT who selflessly gave their lives in service to the state of South Carolina. At SCDOT, our employees are our most valuable asset, and safety is our top priority.

Our motto remains:

LET 'EM WORK. LET 'EM LIVE.

AGENCY NAME:	South Carolina Department of Transportation		
AGENCY CODE:	U120	SECTION:	084

AGENCY ORGANIZATIONAL CHART



2023

Reorganization and Compliance

as submitted for the Accountability Report by:

U120 - Department of Transportation

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Secondary Contact

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Agency Mission	Adopted in:
SCDOT connects communities and drives our economy through the systemic planning, construction, maintenance, and operation of the state highway system and the statewide intermodal transportation and freight system.	2018

Agency Vision	Adopted in:
It is SCDOT's vision to rebuild our transportation system over the next decade in order to provide adequate, safe, and efficient transportation services for the movement of people and goods in the Palmetto State.	2018

Recommendations for reorganization requiring legislative change:
None

Agency intentions for other major reorganization to divisions, departments, or programs to allow the agency to operate more effectively and efficiently in the succeeding fiscal year:
None

Significant events related to the agency that occurred in FY2023				
Description of Event	Start	End	Agency Measures Impacted	Other Impacts
September 2022 Hurricane Ian	September	September	Resolve within 30 days 75% or more of routine maintenance work requests in each county, each fiscal year.	Extraordinary Events, like winter storms affect funding for existing programs, unless additional funding is made available at federal or state levels.
December 2022 Winter Storm	December	December	Resolve within 30 days 75% or more of routine maintenance work requests in each county, each fiscal year.	Extraordinary Events, like winter storms affect funding for existing programs, unless additional funding is made available at federal or state levels.
Infrastructure Investment Jobs Act (IIJA - aka The Bipartisan Infrastructure Law (BIL))	July	June	Miles of rural roads treated by close of calendar year 2027.	Miles of Rural Roads treated annually.
American Rescue Plan Act (ARPA) Funding	July	June	Percentage of Pavements in Good Condition: Interstates (92%)	Augments and advances the SCDOT 10-Year Plan.
American Rescue Plan Act (ARPA) Funding	July	June	Miles of rural roads treated by close of calendar year 2027.	Augments and advances the SCDOT 10-Year Plan.

American Rescue Plan Act (ARPA) Funding	July	June	On-time delivery of critical interstate-to-interstate interchanges improvement projects: Carolina Cross Roads I-26/I-126/I-20 System to System Interchange is under construction.	Augments and advances the SCDOT 10-Year Plan.
American Rescue Plan Act (ARPA) Funding	July	June	On-time delivery of critical interstate-to-interstate interchanges improvement projects: I-526/26 System to System Interchange has completed environmental permitting by close of 2023.	Augments and advances the SCDOT 10-Year Plan.
American Rescue Plan Act (ARPA) Funding	July	June	Total Bridge Program: Drive the number of closed bridges to zero on all networks; drive the number of posted bridges to zero on Interstate and Primary Routes; Reduce the number of posted bridges on the Secondary System.	Augments and advances the SCDOT 10-Year Plan.
Infrastructure Investment Jobs Act (IIJA - aka The Bipartisan Infrastructure Law (BIL))	July	June	Total Bridge Program: Drive the number of closed bridges to zero on all networks; drive the number of posted bridges to zero on Interstate and Primary Routes; Reduce the number of posted bridges on the Secondary System.	Number of "Poor" bridges on the National highway System.
Infrastructure Investment Jobs Act (IIJA - aka The Bipartisan Infrastructure Law (BIL))	July	June	Total Bridge Program: Drive the number of closed bridges to zero on all networks; drive the number of posted bridges to zero on Interstate and Primary Routes; Reduce the number of posted bridges on the Secondary System.	Number of "Poor" bridges on the National highway System.
Emergency Procurements	July	June	Percent of available funding authorized within the Fiscal Year for Interstate Widening and Bridge projects.	The Secretary invokes emergency procurements for a number of bridges and/or drainage issues across the state that were in need of immediate repair or attention.
Restructuring internally by elevating the Bridge Office to report directly to Deputy Secretary of Engineering and created the Chief Engineer for Bridges position.	November	June	Total Bridge Program: Drive the number of closed bridges to zero on all networks; drive the number of posted bridges to zero on Interstate and Primary Routes; Reduce the number of posted bridges on the Secondary System.	Position was created to provide a greater focus on bridges, a critical asset for freight movements and other travel, as the majority of our state owned bridges were built in the 1960's or prior and are nearing the end of their intended life span.
June 2023 Severe Storm Event	June	June	Resolve within 30 days 75% or more of routine maintenance work requests in each county, each fiscal year.	Extraordinary Events, like winter storms affect funding for existing programs, unless additional funding is made available at federal or state levels.
Is the agency in compliance with S.C. Code Ann. § 2-1-220, which requires submission of certain reports to the Legislative Services Agency for publication online and the State Library? (See also S.C. Code Ann. § 60-2-20).				Yes
Reason agency is out of compliance: (if applicable)				

Is the agency in compliance with various requirements to transfer its records, including electronic ones, to the Department of Archives and History? See the Public Records Act (S.C. Code Ann. § 20-1-10 through 20-1-180) and the South Carolina Uniform Electronic Transactions Act (S.C. Code Ann. § 26-6-10 through 26-10-210).		Yes
Does the law allow the agency to promulgate regulations?		Yes
Law number(s) which gives the agency the authority to promulgate regulations:	Section 57-3-110 (8)	
Has the agency promulgated any regulations?		Yes
Is the agency in compliance with S.C. Code Ann. § 1-23-120 (J), which requires an agency to conduct a formal review of its regulations every five years?		Yes
(End of Reorganization and Compliance Section)		

FY2023

Strategic Plan Results

as submitted for the Accountability Report by:

U120 - Department of Transportation

Goal 1 Improve Safety Programs and Outcomes in our High-Risk Areas.

Goal 2 Maintain and Preserve our Existing Transportation Infrastructure

Goal 3 Improve SCDOT Program Delivery to Increase the Efficiency and Reliability of our Road and Bridge Network

Perf. Measure Number	Description	Base	Target	Actual	Value Type	Desired Outcome	Time Applicable	Calculation Method	Data Source	Data Location	Stakeholder Need Satisfied	Primary Stakeholder	State Funded Program Number Responsible	Notes
1.1 Improve Non-Interstate rural roads with tailored and targeted safety solutions to address roadway departure incidents throughout the State. State Objective: Maintaining Safety, Integrity and Security														
1.1.1	Miles of rural roads treated by close of calendar year 2027.0	756	1,250	946	Count	equal to or greater than	State Fiscal Year (July 1 - June 30).	Per centerline mile.	Road Inventory.	Traffic Engineering - Internal P2S (Project Programming System) and Excel.	Direct benefit to customers, allows safety measures to be addressed and implemented.	Motoring public.	2000.034500X000	
1.2 Improve selected intersections and other high risk locations with tailored and targeted safety projects throughout the State. State Objective: Maintaining Safety, Integrity and Security														
1.2.1	Number of Intersections and/or High Risk Locations addressed by close of calendar year 2027.	0	125	40	Count	equal to or greater than	State Fiscal Year (July 1 - June 30).	Per identified intersection.	Road Inventory.	Traffic Engineering - Internal P2S (Project Programming System) and Excel.	Direct benefit to customers, allows safety measures to be addressed and implemented.	Motoring public.	2000.034500X000	
1.3 Focus on vulnerable road users with an emphasis on targeted pedestrian and bicycle safety projects throughout the State. State Objective: Maintaining Safety, Integrity and Security														
1.3.1	Number of Pedestrian and Bicycle Safety Projects completed by close of calendar year 2027.	0	100	0	Count	equal to or greater than	State Fiscal Year (July 1 - June 30).	Per bike/ped project.	Road Inventory.	Traffic Engineering - Internal P2S (Project Programming System) and Excel.	Direct benefit to customers, allows safety measures to be addressed and implemented.	Motoring public.	2000.034500X000	
2.1 Increase responsiveness to customer service requests for routing maintenance by improving SCDOT's reliability on resolving reported maintenance issues. State Objective: Public Infrastructure and Economic Development														
2.1.1	Resolve within 30 days 75% or more of routine maintenance work requests in each county, each fiscal year.	82.40%	75%	81.70%	Percent	equal to or greater than	State Fiscal Year (July 1 - June 30).	number of work requests marked "Closed" or "Completed" within 30 days of receipt	Telephone calls, web input, and safety list.	Maintenance - Internal HMMS (Highway Maintenance Management System)	Direct benefit to customers, allows safety measures to be addressed and implemented.	Motoring public.	2001.050000.000	
2.2 Improve Non-Interstate rural roads with tailored and targeted safety solutions to address roadway departure incidents throughout the State. State Objective: Public Infrastructure and Economic Development														
2.2.1.a.	Percentage of Pavements in Good Condition by close of calendar year 2027: Interstates (92%)	84%	92%	81%	Percent	equal to or greater than	Calendar Year (January 1 - December 31)	Trend towards "good" pavements on 92% interstate routes by December 31, 2027.	Inventory list.	Maintenance - Internal HPMS (Highway Pavement Management System) and Pavement Profilers (from Traffic Engineering vans).	Direct benefit to customers, allows safety measures to be addressed and implemented.	Motoring public.	2001.050000.000	
2.2.1.b.	Percentage of Pavements in Good Condition by close of calendar year 2027: Primary (53%)	43%	53%	42%	Percent	equal to or greater than	Calendar Year (January 1 - December 31)	Trend towards "good" pavements on 53% primary routes by December 31, 2027.	Inventory list.	Maintenance - Internal HPMS (Highway Pavement Management System) and Pavement Profilers (from Traffic Engineering vans).	Direct benefit to customers, allows safety measures to be addressed and implemented.	Motoring public.	2001.050000.000	
2.2.1.c.	Percentage of Pavements in Good Condition by close of calendar year 2027: FA Secondaries (40%)	34%	40%	29%	Percent	equal to or greater than	Calendar Year (January 1 - December 31)	Trend towards "good" pavements on 40% federal aid secondary routes by December 31, 2027.	Inventory list.	Maintenance - Internal HPMS (Highway Pavement Management System) and Pavement Profilers (from Traffic Engineering vans).	Direct benefit to customers, allows safety measures to be addressed and implemented.	Motoring public.	2001.050000.000	

Perf. Measure Number	Description	Base	Target	Actual	Value Type	Desired Outcome	Time Applicable	Calculation Method	Data Source	Data Location	Stakeholder Need Satisfied	Primary Stakeholder	State Funded Program Number Responsible	Notes
2.2.1.d.	Percentage of Pavements in Good Condition by close of calendar year 2027: NFA Secondaries (25%)	21%	25%	19%	Percent	equal to or greater than	Calendar Year (January 1 - December 31)	Trend towards "good" pavements on 25% non federal aid routes by December 31, 2027.	Inventory list.	Maintenance - Internal HPMS (Highway Pavement Management System) and Pavement Profilers (from Traffic Engineering vans).	Direct benefit to customers, allows safety measures to be addressed and implemented.	Motoring public.	2001.050000.000	
2.3 Delivery of the bridge program and prioritization of the load restricted bridge list by utilizing the STAMP to drive outcomes on system and asset condition.													State Objective: Public Infrastructure and Economic Development	
2.3.1	Reduce the number of closed bridges on all networks, reduce the number of posted bridges on Interstate and Primary Routes and Address the number of posted bridges on the Secondary System.	299	500	299	Count	equal to or less than	State Fiscal Year (July 1 - June 30).	Closed Bridge List	Inventory list.	Pre-construction and Maintenance - Internal BMO (Bridge Maintenance Office) software, RIMS (Road Inventory Maintenance System), AASHTOWare BrM (Bridge Management) software.	Direct benefit to customers, allows safety measures to be addressed and implemented.	Motoring public.	2001.050000.000	
2.4 Improve the statewide routine maintenance investment through mowing, sweeping and litter pickup on the state system.													State Objective: Public Infrastructure and Economic Development	
2.4.1.a.	12 cycles of litter pick-up on interstate routes annually.	6	12	12	Count	equal to or greater than	Calendar Year (January 1 - December 31)	Count of Completed Cycles	Local Maintenance Office / DOM Reporting	Local Maintenance Office Reporting	Direct benefit to customers, allows safety measures to be addressed and implemented.	Motoring public.	2001.050000.000	
2.4.1.b.	6 cycles of mowing on interstates and primary routes annually.	4	6	6	Count	equal to or greater than	Calendar Year (January 1 - December 31)	Count of Completed Cycles	Local Maintenance Office / DOM Reporting	Local Maintenance Office Reporting	Direct benefit to customers, allows safety measures to be addressed and implemented.	Motoring public.	2001.050000.000	
2.4.1.c.	4 cycles of mowing on secondary routes annually.	0	4	4	Count	equal to or greater than	Calendar Year (January 1 - December 31)	Count of Completed Cycles	Local Maintenance Office / DOM Reporting	Local Maintenance Office Reporting	Direct benefit to customers, allows safety measures to be addressed and implemented.	Motoring public.	2001.050000.000	
2.4.1.d.	12 cycles of interstate barrier wall sweeping annually.	0	12	12	Count	equal to or greater than	Calendar Year (January 1 - December 31)	Count of Completed Cycles	Local Maintenance Office / DOM Reporting	Local Maintenance Office Reporting	Direct benefit to customers, allows safety measures to be addressed and implemented.	Motoring public.	2001.050000.000	
2.5 Increase competition by growing the number of South Carolina contractors capable of bidding on road and bridge work by enhancing the network of small business that are ready and willing to assist the agency to meet its infrastructure goals.													State Objective: Public Infrastructure and Economic Development	
2.5.1	Serve a minimum of 125 certified Disadvantaged Business Enterprises (DBEs) and Small Business Enterprises (SBEs) that receive technical training, business development and management assistance through SCDOT on an annual basis.	437	125	316	Count	equal to or greater than	State Fiscal Year (July 1 - June 30).	Number of businesses receiving training.	Attendee list from trainings.	Minority & Small Business Affairs - Internal DBE tracking system and Federal Highway Administration (FHWA) monthly reports.	Indirect benefit to customers, increasing knowledge/skills and potential new partnerships to be implemented.	DBEs and SBEs that work as Contractors and Sub-contractors.	0506.010000.000	
2.6 Decrease the number of mass transit vehicles in poor condition on our roadways by utilizing the STAMP to drive outcomes on system and asset condition.													State Objective: Public Infrastructure and Economic Development	
2.6.1	Number of SCDOT titled public transit vehicles operating past their useful life at 40% or less.	32%	40%	52%	Percent	equal to or less than	State Fiscal Year (July 1 - June 30).	Actual number of public transit vehicles operating past the prescribed useful life divided by the total number of vehicles.	Inventory list.	Intermodal & Freight Programs - Internal TAMS (Transit Asset Management System)	Direct benefit to customers, allows safety measures to be addressed and implemented.	Transit riders.	4003.000000.000	
3.1 Improve the reliability of the movement of people and goods across the major portions of our road network by targeting three (3) specific bottlenecks at system to system interchanges.													State Objective: Public Infrastructure and Economic Development	

Perf. Measure Number	Description	Base	Target	Actual	Value Type	Desired Outcome	Time Applicable	Calculation Method	Data Source	Data Location	Stakeholder Need Satisfied	Primary Stakeholder	State Funded Program Number Responsible	Notes
3.1.1.a.	On-time delivery of critical interstate-to-interstate interchanges improvement projects: I-385/85 System to System Interchange is completed.	0%	100%	100%	Percent complete	Complete	State Fiscal Year (July 1 - June 30).	Utilizing project milestones in contract or approved by SCDOT.	Road Inventory.	Planning, Construction, Preconstruction, and Alternative Delivery - P2S software, AWP software, and internal records on 5 Phases of the project for substantially complete and final complete.	Direct benefit to customers, allows safety measures to be addressed and implemented.	Motoring public.	2000.034500X000	
3.1.1.b.	On-time delivery of critical interstate-to-interstate interchanges improvement projects: Carolina Cross Roads I-26/I-126/I-20 System to System Interchange is under construction.	40%	100%	13.30%	Percent complete	Complete	State Fiscal Year (July 1 - June 30).	Utilizing project milestones in contract or approved by SCDOT.	Road Inventory.	Planning, Construction, Preconstruction, and Alternative Delivery - P2S software, AWP software, and internal records on 5 Phases of the project for substantially complete and final complete.	Direct benefit to customers, allows safety measures to be addressed and implemented.	Motoring public.	2000.034500X000	The 2022 value base number reported was for Phase 1 of the project. There are 5 phases in the Carolina Cross Roads (CCR) Project. Phases 1 and 2 are underway; Phases 3-5 have not started construction yet. For this report and future updates, the value will be representative of the entire CCR project (not a single phase).
3.1.1.c.	On-time delivery of critical interstate-to-interstate interchanges improvement projects: I-526/26 System to System Interchange has completed environmental permitting by close of 2023.	0%	100%	100%	Percent complete	Complete	State Fiscal Year (July 1 - June 30).	Utilizing project milestones in contract or approved by SCDOT.	Road Inventory.	Planning, Construction, Preconstruction, and Alternative Delivery - P2S software, AWP software, and internal records on 5 Phases of the project for substantially complete and final complete.	Direct benefit to customers, allows safety measures to be addressed and implemented.	Motoring public.	2000.034500X000	
3.2	Improve interstate capacity by widening interstates in rural areas for economic development, evacuation purposes and reliability through the Rural Interstate Freight Network Mobility Improvement Plan.										State Objective: Public Infrastructure and Economic Development			
3.2.1	Implement the Rural Interstate Freight Network Mobility Improvement Plan through completion of interstate capacity widenings in rural areas of the state.	0	10	1	Count	Complete	State Fiscal Year (July 1 - June 30).	Utilizing project milestones in contract or approved by SCDOT.	Road Inventory.	Planning, Construction, Preconstruction, and Alternative Delivery - P2S software, AWP software, and internal records on 5 Phases of the project for substantially complete and final complete.	Direct benefit to customers, allows safety measures to be addressed and implemented.	Motoring public.	2000.034500X000	These 10 projects identified on I-95 and I-26 in SC represent the active rural interstate freight network mobility improvement projects identified as a priority by the SCDOT Commission.
3.3	Increase SCDOT's reliability of delivering projects on-time and on-budget in accordance with the Agency's STAMP.										State Objective: Public Infrastructure and Economic Development			
3.3.1	Percent of available funding authorized within the Fiscal Year for Interstate Widening and Bridge projects.	100%	100%	176%	Percent	equal to or greater than	State Fiscal Year (July 1 - June 30).	Utilizing project milestones in contract or approved by SCDOT.	Project schedule.	Construction and Finance - P2S, SQL Server Management Studio, and Excel.	Indirect benefit to customers, allows projects to be completed on-time and on-budget.	Contractors and Sub-contractors.	2004.010000.000	SCDOT authorized some very large Interstate projects this year, including Carolina Crossroads Phase 3, and the I-95/I-26 Interchange, so our authorized value exceeds the target. We manage this by utilizing Advanced Construction (AC) in order to authorize the larger projects and manage within our annual obligation limitation.
3.3.2.a.	Percent of projects completed on time and within construction budget annually: 80% on-time.	80%	80%	80.95%	Percent	equal to or greater than	State Fiscal Year (July 1 - June 30).	Utilizing project milestones in contract or approved by SCDOT.	SiteManager and AASHTOWare	Construction - SiteManager, AASHTOWare, ACCESS, and Excel.	Indirect benefit to customers, allows projects to be completed on-time and on-budget.	Contractors and Sub-contractors.	2004.010000.000	
3.3.2.b.	Percent of projects completed on time and within construction budget annually: 90% on-budget.	90%	90%	43.45%	Percent	equal to or greater than	State Fiscal Year (July 1 - June 30).	Utilizing project milestones in contract or approved by SCDOT.	SiteManager and AASHTOWare	Construction - SiteManager, AASHTOWare, ACCESS, and Excel.	Indirect benefit to customers, allows safety measures to be addressed and implemented.	Contractors and Sub-contractors.	2004.010000.000	Construction costs have significantly increased due to inflation, supply chain challenges, labor shortages, and industry uncertainties. In addition, SCDOT implemented a price escalation program that adjusted prices for select items on existing contracts.
3.4	Improve the reliability of the movement of people and goods across the major portions of our road network by utilizing Transportation System Management and Operations (TSMO).										State Objective: Public Infrastructure and Economic Development			

Perf. Measure Number	Description	Base	Target	Actual	Value Type	Desired Outcome	Time Applicable	Calculation Method	Data Source	Data Location	Stakeholder Need Satisfied	Primary Stakeholder	State Funded Program Number Responsible	Notes
3.4.1	Number of miles addressed for the Statewide ITS (Fiber, Cameras, Message Boards) to support Traffic Management Centers (TMC) through TSMO to address congestion management.	0	30	553	Count	equal to or greater than	State Fiscal Year (July 1 - June 30).	Per centerline mile.	Statewide Inventory of ITS (fiber, cameras, and message boards).	Traffic Engineering - Internal P2S (Project Programming System) and Excel.	Direct benefit to customers, allows safety measures to be addressed and implemented.	Motoring public.	2004.010000.000	
3.5 Improve the reliability of the movement of people and goods across the major portions of our road network by targeting known congestion areas. State Objective: Public Infrastructure and Economic Development														
3.5.1	Average time to clear lanes for traffic accidents along our Incident Management Zones (IMZ) 20 minutes or less.	23:11	20:00	23:32	Count	equal to or less than	State Fiscal Year (July 1 - June 30).	Time measurement (in seconds, minutes, and hours.) Measured from detection to roadway clearance.	Traffic Management Center cameras and SHEP (State Highway Emergency Program) trucks.	Traffic Engineering - Palguide software.	Direct benefit to customers, allows safety measures to be addressed and implemented.	Motoring public.	2004.010000.000	
3.6 Revision and implementation of the MPO/COG Program to the Regional Mobility Program to drive data driven and accountable planning for regional project selection. State Objective: Public Infrastructure and Economic Development														
3.6.1	Update LRTPs for all MPOs and COGs with a data driven and accountable Regional Mobility Program Process.	21	21	21	Count	Complete	State Fiscal Year (July 1 - June 30).	Number of plans complete.	Planning and Individual MPO and COG websites.	Planning.	Direct benefit to customers, allows safety measures to be addressed and implemented.	Motoring public.	4003.000000.000	
3.7 Provide safe multimodal travel options for all users in accordance with SCDOT's Complete Streets Policy. State Objective: Public Infrastructure and Economic Development														
3.7.1	Produce and deliver Regional Bike and Pedestrian Plans for all MPOs and COGs.	0	21	0	Count	Complete	State Fiscal Year (July 1 - June 30).	Number of plans complete.	Planning and Individual MPO and COG websites.	Planning.	Direct benefit to customers, allows safety measures to be addressed and implemented.	Motoring public.	4003.000000.000	
3.8 Expedite the environmental permitting process for road and bridge projects by increasing SCDOT's reliability of delivering projects on-time and on-budget. State Objective: Public Infrastructure and Economic Development														
3.8.1	Statewide Implementation of SCDOT's Advanced Mitigation Strategy: secure mitigation availability for 80% of all projects within the 10-year plan by June 30, 2027.	0%	80%	50%	Percent	equal to or greater than	State Fiscal Year (July 1 - June 30).	Watershed mitigation strategy.	State and local topography maps and GIS.	Environmental Management - Internal GIS software.	Indirect benefit to customers, allows safety measures to be addressed and implemented.	Army Corp. of Engineers, SCDOT Staff, and Motoring public.	2004.010000.000	Environmental Services Office plans to issue a statewide solicitation for mitigation credits to fill the gap.

FY2024

Strategic Plan Development

as submitted for the Accountability Report by:

U120 - Department of Transportation

- Goal 1 Improve Safety Programs and Outcomes in our High Risk Areas.
- Goal 2 Maintain and Preserve our Existing Transportation Infrastructure.
- Goal 3 Improve SCDOT program delivery to increase the efficiency and reliability of our road and bridge network.

Perf. Measure Number	Description	Base	Target	Value Type	Desired Outcome	Time Applicable	Calculation Method	Data Source	Data Location	Stakeholder Need Satisfied	Primary Stakeholder	State Funded Program Number Responsible	Notes
1.1 Improve Non-Interstate rural roads with tailored and targeted safety solutions to address roadway departure incidents throughout the State.													
State Objective: Maintaining Safety, Integrity and Security													
1.1.1	Miles of Rural Roads treated - 1250 miles of rural roads treated by close of calendar year 2027.	756	1,250	Count	Equal to or greater than	State Fiscal Year	Per centerline mile.	Road Inventory.	Traffic Engineering - Internal P2S (Project Programming System) and Excel.	Direct benefit to customers, allows safety measures to be addressed and implemented.	Motoring public.	2000.034500X000	
1.2 Improve selected intersections and other high risk locations with tailored and targeted safety projects throughout the State.													
State Objective: Maintaining Safety, Integrity and Security													
1.2.1	Number of Intersections and/or High Risk Locations addressed - 125 Intersections and/or High Risk Locations addressed by close calendar year 2027.	0	125	Count	Equal to or greater than	State Fiscal Year	Per identified intersection.	Road Inventory.	Traffic Engineering - Internal P2S (Project Programming System) and Excel.	Direct benefit to customers, allows safety measures to be addressed and implemented.	Motoring public.	2000.034500X000	
1.3 Focus on vulnerable road users with an emphasis on targeted pedestrian and bicycle safety projects throughout the State.													
State Objective: Maintaining Safety, Integrity and Security													
1.3.1	Number of Pedestrian and Bicycle Safety Projects completed - 100 Pedestrian and Bicycle Safety Projects completed by close calendar year 2027.	0	100	Count	Equal to or greater than	State Fiscal Year	Per bike/ped projects.	Road Inventory.	Traffic Engineering - Internal P2S (Project Programming System) and Excel.	Direct benefit to customers, allows safety measures to be addressed and implemented.	Motoring public.	2000.034500X000	
2.1 Increase responsiveness to customer service requests for routing maintenance by improving SCDOT's reliability on resolving reported maintenance issues.													
State Objective: Maintaining Safety, Integrity and Security													
2.1.1	Annual average of percentage of routine maintenance work requests resolved within 30 days - 75% resolved within 30 days in each county, each state fiscal year.	82.40%	75%	Percent complete	Equal to or greater than	State Fiscal Year	Number of routine maintenance request tracked daily.	Telephone calls, web input, and safety list.	Maintenance - Internal HMMS (Highway Maintenance Management System)	Direct benefit to customers, allows safety measures to be addressed and implemented.	Motoring public.	2001.050000.000	
2.2 Increase the % of Good Pavements on the road network across the state by utilizing the STAMP to drive outcomes on system and asset condition.													
State Objective: Maintaining Safety, Integrity and Security													
2.2.1.a.	Percentage of Pavements in Good Condition - Interstates to 92% Good by end of year 2027.	87%	92%	Percent	Equal to or greater than	Calendar Year	Road Inventory.	Inventory list.	Maintenance - Internal HPMS (Highway Pavement Management System) and Pavement Profilers (from Traffic Engineering vans).	Direct benefit to customers, allows safety measures to be addressed and implemented.	Motoring public.	2001.050000.000	

Perf. Measure Number	Description	Base	Target	Value Type	Desired Outcome	Time Applicable	Calculation Method	Data Source	Data Location	Stakeholder Need Satisfied	Primary Stakeholder	State Funded Program Number Responsible	Notes	
2.2.1.b.	Percentage of Pavements in Good Condition - Primary System to 53% Good by end of year 2027.	46%	53%	Percent	Equal to or greater than	Calendar Year	Road Inventory.	Inventory list.	Maintenance - Internal HPMS (Highway Pavement Management System) and Pavement Profilers (from Traffic Engineering vans).	Direct benefit to customers, allows safety measures to be addressed and implemented.	Motoring public.	2001.050000.000		
2.2.1.c.	Percentage of Pavements in Good Condition - Federal Aid (FA) Secondaries to 40% Good by end of year 2027.	36%	40%	Percent	Equal to or greater than	Calendar Year	Road Inventory.	Inventory list.	Maintenance - Internal HPMS (Highway Pavement Management System) and Pavement Profilers (from Traffic Engineering vans).	Direct benefit to customers, allows safety measures to be addressed and implemented.	Motoring public.	2001.050000.000		
2.2.1.d.	Percentage of Pavements in Good Condition - Non-Federal Aid (NFA) Secondaries to 25% Good by end of year 2027.	23%	25%	Percent	Equal to or greater than	Calendar Year	Road Inventory.	Inventory list.	Maintenance - Internal HPMS (Highway Pavement Management System) and Pavement Profilers (from Traffic Engineering vans).	Direct benefit to customers, allows safety measures to be addressed and implemented.	Motoring public.	2001.050000.000		
2.3	Delivery of the bridge program and prioritization of the load restricted bridge list by utilizing the STAMP to drive outcomes on system and asset condition.								State Objective: Maintaining Safety, Integrity and Security					
2.3.1	Reduce the number of closed bridges on all networks, reduce the number of posted bridges on Interstate and Primary Routes and Address the number of posted bridges on the Secondary System.	299	500	Count	Equal to or less than	State Fiscal Year	Closed Bridge List	Maintenance, Pre-Construction, & Alternative Delivery	Pre-construction and Maintenance - Internal BMO (Bridge Maintenance Office) software, RIMS (Road Inventory Maintenance System), AASHTOWare Bm (Bridge Management) software.	Direct benefit to customers, allows safety measures to be addressed and implemented.	Motoring public.	2001.050000.000		
2.4	Improve the statewide routine maintenance investment through mowing, sweeping and litter pickup on the state system.								State Objective: Maintaining Safety, Integrity and Security					
2.4.1.a.	Cycles of maintenance investment on our transportation system - 12 cycles of litter pick up on interstate routes annually.	6	12	Count	equal to or greater than	Calendar year	MAP assessment data.	Inventory list.	Maintenance - Internal MAP (Maintenance Assessment Program) in SQL database.	Direct benefit to customers, allows safety measures to be addressed and implemented.	Motoring public.	2001.050000.000		
2.4.1.b.	Cycles of maintenance investment on our transportation system - 6 cycles of mowing on interstate and primary routes annually.	4	6	Count	equal to or greater than	Calendar year	MAP assessment data.	Inventory list.	Maintenance - Internal MAP (Maintenance Assessment Program) in SQL database.	Direct benefit to customers, allows safety measures to be addressed and implemented.	Motoring public.	2001.050000.000		
2.4.1.c.	Cycles of maintenance investment on our transportation system - 4 cycles of mowing on secondary routes annually.	0	4	Count	equal to or greater than	Calendar year	MAP assessment data.	Inventory list.	Maintenance - Internal MAP (Maintenance Assessment Program) in SQL database.	Direct benefit to customers, allows safety measures to be addressed and implemented.	Motoring public.	2001.050000.000		

Perf. Measure Number	Description	Base	Target	Value Type	Desired Outcome	Time Applicable	Calculation Method	Data Source	Data Location	Stakeholder Need Satisfied	Primary Stakeholder	State Funded Program Number Responsible	Notes
2.4.i.d.	Cycles of maintenance investment on our transportation system - 12 cycles of interstate barrier wall sweeping annually.	0	12	Count	equal to or greater than	Calendar year	MAP assessment data.	Inventory list.	Maintenance - Internal MAP (Maintenance Assessment Program) in SQL database.	Direct benefit to customers, allows safety measures to be addressed and implemented.	Motoring public.	2001.050000.000	
2.5 Increase competition by growing the number of South Carolina contractors capable of bidding on road and bridge work by enhancing the network of small business that are ready and willing to assist the agency to meet its infrastructure goals.													
State Objective: Maintaining Safety, Integrity and Security													
2.5.1	Number of certified Disadvantaged Business Enterprises (DBEs) and Small Business Enterprises (SBEs) that receive technical training, business development, management assistance through SCDOT on an annual basis - Serve a minimum of 125 DBE and SBE firms that align with the Agency's needs annually.	437	125	Count	equal to or greater than	State fiscal year	Number of businesses receiving training.	Attendee list from trainings.	Minority & Small Business Affairs Internal DBE tracking system and Federal Highway Administration (FHWA) monthly reports.	Indirect benefit to customers, increasing knowledge/skills and potential new partnerships to be implemented.	DBEs and SBEs that work as Contractors and Sub-contractors.	0506.010000.000	
2.6 Decrease the number of mass transit vehicles in poor condition on our roadways by utilizing the STAMP to drive outcomes on system and asset condition.													
State Objective: Maintaining Safety, Integrity and Security													
2.6.1	Number of SCDOT titled public transit vehicles operating past their useful life - maintain the number of SCDOT titled public transit vehicles operating past their useful life at 40% or less.	32%	40%	Percent	Equal to or less than	State Fiscal Year	Actual number of public transit vehicles operating past the prescribed useful life divided by the total number of vehicles.	Inventory list.	Intermodal & Freight Programs - Internal TAMS (Transit Asset Management System)	Direct benefit to customers, allows safety measures to be addressed and implemented.	Transit riders.	4003.000000.000	
3.1 Improve the reliability of the movement of people and goods across the major portions of our road network by targeting three (3) specific bottlenecks at system to system interchanges.													
State Objective: Public Infrastructure and Economic Development													
3.1.1.a.	On-time delivery of critical interstate-to-interstate interchanges improvement projects - I-385/85 System to System Interchange.	0%	100%	Percent complete	Complete	State Fiscal Year	Utilizing project milestones in contract or approved by SCDOT.	Road Inventory.	Planning, Construction, Preconstruction, and Alternative Delivery - P2S software, AWP software, and internal records on 5 Phases of the project for substantially complete and final complete.	Direct benefit to customers, allows safety measures to be addressed and implemented.	Motoring public.	2000.034500X000	
3.1.1.b.	On-time delivery of critical interstate-to-interstate interchanges improvement projects - Carolina Cross Roads I-26/I-126/I-20 System to System Interchange.	40%	100%	Percent complete	Complete	State Fiscal Year	Utilizing project milestones in contract or approved by SCDOT.	Road Inventory.	Planning, Construction, Preconstruction, and Alternative Delivery - P2S software, AWP software, and internal records on 5 Phases of the project for substantially complete and final complete.	Direct benefit to customers, allows safety measures to be addressed and implemented.	Motoring public.	2000.034500X000	
3.1.1.c.	On-time delivery of critical interstate-to-interstate interchanges improvement projects - I-526/26 System to System Interchange has completed environmental permitting by close of 2023.	0%	100%	Percent complete	Complete	State Fiscal Year	Utilizing project milestones in contract or approved by SCDOT.	Road Inventory.	Planning, Construction, Preconstruction, and Alternative Delivery - P2S software, AWP software, and internal records on 5 Phases of the project for substantially complete and final complete.	Direct benefit to customers, allows safety measures to be addressed and implemented.	Motoring public.	2000.034500X000	
3.2 Improve interstate capacity by widening interstates in rural areas for economic development, evacuation purposes and reliability through the Rural Interstate Freight Network Mobility Improvement Plan.													
State Objective: Public Infrastructure and Economic Development													

Perf. Measure Number	Description	Base	Target	Value Type	Desired Outcome	Time Applicable	Calculation Method	Data Source	Data Location	Stakeholder Need Satisfied	Primary Stakeholder	State Funded Program Number Responsible	Notes
3.2.1.	Implement the Rural Interstate Freight Network Mobility Improvement Plan - deliver the Rural Interstate Freight Network Mobility Improvement Plan through completion of interstate capacity widenings in rural areas of the state.	0	10	Count		State Fiscal Year	Utilizing project milestones in contract or approved by SCDOT.	Road Inventory.	Planning, Construction, Preconstruction, and Alternative Delivery - P2S software, AWP software, and internal records on 5 Phases of the project for substantially complete and final complete.	Direct benefit to customers, allows safety measures to be addressed and implemented.	Motoring public.	2000.034500X000	
3.3. Increase SCDOT's reliability of delivering projects on-time and on-budget in accordance with the Agency's 10-Year Program Delivery Plan. State Objective: Public Infrastructure and Economic Development													
3.3.1.	Percent of available funding authorized within the Fiscal Year for Interstate Widening and Bridge projects - 100% on an annual basis.	100%	100%	Percent complete	Complete	State Fiscal Year	Utilizing project milestones in contract or approved by SCDOT.	Road Inventory.	Planning, Construction, Preconstruction, and Alternative Delivery - P2S software, AWP software, and internal records on 5 Phases of the project for substantially complete and final complete.	Direct benefit to customers, allows safety measures to be addressed and implemented.	Motoring public.	2000.034500X000	
3.3.2.a.	Percent of projects completed on time and within construction budget annually - 80% or more on all contracts that have completed construction or are within the contract time an annual basis.	0%	80%	Percent complete	Equal to or greater than	State Fiscal Year	Utilizing project milestones in contract or approved by SCDOT.	SiteManager and AASHTOWare	Construction - SiteManager, AASHTOWare, ACCESS, and Excel.	Indirect benefit to customers, allows projects to be completed on-time and on-budget.	Contractors and Sub-contractors.	2004.010000.000	
3.3.2.b.	Percent of projects completed on time and within construction budget annually - 90% or more on all contracts that have completed construction or are within budget on an annual basis.	0%	90%	Percent complete	Equal to or greater than	State Fiscal Year	Utilizing project milestones in contract or approved by SCDOT.	SiteManager and AASHTOWare	Construction - SiteManager, AASHTOWare, ACCESS, and Excel.	Indirect benefit to customers, allows projects to be completed on-time and on-budget.	Contractors and Sub-contractors.	2004.010000.000	
3.4. Improve the reliability of the movement of people and goods across the major portions of our road network by utilizing Transportation System Management and Operations (TSMO). State Objective: Public Infrastructure and Economic Development													
3.4.1.	Number of miles addressed for the Statewide ITS (Fiber, Cameras, Message Boards) to support Traffic Management Centers (TMC) through TSMO to address congestion management - 30 miles.	0	30	Count	Equal to or greater than	State Fiscal Year	Per centerline mile.	Statewide Inventory of ITS (fiber, cameras, and message boards).	Traffic Engineering - Internal P2S (Project Programming System) and Excel.	Direct benefit to customers, allows safety measures to be addressed and implemented.	Motoring public.	2004.010000.000	
3.5. Improve the reliability of the movement of people and goods across the major portions of our road network by targeting known congestion areas. State Objective: Public Infrastructure and Economic Development													
3.5.1.	Average time to clear travel lanes for traffic incidents along our Incident Management Zones (IMZ) - 20 minutes or less.	23:11	20	Count	Equal to or less than	State Fiscal Year	Time measurement (in seconds, minutes, and hours.) Measured from detection to roadway clearance.	Traffic Management Center cameras and SHEP (State Highway Emergency Program) trucks.	Traffic Engineering - Palguide software.	Direct benefit to customers, allows safety measures to be addressed and implemented.	Motoring public.	2004.010000.000	
3.6. Revision and implementation of the MPO/COG Program to the Regional Mobility Program to drive data driven and accountable planning for regional project selection. State Objective: Public Infrastructure and Economic Development													

Perf. Measure Number	Description	Base	Target	Value Type	Desired Outcome	Time Applicable	Calculation Method	Data Source	Data Location	Stakeholder Need Satisfied	Primary Stakeholder	State Funded Program Number Responsible	Notes
3.6.1.	Update LRTPs for all MPOs and COGs with a data driven and accountable Regional Mobility Program Process - Delivery of updated LRTPs for all MPOs and COGs with a data driven, performance based Regional Mobility Process.		100%	Percent	Complete	State Fiscal Year	Number of plans complete.	Planning and Individual MPO and COG websites.	Planning.	Direct benefit to customers, allows safety measures to be addressed and implemented.	Motoring public.	4003.000000.000	
3.7. Provide safe multimodal travel options for all users in accordance with SCDOT's Complete Streets Policy. State Objective: Maintaining Safety, Integrity and Security													
3.7.1.	Incorporate the Complete Streets Policy to provide multimodal travel options for all users through Regional Bike and Pedestrian Plans for all MPOs and COGs - Produce and deliver Regional Bike and Pedestrian Plans for all MPOs and COGs.	0%	100%	Percent	Complete	State Fiscal Year	Number of plans complete.	Planning and Individual MPO and COG websites.	Planning.	Direct benefit to customers, allows safety measures to be addressed and implemented.	Motoring public.	4003.000000.000	
3.8. Expedite the environmental permitting process for road and bridge projects by increasing SCDOT's reliability of delivering projects on-time and on-budget. State Objective: Public Infrastructure and Economic Development													
3.8.1.	Statewide Implementation of SCDOT's Advanced Mitigation Strategy - Secure mitigation availability for 80% of all projects within the 10-year plan by June 30, 2027.	0%	80%	Percent	Equal to or greater than	State Fiscal Year	Watershed mitigation strategy.	State and local topography maps and GIS.	Environmental Management - Internal GIS software.	Indirect benefit to customers, allows safety measures to be addressed and implemented.	Army Corp. of Engineers, SCDOT Staff, and Motoring public.	2004.010000.000	

2023

Budget Data

as submitted for the Accountability Report by:

U120 - Department of Transportation

State Funded Program No.	State Funded Program Title	Description of State Funded Program	(Actual) General	(Actual) Other	(Actual) Federal	(Actual) Total	(Projected) General2	(Projected) Other	(Projected) Federal4	(Projected) Total
0502.050000.000	Land & Buildings	Statewide facilities, district offices, sign shop, lab, and land (i.e. right-of-way).	\$ -	\$ 1,254,034.13	\$ -	\$ 1,254,034.13	\$ -	\$ 6,000,000.00	\$ -	\$ 6,000,000.00
0506.010000.000	General	Provide support services needed to facilitate the delivery of SCDOT's mission.	\$ -	\$ 50,574,047.26	\$ -	\$ 50,574,047.26	\$ -	\$ 67,651,489.00	\$ -	\$ 67,651,489.00
2000.030100.000	Engineering - Construction	Construction and repair of the statewide road maintenance program.	\$ 3,509,984.72	\$ 15,171,078.07	\$ -	\$ 18,681,062.79	\$ -	\$ 11,879,801.00	\$ -	\$ 11,879,801.00
2000.031000X000	SIB One Cent Equivalent	SC Code of Laws Section 11-43-160 requires an annual contribution to the SCTIB produced by one cent per gallon of gasoline sold.	\$ -	\$ 30,057,252.08	\$ -	\$ 30,057,252.08	\$ -	\$ 32,942,425.00	\$ -	\$ 32,942,425.00
2000.031500X000	Debt Svc SIB Ravenel Bridge Project Loan	Debt Service on the Ravenel bridge.	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
2000.032500X000	Debt Svc SIB MultiProject Loan	Debt Service on the SCTIB statewide road projects.	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
2000.033000X000	Other Operating Other	Construction and repair of the statewide road maintenance program.	\$ 9,233,467.46	\$ 64,128,668.69	\$ -	\$ 73,362,136.15	\$ 7,413,399.00	\$ 27,805,886.00	\$ -	\$ 35,219,285.00
2000.033500X000	Permanent Improvement Bridges	Construction and repair of the statewide bridge program.	\$ 45,210,905.55	\$ 213,493,410.63	\$ -	\$ 258,704,316.18	\$ 23,022,898.00	\$ 208,535,965.00	\$ -	\$ 231,558,863.00
2000.034000X000	Perm Impr Rehabilitation & Resurfacing	Construction and repair of the statewide resurfacing program.	\$ 1,021,247.14	\$ 405,197,316.63	\$ -	\$ 406,218,563.77	\$ 14,647,828.00	\$ 768,358,524.00	\$ -	\$ 783,006,352.00
2000.034500X000	Perm Impr Operational & Safety Improvements	Construction and repair of the statewide safety improvement program. (turning lanes, lane markings etc.)	\$ 28,276,842.18	\$ 357,470,152.02	\$ -	\$ 385,746,994.20	\$ 32,289,976.00	\$ 406,024,835.00	\$ -	\$ 438,314,811.00
2000.035000X000	Perm Impr Widening & New Locations	Construction and repair of the statewide widening program. (capacity projects etc.)	\$ 30,087,112.32	\$ 389,681,021.74	\$ -	\$ 419,768,134.06	\$ 36,502,144.00	\$ 382,947,058.00	\$ -	\$ 419,449,202.00
2000.035500X000	Perm Impr Enhancements	Construction and repair of the statewide enhancement program. (sidewalks, bike lanes etc.)	\$ 2,660,440.63	\$ 13,652,477.57	\$ -	\$ 16,312,918.20	\$ 6,123,755.00	\$ 29,973,070.00	\$ -	\$ 36,096,825.00
2000.036000X000	Perm Impr Port Access Road	Construction of the Port Access Road in Charleston.	\$ -	\$ (56.67)	\$ -	\$ (56.67)	\$ -	\$ -	\$ -	\$ -
2001.050000.000	Highway Maintenance	Routine maintenance of statewide roads, bridges, buildings, and rights-of-way, as well as work requests received.	\$ -	\$ 263,261,304.12	\$ -	\$ 263,261,304.12	\$ 2,000,000.00	\$ 325,092,437.00	\$ -	\$ 327,092,437.00
2004.010000.000	Engr-Admin & Proj Mgmt	Core engineering project management to support the statewide delivery of the highway program.	\$ -	\$ 95,154,678.15	\$ -	\$ 95,154,678.15	\$ -	\$ 92,981,357.00	\$ -	\$ 92,981,357.00
3006.000000.000	Toll Operations	Annual debt service and operations of Cross Island Parkway.	\$ -	\$ 30,948.48	\$ -	\$ 30,948.48	\$ -	\$ -	\$ -	\$ -
3500.150000X000	Other Operating Other	Operating expenses for maintenance activities and contracts on non federal aid secondary roads.	\$ -	\$ 42,264,354.94	\$ -	\$ 42,264,354.94	\$ -	\$ 35,750,000.00	\$ -	\$ 35,750,000.00

State Funded Program No.	State Funded Program Title	Description of State Funded Program	(Actual) General	(Actual) Other	(Actual) Federal	(Actual) Total	(Projected) General2	(Projected) Other	(Projected) Federal4	(Projected) Total
3501.050000X000	Other Operating Bridges Minor Repair	Operating expenses for maintenance activities and contracts on non federal aid secondary roads.	\$ -	\$ 9,468,614.48	\$ -	\$ 9,468,614.48	\$ -	\$ 19,250,000.00	\$ -	\$ 19,250,000.00
3501.100000X000	Other Operating Rehabilitation & Resurfacing	Operating expenses for maintenance activities and contracts on non federal aid secondary roads.	\$ -	\$ 61,870,699.29	\$ -	\$ 61,870,699.29	\$ -	\$ -	\$ -	\$ -
4003.000000.0000	Mass Transit	Intermodal Planning for aid for transit services, equipment and operating expenses.	\$ 57,270.00	\$ 21,977,969.41	\$ 9,615,977.97	\$ 31,651,217.38	\$ 57,270.00	\$ 40,402,621.00	\$ 2,854,329.00	\$ 43,314,220.00
9500.050000.0000	State Employer Contributions	State employer contribution and total fringe benefits.	\$ -	\$ 95,251,953.52	\$ -	\$ 95,251,953.52	\$ -	\$ 109,918,865.00	\$ -	\$ 109,918,865.00
9806.150000X000	Sandy Island Boat Ramp	Proviso 118.17 (2014) \$150,000 for SCDNR Sandy Island Boat ramp. (project complete).	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
9807.130000X000	Lexington County Maintenance Complex Construction	Proviso 118.17 (2014) \$100,000 for SCDOT Lexington County Maint Complex.	\$ -	\$ -	\$ -	\$ -	\$ 100,000.00	\$ -	\$ -	\$ 100,000.00
9814.220000X000	2015 Flood - Road Repair	Proviso 118.16 (2017) \$37,300,000 for statewide flood repair.	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
9817.240000X000	REST AREAS	Proviso 118.16 (2020) \$4,000,000 for rest area renovations.	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
9809.290000X000	Interchg Justification	Proviso 118.18(B)(76)	\$ -	\$ -	\$ -	\$ -	\$ 1,000,000.00	\$ -	\$ -	\$ 1,000,000.00
9811.280000X000	Five Points	Proviso 118.18(B)(76)	\$ -	\$ -	\$ -	\$ -	\$ 850,000.00	\$ -	\$ -	\$ 850,000.00
9813.270000X000	Forest Lake Place Bridge	Proviso 118.18(B)(76)	\$ 225,365.00	\$ -	\$ -	\$ 225,365.00	\$ 274,634.40	\$ -	\$ -	\$ 274,634.40
9817.240000X000	Rest Areas	Proviso 118.18(B)(78)	\$ -	\$ -	\$ -	\$ -	\$ 43,838,949.00	\$ -	\$ -	\$ 43,838,949.00
9817.260000X000	Historic T Bridge Gaffney	Proviso 118.18(B)(76)	\$ 60,333.54	\$ -	\$ -	\$ 60,333.54	\$ 439,666.46	\$ -	\$ -	\$ 439,666.46
9820.250000X000	Litter	Proviso 118.18(B)(59)	\$ 3,490,775.68	\$ -	\$ -	\$ 3,490,775.68	\$ 4,509,224.32	\$ -	\$ -	\$ 4,509,224.32
9822.310000X000	Palmetto Trail Hwy 301	Proviso 118.18(B)(76)	\$ 1,447,868.81	\$ -	\$ -	\$ 1,447,868.81	\$ 152,131.19	\$ -	\$ -	\$ 152,131.19
9817.330000X000	City of York Lincoln	Proviso 118.19(97)	\$ 95,517.50	\$ -	\$ -	\$ 95,517.50	\$ 304,482.50	\$ -	\$ -	\$ 304,482.50
9800.050200X000	Town of Arcadia Lakes	Proviso 118.19(93)(tt)	\$ -	\$ -	\$ -	\$ -	\$ 500,000.00	\$ -	\$ -	\$ 500,000.00
9800.900100X000	Tourism Congestion	Proviso 118.19(93)(cc)	\$ -	\$ -	\$ -	\$ -	\$ 900,000.00	\$ -	\$ -	\$ 900,000.00
9817.350000X000	City of Easley	Proviso 118.19(97)	\$ -	\$ -	\$ -	\$ -	\$ 500,000.00	\$ -	\$ -	\$ 500,000.00
9817.320000X000	Rural Interstates	Proviso 118.19(65)	\$ -	\$ -	\$ -	\$ -	\$ 133,636,230.00	\$ -	\$ -	\$ 133,636,230.00
9817.340000X000	Hampton County	Proviso 118.19(97)	\$ -	\$ -	\$ -	\$ -	\$ 200,000.00	\$ -	\$ -	\$ 200,000.00

State Funded Program No.	State Funded Program Title	Description of State Funded Program	(Actual) General	(Actual) Other	(Actual) Federal	(Actual) Total	(Projected) General2	(Projected) Other	(Projected) Federal4	(Projected) Total
9817.360000X000	Left Lane Driver	Proviso 118.19(97)	\$ -	\$ -	\$ -	\$ -	\$ 50,000.00	\$ -	\$ -	\$ 50,000.00
9828.020000X000	St Investigation SLED	Proviso 118.18 (B)(44)(2022) \$144,777 transferred to SLED.	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -

2023

Legal Data

as submitted for the Accountability Report by:

U120 - Department of Transportation

Law number	Jurisdiction	Type	Description	Purpose the law serves:	Notes:	Changes made during FY2023
Proviso 117.99	State	FY22-23 Proviso	Data Breach Notification.	Not related to agency deliverable	Changed from Proviso 117.103	Amended Proviso Number Only
Proviso 117.105	State	FY22-23 Proviso	IT & Information Security Plans.	Report our agency must/may provide	Changed from Proviso 117.110	Amended Proviso Number Only
Proviso 117.143	State	FY22-23 Proviso	Statewide Strategic Personnel Budgeting.	Not related to agency deliverable	Changed from Proviso 117.158	Amended Proviso Number Only
Proviso 117.20	State	FY22-23 Proviso	Subsistence Expenses and Mileage.	Not related to agency deliverable		No Change
Proviso 117.33	State	FY22-23 Proviso	Debt Collections Report.	Report our agency must/may provide		No Change
Proviso 117.52	State	FY22-23 Proviso	Employee Bonuses.	Not related to agency deliverable	Changed from Proviso 117.54	Amended Proviso Number Only
Proviso 117.70	State	FY22-23 Proviso	Fines and Fee Report.	Report our agency must/may provide	Changed from Proviso 117.71	Amended Proviso Number Only
Proviso 84.1	State	FY22-23 Proviso	Expenditure Authority Limitation.	Requires a service	Amended to authorize the department to carry forward unexpended general funds and unexpended proceeds from bond sales or loans and to expend for activities to be reimbursed from federal funds from the previous fiscal year. Authorizes the department to expend federal or contracted activities and project funds during the current fiscal year.	Amended
Proviso 84.11	State	FY22-23 Proviso	General Fund Balance Carry Forward.	Not related to agency deliverable		No Change
Proviso 84.12	State	FY22-23 Proviso	Reimbursement for Vehicle Damage.	Requires a service	Post damage claim form on website.	No Change
Proviso 84.13	State	FY22-23 Proviso	Preventive Maintenance Credit.	Not related to agency deliverable		No Change
Proviso 84.14	State	FY22-23 Proviso	Emergency Meetings.	Requires a service	Must post notice of meeting to public.	No Change

Law number	Jurisdiction	Type	Description	Purpose the law serves:	Notes:	Changes made during FY2023
Proviso 84.15	State	FY22-23 Proviso	CTC Donor Bonus.	Requires a service	Transfer of authorized funds to CTCs.	No Change
Proviso 84.2	State	FY22-23 Proviso	Special Fund Authorization.	Requires a service	May set up special funds with State Treasurer.	No Change
Proviso 84.3	State	FY22-23 Proviso	Secure Bonds & Insurance.	Requires a service	May secure bonds and insurance as proper and advisable.	No Change
Proviso 84.4	State	FY22-23 Proviso	Benefits.	Requires a service	SCDOT employees shall receive equal compensation increases, health insurance benefits and bonuses as provided for other state agencies; to be provided from SCDOT funds.	No Change
Proviso 84.5	State	FY22-23 Proviso	Document Fees.	Requires a service	May charge fees for documents provided to public based on actual costs and handling costs.	No Change
Proviso 84.6	State	FY22-23 Proviso	Meals in Emergency Operations.	Requires a service	Amended to also allow the department to provide meals in an event requiring the use of authority provided to the Secretary of Transportation pursuant to Section 57-5-1620.	Amended
Proviso 84.7	State	FY22-23 Proviso	Rest Area Water Rates.	Not related to agency deliverable		No Change
Proviso 84.8	State	FY22-23 Proviso	Shop Road Farmers Market Bypass Carry Forward.	Not related to agency deliverable		No Change
Proviso 84.9	State	FY22-23 Proviso	Project Priority List.	Requires a service	Publish project priority list and engineering directives on department's website.	No Change
23 Code of Federal Regulations	Federal	Regulation	Federal Regulations applicable to federally funded highway programs.	Requires a service	Administer federally funded highway projects and programs. Part 680 added (National electric vehicle infrastructure standards and requirements) and Part 1300 added (Uniform procedures for state highway safety grant program).	Added
33 CFR Parts 325	Federal	Regulation	US Army Corps of Engineer Permits.	Requires a manner of delivery		No Change
33 CFR Parts 332	Federal	Regulation	Compensatory Mitigation Requirements.	Requires a manner of delivery		No Change
33 USC 1344, et seq.	Federal	Regulation	Clean Water Act of 1977.	Requires a manner of delivery		No Change
40 CFR 230	Federal	Regulation	404(b) (1) Permits.	Requires a manner of delivery		No Change
49 Code of Federal Regulations	Federal	Regulation	Federal regulations applicable to federally funded transportation programs.	Requires a service	Delivery of Federal- aid Highway and Transit Programs.	No Change

Law number	Jurisdiction	Type	Description	Purpose the law serves:	Notes:	Changes made during FY2023
SC Code of Regulations, Chapter 63	State	Regulation	Chapter 63 of the SC Code Regulations applies to the Department of Transportation. The regulations include: 63-10 - Transportation Project Prioritization; 63-30 - Commission approval of actions; 63-100 - Secretary of Transportation Approval of Actions; 63-300 to 309 - Prequalification and Disqualification of Bidders; 63-322 - Relocation of Displaced Persons; 63-338 - Highway Advertising Control Act; 63-361- Movement of Machinery over Highways; 63-370 - Driveways; 63-380 - Erosion Control ; 63-390 - Tandem Trailer Combinations and Other Larger Vehicle Access Control Act ; 63-700, et seq. Disadvantaged Business Enterprises Program; 63-800 - Bus Shelters; 63-900 - Scenic Byways, 63-1000 Sign requirements for petitions to close roads.	Requires a service	Detailed rules concerning the planning, construction, maintenance and operation of the state highway system.	No Change
42 USC 4321, et seq.	Federal	Statute	National Environmental Policy Act of 1969.	Requires a manner of delivery		No Change
49 US Code, Title 49, Subtitle III	Federal	Statute	Section 5301, et seq. - Public Transportation.	Requires a service	Administer federally funded highway projects and programs.	No Change
SC Code 11-43-167 (Act 275 of 2016)	State	Statute	Revenue from additional Fines & Fees to State-Funded Resurfacing Program.	Requires a service	DOT must allocate revenues to State-funded Resurfacing program.	No Change
SC Code 48-1-100, et seq.	State	Statute	S. C. Pollution Control Act.	Requires a manner of delivery		No Change
SC Code 48-14-10, et seq.	State	Statute	S. C. Storm water Management and Sediment Reduction Act.	Requires a manner of delivery		No Change
SC Code 48-18-10, et seq.	State	Statute	Erosion and Sediment Reduction Act.	Requires a manner of delivery		No Change
SC Code 48-20-10, et seq.	State	Statute	S. C. Mining Act.	Requires a manner of delivery		No Change
SC Code 48-39-10, et seq.	State	Statute	SC Coastal Zone Management Act.	Requires a manner of delivery		No Change
SC Code 56-11-500	State	Statute	Road tax to State Highway Fund.	Funding agency deliverable(s)		No Change

Law number	Jurisdiction	Type	Description	Purpose the law serves:	Notes:	Changes made during FY2023
SC Code of Law: 1-30-10(G)(1)	State	Statute	Restructuring Report Department reports giving detailed and comprehensive recommendations for the purposes of merging or eliminating duplicative or unnecessary divisions, programs, or personnel within each department to provide a more efficient administration of government services.	Report our agency must/may provide		No Change
SC Code Section 44-96-140	State	Statute	Recycling programs of state government; state procurement policy; report of the Department of Transportation.	Report our agency must/may provide		No Change
SC Code Section 11-35-5240	State	Statute	Minority Business Enterprise (MBE) Utilization Plan.	Report our agency must/may provide		No Change
SC Code Section 12-28-2740	State	Statute	Distribution of gasoline user fee among counties also referred to as C-Fund. Includes apportionments, formula distribution, and requirements for expenditure of funds; county transportation committees.	Requires a service	Allocation of C funds to counties; administration of C funds for some counties; approval of countywide and regional transportation plans; review of compliance with certain aspects of C fund law.	No Change
SC Code Section 12-28-2930	State	Statute	State set-asides for small businesses owned and controlled by socially and economically ethnic minorities (MBE's) and disadvantaged females (WBE's).	Report our agency must/may provide		No Change
SC Code Section 8-13-1110 (12)	State	Statute	Amended in 2007 to include District Engineering Administrators.	Report our agency must/may provide		No Change
SC Code Sections 1-30-10(G)(1) and (G) (2)	State	Statute	Restructuring Report and Seven Year Cost Savings Plan that provides initiatives and/or planned actions that implement cost savings and increased efficiencies of services and responsibilities within the projected seven year period.	Report our agency must/may provide		No Change
SC Code Sections 57-5-820 and 830	State	Statute	Consent required for highway work within municipalities.	Requires a service	Coordination with municipalities on improvements to state highways within the municipality.	No Change
SC Code Sections 57-7-50 and 210	State	Statute	Penalties for obstructions in the right of way without a permit.	Requires a service		No Change
SC Code Title 12, Chapter 28	State	Statute	Imposition and Distribution of Fuel Tax.	Funding agency deliverable(s)		No Change

Law number	Jurisdiction	Type	Description	Purpose the law serves:	Notes:	Changes made during FY2023
SC Code Title 57	State	Statute	The entirety of Title 57 applies to the Department of Transportation. Title 57 contains the following Chapters: 1. General provisions, 3. Department of Transportation, 5. State Highway System, 7. Obstruction or Damage to Roads or Drainage, 9. Abandonment or Closing of Streets, Roads or Highways, 11. Financial Matters, 13. Provisions Affecting Bridges Only, 15. Provisions Affecting Ferries Only, 17. County Roads, Bridges, and Ferries Generally, 19. County Road Taxes and Assessments, 21. Paving Districts in Counties with City of Over 70,000, 23. Highway Beautification and Scenic Routes, 25. Outdoor Advertising and 27. Junkyard Control.	Requires a service	The systematic planning, construction, maintenance and operation of the state highway system and the development of a statewide intermodal and freight system that is consistent with the needs of the public.	No Change
SC Regs 61-101	State	Statute	DHEC 401 Water Quality Certifications.	Requires a manner of delivery		No Change
SC Regs 61-9, et seq.	State	Regulation	SC Pollution Control Act Regulations.	Requires a manner of delivery		No Change
SC Regs 72-300, et seq.	State	Regulation	S. C. Storm Water Management Regulations.	Requires a manner of delivery		No Change
SC Regs 72-400, et seq.	State	Regulation	Erosion and Sediment Reduction Regulations.	Requires a manner of delivery		No Change
US Code of Laws: Title 23	Federal	Statute	Federal Statutes applicable to federally funded highway programs.	Requires a service	Administer federally funded highway projects and programs. August 16, 2022 amended to add § 177 through § 179 - Neighborhood access and equity grant program, environmental review implementation funds, and low carbon transportation materials grant.	Amended
US Public Law 112-141	Federal	Statute	MAP -21 - Moving Ahead for Progress in the 21st Century - Federal Highway Funding Bill.	Funding agency deliverable(s)		No Change
US Public Law 114-94	Federal	Statute	FAST Act - Fixing America's Surface Transportation Act - Federal Highway Funding Bill.	Funding agency deliverables(s)		No Change
US Public Law 117-58	Federal	Statute	Infrastructure Investment and Jobs Act (IIJA - aka The Bipartisan Infrastructure Law (BIL))	Funding agency deliverables(s)	Historic investments in the transportation sector: improving public safety and climate resilience.	No Change
Proviso 117.80	State	FY22-23 Proviso	Websites.	Report our agency may/must provide	Posting of procurement card statement. (SCDOT previously referred to this as "Procurement Card Statement Reporting/Online Transaction Register.")	No Change
Proviso 117.79	State	FY22-23 Proviso	Bank Account Transparency and Accountability.	Report our agency must/may provide		No Change

2023

Services Data

as submitted for the Accountability Report by:

UI120 - Department of Transportation

Description of Service	Description of Direct Customer	Customer Name	Others Impacted by Service	Division or major organizational unit providing the service.	Description of division or major organizational unit providing the service.	Primary negative impact if service not provided.	Changes made to services during FY2023	Summary of changes to services
Assist in development of the agency mission, budget and general management of the agency.	The motoring public regardless of age, race, gender, education levels, and/or religion.	Executive Branch/State Agencies		Administration - General	Leadership and support services to facilitate the delivery of SCDOT's mission.	Road, bridge, and transit infrastructure in the state would be in state of non-repair.	No Change	
Plan and construct SCDOT statewide maintenance facilities, sign shop, lab, right-of-way and rest areas. Also, acquire and clear right-of-way for construction in accordance with federal and state laws.	The motoring public regardless of age, race, gender, education levels, and/or religion.	General Public.		Administration - Land and Buildings	Oversight of statewide maintenance facilities, district offices, sign shop, lab, and land (i.e. right-of-way).	District and county representation allows SCDOT to respond efficiently and timely to local needs, especially during inclement weather.	No Change	
Oversee and manage road and bridge projects. Also, host public road hearings for projects.	The motoring public regardless of age, race, gender, education levels, and/or religion.	General Public.		Highway Engineering - Engineering Admin & Project Management	Program funds the core engineering project management to support the statewide delivery of the highway program.	Project Management allows projects to move forward and comply with federal, state, and local laws and regulations.	No Change	
Oversee and manage road and bridge projects. Also, host public road hearings for projects.	Professional Organization.	American Council of Engineering Companies (ACEC).		Highway Engineering - Engineering Admin & Project Management	Program funds the core engineering project management to support the statewide delivery of the highway program.	Engineering proficiency and professional standards would decline. There would not be a cohesive voice for the profession in national legislative and policy debates.	No Change	
Construct federal aid program and state funded resurfacing program which provides for the preservation, safety improvements, and increased mobility of federal-aid portion of the state highway system.	The motoring public regardless of age, race, gender, education levels, and/or religion.	General Public.		Highway Administration - Engineering Construction	Program funds the construction and repair of roads and bridges statewide.	Federal Aid Program uses federal funds, instead of only state funds, to move projects to move forward and comply with federal, state, and local laws and regulations.	No Change	
Construct federal aid program and state funded resurfacing program which provides for the preservation, safety improvements, and increased mobility of federal-aid portion of the state highway system.	Multiple contractors and certified Disadvantaged Business Enterprise firms that are on file for construction projects.	Industry.	Contractor and sub-contractors.	Highway Administration - Engineering Construction	Program funds the construction and repair of roads and bridges statewide.	Without DBE and SBE contractors, SCDOT would not meet required race neutral/race conscious quotas on federal projects.	No Change	
Construct federal aid program and state funded resurfacing program which provides for the preservation, safety improvements, and increased mobility of federal-aid portion of the state highway system.	Professional Organization.	Association of General Contractors (AGC).		Highway Administration - Engineering Construction	Program funds the construction and repair of roads and bridges statewide.	Key issues related to Governmental Financial Leadership would falter and high standards for policies, regulations and education that benefit the betterment of the construction industry would weaken.	No Change	
Construct federal aid program and state funded resurfacing program which provides for the preservation, safety improvements, and increased mobility of federal-aid portion of the state highway system.	Professional Organization.	Portland Cement Association (PCA).		Highway Administration - Engineering Construction	Program funds the construction and repair of roads and bridges statewide.	Policy, research, education, and market intelligence would decrease, as well as economic growth.	No Change	

Description of Service	Description of Direct Customer	Customer Name	Others Impacted by Service	Division or major organizational unit providing the service.	Description of division or major organizational unit providing the service.	Primary negative impact if service not provided.	Changes made to services during FY2023	Summary of changes to services
Construct federal aid program and state funded resurfacing program which provides for the preservation, safety improvements, and increased mobility of federal-aid portion of the state highway system.	Professional Organization.	South Carolina Asphalt Paving Association (SCAPA).		Highway Administration - Engineering Construction	Program funds the construction and repair of roads and bridges statewide.	Policy, research, education, and market intelligence would decrease, as well as economic growth.	No Change	
Construct federal aid program and state funded resurfacing program which provides for the preservation, safety improvements, and increased mobility of federal-aid portion of the state highway system.	Professional Organization.	SC Chapter of Minority Contractors.		Highway Administration - Engineering Construction	Program funds the construction and repair of roads and bridges statewide.	Access (contract & resource opportunities), Advocacy (legislative impact), and Contractor Readiness (training, capacity building, and growth) would decline, as well as, education that benefit the betterment of the construction industry would weaken.	No Change	
Construct federal aid program and state funded resurfacing program which provides for the preservation, safety improvements, and increased mobility of federal-aid portion of the state highway system.	The motoring public regardless of age, race, gender, education levels, and/or religion.	Local Govts.		Highway Administration - Engineering Construction	Program funds the construction and repair of roads and bridges statewide.	Federal funding is needed for construction projects. All construction projects are reimbursed after state funds are spent. Reimbursement only occurs when policies and regulations are met.	No Change	
Maintain roads, bridges, buildings, rest areas, and work requests received.	The motoring public regardless of age, race, gender, education levels, and/or religion.	General Public		Highway Administration - Highway Maintenance	Program funds the routine maintenance of statewide roads, bridges, buildings, rights of way, and rest areas.	State funding is needed for maintenance projects. Without funding maintenance projects are delayed or unfulfilled, which can be a safety hazard.	No Change	
Maintain roads, bridges, buildings, rest areas, and work requests received.	Multiple vendors and DBE vendors.	Local Govts.		Highway Administration - Highway Maintenance	Program funds the routine maintenance of statewide roads, bridges, buildings, rights of way, and rest areas.	State funding is needed for maintenance projects. Without funding vendors would not be needed.	No Change	
Annual debt service and administration.	The motoring public regardless of age, race, gender, education levels, and/or religion.	General Public		Toll Operations	Annual debt service and operations of Cross Island Parkway.	Debt service would not be fulfilled and state rating would decrease.	No Change	
Oversee statewide maintenance on non-federal aid, secondary roads across the state.	The motoring public regardless of age, race, gender, education levels, and/or religion.	General Public		Non-Federal Aid Highway Funds	Operating expenses for maintenance activities and contracts on non federal aid secondary roads.	Secondary road infrastructure would be in state of non-repair and state funding would be strained.	No Change	
Oversee statewide maintenance on non-federal aid, secondary roads across the state.	The motoring public regardless of age, race, gender, education levels, and/or religion.	Local Govts.		Non-Federal Aid Highway Funds	Operating expenses for maintenance activities and contracts on non federal aid secondary roads.	Secondary road infrastructure would be in state of non-repair and state funding would be strained.	No Change	
Provide buses, cutaways, and operational functions.	The motoring public regardless of age, race, gender, education levels, and/or religion.	General Public	Counties.	Mass Transit	Intermodal Planning and allocations and aid for transit services, equipment and operating expenses.	Transit services would be non-operational and funding would be restricted.	No Change	
Provide buses, cutaways, and operational functions.	The non-motoring (transit user) public regardless of age, race, gender, education levels, and/or religion.	Local Govts.	Counties.	Mass Transit	Intermodal Planning and allocations and aid for transit services, equipment and operating expenses.	Transit services would be non-operational and funding would be restricted.	No Change	

Description of Service	Description of Direct Customer	Customer Name	Others Impacted by Service	Division or major organizational unit providing the service.	Description of division or major organizational unit providing the service.	Primary negative impact if service not provided.	Changes made to services during FY2023	Summary of changes to services
A stable workforce and leadership team is critical to being able to reliably deliver the annual program.	State employee.	Executive Branch/State Agencies		Employee Benefits	State employer contribution and total fringe benefits for all employees.	Unstable workforce and unreliability.	No Change	

2023

Partnerships Data

as submitted for the Accountability Report by:

U120 - Department of Transportation

Type of Partner Entity	Name of Partner Entity	Description of Partnership	Change to the partnership during the past fiscal year
Local Government	10 Councils Of Government (COGs)	Identify local priorities.	No Change
Local Government	11 Metropolitan Planning Organizations (MPOs)	Identify local priorities.	No Change
Local Government	12 Public Transit Providers	Sub recipient relationship; Interagency transit coordination.	No Change
Professional Association	American Association of Highway Transportation Officials (AASHTO), American Council of Engineering Companies (ACEC), American Society of Safety Engineers (ASSE), Certified Public Manager (CPM), Governmental Finance Officers Association (GFOA), Institute of Transportation Engineers (ITE), Outdoor Advertising Association, Northeast Association of State Transportation Officials (NASTO), North Eastern Strategic Alliance (NESA), Southern Association of State Highway Transportation Officials (SASHTO), South Carolina Concrete Pavement Association (SCCPA), South Carolina For Our Roads (SC-FOR), South Carolina Trucking Association (SCTA) States for Passenger Rail (SPRC), Transportation Research Board (TRB)	Smart solutions, training, direct technical assistance, unchallenged expertise, research, safety, mobility, livability, innovation, economic and peer review.	No Change
Private Business Organization	American Red Cross	Provides training for first aid; Cardiopulmonary Resuscitation (CPR); Automated External Defibrillators (AED); blood drives.	No Change
Federal Government	Army Corps of Engineers (ACOE), Federal Highway Administration (FHWA), Federal Motor Carriers Safety Administration (FMCSA), Federal Rail Administration (FRA), Federal Transit Administration (FTA), National Cooperative Highway Research Program (NCHRP), National Highway Traffic Safety Administration (NHTSA), National Scenic Byway (NSB), United States Department of Transportation (USDOT)	Guidance, training, unchallenged expertise, research, environmental, safety, mobility, livability, innovation, legislation, regulations, and media assets.	No Change

Type of Partner Entity	Name of Partner Entity	Description of Partnership	Change to the partnership during the past fiscal year
Professional Association	Association of General Contractors (AGC),	Communication with the industry. Training opportunities.	No Change
Private Business Organization	Chambers of Commerce, Corporate Partners, Penny's-for-Progress	Locally-derived funding for road improvement projects.	No Change
Non-Governmental Organization	Cherokee Foothills National Scenic Byways (multiple chapters), Coastal Conservation League, Drayton Hall Plantation, Edisto Island Land Trust, I-73 Coalition, I-95 Coalition, Nature Conservatory, National Heritage Corridor, State Scenic Byway Program (SSBP), and South Carolina Scenic Highway Committee	Environmental impact of any new construction or maintenance project.	No Change
Higher Education Institute	Clemson University, University of South Carolina, South Carolina State University	Research, discussion, and focus group studies.	No Change
Local Government	Congressional Delegation, 7 Rural Transit Authorities (RTAs), 46 Counties, County Transportation Committees, Municipalities, Regional Economic Development Elected, and various law enforcement entities	Guidance, training, research, environmental, safety, mobility, livability, innovation, legislation, and regulations.	No Change
State Government	Department of Administration - State Fleet Maintenance	Provides AAA driver "train the trainer" for employees to train fellow employees internal, minimizing costs; report vehicle accidents for fleet.	No Change
State Government	Department of Commerce	Economic impact of highways and bridges to key outlets of commerce.	No Change
State Government	Department of Corrections	Feasibility of using inmates for litter control.	No Change

Type of Partner Entity	Name of Partner Entity	Description of Partnership	Change to the partnership during the past fiscal year
State Government	Department of Health & Environmental Control	Environmental impact of any new construction, maintenance projects.	No Change
State Government	Department of Motor Vehicles	Develops the Highway Safety Improvement Plan and partners with SCDOT to develop and implement Target Zero Strategic Highway Safety Plan. Provides driving records for evaluating potential new hires, as well as determining the need for employee driver training or suspension of driving privileges to include third party tester training.	No Change
State Government	Department of Public Safety	Partner in developing the Highway Safety Improvement Plan and implement the Target Zero- Strategic Highway Safety Plan.	No Change
State Government	Emergency Management Division	Effectiveness in responding to and recovery for hurricanes, earthquakes, tornadoes, chemical spills, wild fires, dam failures, and winter weather advisories.	No Change
State Government	General Assembly	Oversight, resource allocation and legislation.	No Change
State Government	Governor's Office	The SC Governor's Division of Small and Minority Business includes their use of the Unified Certification Program in lieu of their state certification.	No Change
Individual	Motoring Public, Transit Riders	Tolls, vehicle usage fees, safety, and stewardship of funds.	No Change
Professional Association	National Association of Minority Contractors (SC Chapter)	Partner to identify and educate existing and potential Disadvantaged Business Enterprises (DBEs).	No Change
Federal Government	National Safety Council	Safety training and information.	No Change

Type of Partner Entity	Name of Partner Entity	Description of Partnership	Change to the partnership during the past fiscal year
Federal Government	Occupational Safety & Health Administration (OSHA)	Assists with training, provides recommendations and guidance.	No Change
Professional Association	Portland Cement Association (PCA)	Communication with the industry. Training opportunities.	No Change
Private Business Organization	Post Trauma Services	Provides counseling to employees involved in accidents and those affected by fatality or severe incident while on the job.	No Change
State Government	Public Employee Benefits Authority (PEBA)	Provides health screenings, immunizations, and mammograms for employees.	No Change
Local Government	SC Human Services Agencies	Sub recipient relationship; Interagency transit coordination.	No Change
Professional Association	South Carolina Asphalt Paving Association (SCAPA)	Communication with the industry. Training opportunities.	No Change
State Government	South Carolina Ports Authority	Economic impact of infrastructure to key outlets of commerce.	No Change
State Government	South Carolina Small Business Development Centers	Partner to conduct baseline business development assistance.	No Change
State Government	South Carolina Transportation Infrastructure Bank	Provide project financing.	No Change
Federal Government	US Department of Commerce - SC Minority Business Development Agency (MBDA)	Partner to identify and inform existing and potential Disadvantaged Business Enterprises (DBEs).	No Change
Federal Government	US Small Business Administration (SC District)	Partner for training and outreach events.	No Change

Type of Partner Entity	Name of Partner Entity	Description of Partnership	Change to the partnership during the past fiscal year
Federal Government	American Traffic Safety Services Association (ATSSA)	Provides training, tools, legislative advocacy and the resources to make roadways safer.	No Change

2023

Reports Data

as submitted for the Accountability Report by:

U120 - Department of Transportation

Report Name	Law Number (if applicable)	Summary of information requested in the report	Date of most recent submission DURING the past fiscal year	Reporting Frequency	Type of entity/entities	Method to access the report	Direct access hyperlink or agency contact (if not provided to LSA for posting online)	Changes to this report during the past fiscal year	Explanation why a report wasn't submitted
Affirmative Action Plan and Non Discrimination Plan/ Equal Employment Opportunity Progress Report	§1-13-110 and Proviso 117.13	Personnel report by race and sex; includes discrimination policy. Also referred to as EEO Progress Report.	February-22	Annually	South Carolina state agency or agencies	Hard copy available upon request	https://scstatehouse.gov/reports/HumanAffairsComm/SCHAC%20Report%20to%20the%20General%20Assembly%202022.pdf	No Change	
Agency Accountability Report	§1-1-810, §1-1-820, Proviso 117.29, and Proviso 117.68(D)	The report "must contain the agency's or department's mission, objectives to accomplish the mission, and performance measures that show the degree to which objectives are being met." Agencies must "identify key program area descriptions and expenditures and link these to key financial and performance results measures."	September 2022	Annually	Governor or Lt. Governor AND Legislative entity or entities	Provided to LSA for posting online	https://www.scdot.org/performance/pdf/reports/FY21_SCDOT_Accountability_Report.pdf?v=2	No Change	
Annual (Financial) Audit	§57-1-490	Audit of agency performed by independent certified public accountant.	September 2022	Annually	Legislative entity or entities	Available on another website	https://osa.sc.gov/wp-content/uploads/2022/10/DOT-U12.pdf	No Change	
Annual Energy Conservation Report	§48-52-620	Report energy used by SCDOT for buildings.	September 2022	Annually	South Carolina state agency or agencies	Available on another website	https://www.scdot.org/performance/pdf/reports/FY2022%20Annual%20Progress%20Report.pdf?v=2	No Change	
Auditing & Fiscal Reporting	Section 11-35-1230(3)	Automatic reporting in SCEIS that provides reports regarding the status of personnel positions, budgets, transfers, and expenditures.	June-22	Quarterly	South Carolina state agency or agencies	Available on another website	https://www.sceis.sc.gov/	No Change	Information of personnel positions, budgeting, transfers, and expenditures is perpetually maintained in SCEIS. The SCEIS website is restricted with authorized login. For copies of all SCDOT public records, please send a request to SCDOT's FOIA Officer at FOIA@dot.state.sc.us
Bank Transparency & Accountability Report	Proviso 117.79	Disclosure of transactions on the agency account for the prior fiscal year.	September-21	Annually	South Carolina state agency or agencies	Available on agency's website	https://www.scdot.org/performance/pdf/reports/SCDOT_Bank_Account_Transparency.pdf?v=2	No Change	
C-Fund Expenditures	§12-28-2740	C-Fund Expenditures for previous fiscal year.	January-22	Annually	Legislative entity or entities	Available on another website	https://www.scdot.org/performance/pdf/C_Report20-21.pdf	No Change	
Comprehensive Permanent Improvement Program (CPIP)	§2-47-55	Exempt from 2-47-55 reporting by Proviso 117.68(D) but internally used as a planning document.	October-21	Annually	Legislative entity or entities	Available on agency's website	https://www.admin.sc.gov/sites/default/files/budget/CPIP%20Summary%20Report%20-%20Summary.pdf	No Change	
Comprehensive Rail Plan	Section 57-3-30(B)	Provides a comprehensive state rail plan for passenger and freight railroads and infrastructure services.		Every Five years	Legislative entity or entities AND South Carolina state agency or agencies	Available on agency's website	https://www.scdot.org/Multimodal/pdf/SCMTP_Rail_Plan_FINAL.pdf	No Change	This comprehensive plan is initiated every five years; the next report will be due November 2025. The latest report was approved by USDOT Federal Railroad Administration in November 2020.
Debt Collection Reports	Proviso 117.33	Report of outstanding debt and methods used to collect.	February-22	Annually	Legislative entity or entities AND South Carolina state agency or agencies	Available on agency's website	https://www.scdot.org/performance/pdf/reports/Debt%20Collection%20Report.pdf	No Change	
Discrimination Plan	Proviso 117.13	Report of agency employment data containing the total number of persons employed and/or promoted in each job group, by race and sex.	February-22	Annually	South Carolina state agency or agencies	Available on another website	https://scstatehouse.gov/reports/HumanAffairsComm/SCHAC%20Report%20to%20the%20General%20Assembly%202022.pdf	No Change	
Employee Bonuses Report	Proviso 117.52	Report of agency employees that receive bonuses each year with amount and source of the bonus.	June-22	Annually	Legislative entity or entities AND South Carolina state agency or agencies	Available on another website	https://www.sceis.sc.gov/	No Change	SCEIS captures employee bonus information that is perpetually updated. The SCEIS website is restricted with authorized login. For copies of all SCDOT public records, please send a request to SCDOT's FOIA Officer at: FOIA@dot.state.sc.us

Report Name	Law Number (if applicable)	Summary of information requested in the report	Date of most recent submission DURING the past fiscal year	Reporting Frequency	Type of entity/entities	Method to access the report	Direct access hyperlink or agency contact (if not provided to LSA for posting online)	Changes to this report during the past fiscal year	Explanation why a report wasn't submitted
Feasibility Studies for sidewalk, bike and HOV lanes	§57-3-780	For new or expansion of existing infrastructure the agency will make a written determination whether it is financially and physically feasible to include high occupancy vehicle lanes (in metropolitan areas), pedestrian walkways or sidewalks, and bicycle lanes or paths.	June-22	Other	South Carolina state agency or agencies	Hard copy available upon request	https://www.scdot.org/projects/public-involvement-portal.aspx	No Change	Each project reviews the feasibility of such options on a case-by-case basis. The Programs and Projects are available for viewing on SCDOT's Public Involvement Portal.
Fines and Fees Report	Proviso 117.70	Promote accountability and transparency.	September-21	Annually	Legislative entity or entities	Available on agency's website	https://www.scdot.org/performance/pdf/reports/FeesandFinesReport.pdf	No Change	
Indefinite Delivery of Contracts Report	Section 11-35-3310	Quarterly report of architectural-engineering and land-surveying services.		Quarterly	South Carolina state agency or agencies	Available on another website		No Change	Indefinite delivery contract requirements were changed under Act 41 (2019-2020), section 49, changing quarterly requirements to an as-needed basis. Internally, a contract log is maintained and can be provided as needed.
Minority Business Enterprise Utilization Plan	§11-35-5240(2)	Procurement Contracts.	July-21	Annually	Governor or Lt. Governor	Hard copy available upon request	https://www.scdot.org/performance/pdf/reports/MBE%20Plan%202021-2022%20Final.pdf	No Change	
Office of Public Transit Report	§57-3-40(C) and Proviso 117.68	Combined with "Transit Progress Report" to show a progress report containing planning and coordination efforts.	January-22	Annually	Legislative entity or entities	Available on agency's website	https://www.scdot.org/performance/pdf/reports/2021-Public-Transit-Annual-Report.pdf	No Change	Also referenced as the Mass Transit Report in statute.
Online Transaction Register	§57-3-755 and Proviso 117.80	Complete record of funds expended.	January-22	Monthly	South Carolina state agency or agencies	Available on another website	https://applications.sc.gov/SpendingTransparency/MonthlyExpenditureMain.aspx	No Change	
Personnel Organization Chart	Proviso 117.45	Agency organization chart of Personnel. Revised as needed through the year.	June-22	Annually	South Carolina state agency or agencies	Available on agency's website	https://www.scdot.org/inside/org-chart.aspx	No Change	
Procurement Card Report	Section 1-1-1040, Proviso 117.80	Monthly report of all monthly procurement card transactions.	June-22	Monthly	Other	Available on agency's website	https://cg.sc.gov/sites/cg/files/Documents/Fiscal%20Transparency/Monthly%20Charge%20Card%20Usage/2022/CCU-June2022.pdf	No Change	
Project Priority List	Section 57-1-370, Proviso 84.9	Part of Act 114 /Roads Bill where the project priority list is published.	June-22	Monthly	Other	Available on agency's website	https://www.scdot.org/projects/ten-year-plan.aspx	No Change	
Rail Plan Analysis	§57-3-30(A)(5)	State railroad corridor preservation, revitalization, and comprehensive rail plan for passenger, freight, and infrastructure services.	January-22	Annually	Legislative entity or entities	Available on agency's website	https://www.scdot.org/performance/pdf/reports/2021-Rail-Plan-Report.pdf	No Change	
Recommendations for Restructure of Agency	§1-30-10(G)(1)	Provides detailed and comprehensive recommendations for the purposes of merging or eliminating duplicative or unnecessary divisions, programs, or personnel within each department to provide a more efficient administration of government services. This is addressed in the Annual Accountability Report.		Annually	Governor or Lt. Governor AND Legislative entity or entities	Provided to LSA for posting online		No Change	Senate Oversight and House Oversight confirmed January 11, 2022, that no report was due at this time. The House Oversight was revising the template; the Annual Accountability Report covers Restructuring and other relevant topics in its report.

Report Name	Law Number (if applicable)	Summary of information requested in the report	Date of most recent submission DURING the past fiscal year	Reporting Frequency	Type of entity/entities	Method to access the report	Direct access hyperlink or agency contact (if not provided to LSA for posting online)	Changes to this report during the past fiscal year	Explanation why a report wasn't submitted
Recycling Report	§44-96-140(B)	Transportation solid waste reduction and general recycling.	March-22	Annually	South Carolina state agency or agencies	Available on another website	https://scdhec.gov/sites/default/files/media/document/SC_SolidWasteManagementAnnualReport_FY21_OR-2302_2.pdf	No Change	
Report on Disadvantaged Enterprises Program	§12-28-2930(I)	Allocation of Contracts awarded pursuant to 12-28-2930(I).	June-22	Annually	Governor or Lt. Governor AND Legislative entity or entities AND South Carolina state agency or agencies	Hard copy available upon request		No Change	Hard copies available upon request. For copies of SCDOT public records, please send a request to SCDOT's FOIA Officer at: FOIAInfo@dot.state.sc.us
SCDOT's Annual Report	§57-3-760 and Proviso 117.68(D)	Annual accomplishments, Ten Year Needs plan, Five year plan detailing traffic regulation, mass transit coordination, and all firm's contract amounts.	January-22	Annually	Legislative entity or entities	Provided to LSA for posting online	https://www.scdot.org/performance/pdf/reports/SCDOT_Annual_Report_2021.pdf?v=2	No Change	
SCDOT-specific Recycling Report	Section 44-96-140(F)	Recycling report on compost, fly ash, ground rubber, and mixed plastics.		Annually	Governor or Lt. Governor AND Legislative entity or entities	Available on agency's website		No Change	This is the SCDOT Specific Recycling Report on compost, fly ash, ground rubber, and mixed plastics. Materials and Research Lab has no ability to track through contractors.
Seven Year Plan	§1-30-10(G)(2)	A seven-year plan that provides initiatives and/or planned actions that implement cost savings and increased efficiencies of services and responsibilities within the projected seven-year period. Next report is due January 2022.		Other	Governor or Lt. Governor AND Legislative entity or entities	Available on agency's website		No Change	Senate Oversight and House Oversight confirmed January 11, 2022, that no report was due at this time. SCDOT is currently six years through the SCDOT Ten-Year Plan, which provides initiatives and planned actions for a decade.
Sole Source Procurement & Emergency Procurements	§11-35-2440 and Proviso 117.41	Combined with "Trade in Sales" Report to show procurement items. From website link, select "Report Type" to browse sole source, emergency, and unauthorized procurements.	July-21	Quarterly	South Carolina state agency or agencies	Available on another website	https://reporting.procurement.sc.gov/general/transparency/audit-reports	No Change	
Statements of Economic Interest	§8-13-1110 and §8-13-1140	Statements of Economic Interest.	March-22	Annually	South Carolina state agency or agencies	Available on another website	https://ethicsfiling.sc.gov/public/statement-economic-interests	No Change	
Statewide Strategic Information Technology Plan Implementation	Proviso 117.110	Agency plan for information technology and information security.	September 2022	Annually	South Carolina state agency or agencies	Hard copy available upon request	https://admin.sc.gov/sites/default/files/OTIS/2022%20Statewide%20Strategic%20IT%20Plan.pdf	No Change	
Trade in Sales	§11-35-3830	Combined with "Sole Source Procurement & Emergency Procurements" Report to show procurement items. From website link, select "Report Type" to browse sole source, emergency, and unauthorized procurements.	July-21	Quarterly	South Carolina state agency or agencies	Available on another website	https://reporting.procurement.sc.gov/general/transparency/audit-reports	No Change	
Transit Progress Report	§57-3-210(B)(2) and Proviso 117.68(D)	Combined with "Office of Public Transit Report" to show a progress report containing planning and coordination efforts.	January-22	Annually	Legislative entity or entities	Available on agency's website	https://www.scdot.org/performance/pdf/reports/2021-Public-Transit-Annual-Report.pdf	No Change	
Transportation Asset Management Plan	Section 57-1-380	Report on objectives and performance measures for the preservation and improvement of the State Highway System.	December 2022	Annually	Legislative entity or entities AND South Carolina state agency or agencies	Provided to LSA for posting online	https://www.scdot.org/performance/pdf/reports/STAMP.pdf	No Change	The TAMP name was revised to STAMP - Strategic 10-Year Asset Management Plan (published as of December of 2022).
Travel Report	§117.26	Travel Report for agency for prior fiscal year.	November-21	Annually	South Carolina state agency or agencies	Available on another website	https://cg.sc.gov/sites/cg/files/Documents/Publications%20and%20Reports/Travel%20Reports/FY21TravelReport.pdf	No Change	

Report Name	Law Number (if applicable)	Summary of information requested in the report	Date of most recent submission DURING the past fiscal year	Reporting Frequency	Type of entity/entities	Method to access the report	Direct access hyperlink or agency contact (if not provided to LSA for posting online)	Changes to this report during the past fiscal year	Explanation why a report wasn't submitted
Vendor Report	§57-1-430(D)	Complete list of all companies doing business with the department and the amount spent on these contracts. This information is shown in the Annual Vendor Report and as part of the Agency's Annual Report.	January-22	Annually	Governor or Lt. Governor AND Legislative entity or entities AND South Carolina state agency or agencies	Available on agency's website	https://www.scdot.org/performance/pdf/reports/SCDOT_Annual_Report_2021.pdf?v=2 AND https://www.scdot.org/performance/pdf/reports/Vendor-Payments-Report.pdf?v=2	No Change	

AGENCY NAME:	South Carolina Department of Transportation		
AGENCY CODE:	U120	SECTION:	084

2023
Accountability Report

SUBMISSION FORM

I have reviewed and approved the data submitted by the agency in the following templates:

- Data Template
 - Reorganization and Compliance
 - FY2023 Strategic Plan Results
 - FY2024 Strategic Plan Development
 - Legal
 - Services
 - Partnerships
 - Report or Review
 - Budget
- Discussion Template
- Organizational Template

I have reviewed and approved the financial report summarizing the agency’s budget and actual expenditures, as entered by the agency into the South Carolina Enterprise Information System.

The information submitted is complete and accurate to the extent of my knowledge.

AGENCY DIRECTOR <i>(SIGN AND DATE):</i>	SIGNATURE ON FILE	Signature Received: 9/08/2023 9:46 AM
<i>(TYPE/PRINT NAME):</i>	Christy A. Hall, P.E. Secretary of Transportation	

BOARD/CMSN CHAIR <i>(SIGN AND DATE):</i>	SIGNATURE ON FILE	Signature Received: 9/08/2023 9:46 AM
<i>(TYPE/PRINT NAME):</i>	Tony K. Cox, Chairman	