

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 - Al

Secretary Powell

Chief Information Officer Remsey

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 PavementMarking 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











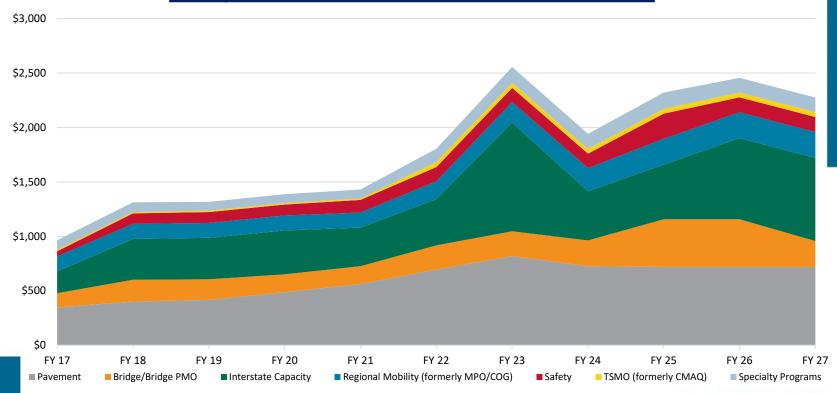
Proposed Updates to the 10-Year Plan

- ♣ \$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

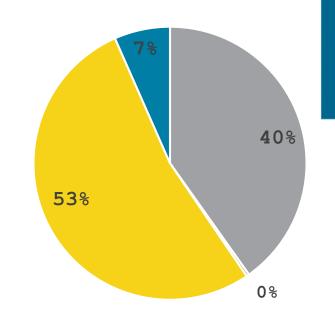
- Incorporates revisions of 10-Year Plan proposed by the Secretary of Transportation.
- Includes LCRT and discretionary grants





FY 26-27 Estimated Revenues \$3.210B

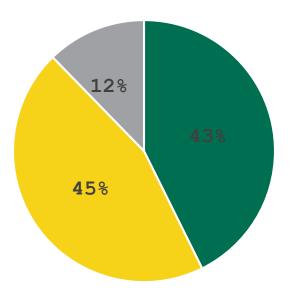
Federal Reimbursements		\$1.289B
State Revenues		\$1.697B
Including New Gas Tax Trust Fund (IMTF)	\$838M	
State General Funds	\$132M	
Partnered Projects		\$212M
Lowcountry Rapid Transit	\$150M	
Cash Usage		\$10.5M
Total Estimated Revenues		\$3.210B





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

Preliminary Prior									
	Pric	r Year Actual	١	ear Actual	Gen	eral Assembly		Proposed	
CTC Revenue Forecast		Revenues 2023-2024		Revenues 2024-2025		Approved 2025-2026		cutive Budget 2026-2027	
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	E	or Year Actual xpenditures 2023-2024	reliminary Prior Year Actual Expenditures 2024-2025	General Assembly Approved 2025-2026	Exe	Proposed ecutive Budget 2026-2027
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

Drafting and introduction of reauthorization bills.
AASHTO and other industry stakeholders draft recommendations.

Both the House and Senate will vote on their versions of the bill and reconcile the differences. Federal agencies will issue guidance for the execution and implementation of the new policies and directives.



We are here

Late 2025-Mid 2026

September 30, 2026

Implementation



Early 2025

Committees and members review and refine bills.
SCDOT, AASHTO and other stakeholders share feedback and recommendations.



The current bill expires.
The reauthorization bill must be passed by both chambers and signed by the President.





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

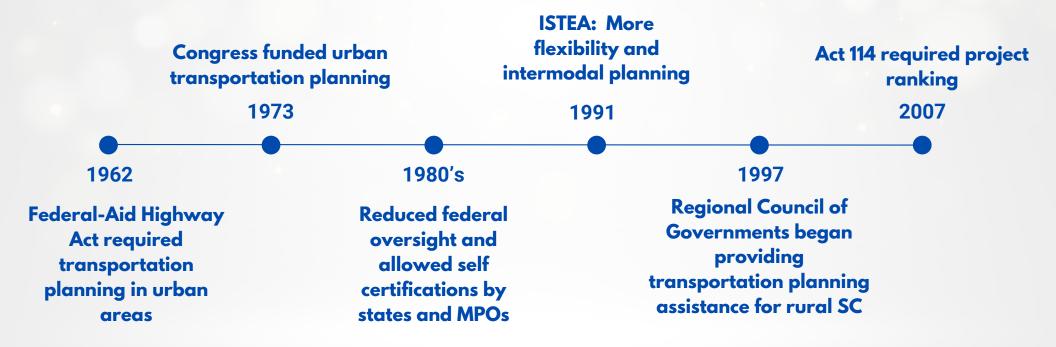
- Focus on Formula-Based Transportation Programs. States need predictable, reliable dollars to deliver projects.
- Provide funding at or above the current levels and consider indexing annually for inflation.
- Accelerate project delivery by increasing flexibility and reducing regulatory burdens.
- Allow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





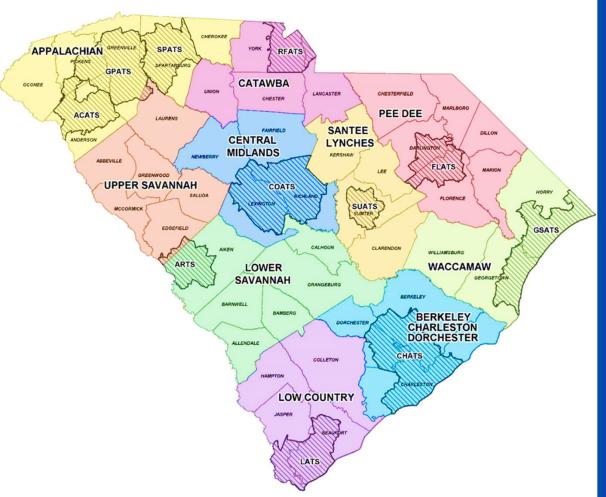
August 21, 2025

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)

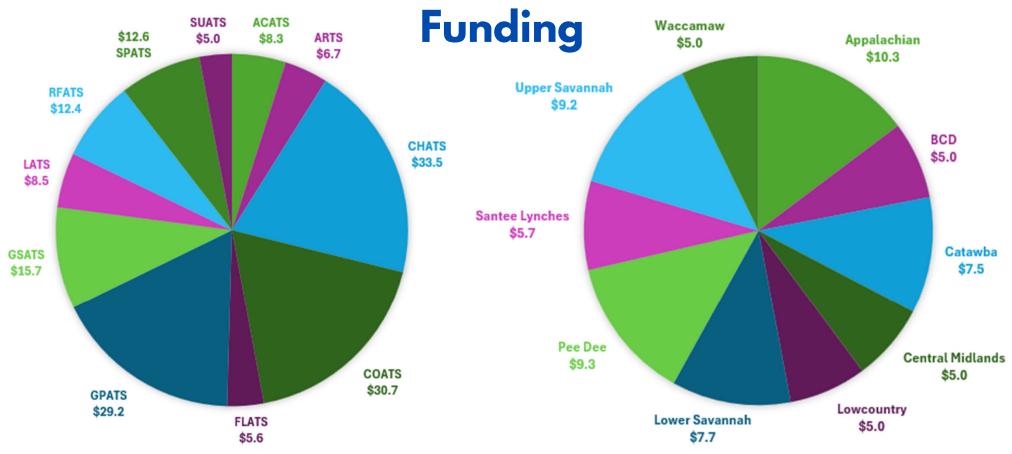
(Population > 200,000)
ARTS, CHATS, COATS, GPATS, GSATS, AND RFATS

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



TOTAL PROGRAM \$238 MILLION

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 J

The South Carolina Department following policy for Metropolitan Plans

(COG) Regional Mobility Use Match

1) The Commission establishes that Statewide Transportation Improve

2) SCDOT has established statewide and bridge rehabilitation and replac allocated toward pavennent preserve projects, bridge rehabilitation, or br exceptions in the event the work is goal of optimizing the existing transafety, and multi-modal accessibilities.

 Projects supported by the Regional I consistent with the SCDOT Comple bicycling, and transit plans envision

4) In cases where an MPO/COG projenot recommended by the Departner the Department's core goods of the I provide the required matching fluid addition, County Transportation for the required match for Regional Mo-Regional Mobility project on the jets to spend at least twenty-five percent of of expenditures on the state highway sy

Regional Mobility funds shall not be the Secretary of Transportation and

No local government shall commit
 Infrastructure Bank, state a general

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

To suit with project delivery and demonstration of yearly fixed constraint of the TP and STP.

Beground Mobility advancements can be requested by 1900 and COG. Advancements as
subject to approval by the Secretary of Transportation, and will be retered based on need,
jurification and available financial resources. Advancements shall not exceed three years of
ammal Regional Mobility allocation (not to exceed a total of \$45° million). The physics of an
advancement rate occur within four years and will be referred to the summal francial statement
as a defaction of available budget. The Secretary of Transportation may permit deviation from
the control of the secretary of the secreta

 The attacked guidelines will provide a general policy for Regional Mobility use, musch and maintenance reportability. Some unique case many spee that require speech evaluation and support of the Commission upon review and recogning for reactivities re-guide incommission unique review and recogning for reactivities re-guide incommission.

This Policy was adopted by the Commission at it Effective date: July 21, 2011

Amended by the Commission at its January 19, Amended by the Commission at its September 2

Commission Chairman

Eligible Activities	Match Re	sponsibility	Maintenance Responsibility			
	State	Local	State Local			
Capacity projects, mainline widening, or intersection						
improvements to include bicycle and pedestrian	×	1	×			
accommodations.		1				
Access reconfiguration, management, and turn lanes.	х		X			
	•		_ ^			
Park and ride facilities (to be reviewed case-by-case hasis).	x		x	X		
pesis). Safety projects (i.e. enhanced signing, marking, shoulder						
videning, intersections).	×	1	×			
Road diet projects. Project is eligible and results in						
operational and safety improvements (i.e. additional						
turn lanes, access control and consolidation).	x		X			
turn laines, access control and consolidation).						
Bus pull-outs	X		×			
Fraffic signals and systems.	X		×			
andcaping in conjunction with large capacity and						
operational improvment projects.		×	1	×		
Landscaping in a standalone project.		X	1	X		
Streetscape/hardscape in conjunction with a capacity or						
operational improvement project (i.e. stamped asphalt,	x	l	1	×		
formliners).						
Mast arms (locals to provide match for the difference						
between mast arms and standard signal installation).		×		×		
Fraffic calming (as defined by SCDOT Traffic Calming						
Guidelines). Traffic calming identified in a Road Safety		x		×		
Audit would be state funded.						
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		x		X		
determined by prior rights).		1				
Standalone sidewalk, bicycle, and multi-use paths in						
accordance with SCDOT Complete Streets Policy.	x	1	×			
Recreational projects require local match.		1	^			
Complete Street Retrofit (addition of bike lanes,		l	1	l		
sidewalks, mass transit accommodations, enhanced		l		l		
pedestrian crossing, curb extensions, and median	X	l	×	l		
islands, etc.) as a standalone project not in conjunction		l	1	l		
with a capacity project.			_			
Decorative lighting. Lighting identified in a Road Safety		x	1	x		
Audit would be state funded.						
Fransit (local match requirement based on associated			1			
FTA program such as 5307, 5311, 5310, etc.)		×	1	×		
Corridor or project-specific feasibility studies	X		N/A	N/A		
Fraditional UPWP/RPWP activities (i.e. long range plans.	^		-QA	-4/A		
		I	1	I		
congestion management plans, regional freight plans,		x	N/A	N/A		
enhancement master plans, regional bike and						
pedestrian plans). Upgrades to federally-eligible roads not on the state						
		×		×		

Commission Policy 3: Regional Mobility Match and Use

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

*Existing Policy

MISSION

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

PROPOSED GOALS

- <u>Safety</u>: 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.
- <u>Economic Vitality</u>: Support the region's economic vitality by enhancing system performance to accommodate future growth.

PROJECTS/PROGRAMS

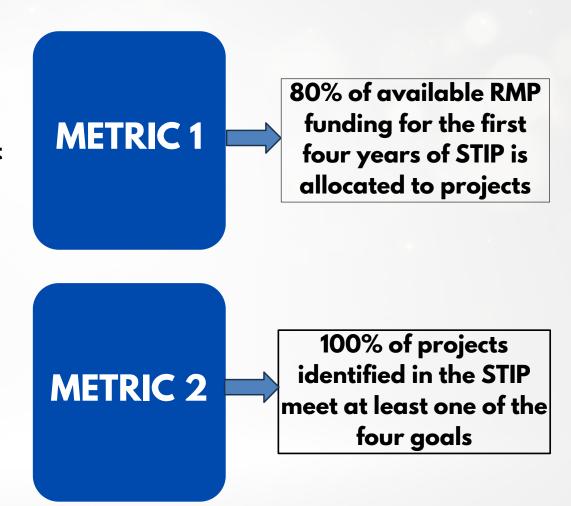
- Corridor Improvement
- Bike/ Pedestrian Improvements

Widening/Capacity

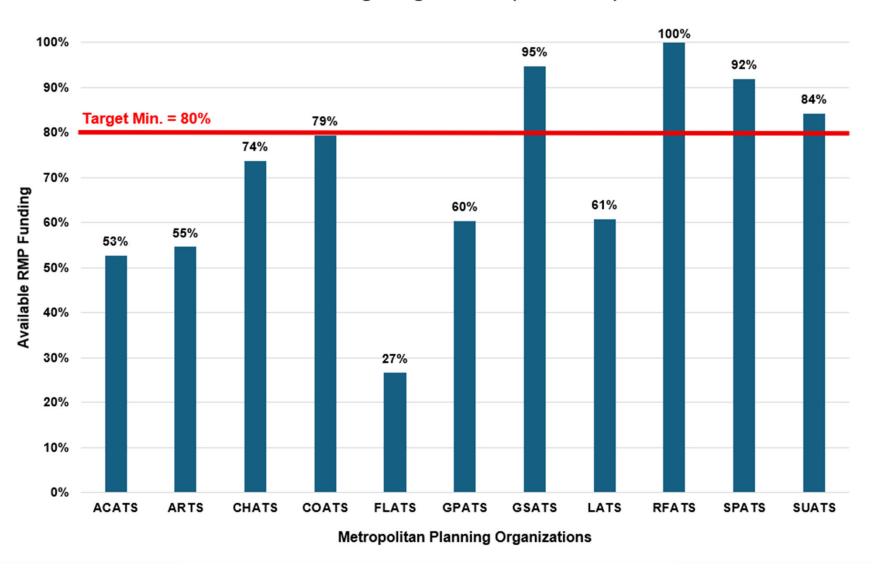
- New Location
- Intersection Improvement
- Transit Capital
- Signal/ITS Improvement
- Planning Study

GUIDANCE AND PERFORMANCE

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



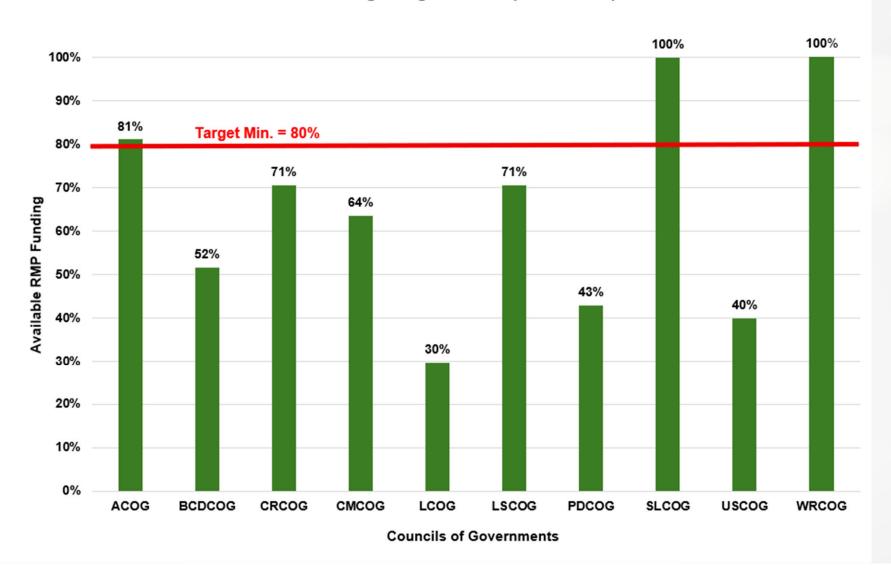
RMP Funding Programmed (FFY 24-27)

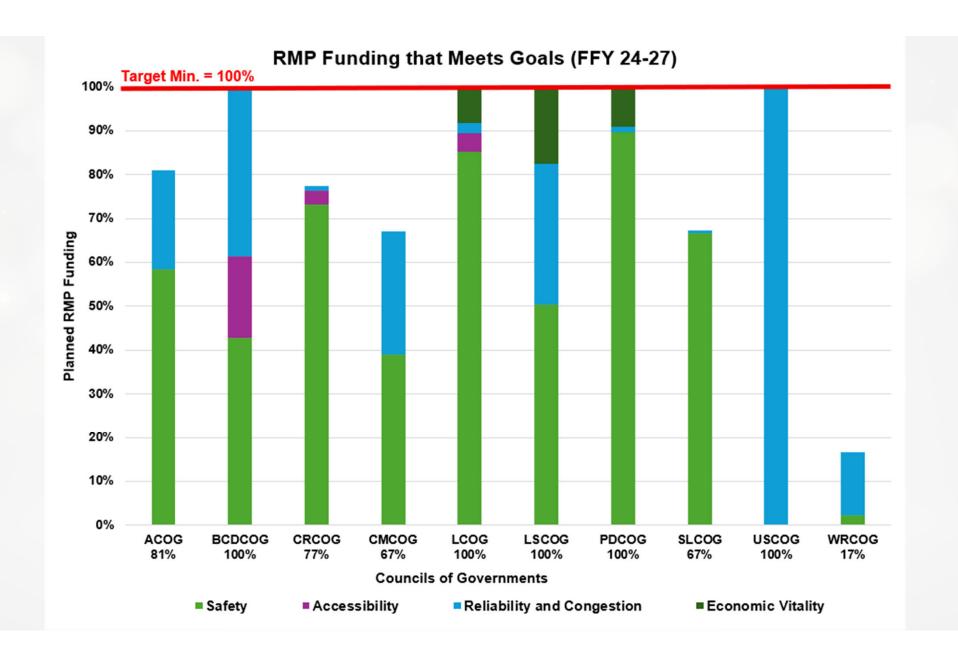






RMP Funding Programmed (FFY 24-27)

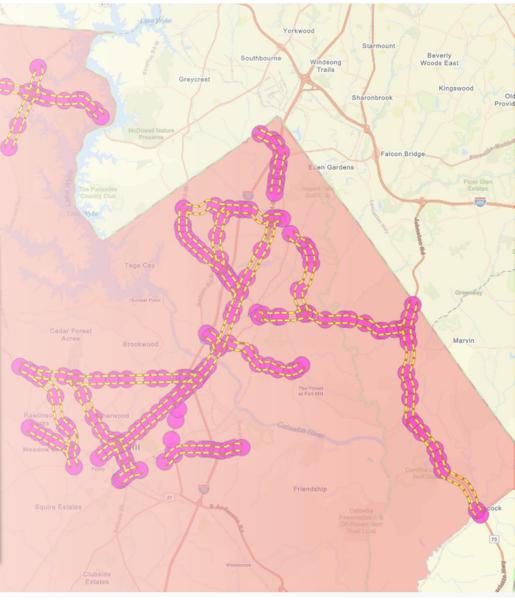






Data Driven Project Selection





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				

	Also	Existing Co	onditions		
	Leg	Leg			
Road Name					1
Typical Section					2
ADT					
Functional Classification	8		5		
Existing R/W Width					
File No. Reference					S
Design Speed					×
Posted Speed					
# of Accidents					
Pedestrian Facilities	Yes	No	If yes, describ	эе	•
Bicycle Facilities	Yes	No	If yes, describ	ре	
Designated Bicycle Route	Yes	No			
RR Present	Yes	No	If yes, RR Cor	mpany	
Transit/Multimodal Present	Yes	No	If yes, describ	ре	
Costly Items Present	Bridge	Culvert	Retainir	ng 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 Resp	onsibility, and M	aintenance Res	ponsibility Guide	lines
Eligible Activities	Match Responsibility		Maintenance	Responsibility
	State	Local	State	Local
Capacity projects, mainline widening, or intersection				
improvements to include bicycle and pedestrian accommodations.	Х		Х	
Access reconfiguration, management, and turn lanes.				
Access reconligaration, management, and turn lanes.	Х		Х	
Park and ride facilities (to be reviewed case-by-case basis).	х		х	х
Safety projects (i.e. enhanced signing, marking, shoulder	. X		х	
widening, intersections).				
Road diet projects. Project is eligible and results in				
operational and safety improvements (i.e. additional	x		x	
turn lanes, access control and consolidation).				
Bus pull-outs	Х		Х	
Traffic signals and systems.	Х		Х	
Landcaping in conjunction with large capacity and		х		х
operational improvment projects.				
Landscaping in a standalone project.		Х		Х
Streetscape/hardscape in conjunction with a capacity or				
operational improvement project (i.e. stamped asphalt,	X			Х
formliners).				
Mast arms (locals to provide match for the difference				
between mast arms and standard signal installation).		X		Х
Traffic calming (as defined by SCDOT Traffic Calming				
Guidelines). Traffic calming identified in a Road Safety		х		Х
Audit would be state funded.				
Underground utilities as part of a widening or qualifying				
road diet project (included in the scope of the project).		Х		х
Utility owner still responsible for their share as				^
determined by prior rights).				
Standalone sidewalk, bicycle, and multi-use paths in				
accordance with SCDOT Complete Streets Policy.	X		X	
Recreational projects require local match.				
Complete Street Retrofit (addition of bike lanes,				
sidewalks, mass transit accommodations, enhanced				
pedestrian crossing, curb extensions, and median	x		x	
islands, etc.) as a standalone project not in conjunction				
with a capacity project.				
Decorative lighting. Lighting identified in a Road Safety		х		х
Audit would be state funded.		^		^
Transit (local match requirement based on associated				
FTA program such as 5307, 5311, 5310, etc.)		Х		Х
Corridor or project-specific feasibility studies	Х		N/A	N/A
Traditional UPWP/RPWP activities (i.e. long range plans,				
congestion management plans, regional freight plans,		x	N/A	N/A
enhancement master plans, regional bike and		^	IN/A	IN/A
pedestrian plans).				
Upgrades to federally-eligible roads not on the state		х		х
system.		^		^

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, 2	025
✓ APPROVAL	Initial Commission Approval: N/A
RATIFICATION	Current STIP Page: New Submission
FINDING	Project Ranking Within Program Category: N/A
FOR INFORMATION ONLY	Project Number: N/A
CUFFITEM	Major Budget Category: Remaining Operations
	Program Category: Intermodal Planning & Mass Transit
ocation: GSATS	Other: Mass Transit
DETAILED DESCRIPTION	
Bus and Bus Facilities Formula funds in the Waccamaw RTA FTA Section 5307 Large \$3,434,000 for FY2026 Operating expensions Section 5339 Bus and Bus Facilities Form	ses. Inclusion of Waccamaw RTA FTA Section 5339 Large Urbanized Area the amount of \$283,748 for FY2025 Capital Expenses. Inclusion of the Urbanized Area Formula Program funds in the amount of the Urbanized Area Formula Program funds in the amount of the Ses. Inclusion of Waccamaw RTA FTA Section 5339 Large Urbanized Area mula funds in the amount of \$267,000 for FY2026 Capital Expenses. Soortation Study (GSATS) FTA Section 5307 Large Urbanized Area Formula for FY2025 Administrative expenses.
Recommended By:	Mhachey
Deputy Segretary Concurrence:	ne M. Lackey, Transit Operations Program Manager
Jennifer/L. Necker, P.E. Deputy Secretary for Intermodal and Freig	Leah Quattle bann Leah Quattlebaum, P.E Deputy Secretary for Planning
Robert E. Perry, P.E.	Karl M. McCottn
Deputy Secretary for Engineering	Deputy Secretary for Finance and Administration
Secretary Approval:	Date \$/13/23

Justin P. Powell, Secretary of Transportation

Presentation Slide

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

Item	Program	Project Type	Funding	Total Value
	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
Α.	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
В.	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)

FTA Section 5307 Urbanized Area Formula Funds (LU) and FTA Section5339 Bus Project:

and Bus Facility (LU) Formula Funds

Operations (OP) and Capital (CA) **Project Type:**

N/A **Initial Commission Approval:**

Current STIP/State Plan Page: New Projects

Remaining Operations **Major Category:**

Mass Transit **Program Category:**

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: Project: Grand Strand Area Transportation Study (GSATS) FTA Section 5307 Urbanized Area Formula Grants (LU)

Project Type:

Administation (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	FTA Section 5307 Urbanized Area Formula Grants (LU) FY 2025 - Administration	\$ 177,105
Study (GSATS)	(AD)	\$ 177,103

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	5
✓ APPROVAL	Initial Commission Approval: N/A
RATIFICATION	Current STIP Page: New Submission
FINDING	Project Ranking Within Program Category: N/A
FOR INFORMATION ONLY	Project Number: N/A
CUFFITEM	Major Budget Category: Remaining Operations
	Program Category: Intermodal Planning & Mass Transit
Location: Statewide	Other: FFY2023 Section 5310 Rural & Small Urban Program
DETAILED DESCRIPTION	
applications submitted for funding under Mobility for Seniors and Individuals with Title 49 U.S.C. 5310 authorizes the Enh and provides formula funding to States to individuals with disabilities. SCDOT substant for expenses associated with purchase Management or Purchase of Service profile. The Office of Public Transit issued a State Urban project applications received for Governments are attached.	Statewide call for projects in July 2025. Lists of Rural and Small review by the Office of Public Transit and Regional Councils of ill be available to the Commission. Pending no substantive
Deputy Secretary Concurrence: Jennifer L. Necker, P.E. Deputy Secretary for Intermodal and Freight	M. Lackey, Transit Operations Program Manager Lesh Quattubaum Leah Quattlebaum, P.E Programs Deputy Secretary for Planning Kall M. H.C.
Robert E. Perry, P.E. Deputy Secretary for Engineering Secretary Approval: Justin P. Powall, Se	Karl M. McCottry Deputy Secretary for Finance and Administration Date 8/13/25

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

AGENCY	FEDERAL	LOCAL	TOTAL PROJECT	PROJECT TYPE	VEHICLE TYPE Expansion or Replacment
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	
erkeley 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
herokee County DSNB	\$100,000	\$17,647	\$117,647	Purpose-Built Vehicle	Expansion
HESCO 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
airfield County COA	\$125,000	\$22,059	\$147,059	Cutaway Vehicle	Replacement
airfield County DSNB	\$100,000	\$17,647	\$117,647	Purpose-Built Vehicle	Expansion
lorence County DSNB	\$125,000	\$22,059	\$147,059	Cutaway Vehicle	Replacement
Horry County DSNB	\$86,575	\$15,278	\$101,853	Purpose-Built Vehicle	Expansion
Cershaw County DSNB	\$125,000	\$22,059	\$147,059	Cutaway Vehicle	Replacement
aurens County DSNB	\$125,000	\$22,059	\$147,059	Cutaway Vehicle	Replacement
ee County DSNB	\$50,000	\$12,500	\$62,500	Mobility Management	
ee County DSNB	\$100,000	\$17,647	\$117,647	Purpose-Built Vehicle	Replacement
owcountry COG-Colleton COA	\$50,000	\$12,500	\$62,500	Purchase of Service	
owcountry COG-Hampton COA	\$100,000	\$25,000	\$125,000	Purchase of Service	
owcountry 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 Remsey, Chief Information Officer





What is Al

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

Al 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 Al Governance

- **Trustworthy**: Follows legal, ethical, and safety standards
- **Transparent**: Explainable results and models
- Targeted: Al 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)

• Al-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

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

Customer Engagement

- Federal Funding Prioritization
- Al Chatbots for SC511 and customer service
- Public feedback analysis (trends, commonalities)



Al 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



