

Commission Members:

T.J. Johnson, Chair
William B. Dukes, Vice Chair
Pamela L. Christopher, Commissioner
Max Metcalf, Commissioner
Curtis M. Spencer, Commissioner
Sel Hemingway, Commissioner
Britt Blackwell, Commissioner
Thomas Rhodes, Commissioner

**South Carolina Department of Transportation
Commission Workshop
Thursday, August 21, 2025 at 9:00 a.m.
955 Park Street, Room 306
Columbia, South Carolina 29201**

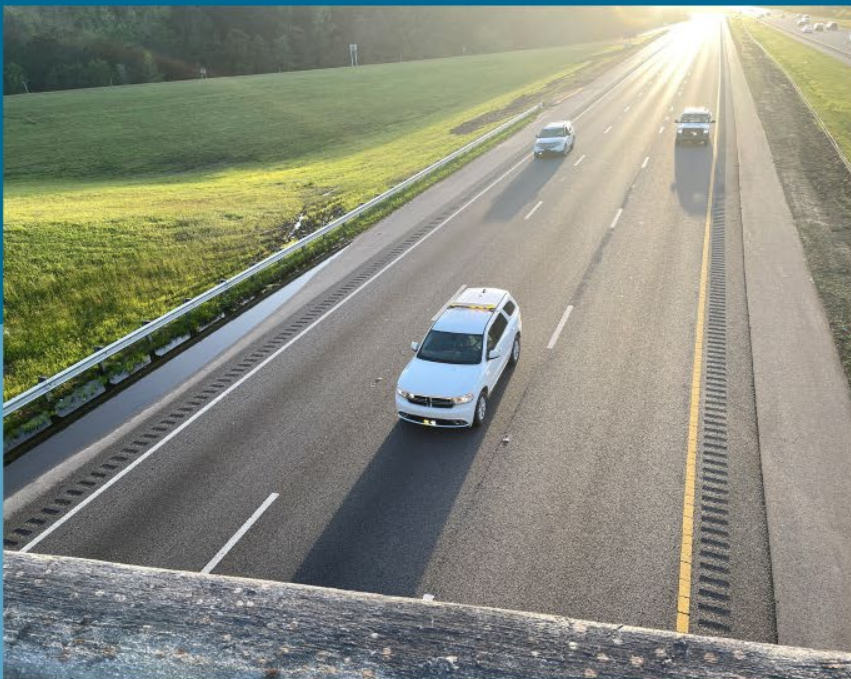
9:00 a.m. - 9:05 a.m.	Call to Order Roll Call Approval of Agenda (Action Required) Chairman Johnson
9:05 a.m. - 9:50 a.m.	Transportation Modernization Committee Update Secretary Powell Representative Erickson, Co-Chair SCDOT Modernization Ad-Hoc Representative Crawford, Co-Chair SCDOT Modernization Ad-Hoc
9:50 a.m. - 10:20 a.m.	10-Year Plan Revision FY26-27 Budget Deputy Secretary McCottry
10:20 a.m. - 10:35 a.m.	Surface Transportation Reauthorization Secretary Powell
10:35 a.m. - 10:50 a.m.	Break
10:50 a.m. - 11:20 a.m.	Regional Mobility Deputy Secretary Quattlebaum
11:20 a.m. - 11:35 a.m.	Transit Update Transit - STIP Amendment (Action Required) Transit - 21-Day Public Comment (Action Required) Deputy Secretary Necker
11:35 a.m. - 11:50 a.m.	Artificial Intelligence – AI Secretary Powell Chief Information Officer Ramsey
11:50 a.m. - 12:15 p.m.	Executive Session Pursuant to SC Code 30-4-70(a) (2) Receipt of Legal Advice Related to Matters Pertaining Attorney-Client Matters Regarding Potential Claims Chief Counsel Wessinger
12:15 p.m.	Workshop Adjournment Chairman Johnson

Transportation Modernization Committee Update

Justin Powell, Secretary of Transportation

SC Representative Shannon Erickson, Co-Chair Modernization Ad-Hoc

SC Representative Heather Crawford, Co-Chair Modernization Ad-Hoc



10-Year Plan Revision

*Karl McCottry
Deputy Secretary for
Finance and Administration
August 21, 2025*





Bottom Line Upfront

- General Fund Allocations
 - \$200M for Bridge Modernization
 - \$35M for Hurricane Helene costs
- Federal Discretionary Grant Allocations
 - \$175M BIP Grant Awarded for I-95 over Lake Marion
 - \$195M MPDG Grant Awarded for I-526 Long Point Road Project
- Infrastructure Maintenance Trust Fund (IMTF) Allocations
 - Maintenance Operations - Increase Signing and Pavement Marking from \$8.875M to \$15M

10-Year Plan Accomplishments

RURAL ROAD SAFETY

The completed projects have seen a 20% reduction in Fatal and Serious Injury crashes

1,176 miles



PAVING

Paving projects are being accomplished in every county of the State

9,587 miles



BRIDGES

Bridges must continue to be a major focus and an area for additional investment

416 bridges



INTERSTATES

Work is underway on nearly every interstate in the State

121 miles

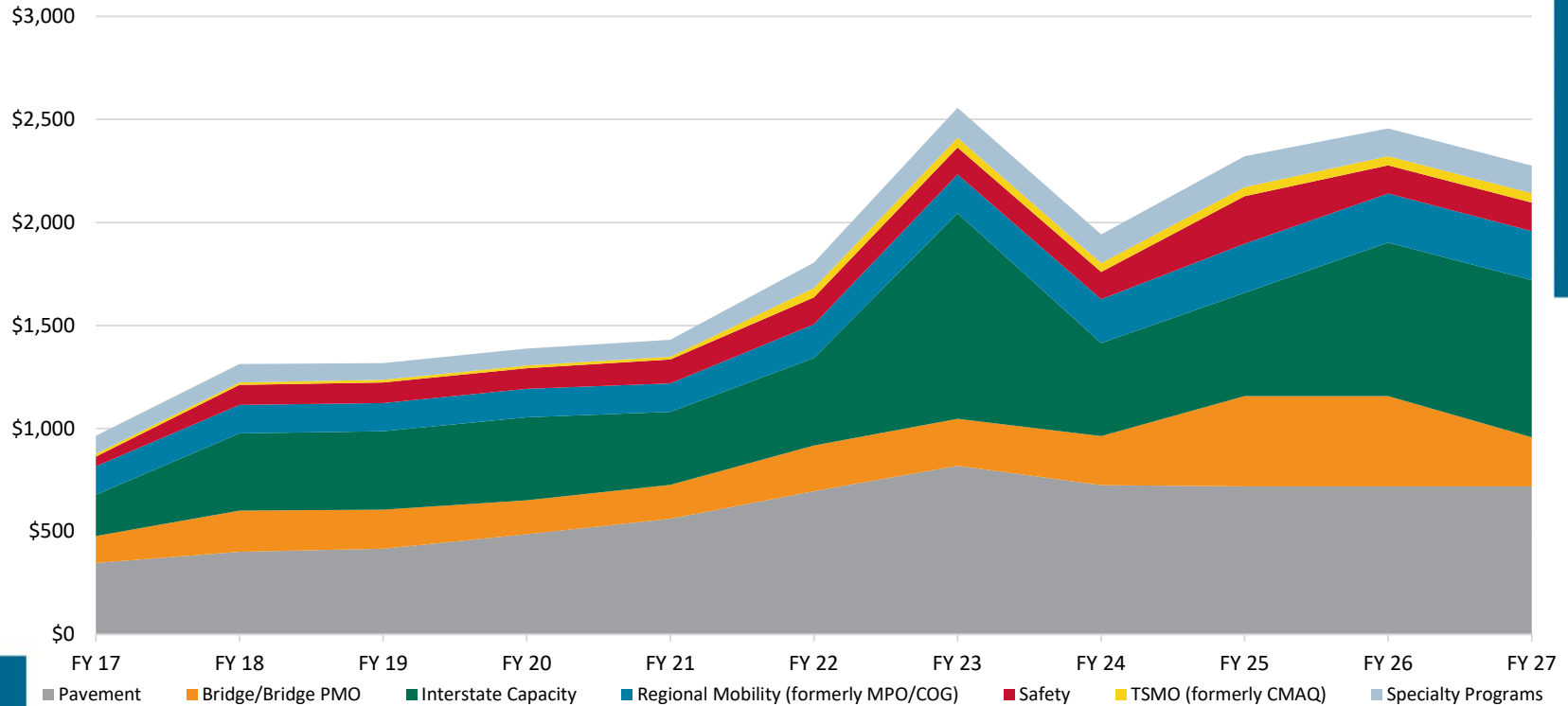


Proposed Updates to the 10-Year Plan

- ✚ \$200M for Bridge Modernization
- ✚ \$175M BIP Grant Awarded for Lake Marion Project
- ✚ \$195M MPDG Grant Awarded for Long Point Project
- ✚ \$92.5M 20% Grant match
- ✚ Maintenance Operations - Increased Signing and Pavement Marking from \$8.875M to \$15M



Proposed 10-Year Plan Revision



Proposed 10-Year Plan Revision

2025/2026 Proposed Plan	FY 17	FY 18	FY 19	FY 20	FY 21	FY 22	FY 23	FY 24	FY 25	FY 26	FY 27
Pavement	\$348M	\$402M	\$417M	\$487M	\$562M	\$695M	\$819M	\$725M	\$719M	\$719M	\$719M
Bridge/Bridge PMO	\$130M	\$199M	\$189M	\$164M	\$164M	\$223M	\$228M	\$239M	\$439M	\$439M	\$239M
Interstate Capacity	\$200M	\$375M	\$380M	\$403M	\$355M	\$424M	\$998M	\$451M	\$501M	\$745M	\$763M
Regional Mobility (formerly MPO/COG)	\$138M	\$138M	\$138M	\$138M	\$138M	\$164M	\$188M	\$213M	\$238M	\$238M	\$238M
Safety	\$47M	\$98M	\$99M	\$100M	\$116M	\$130M	\$132M	\$133M	\$231M	\$136M	\$138M
TSMO (formerly CMAQ)	\$14M	\$12M	\$13M	\$13M	\$13M	\$46M	\$46M	\$42M	\$43M	\$44M	\$45M
Specialty Programs	\$88M	\$89M	\$82M	\$83M	\$82M	\$123M	\$145M	\$139M	\$151M	\$135M	\$134M

Increases to the following programs:

- Bridge/Bridge PMO program
 - \$200M in General Fund Appropriations
- Interstate Capacity Program
 - \$175M for Lake Marion BIP Grant Award; \$43.75M 20% Grant Match
 - \$195M for Long Point MPDG Grant Award; \$48.75M 20% Grant Match

Proposed Motion for Consideration in September

The Secretary is directed to adjust the 10-Year Plan and Statewide Transportation Improvement Plan to add the anticipated state and federal funds to increase existing program levels.

The Secretary is to conform the plan to actuals. Additionally, the Secretary is to review and recommend any revisions or additions to the performance targets established for the 10-Year Plan and present those to the Commission for its consideration.

FY 26-27 BUDGET

Karl McCottry, Deputy Secretary for Finance and Administration

August 21, 2025



Bottom Line Upfront

- Revenues

- State revenues are stagnant in the four major categories of motor fuel tax, car sales tax, DMV fees, and General Fund.
- Assumed projected Federal apportionments under IIJA.

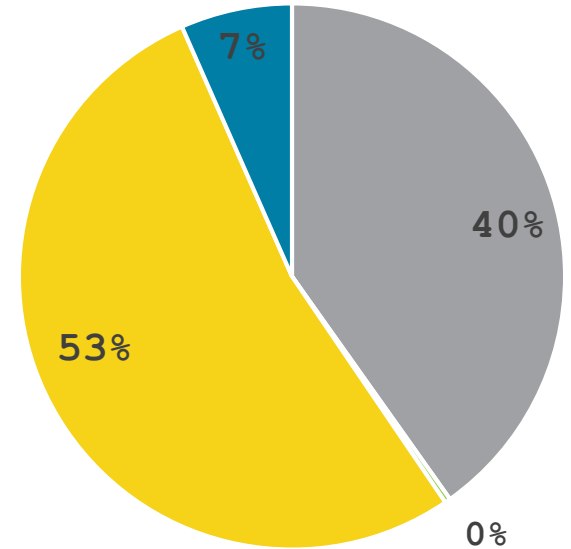
- Expenditures

- Incorporates revisions of 10-Year Plan proposed by the Secretary of Transportation.
- Includes LCRT and discretionary grants



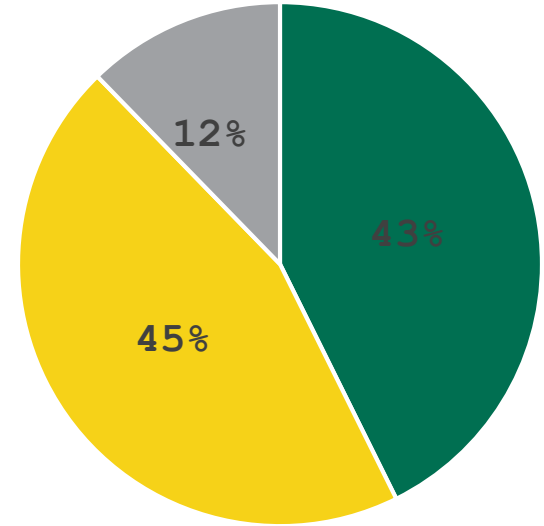
FY 26-27 Estimated Revenues \$3.210B

Federal Reimbursements	\$1.289B
State Revenues	\$1.697B
<i>Including New Gas Tax Trust Fund (IMTF)</i>	<i>\$838M</i>
<i>State General Funds</i>	<i>\$132M</i>
Partnered Projects	\$212M
<i>Lowcountry Rapid Transit</i>	<i>\$150M</i>
Cash Usage	\$10.5M
Total Estimated Revenues	\$3.210B



FY 26-27 Estimated Expenditures \$3.210B

Maintenance & System Preservation	\$1.370B
Capacity & Operational Improvements	\$1.445B
Remaining Operations	\$394M
Total Budgeted Expenditures	\$3.210B



FY 26-27 Proposed General Fund Requests

- Continuation of the \$120M in recurring funds for federal aid match.
- \$300M Recurring for bridges: Recurring annually to ensure long-term mobility and freight movement by tackling bridges in corridor-specific approach.
- \$25M Recurring for Buyback Program which is a voluntary road transfer program with the goal of right-sizing the state highway system.
- \$5.1M for the payment to PRT for Welcome Centers
- \$5M in recurring funds for off-interstate litter pick-up. This follows a non-recurring appropriation in FY 26 to support off-interstate litter pick-up that is currently underway.

FY 26-27 Proposed Proviso Change Summary

➤ Proposed Deletions

- 117.100 Welcome Centers – Eliminate the transfer of \$5,140,727 to the Dept. of Parks, Recreation and Tourism for their maintenance of Welcome Centers

➤ Proposed Addition

- 84.XX – Road Buyback Program – Establish a voluntary road transfer program with the goal of right-sizing the state highway system.

FY 26-27 Proposed Proviso Addition language

➤ Proposed Language

- **Proviso 84.XX – (DOT: Road Buyback Program)** *From the funds appropriated to the Department of Transportation for the Road Buyback Program, the department shall be directed to identify and compile a list of roads on the state highway system that may be eligible for transfer in accordance with Section 57-5-80 of the 1976 Code. The department shall evaluate roads that may no longer serve a statewide purpose and determine whether such roads are more properly maintained by a county, municipality, or other appropriate political subdivision. In making this determination, the department shall consider functional classification, traffic volume, connectivity, and consistency with the statewide transportation plan. In accordance with Section 57-5-80, roads deemed eligible for transfer shall be those which, in the opinion of the department, are no longer needed to serve the purpose of the state highway system. The department may negotiate with the governing bodies of the appropriate political subdivisions for the transfer of maintenance responsibilities for such roads. Road Buyback Program funds shall be used to assist with costs related to the transfer of roads from the state highway system, including, but not limited to resurfacing, design improvements, documentation, and transition-related expenses agreed upon by the department and political subdivision. The department shall submit the list of identified roads, along with criteria used for selection and any recommendations regarding the transfer process, to the Chairman of the Senate Finance Committee, the Chairman of the House Ways and Means Committee, and the Governor by February 28, 2027.*

FY 26-27 Proposed County Transportation Committee (CTC) Budget

CTC Revenue Forecast	Preliminary Prior		General Assembly Approved 2025-2026	Proposed Executive Budget 2026-2027
	Prior Year Actual	Year Actual		
	Revenues 2023-2024	Revenues 2024-2025		
Gasoline Tax*	112,406,317	113,000,715	116,140,325	116,721,027
Fees and Receipts-Counties	32,788,463	3,733,376	20,000,000	20,000,000
Investment Earnings	9,470,821	12,884,236	3,500,000	3,500,000
Misc. Revenues	-	-	-	-
Transfer - State Gen. Fund	20,000,000	200,000,000	-	-
Misc Transfer-Other Fund	20,500,000	20,500,000	20,500,000	20,500,000
Total CTC Fund Revenue	\$ 195,165,601	\$ 350,118,327	\$ 160,140,325	\$ 160,721,027

CTC Expenditure Forecast	Preliminary Prior		General Assembly Approved 2025-2026	Proposed Executive Budget 2026-2027
	Prior Year Actual	Year Actual		
	Expenditures 2023-2024	Expenditures 2024-2025		
Permanent Improvements	76,845,502	81,720,879	30,000,000	30,000,000
Other Operating	969,808	2,293,830	1,000,000	1,000,000
Allocations to Municipalities	756,181	329,159	1,000,000	1,000,000
Allocations to Counties	144,539,350	226,073,259	128,140,325	128,721,027
Transfer - State Gen. Fund	20,000,000	200,000,000	-	-
Total CTC Budget	\$ 243,110,841	\$ 510,417,127	\$ 160,140,325	\$ 160,721,027

*2.66 Cent Allotment of Gas User Fee for 'C' Funds (SEC 12-28-2740 (A))

**FY 2023 is at the max per Act 40 at .03999 cents per gallon. FY 2024 Complete. FY 2025 Preliminary End of Year Cash Balance 06/30/25 is \$420,767,944



Proposed Motion for Consideration in September

Based on the forecasted revenues and expenditures as presented, recommend approval of the proposed \$3.21 billion dollar budget authority request for State Fiscal Year 2026-27. Staff is directed to proceed with preparing the necessary submittals and, under the authority of the Secretary of Transportation, adjusting the budget as necessary to account for variances between forecasts and actuals.

Surface Transportation Reauthorization

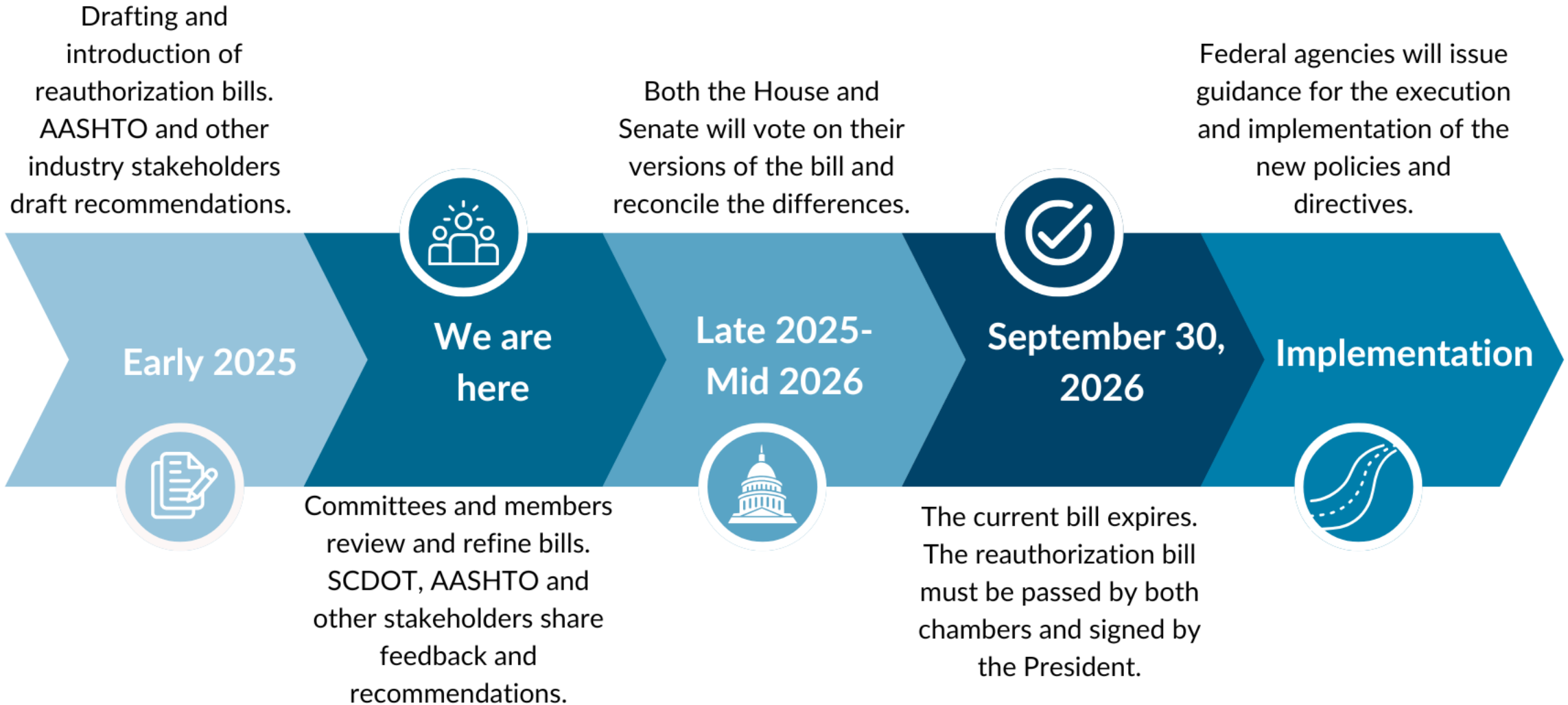
Justin Powell, Secretary of Transportation

Current Status

- Current Surface Transportation Authorization (IIJA) expires on **September 30, 2026**
- In addition to other programs, sets funding for FHWA, FRA, FTA and NHTSA.



Timeline for Reauthorization



Trump Administration: America is Building Again

- Enhancing transportation safety
- Accelerating project delivery
- Increasing opportunities for investment in infrastructure
- Strengthening partnerships with states





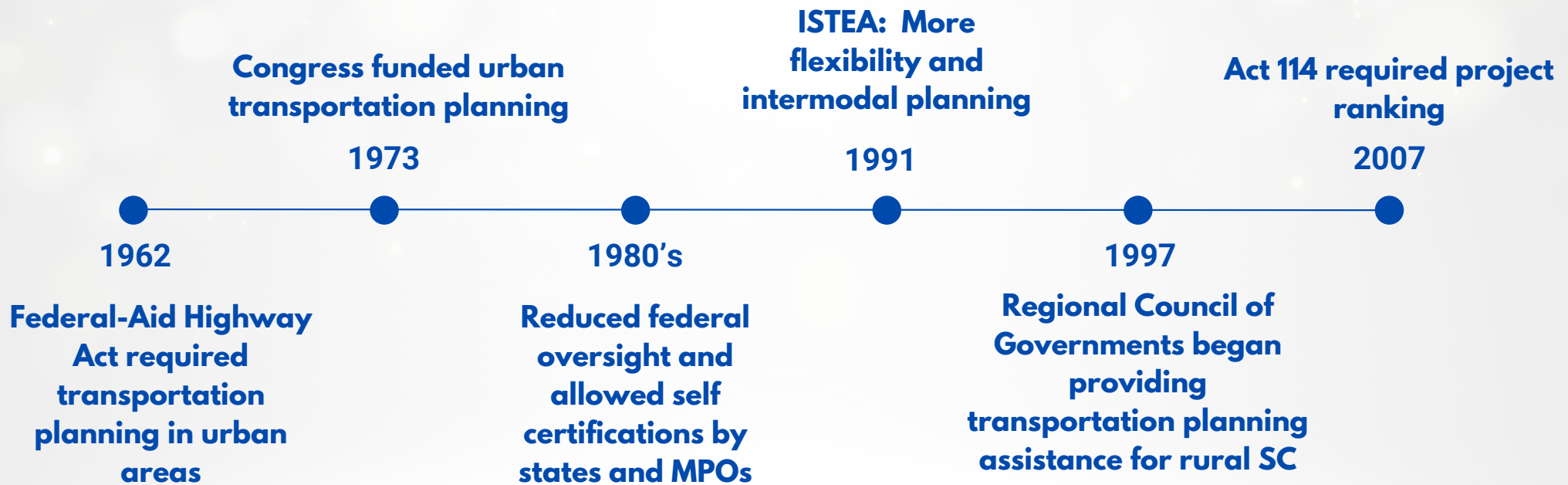
SCDOT Priorities for Reauthorization

- Focus on Formula-Based Transportation Programs. States need predictable, reliable dollars to deliver projects.
- Provide funding at or above the current levels and consider indexing annually for inflation.
- Accelerate project delivery by increasing flexibility and reducing regulatory burdens.
- Allow states to participate in all funding programs.

**ADVANCEMENTS TO THE
REGIONAL MOBILITY
PROGRAM**

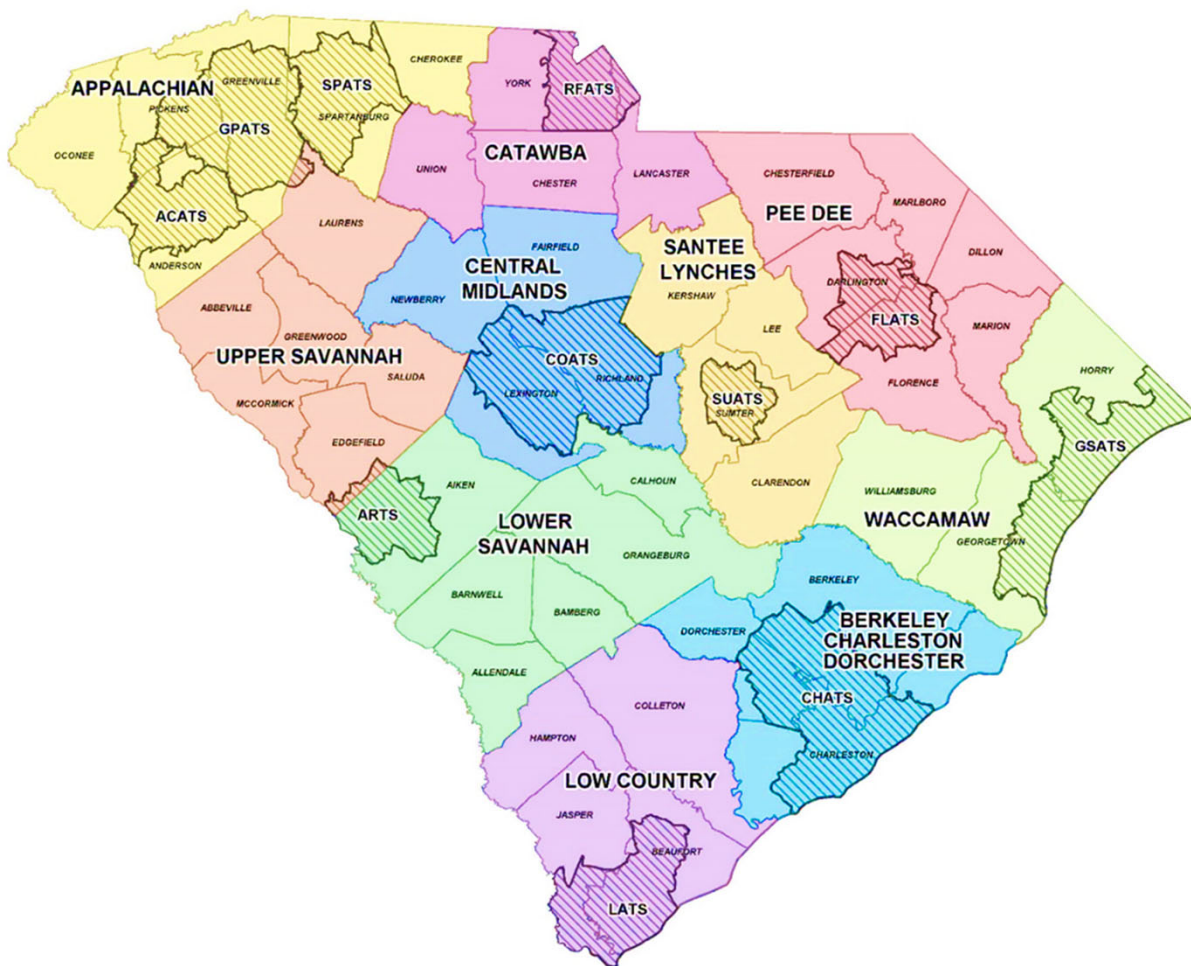
August 21, 2025

HISTORY



PLANNING **REGULATIONS**

- **23 U.S.C. 134 and Title 49 Chapter 53 5303**
- **23 U.S.C. 135 and Title 49 Chapter 53 5304**
- **23 CFR 450**
- **Section 57-1-370 - South Carolina Code of Laws**
- **S.C. Code of Regulations 63-10**



Metropolitan Planning Organizations (MPO)

(Population > 50,000)

ANATS, ARTS, CHATS, COATS, FLATS, GPATS, GSATS, LATS, RFATS, SPATS, & SUATS

Transportation Management Areas (TMA)

(Population > 200,000)

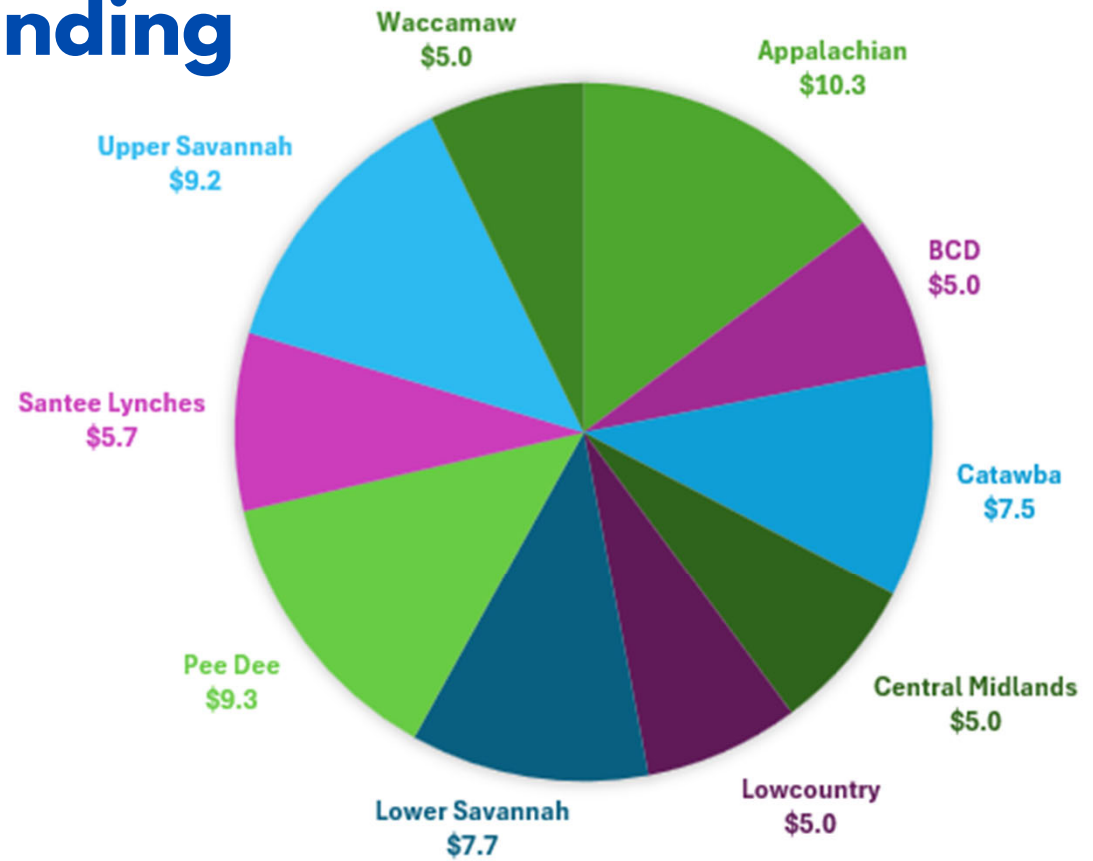
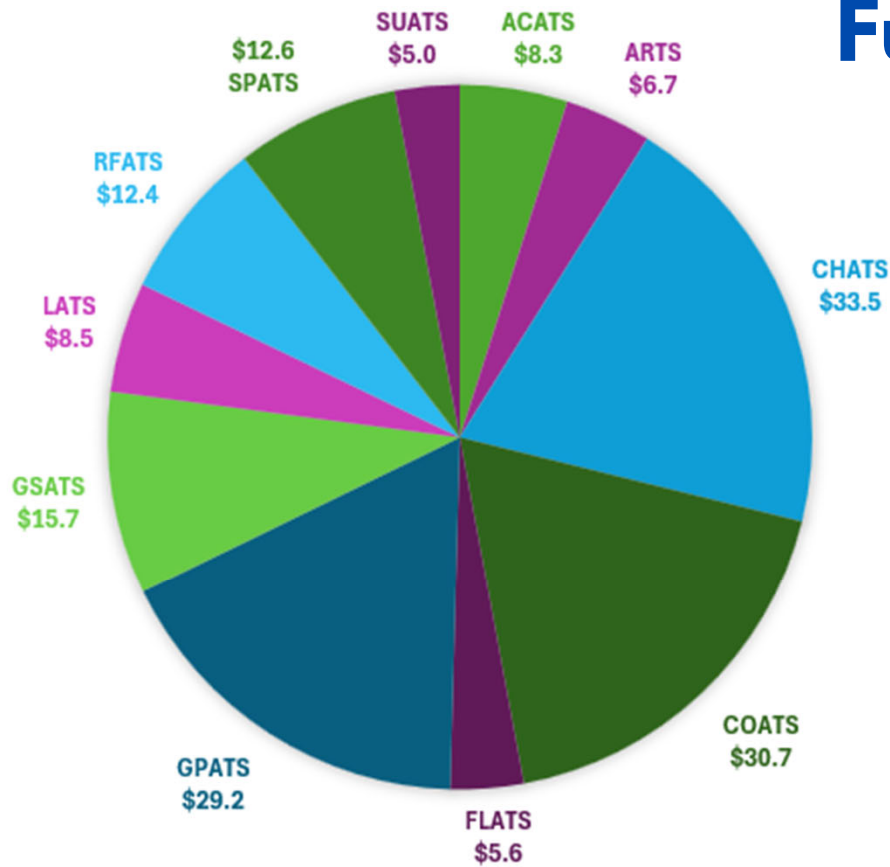
ARTS, CHATS, COATS, GPATS, GSATS, AND RFATS

Council of Governments (COG)

(Population < 50,000)

Appalachian, Berkeley-Charleston-Dorchester, Catawba, Central Midlands, Lowcountry, Lower Savannah, Pee Dee, Santee Lynches, Upper Savannah, & Waccamaw

Regional Mobility Program Funding



**TOTAL PROGRAM
\$238 MILLION**

- **No maintenance projects**
- **Adhere to Complete Streets**
- **Limit funding advancements**
- **Match responsibility**

**SOUTH CAROLINA DEPARTMENT OF TRANSPORTATION
COMMISSION
STATEMENT OF POLICY**

Policy No. 3
Subject: Regional Mobility Match and Use
References: Section 57, Laws of 1970
S. C. Code § 57-23
23 Code of

The South Carolina Department of Transportation follows the policy for Metropolitan Planning Area (COG) Regional Mobility Use Match and

- 1) The Commission establishes that SCOT's Statewide Transportation Improvement Program (STIP) is the state's MPOs and COGs' goal of optimizing the operations, capacity, safety, and
- 2) SCOT has established statewide and bridge rehabilitation and repair projects, bridge rehabilitation, or other exceptions in the event the work is a goal of optimizing the existing transit safety, and multi-modal accessibility
- 3) Projects supported by the Regional Mobility Match and Use Fund shall be consistent with the SCOT Complete bicycling, and transit plans
- 4) In cases where an MPO/COG project is not recommended by the Department, the Department's core goals of the STIP provide the required matching funds. In addition, County Transportation Funds may be required match for Regional Mobility Match project on the STIP to spend at least twenty-five percent of expenditures on the state highway
- 5) Regional Mobility funds shall not be used by the Secretary of Transportation and
- 6) No local government shall commit infrastructure Bank, state agency or

appropriate Policy Committee's approval and approval by the Secretary of Transportation.

- 7) To assist with project delivery and demonstration of yearly fiscal constraint of the TIP and STIP, Regional Mobility advancements can be requested by MPOs and COGs. Advancements are subject to approval by the Secretary of Transportation, and will be reviewed based on need, justification and available financial resources. Advancements shall not exceed three years of annual Regional Mobility allocation (not to exceed a total of \$45 million). The payback of an advancement must occur within four years and will be reflected in the annual financial statement as a deduction of available budget. The Secretary of Transportation may permit deviation from this policy upon extenuating circumstances where an advancement exceeds three years of annual Regional Mobility allocation (not to exceed a total of \$45 million) if the project provides demonstrable statewide significance and shall be communicated at the next Commission meeting.
- 8) The attached guidelines will provide a general policy for Regional Mobility use, match and maintenance responsibility. Some unique cases may arise that require special evaluation and approval of the Commission upon review and recognition of the project's unique circumstances.

This Policy was adopted by the Commission at its July 21, 2011.

Amended by the Commission at its January 19, 2012.
Amended by the Commission at its September 21, 2012.

Commission Chairman

RESPONSIBILITY GUIDELINES

Eligible Activities	Match Responsibility		Maintenance Responsibility	
	State	Local	State	Local
Capacity projects, median widening, or intersection improvements to include bicycle and pedestrian accommodations.	X		X	
Access reconfiguration, management, and turn lanes.	X		X	
Park and ride facilities (to be reviewed case-by-case basis).	X		X	X
Safety projects (i.e. enhanced signing, marking, shoulder widening, intersections).	X		X	
Road diet projects. Project is eligible and results in operational and safety improvements (i.e. additional turn lanes, access control and consolidation).	X		X	
Bus pull-outs.	X		X	
Traffic signals and systems.	X		X	
Landscaping in conjunction with large capacity and operational improvement projects.		X		X
Landscaping in a standalone project.		X		X
Streetscape/hardscape in conjunction with a capacity or operational improvement project (i.e. stamped asphalt, medians).	X			X
Meat arms (local to provide match for the difference between meat arms and standard signal installation).		X		X
Traffic calming (as defined by SCOT Traffic Calming Guidelines). Traffic calming identified in a Road Safety Audit would be state funded.		X		X
Underground utilities as part of a widening or qualifying road diet project (included in the scope of the project, utility owner still responsible for their share as determined by prior rights).		X		X
Standalone streetscape, bicycle, and multi-use paths in accordance with SCOT Complete Streets Policy. Recreational projects require local match.	X		X	
Complete Street Retrofits (addition of bike lanes, sidewalks, mass transit accommodations, enhanced pedestrian crossing, curb extensions, and median islands, etc.) as a standalone project not in conjunction with a capacity project.	X		X	
Decorative lighting. Lighting identified in a Road Safety Audit would be state funded.	X			X
Fleet (local match requirement based on associated FTA programs such as S807, S301, S330, etc.).		X		X
Corridor or project-specific feasibility studies.	X		N/A	N/A
Traditional (TIP/STIP) activities (i.e. long range plans, congestion management plans, regional freight plans, enhancement master plans, regional bike and pedestrian plans).		X	N/A	N/A
Upgrades to federally-eligible roads not on the state system.		X		X

***Existing Policy**

MISSION

To develop and implement transportation plans and cost-effective projects that deliver a safe, efficient, reliable, and accessible transportation system meeting both the current and future needs of the region.

PROPOSED GOALS

- **Safety**: Reduce crashes, injuries, and fatalities experienced by all users of the regional transportation network.
- **Accessibility**: Promote accessible systems that enable people to reach their destinations through multiple modes of travel.
- **Reliability & Congestion**: Optimize traffic flow across various modes of transportation to ensure reliable travel times and reduce congestion.
- **Economic Vitality**: Support the region's economic vitality by enhancing system performance to accommodate future growth.

PROJECTS/PROGRAMS

- **Corridor Improvement**
- **Widening/Capacity**
- **Intersection Improvement**
- **Signal/ITS Improvement**
- **Bike/ Pedestrian Improvements**
- **New Location**
- **Transit Capital**
- **Planning Study**

GUIDANCE AND **PERFORMANCE**

- **Maintain funding advancement guidelines**
- **Maximum 3-year carryover**
- **Act 114 prioritization with established programs**
- **Semiannual performance reporting**

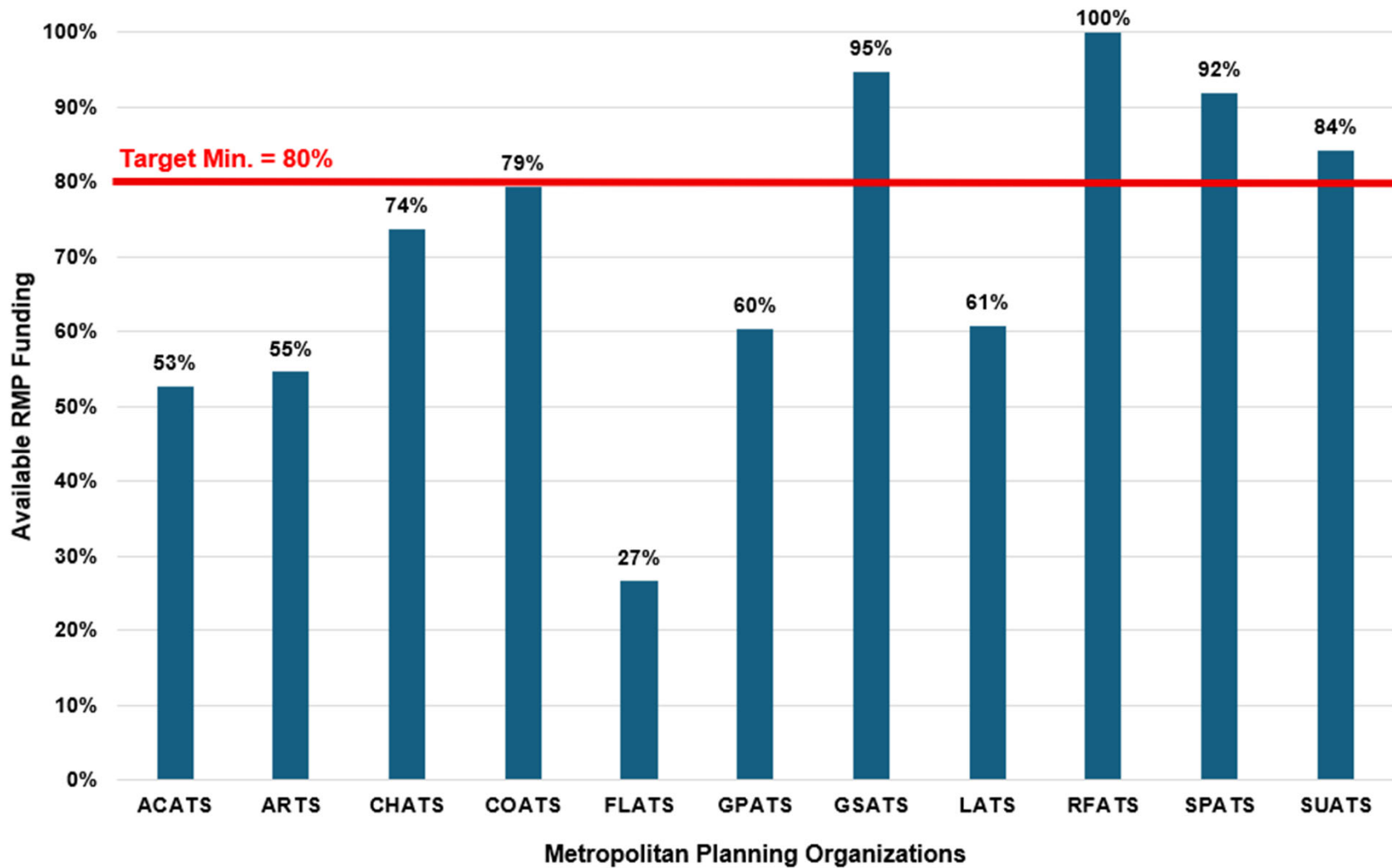
METRIC 1

80% of available RMP funding for the first four years of STIP is allocated to projects

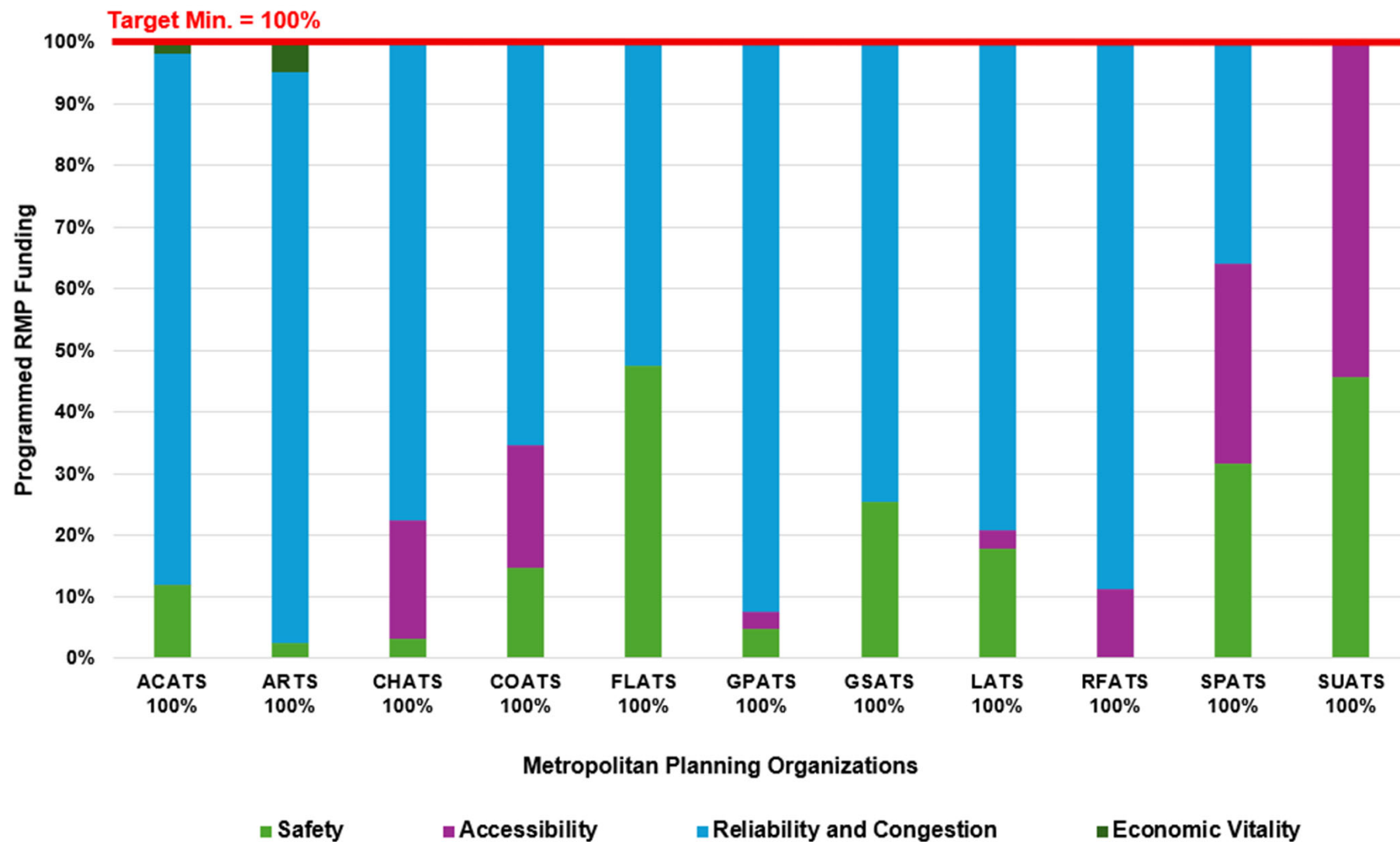
METRIC 2

100% of projects identified in the STIP meet at least one of the four goals

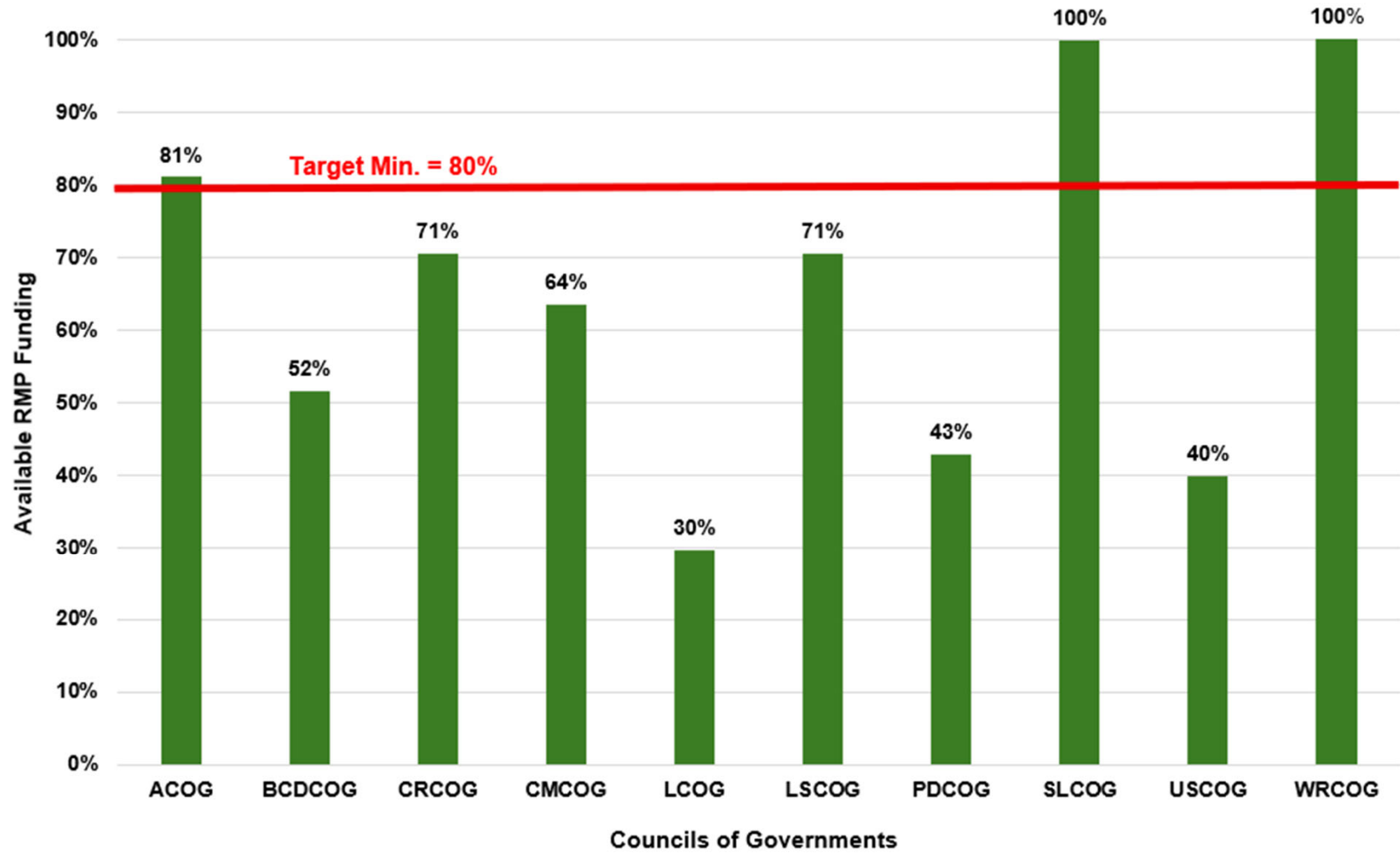
RMP Funding Programmed (FFY 24-27)



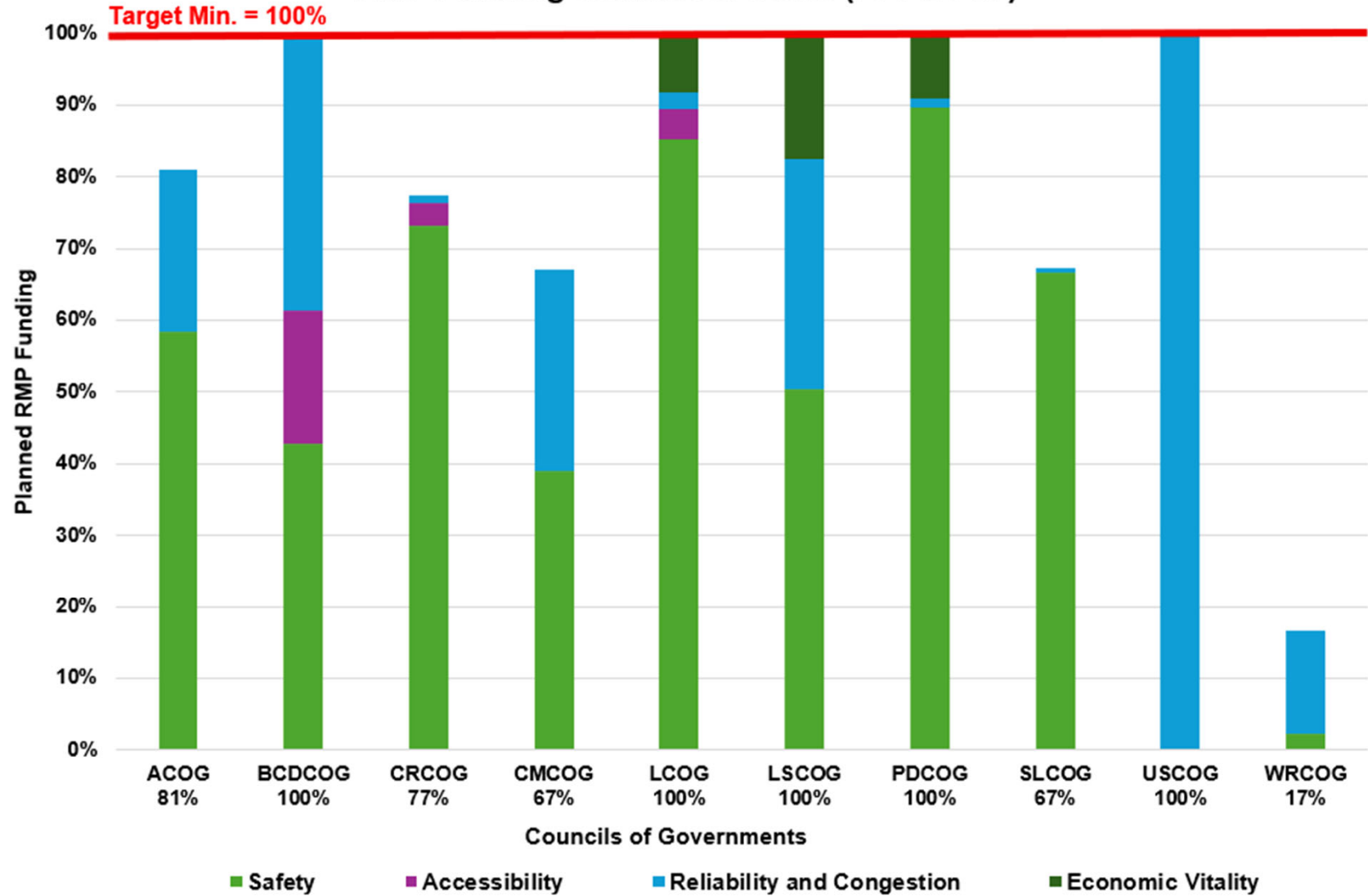
RMP Funding that Meets Goals (FFY 24-27)



RMP Funding Programmed (FFY 24-27)

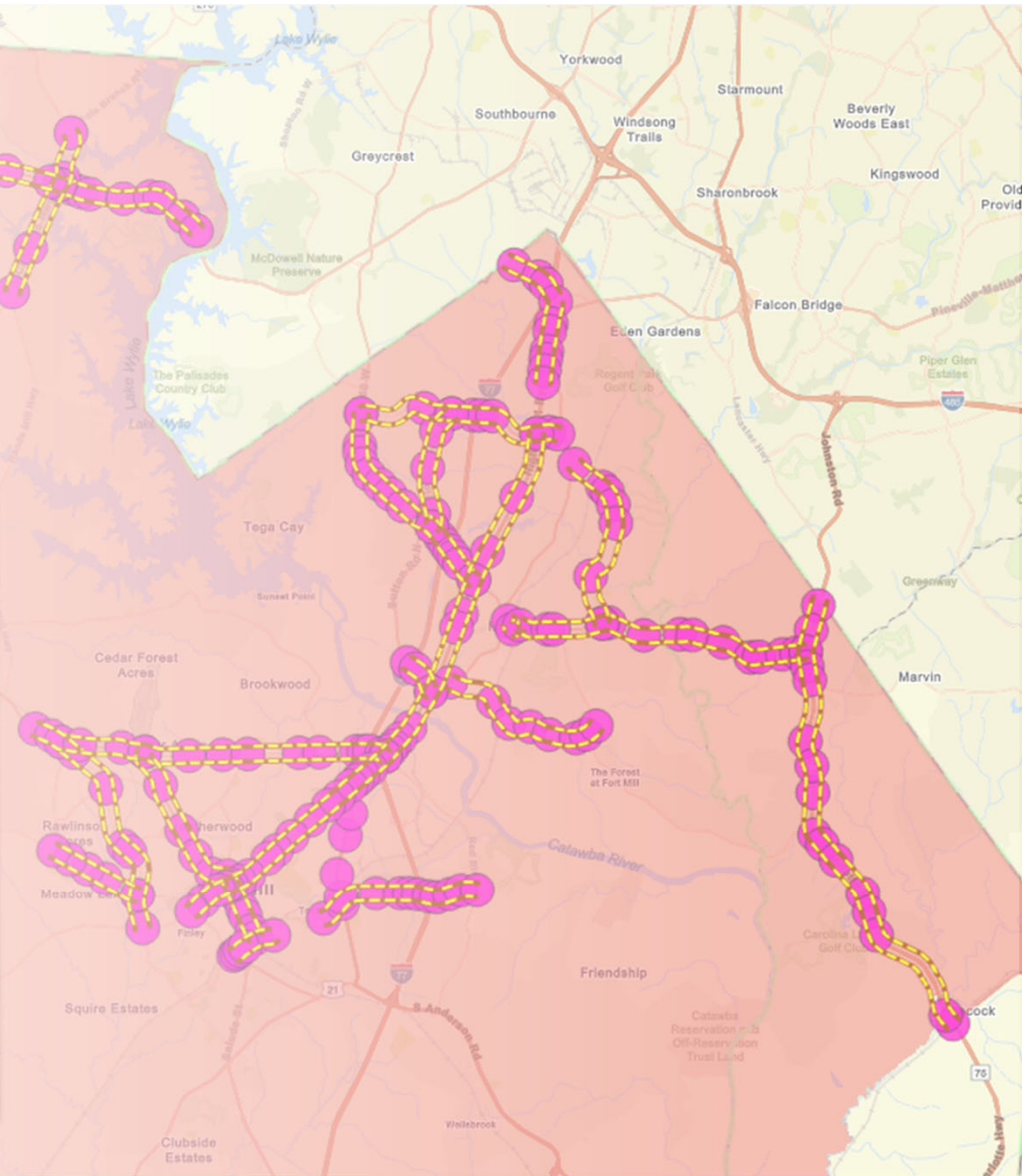


RMP Funding that Meets Goals (FFY 24-27)



Regional Corridor Analysis Program

Data Driven Project Selection



Project Scoping

Identify scope of work that meets the purpose and need of the project

Identify risk and feasibility

Develop planning level cost estimate and schedule

Complete prior to adding project to the TIP

INTERSECTION IMPROVEMENT SCOPING REPORT PROJECT ID

General Project Information	
Project Name	
County	
City	
Project Sponsor	

Existing Conditions				
	Leg 1	Leg 2	Leg 3	Leg 4
Road Name				
Typical Section				
ADT				
Functional Classification				
Existing R/W Width				
File No. Reference				
Design Speed				
Posted Speed				
# of Accidents				
Pedestrian Facilities	Yes	No	If yes, describe	
Bicycle Facilities	Yes	No	If yes, describe	
Designated Bicycle Route	Yes	No		
RR Present	Yes	No	If yes, RR Company	
Transit/Multimodal Present	Yes	No	If yes, describe	
Costly Items Present	Bridge	Culvert	Retaining Wall	Other
Deficiencies				

Proposed Improvements		
Project Goals	Geometric Improvements	
	Capacity Improvements	
	Access Management	

Next Steps

- **Amend Commission Policy 3**
- **Develop Project Scoping Process**
- **Complete Wave 2 of ReCAP**
- **Complete Wave 3 of ReCAP**
- **Monitor Performance**



QUESTIONS



**SOUTH CAROLINA DEPARTMENT OF TRANSPORTATION
COMMISSION
STATEMENT OF POLICY**

Policy No. 3

Subject: Regional Mobility Match and Use

References: Section 57 1-30,57-1-370
S. C. Code of Laws, 1976, as amended
23 Code of Federal Regulations Part 450.324

The South Carolina Department of Transportation (SCDOT) Commission establishes the following policy for Metropolitan Planning Organization (MPO) and Council of Government (COG) Regional Mobility Use Match Responsibility, and Maintenance Responsibility:

- 1) The Commission establishes that SCDOT will provide the required state match for the annual Statewide Transportation Improvement Program (STIP) federally funded Regional Mobility allocation to the state's MPOs and COGs for eligible project activities that address the Department's goal of optimizing the existing transportation network through traffic operations, capacity, safety, and multi-modal accessibility improvements.
- 2) SCDOT has established statewide programs to systematically maintain existing pavements and bridge rehabilitation and replacement programs. Regional Mobility funds should not be allocated toward pavement preservation, pavement rehabilitation, pavement reconstruction projects, bridge rehabilitation, or bridge replacement projects. SCDOT shall grant exceptions in the event the work is a part of a larger project consistent with the Department's goal of optimizing the existing transportation network through traffic operations, capacity, safety, and multi-modal accessibility improvements.
- 3) Projects supported by the Regional Mobility program should be selected and funded consistent with the SCDOT Complete Streets Policy and the MPO and COG walking, bicycling, and transit plans envisioned in the Complete Streets Policy.
- 4) In cases where an MPO/COG project is eligible for federal Regional Mobility funding, but is not recommended by the Department for state match due to the improvement being outside the Department's core goals of the Regional Mobility Program, the local jurisdiction must provide the required matching funds, typically set at 20% of the total project cost. In addition, County Transportation Committees (CTCs) may also contribute all or a portion of the required match for Regional Mobility projects. Any financial commitment by a CTC to a Regional Mobility project on the state system will also count towards the county's requirement to spend at least twenty-five percent of their apportionment of C-Funds based on a biennial averaging of expenditures on the state highway system for construction and maintenance.
- 5) Regional Mobility funds shall not be pledged for debt service without recommendation of the Secretary of Transportation and approval of the SCDOT Commission.
- 6) No local government shall commit Regional Mobility funding for any State Transportation Infrastructure Bank, state agency, or federal agency grant application without the

appropriate Policy Committee's approval and approval by the Secretary of Transportation.

- 7) To assist with project delivery and demonstration of yearly fiscal constraint of the TIP and STIP, Regional Mobility advancements can be requested by MPOs and COGs. Advancements are subject to approval by the Secretary of Transportation, and will be reviewed based on need, justification and available financial resources. Advancements shall not exceed three years of annual Regional Mobility allocation (not to exceed a total of \$45 million). The payback of an advancement must occur within four years and will be reflected in the annual financial statement as a deduction of available budget. The Secretary of Transportation may permit deviation from this policy upon extenuating circumstances where an advancement exceeds three years of annual Regional Mobility allocation (not to exceed a total of \$45 million) if the project provides demonstrable statewide significance and shall be communicated at the next Commission meeting.
- 8) The attached guidelines will provide a general policy for Regional Mobility use, match and maintenance responsibility. Some unique cases may arise that require special evaluation and approval of the Commission upon review and recommendation of the Secretary of Transportation.

This Policy was adopted by the Commission at its July 21, 2011 meeting.
Effective date: July 21, 2011

Amended by the Commission at its January 19, 2012 meeting.
Amended by the Commission at its September 21, 2023 Meeting



Commission Chairman

ATTACHMENT A: SCDOT REGIONAL MOBILITY USE, MATCH RESPONSIBILITY, AND MAINTENANCE RESPONSIBILITY GUIDELINES

SCDOT Regional Mobility Use, Match Responsibility, and Maintenance Responsibility Guidelines				
Eligible Activities	Match Responsibility		Maintenance Responsibility	
	State	Local	State	Local
Capacity projects, mainline widening, or intersection improvements to include bicycle and pedestrian accommodations.	X		X	
Access reconfiguration, management, and turn lanes.	X		X	
Park and ride facilities (to be reviewed case-by-case basis).	X		X	X
Safety projects (i.e. enhanced signing, marking, shoulder widening, intersections).	X		X	
Road diet projects. Project is eligible and results in operational and safety improvements (i.e. additional turn lanes, access control and consolidation).	X		X	
Bus pull-outs	X		X	
Traffic signals and systems.	X		X	
Landscaping in conjunction with large capacity and operational improvement projects.		X		X
Landscaping in a standalone project.		X		X
Streetscape/hardscape in conjunction with a capacity or operational improvement project (i.e. stamped asphalt, formliners).	X			X
Mast arms (locals to provide match for the difference between mast arms and standard signal installation).		X		X
Traffic calming (as defined by SCDOT Traffic Calming Guidelines). Traffic calming identified in a Road Safety Audit would be state funded.		X		X
Underground utilities as part of a widening or qualifying road diet project (included in the scope of the project). Utility owner still responsible for their share as determined by prior rights).		X		X
Standalone sidewalk, bicycle, and multi-use paths in accordance with SCDOT Complete Streets Policy. <i>Recreational projects require local match.</i>	X		X	
Complete Street Retrofit (addition of bike lanes, sidewalks, mass transit accommodations, enhanced pedestrian crossing, curb extensions, and median islands, etc.) as a standalone project not in conjunction with a capacity project.	X		X	
Decorative lighting. Lighting identified in a Road Safety Audit would be state funded.		X		X
Transit (local match requirement based on associated FTA program such as 5307, 5311, 5310, etc.)		X		X
Corridor or project-specific feasibility studies	X		N/A	N/A
Traditional UPWP/RPWP activities (i.e. long range plans, congestion management plans, regional freight plans, enhancement master plans, regional bike and pedestrian plans).		X	N/A	N/A
Upgrades to federally-eligible roads not on the state system.		X		X

Transit Update

Jen Necker, Deputy Secretary for Intermodal & Freight Programs



Office of Public Transit Federal Compliance Initiatives

- Current Program Activities
 - FTA FMO Audit
 - Partnership with Transit Association of SC (TASC)
 - Procurements for Statewide Plan, Training
 - Rural Transit Budget Reconciliation
- Upcoming Program Activities
 - Subrecipient Agreement Revisions
 - Local Match Requirements



SCDOT Commission Recommendation Transmittal Form

For Commission Meeting of: August 21, 2025

- ☒ **APPROVAL**
☐ **RATIFICATION**
☐ **FINDING**
☐ **FOR INFORMATION ONLY**
☐ **CUFF ITEM**

Location: GSATS

Initial Commission Approval: N/A
Current STIP Page: New Submission
Project Ranking Within Program Category: N/A
Project Number: N/A
Major Budget Category: Remaining Operations
Program Category: Intermodal Planning & Mass Transit
Other: Mass Transit

DETAILED DESCRIPTION

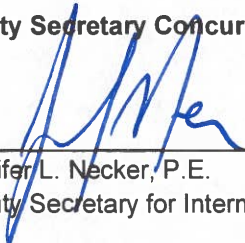
Request Commission approval for Amendment of the 2024-2033 Statewide Transportation Improvement Program (STIP) to include the following Federal Transit Administration (FTA) Large Urbanized Area Mass Transit projects:

- A. Inclusion of Waccamaw RTA FTA Section 5307 Large Urbanized Area Formula Program funds in the amount of \$3,364,997 for FY2025 Operating expenses. Inclusion of Waccamaw RTA FTA Section 5339 Large Urbanized Area Bus and Bus Facilities Formula funds in the amount of \$283,748 for FY2025 Capital Expenses. Inclusion of Waccamaw RTA FTA Section 5307 Large Urbanized Area Formula Program funds in the amount of \$3,434,000 for FY2026 Operating expenses. Inclusion of Waccamaw RTA FTA Section 5339 Large Urbanized Area Section 5339 Bus and Bus Facilities Formula funds in the amount of \$267,000 for FY2026 Capital Expenses.
- B. Inclusion of Grand Strand Area Transportation Study (GSATS) FTA Section 5307 Large Urbanized Area Formula Program funds in the amount of \$177,105 for FY2025 Administrative expenses.

Recommended By: _____

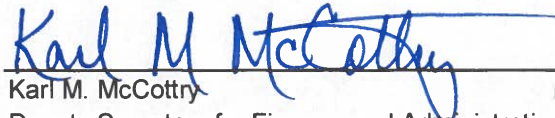

Diane M. Lackey, Transit Operations Program Manager

Deputy Secretary Concurrence: _____


Jennifer L. Necker, P.E.
Deputy Secretary for Intermodal and Freight Programs


Leah Quattlebaum, P.E.
Deputy Secretary for Planning


Robert E. Perry, P.E.
Deputy Secretary for Engineering


Karl M. McCottry
Deputy Secretary for Finance and Administration

Secretary Approval: _____


Justin P. Powell, Secretary of Transportation

Date 8/13/25

Presentation Slide

Request Commission approval for inclusion of the following Mass Transit items in the STIP:

Item	Program	Project Type	Funding	Total Value
A.	Waccamaw Regional Transit Authority (COAST RTA) Mass Transit Large Urban (LU)	Operations (OP)	FTA Section 5307 Urbanized Area Formula Grants (LU)	\$3,364,997
	Waccamaw Regional Transit Authority (COAST RTA) Mass Transit Large Urban (LU)	Capital (CA)	FTA Section 5339 Urbanized Area Formula Grants (LU)	\$283,748
	Waccamaw Regional Transit Authority (COAST RTA) Mass Transit Large Urban (LU)	Operations (OP)	FTA Section 5307 Urbanized Area Formula Grants (LU)	\$3,434,000
	Waccamaw Regional Transit Authority (COAST RTA) Mass Transit Large Urban (LU)	Capital (CA)	FTA Section 5339 Urbanized Area Formula Grants (LU)	\$267,000
B.	Grand Strand Area Transportation Study (GSATS) Mass Transit Large Urban (LU)	Administration (AD)	FTA Section 5307 Urbanized Area Formula Grants (LU)	\$177,105

ITEM: A

Recipient: Waccamaw Regional Transit Authority (COAST RTA)
Project: FTA Section 5307 Urbanized Area Formula Funds (LU) and FTA Section 5339 Bus and Bus Facility (LU) Formula Funds
Project Type: Operations (OP) and Capital (CA)
Initial Commission Approval: N/A
Current STIP/State Plan Page: New Projects
Major Category: Remaining Operations
Program Category: Mass Transit
Funding Source: FTA Section 5307 (LU) and FTA Section 5339 (LU)

Project Name	FTA Section Category	Value
Waccamaw Regional Transit Authority (COAST RTA)	FTA Section 5307 Urbanized Area Formula Grants (LU) FY 2025 - Operations (OP)	\$ 3,364,997
Waccamaw Regional Transit Authority (COAST RTA)	FTA Section 5339 Urbanized Area Formula Grants (LU) FY 2025 - Capital (CA)	\$ 283,748
Waccamaw Regional Transit Authority (COAST RTA)	FTA Section 5307 Urbanized Area Formula Grants (LU) FY 2026 - Operations (OP)	\$ 3,434,000
Waccamaw Regional Transit Authority (COAST RTA)	FTA Section 5339 Urbanized Area Formula Grants (LU) FY 2026 - Capital (CA)	\$ 267,000

Project Purpose and Need: N/A for Transit

Project Description: Amendment to add FY2025 5307 LU in the amount of \$3,364,997 for COAST RTA Operations & FY2025 Sec 5339 LU in the amount of \$283,748 for Capital projects. Amendment to add FFY2026 5307 LU in the amount of \$3,434,000 for COAST Operations and FY2026 5339 (LU) in the amount of \$267,000 for Capital projects.

National Goals: Congestion Reduction

Public Comment Period: 12/9/2024 - 12/31/2024; Approved GPATS Policy Committee 12/6/2024.

ITEM: B

Recipient: Grand Strand Area Transportation Study (GSATS)
Project: FTA Section 5307 Urbanized Area Formula Grants (LU)
Project Type: Administration (AD)
Initial Commission Approval: N/A
Current STIP/State Plan Page: New Projects
Major Category: Remaining Operations
Program Category: Mass Transit
Funding Source: FTA Section 5307 (LU)

Project Name	FTA Section Category	Value
Grand Strand Area Transportation Study (GSATS)	FTA Section 5307 Urbanized Area Formula Grants (LU) FY 2025 - Administration (AD)	\$ 177,105

Project Purpose and Need: N/A for Transit

Project Description: Amendment to add FFY2025 Section 5307 LU fuds to GSATS MPO as Designated Recipient Administration (AD).

National Goals: Congestion Reduction

Public Comment Period: 12/9/2024 - 12/31/2024; Approved GPATS Policy Committee 12/6/2024.



SCDOT Commission Recommendation Transmittal Form

For Commission Meeting of: August 21, 2025

- ☒ **APPROVAL**
☐ **RATIFICATION**
☐ **FINDING**
☐ **FOR INFORMATION ONLY**
☐ **CUFF ITEM**

Location: Statewide

Initial Commission Approval: N/A
Current STIP Page: New Submission
Project Ranking Within Program Category: N/A
Project Number: N/A
Major Budget Category: Remaining Operations
Program Category: Intermodal Planning & Mass Transit
Other: FFY2023 Section 5310 Rural & Small Urban Program

DETAILED DESCRIPTION

Request Commission approval to initiate a 21-Days Public Comment Period for Rural and Small Urban applications submitted for funding under the Federal Transit Administration (FTA) FFY2023 Enhanced Mobility for Seniors and Individuals with Disabilities Program (Section 5310 lapsing funds).

Title 49 U.S.C. 5310 authorizes the Enhanced Mobility of Seniors and Individuals with Disabilities Program and provides formula funding to States to assist in improving transit mobility options for seniors and individuals with disabilities. SCDOT suballocates funds to eligible applicants, providing 80% Federal share for expenses associated with purchase of ADA-compliant vehicles or to administer regional Mobility Management or Purchase of Service programs.

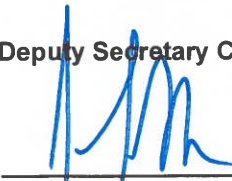
The Office of Public Transit issued a Statewide call for projects in July 2025. Lists of Rural and Small Urban project applications received for review by the Office of Public Transit and Regional Councils of Governments are attached.

A summary of substantive comments will be available to the Commission. Pending no substantive comments, successful projects will be included in a subsequent STIP revision.

Recommended By:


Diane M. Lackey, Transit Operations Program Manager

Deputy Secretary Concurrence:


Jennifer L. Necker, P.E.
Deputy Secretary for Intermodal and Freight Programs


Leah Quattlebaum, P.E.
Deputy Secretary for Planning


Robert E. Perry, P.E.
Deputy Secretary for Engineering


Karl M. McCottry
Deputy Secretary for Finance and Administration

Secretary Approval:


Justin P. Powell, Secretary of Transportation

Date 8/13/25

**Rural Applicants - SFY2025-2026 Call for Projects Enhanced Mobility of Seniors and Individuals with Disabilities Program
(FFY2023 Section 5310 Lapsing Funds)**

AGENCY	FEDERAL	LOCAL	TOTAL PROJECT	PROJECT TYPE	VEHICLE TYPE Expansion or Replacement
Anderson County DSNB	\$125,000	\$22,059	\$147,059	Cutaway Vehicle	Replacement
Anderson County DSNB	\$50,000	\$12,500	\$62,500	Mobility Management	
Babcock Center	\$86,185	\$15,209	\$101,394	Purpose-Built Vehicle	Expansion
Bamberg County Office on Aging	\$100,000	\$17,647	\$117,647	Purpose-Built Vehicle	Expansion
BCD COG	\$75,000	\$18,750	\$93,750	Mobility Management	
Berkeley Citizens, Inc.	\$100,000	\$25,000	\$125,000	Purchase of Service	
Burton Center-Greenwood	\$200,000	\$35,294	\$235,294	(2) Purpose-Built Vehicles	Expansion
Calhoun County DSNB	\$125,000	\$22,059	\$147,059	Cutaway Vehicle	Expansion
Cherokee County DSNB	\$100,000	\$17,647	\$117,647	Purpose-Built Vehicle	Expansion
CHESCO Services	\$250,000	\$44,118	\$294,118	(2) Cutaway Vehicles	Replacement
Clarendon County DSNB	\$200,000	\$35,294	\$235,294	(2) Purpose-Built Vehicles	Expansion
Colleton County DSNB	\$250,000	\$44,118	\$294,118	(2) Cutaway Vehicles	Replacement
Colleton County DSNB	\$50,000	\$12,500	\$62,500	Mobility Management	
Darlington County COA	\$106,250	\$18,750	\$125,000	Cutaway Vehicle	Replacement
Darlington County DSNB	\$50,000	\$12,500	\$62,500	Mobility Management	
Darlington County DSNB	\$200,000	\$35,294	\$235,294	(2) Purpose-Built Vehicle	Replacement
Fairfield County COA	\$125,000	\$22,059	\$147,059	Cutaway Vehicle	Replacement
Fairfield County DSNB	\$100,000	\$17,647	\$117,647	Purpose-Built Vehicle	Expansion
Florence County DSNB	\$125,000	\$22,059	\$147,059	Cutaway Vehicle	Replacement
Horry County DSNB	\$86,575	\$15,278	\$101,853	Purpose-Built Vehicle	Expansion
Kershaw County DSNB	\$125,000	\$22,059	\$147,059	Cutaway Vehicle	Replacement
Laurens County DSNB	\$125,000	\$22,059	\$147,059	Cutaway Vehicle	Replacement
Lee County DSNB	\$50,000	\$12,500	\$62,500	Mobility Management	
Lee County DSNB	\$100,000	\$17,647	\$117,647	Purpose-Built Vehicle	Replacement
Lowcountry COG-Colleton COA	\$50,000	\$12,500	\$62,500	Purchase of Service	
Lowcountry COG-Hampton COA	\$100,000	\$25,000	\$125,000	Purchase of Service	
Lowcountry COG-Jasper COA	\$75,000	\$18,750	\$93,750	Purchase of Service	
Lowcountry RTA	\$50,000	\$12,500	\$62,500	Mobility Management	
Lowcountry RTA	\$125,000	\$22,059	\$147,059	Cutaway Vehicle	Expansion
McCormick County Sernior Center	\$200,000	\$35,294	\$235,294	(2) Purpose-Built Vehicles	Replacement
Neighbor to Neighbor of SC	\$75,000	\$18,750	\$93,750	Mobility Management	
Neighbor to Neighbor of SC	\$100,000	\$25,000	\$125,000	Purchase of Service	
Newberry County COA	\$125,000	\$22,059	\$147,059	Cutaway Vehicle	Replacement
Newberry County DSNB	\$100,000	\$17,647	\$117,647	Purpose-Built Vehicle	Replacement
Oconee County DSNB	\$125,000	\$22,059	\$147,059	Cutaway Vehicle	Replacement
Oconee County DSNB	\$50,000	\$12,500	\$62,500	Mobility Management	
Orangeburg County DSNB	\$250,000	\$44,118	\$294,118	(2) Cutaway Vehicles	Replacement
Pickens County DSNB	\$200,000	\$35,294	\$235,294	(2) Purpose-Built Vehicles	Expansion
Piedmont Agency on Aging	\$100,000	\$17,647	\$117,647	Purpose-Built Vehicle	Expansion
Programs for Exceptional People	\$100,000	\$17,647	\$117,647	Purpose-Built Vehicle	Expansion
Programs for Exceptional People	\$100,000	\$17,647	\$117,647	Purpose-Built Vehicle	Replacement
Senior Solutions	\$103,218	\$18,215	\$121,433	Cutaway Vehicle	Replacement
Sumter County DSNB	\$100,000	\$17,647	\$117,647	Purpose-Built Vehicle	Replacement
Union County DSNB	\$250,000	\$44,118	\$294,118	(2) Cutaway Vehicles	Replacement
Waccamaw COG	\$100,000	\$25,000	\$125,000	Mobility Management	
York County DSNB	\$100,000	\$17,647	\$117,647	Purpose-Built Vehicle	Expansion

**Small Urban Applicants - SFY2025-2026 Call for Projects Enhanced Mobility of Seniors and Individuals with Disabilities Program
(FFY2023 Section 5310 Lapsing Funds)**

AGENCY	FEDERAL	LOCAL	TOTAL PROJECT	PROJECT TYPE	VEHICLE TYPE Expansion or Replacment
Florence County DSNB	\$125,000	\$22,059	\$147,059	Cutaway Vehicle	Replacement
Kershaw County DSNB	\$125,000	\$22,059	\$147,059	Cutaway Vehicle	Replacement
Program for Exceptional People	\$125,000	\$22,059	\$147,059	Cutaway Vehicle	Expansion
Program for Exceptional People	\$125,000	\$22,059	\$147,059	Cutaway Vehicle	Replacement
Senior Solutions	\$103,218	\$18,215	\$121,433	Cutaway Vehicle	Replacement
Sumter County DSNB	\$200,000	\$35,294	\$235,294	(2)Purpose-Built Vehicles	Expansion

Artificial Intelligence (AI) in SCDOT: Smarter, Safer, and Governed

Justin Powell, Secretary of Transportation

James Ramsey, Chief Information Officer



What is AI

What is AI?

“A machine-based system that can, for a given set of human-defined objectives, make predictions, recommendations, or decisions influencing real or virtual environments.”

NIST SP 800-218A

Types of AI in Transportation

- Machine Learning
- Computer Vision
- Predictive Analytics
- Natural Language Processing

Risks and Challenges

Transparency & Bias

- AI can perpetuate bias if trained on historical data.
Potential for discriminatory practices.

Data Privacy

- Protection of vehicle, driver, and sensor data is critical

Accountability

- Who is ultimately responsible for an AI decision
- Responsibility in accidents and malfunctions

Workforce Impacts

- AI will strengthen—not replace—the workforce that protects taxpayer investments, advancing Momentum 2050's vision of safer, more connected communities.

Governing AI: A Pragmatic Approach

Principles for AI Governance

- **Trustworthy:** Follows legal, ethical, and safety standards
- **Transparent:** Explainable results and models
- **Targeted:** AI is used only where it adds clear value

Steps Taken

- Established an AI policy
- Exploring opportunities with the South Carolina AI Center of Excellence
- Identifying existing systems and tools with AI integrations or features (*Microsoft CoPilot, HaulHub*)
- Initial planning for development of SCDOT AI Strategy
- Initial planning for identifying internal use cases for AI

Federal/State Alignment

- NIST AI Risk Management Framework (AI RMF)
- SCDIS 200 Information Security and Privacy Standards
- USDOT and AASHTO AI Strategy (*currently in development*)

Foundation First

Data Governance First

- Centralized, standardized, and trusted datasets
- Clear stewardship roles, quality checks, and metadata for transparency.

Security & Compliance Controls

- Adhere to SCDIS-200 security controls
- Access controls, encryption, audit logging for AI data pipelines
- Prioritize privacy especially for vehicle, GPS, and camera data.

Practical Use Cases

Enhancing Safety (*Momentum 2050 Goal: Improve safety*)

- AI-driven crash risk analytics to focus interventions on rural roads and high-risk corridors

Strengthening Infrastructure (*Momentum 2050 Goal: System recovery & preservation*)

- Drone and computer-vision inspections to monitor pavement and bridge conditions.

Supporting Freight Movement (*Momentum 2050*)

- Predictive tools to optimize freight flows on interstates and logistics corridors.

Boosting Multimodal Mobility

- AI-powered traffic control devices and public transit analytics to improve urban mobility

Project Funding

- Federal Funding Prioritization

Customer Engagement

- AI Chatbots for SC511 and customer service

AI will allow SCDOT to be better stewards of our transportation system, delivering safer roads, smarter mobility, and stronger economic growth for all South Carolinians. Governance ensures we do it responsibly.

Questions?

Executive Session