

Commission Members:

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

**South Carolina Department of Transportation
Commission Meeting Agenda
Thursday, September 17, 2026 at 9:00 a.m.
SCDOT Headquarters • Auditorium
Columbia, South Carolina**

- 1. Call to order — Chairman Metcalf**
- 2. Roll Call — Chairman Metcalf**
- 3. Approval of Meeting Agenda (Action Required) — Chairman Metcalf**
- 4. Prayer — Commissioner Hemingway**
- 5. Pledge of Allegiance — Commissioner Sauls**
- 6. Approval of Minutes and Actions (Action Required)**
 - 6.1 Approval of July 16, 2026 Commission Minutes – **Chairman Metcalf**
 - 6.2 Approval of August 12, 2026 Commission Workshop Minutes – **Chairman Metcalf**
- 7. Resolution — Chairman Metcalf**
 - 7.1 Resolution for a Bridge Dedication in Berkeley County for William Ellington, Sr.
- 8. Public Comment — Chairman Metcalf**
- 9. Secretary of Transportation Report — Secretary Powell**
 - 9.1 Secretary of Transportation Report
- 10. New Business (Action Required) — Chairman Metcalf**
 - 10.1 10-Year Plan Revision and FY 27-28 Budget – SCDOT Secretary Powell
 - 10.2 Changes to State Highway System – Deputy Secretary McCottry
 - 10.3 MPO and COG Ranking & Ratification Criteria – Deputy Secretary Quattlebaum
 - 10.4 Revision of the 2024-2033 STIP, Interstate Priority – Deputy Sec. Quattlebaum
 - 10.5 Revision of the 2024-2033 STIP, Highway – Deputy Secretary Quattlebaum
 - 10.6 Revision of the 2024-2033 STIP, Transit – Deputy Secretary Quattlebaum
 - 10.7 Ratification of Extensions – Deputy Secretary Perry
- 11. Old Business — Chairman Metcalf**
- 12. Commissioner Comments — Chairman Metcalf**
- 13. Meeting Adjournment (Action Required) — Chairman Metcalf**

**Commission Members:**

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

DRAFT

Commission Meeting **Minutes and Actions**

South Carolina Department of Transportation

Thursday, July 16, 2026 at 9:00 a.m.

5th Floor Auditorium

Columbia, South Carolina

Commissioner's Present:

Max Metcalf, Chair
Bill Dukes, Vice Chair (via teleconference)
T.J. Johnson, Commissioner
Curtis Spencer, Commissioner
Marty Sauls, Commissioner
Thomas Rhodes, Commissioner

Commissioner's Excused:

Pamela Christopher, Commissioner
Sel Hemingway, Commissioner
Britt Blackwell, Commissioner

The Chairman declared that a quorum was present.**In addition, present at the meeting were:**

Justin Powell, Secretary of Transportation
Karl McCottry, Deputy Secretary for Finance and Administration
Rob Perry, Deputy Secretary for Engineering
Leah Quattlebaum, Deputy Secretary for Planning
Kelly Moore, Chief of Staff
Barbara Wessinger, Chief Counsel
Mark LaBruyere, Director of Internal Audits

Action Taken:**1. Call to Order**

Chairman Metcalf called the July 16, 2026, Commission meeting to order at 9:00 a.m.

2. Roll Call

Chairman Metcalf noted that Vice Chairman Dukes was participating via teleconference. He called the roll of the Commissioners and declared a quorum was present. Commissioner Hemingway submitted a letter asking the Commission to excuse his absence due to a family funeral. Commissioner Blackwell submitted a letter asking the Commission to excuse his absence due to a recent surgery. Commissioner Christopher submitted a letter asking the Commission to excuse her absence due to an urgent family matter.

3. Approval of Meeting Agenda (Action Required)**3.1 Approval of Meeting Agenda**

Motion by: Commissioner Rhodes

Second by: Commissioner Spencer

4. Prayer - Commissioner Rhodes

A moment of silence was held in memory of the late Senator Lindsey Graham.

5. Pledge of Allegiance - Commissioner Johnson

6. Approval of Minutes and Actions (Action Required)

6.1 May 21, 2026, Commission Meeting Minutes

Motion by: Commissioner Sauls

Second by: Commissioner Spencer

The Commission approved the May 21, 2026 Commission Meeting minutes.

6.2 Report out of May 21, 2026 Audit Committee Meeting

Commissioner Spencer provided a report from the last Audit Committee Meeting.

6.3 May 21, 2026, Audit Committee Meeting Minutes

Motion by: Commissioner Sauls

Second by: Commissioner Johnson

The Commission approved the May 21, 2026 Audit Committee Meeting minutes.

7. Public Comment

Secretary Powell stated there were no public comments.

8. Secretary of Transportation Report

8.1 Secretary of Transportation Report

Secretary Powell began his presentation stating that there were 430 fatalities as of July 6, 2026. Any death is too many, and according to the Department of Public Safety Statistics, this is a 10% decrease from this time last year (482 fatalities). The Memorial Day to Labor Day stretch is noted as the 100 deadliest days. He continued his report noting the vulnerable road users, there were 79 pedestrian fatalities (down from 88 this time last year), 14 bicycle fatalities (up 4 from this time last year), and 10 moped fatalities (up 4 from this time last year).

SCDOT's \$6.2 billion program will level out around \$6 billion before several large projects, and the pavement program, approved in May, causes it to increase. Most of the construction funds are dedicated to Interstate Capacity and Pavements with Bridges also increasing, consistent with the Ten-Year Plan.

The On-Time and On-Budget numbers for the Construction Program were 81% of the projects are on-time and 19% had penalties assessed for not being on-time. The agency is tracking a rolling average of 8.46% above the original bid, which includes the close-out of the I-85 project in Cherokee and Spartanburg Counties. This project will be closed in January 2027, so it will continue to skew the percent over budget. When I-85 is removed from the calculations, the number is 2.37% over the bid amount.

There were a series of change orders totaling approximately \$10.601 million greater than \$250,000 in active contracts from May 1 through June 30, 2026. There were 2 Design-

Build projects and 9 projects due to field conditions and guardrail repairs that were discussed. There were no emergency procurements to report.

Secretary Powell summarized the four key areas of the 10-Year Plan reporting:

- RURAL ROAD SAFETY: 1260 miles have been addressed in the Rural Road Safety Program (RRSP) with a target of 1300 miles. Originally, this target was 1,000 miles; we are on track to meet the 1300-mile target in the final year of the Ten-Year Plan.
- PAVING: More than 10,406 miles of paving have been addressed in every county of the State.
- BRIDGES: 481 bridges have advanced to construction with a target of 550 bridges. We are on target to hit this target.
- INTERSTATE: 128 interstate miles have advanced to construction.

Secretary Powell noted that the Rural Road Safety Office has addressed 1260 miles, marking significant impacts on reducing Fatal and Serious Injury Crashes. We continue to move towards the goal of 550 bridges to construction.

He referred to the Interstate Modernization map that had no changes from May, showing 92 miles completed, 36 miles in construction, 118 miles in design, and 213 miles in the planning stage. Soon there will be projects added to the map.

Secretary Powell reviewed the New Gas Tax Trust Fund as of May 31, 2026. He stated that over \$5.89 billion of revenue has been generated since July 1, 2017, with approximately \$5.65 billion available for construction projects. We have committed every penny generated from the Roads Bill. The Debris Clean-up (approximately \$150M) spent on Hurricane Helene is expected to be reimbursed to SCDOT soon.

There were seven surplus properties conveyed since the May 2026 Commission meeting, totaling \$19,500.00 in property sales. Three of these surplus properties were given (gratis) to school districts for school bus loops.

He also revealed several accomplishments since the May Commission meeting to include the ribbon cutting of the Church Street Bridge Ribbon Cutting in June and the announcement of SCDOT receiving two grants: \$1M "P3 – Public-Private-Partnership" Grant and \$23.5M "BUILD" Grant.

A legislative update was provided by Secretary Powell indicating that General Assembly returned for vetoes and conference reports. The State Budget is in an impasse and is currently under a Continuing Resolution.

The Commission asked a few questions about projects, and they were addressed by Secretary Powell.

9. New Business (Action Required)

9.1 Changes to the State Highway System (Highway)

Motion by: Commissioner Rhodes

Second by: Commissioner Johnson

Deputy Secretary McCottry *“requested Commission Approval of the additions, deletions, and revisions to the State Highway System as shown in the Agenda Package and the authority to convey right of way to appropriate entities.*

This request includes 35 segments of the Secondary Road System resulting in a reduction of 2.311 centerline miles equating to 4.622 lane miles.

The Commission approved the motion.

9.2 Revision of the 2024-2033 STIP, Highway

Motion by: Commissioner Sauls

Second by: Commissioner Johnson

Deputy Secretary Quattlebaum “requested Commission Approval for the Revision of the 2024-2033 Statewide Transportation Improvement Program (STIP):

- A. Inclusion of one new project in the CHATS MPO System Upgrade-Urban Program.*
- B. Inclusion of three new projects in the Catawba Regional COG System Upgrade-Rural Program.*
- C. Inclusion of one new project in the GSATS MPO System Upgrade-Urban Program.*

The Commission approved the motion.

9.3 Revision of the 2024-2033 STIP, Transit

Motion by: Commissioner Johnson

Second by: Commissioner Spencer

Deputy Secretary Quattlebaum “requested Commission Approval for the Revision of the 2024-2033 Statewide Transportation Improvement Program (STIP):

Items A-B: two new projects in the Berkeley Charleston Dorchester Council of Governments (BCDCOG) for Large Urban and Small Urban transit services.

Items C-D: two new projects in the Charleston Area Transportation Study (CHATS) region for Large Urban transit services.

Item E: one new project in the Lowcountry Council of Governments (LCOG) for Rural transit services.

Items F-G: two new projects in the Spartanburg Area Transportation Study (SPATS) region Small Urban transit services.

Items H: one new project in the Upper Savannah Council of Governments (USCOG) region for Rural transit services.

The Commission approved the motion.

9.4 21-Day Public Comment (Bridge)

Motion by: Commissioner Rhodes

Second by: Commissioner Sauls

Deputy Secretary Perry *“requested Commission Approval to initiate a 21-Day Public Comment Period, amend the 2024-2033 Statewide Transportation Improvement Program (STIP), and add new proximity bridges to the latest approved bridge list.*

Bridge replacement of I-95 over the Great Pee Dee Assets 4773, 4774, 5045, and 5051 were previously approved by the Commission July 18, 2024. The following bridges have been identified as proximity bridges that will be impacted by these replacements. This corridor is integral to the state's freight network and is nationally significant as a freight and tourism corridor.

- A. I-95 NB over Great Pee Dee: (Asset ID: 4743) – Dillon County
- B. I-95 SB over Great Pee Dee: (Asset ID: 4747) – Dillon County
- C. I-95 SB over Great Pee Dee: (Asset ID: 4783) – Florence County
- D. I-95 SB over Great Pee Dee: (Asset ID: 4784) – Dillon County
- E. I-95 NB over Great Pee Dee: (Asset ID: 5017) – Dillon County
- F. I-95 NB over Great Pee Dee: (Asset ID: 5018) – Dillon County
- G. I-95 SB over Great Pee Dee: (Asset ID: 5020) – Dillon County
- H. I-95 SB over Great Pee Dee: (Asset ID: 5021) – Dillon County

A few questions were asked by the Commission who approved the motion.

9.5 Ratification of Extensions

Motion by: Commissioner Sauls

Second by: Commissioner Spencer

Deputy Secretary Perry *“requested the Commission’s ratification of six extension requests totaling \$9,268,184.42.”*

The Commission approved the motion.

10. Old Business

There was no old business to discuss.

11. Commissioner Comments

No comments were provided.

12. Meeting Adjournment (Action Required)

Motion by: Commissioner Sauls

Second by: Commissioner Rhodes

Chairman Metcalf adjourned the meeting at 9:31 a.m.

The next Commission Meeting will be a workshop on August 12, 2026, and the next Audit Committee meeting will be September 17, 2026.

The July 21, 2026, minutes were approved by the Commission at the September 17, 2026, meeting.

Max K. Metcalf, Chair

Submitted by:
Karl McCottry, Secretary to the Commission

July 10, 2026

SCDOT Commissioners
955 Park Street, Room 308
Columbia, South Carolina 29201

RE: July 16, 2026 Commission Meeting

Dear Chairman Metcalf and Fellow Commissioners:

In accordance with the Commission Bylaws, I hereby respectfully request to be excused from the July 16, 2026 Commission Meeting due to a recent surgery.

Thank you for your consideration of this request.

Sincerely,

J. Britt Blackwell

J. Britt Blackwell
Commissioner
At-Large Position

JBB/scj

cc: Justin P. Powell, Secretary of Transportation
Kelly Moore, Chief of Staff



July 15, 2026

SCDOT Commissioners
955 Park Street, Room 308
Columbia, South Carolina 29201

RE: July 16, 2026 Commission Meeting

Dear Chairman Metcalf and Fellow Commissioners:

In accordance with the Commission Bylaws, I hereby respectfully request to be excused from the July 16, 2026 Commission meeting due to an urgent family matter.

Thank you for your consideration of this request.

Sincerely,

Pamela L. Christopher

Pamela L. Christopher
Commissioner
3rd Congressional District

PLC/scj

cc: Justin P. Powell, Secretary of Transportation
Kelly Moore, Chief of Staff



July 15, 2026

SCDOT Commissioners
955 Park Street, Room 308
Columbia, South Carolina 29201

RE: July 16, 2026 Commission Meeting

Dear Chairman Metcalf and Fellow Commissioners:

In accordance with the Commission bylaws, I hereby respectfully request to participate in the July 16, 2026 Commission Workshop telephonically. Due to a scheduling conflict out of town, I am unable to physically be present.

Thank you for your consideration of this request.

Sincerely,



William B. Dukes
Commissioner
2nd Congressional District

WBB/scj

cc: Justin P. Powell, Secretary of Transportation
Kelly Moore, Chief of Staff



July 14, 2026

SCDOT Commissioners
955 Park Street, Room 308
Columbia, SC 29201

RE: July 16, 2026 Commission Meeting and Audit Committee Meeting

Dear Chairman Metcalf and Fellow Commissioners:

In accordance with the Commission bylaws, I hereby respectfully request to be excused from the July 16, 2026 Commission Meeting due to the passing of a close family member.

Thank you in advance for your consideration of this request.

Sincerely,

H.E. Hemingway, Jr.

H. E. Sel Hemingway, Jr.
Seventh Congressional District
Commissioner

HES/scj

cc: Justin P. Powell, Secretary of Transportation
Kelly Moore, Chief of Staff

**Commission Members:**

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

DRAFT

Commission Workshop **Minutes and Actions**

South Carolina Department of Transportation

Thursday, August 12, 2026 @ 9:00 AM

955 Park Street, Room 306

Columbia, SC 29201

Commissioner's Present:

Max Metcalf, Chair
Bill Dukes, Vice Chair
T.J. Johnson, Commissioner (via teleconference)
Pamela Christopher, Commissioner
Curtis Spencer, Commissioner
Marty Sauls, Commissioner
Sel Hemingway, Commissioner
Thomas Rhodes, Commissioner

Commissioner Excused:

Britt Blackwell, Commissioner

In addition, present at the workshop were:

Justin Powell, Secretary of Transportation
Karl McCottry, Deputy Secretary for Finance and Administration
Rob Perry, Deputy Secretary for Engineering
Leah Quattlebaum, Deputy Secretary for Planning
Kelly Moore, Chief of Staff
Barbara Wessinger, Chief Counsel
Mark LaBruyere, Director of Internal Audits

Action Taken:**1. Call to Order**

Chairman Metcalf called the August 12, 2026, Commission Workshop to order at 9:00 a.m.

2. Roll Call

Chairman Metcalf called the roll of the Commissioners and declared a quorum was present.

Commissioner Blackwell submitted a letter asking the Commission to excuse his absence due to a recent surgery. Commissioner Johnson submitted a letter asking the Commission to allow him to attend telephonically and excuse his absence due to a scheduling conflict out of state.

3. Approval of Workshop Agenda (Action Required)

3.1 Approval of Workshop Agenda

Motion by: Commissioner Spencer

Second by: Commissioner Sauls

The agenda was unanimously approved.

4. 10-Year Plan Revision and FY26-27 Budget

4.1 Secretary Powell began noting that the SCDOT budget would be discussed today and in September the Commission would vote on adopting the budget, so that it can be provided to the Executive Budget Office, which is due at the end of September. Additionally, he reported that the General Assembly voted to pass the state budget yesterday. SCDOT is entering the “final year” of the 10-Year Plan.

The current 10-Year Plan has already celebrated many milestones with addressing rural road safety (over 1, 260 miles), paving (over 10,406 miles), bridges (over 481 bridges), and interstates (over 128 miles). The next 10-Year Plan must balance continued maintenance, diminishing borrowing power, and population growth rate.

The 2026 Modernization Bill gives us the ability to use Accountability and Governance, NEPA assignment, Choice Lanes, and Procurement Improvements to deliver projects faster. Even with these tools, the current revenues cannot address both congestion (from rapid growth) and continued maintenance on a system of our size. Our revenue stream is relatively flat so congestion and continued maintenance will continue to be a challenge.

Yesterday the General Assembly adopted a budget; the Governor has five days to sign/veto the budget. The proposed amount for SCDOT is \$189.5M in nonrecurring bridge funds, \$12.5M nonrecurring for system reduction, \$750,000 in recurring funds for additional permit engineers. (In prior years we were required to transfer \$5.1M to SCPRT for Welcome Centers; this has properly been aligned, giving SCPRT a line item of \$5.1M for this purpose. Without having to transfer these funds, these funds will be used for maintenance (drainage, remedial repairs, etc.). The Governor’s original budget proposal had additional funding for interstates, but the General Assembly did not include this in their approved budget.

The consolidated plan reflects funding levels from FY’18 to FY’27, which demonstrated a relatively flat level. The cost of inflation and doing business continues to increase, causing a gap. On the federal level, the Infrastructure Investment and Jobs ACT (IIJA) will expire on September 30, 2026. The proposed authorization bill has little new money passing through to the state DOT’s and many discretionary grants go away.

In a recap of the 10-Year Plan since 2016, funding for pavement conditions has increased the percentage of “good” on Interstate to 82% (from 65%), Major Roads to 44% (from 19%), Farm-to-Market to 33% (from 19%), and neighborhood roads have remained stagnant at 13%. Farm-to-Market and neighborhood roads account for a significant share of the overall roadway mileage but carry the least amount of traffic. While we are making progress toward achieving “good” pavement conditions, the improvements are not occurring uniformly across the entire system. In 2025, SC had the lowest traffic fatality rate in the last decade; safety is improving but still too high. Lastly, the interstate program is showing trends of higher project costs and no additional state acceleration funding, that will require us to re-sequence major interstate projects.

For the next 10-Year plan, there will be a proposal in September to defer action on a “New Plan” until federal reauthorization occurs, the election of a new Governor takes place, and the need to balance deferred maintenance and congestion.

To increase our baseline budget for FY’28 we propose that there be four **recurring** budget requests for \$250M for pavements, \$250M for bridges, \$56M for routing maintenance, and \$100M for safety. In **non-recurring** funds, the request is for \$500M for Interstates (to keep I-26 and I-95 on track), \$100M in CTC funding for the state secondary system, and \$25M for system reduction funds.

Spreadsheets of the Expenditures and the Revenues were provided for information to the Commission. There were several comments and questions from the Commission that were addressed.

In September the Commission will be asked to approve the budget submission to the Governor’s Office, as well as the 10-Year Plan adjustment for FY 2027.

5. Executive Session

Motion by: Vice Chair Dukes

Second by: Commissioner Christopher

A motion was made to go into Executive Session pursuant to the SC Code 30-4-70(a)(1) for Discussion of a Personnel Matter. Chairman Metcalf asked certain personnel to join the Commissioners and remain in Room 306. The recorder was turned off.

The Commission approved ending the Executive Session.

There were no votes taken in Executive Session nor did the Commission commit itself to a course of action.

11. Workshop Adjournment (Action Required)

Motion by: Vice Chair Dukes

Second by: Commissioner Christopher

Chairman Metcalf adjourned the workshop at 10:45 a.m. The next Commission meeting will be September 17, 2026, in Columbia.

The August 12, 2026, workshop minutes were approved by the Commission at the September 17, 2026, meeting.

Max K. Metcalf, Chair

Submitted by: Karl McCottry
Secretary to the Commission

August 7, 2026

SCDOT Commissioners
955 Park Street, Room 305
Columbia, SC 29201

RE: August 12, 2026 Commission Meeting

Dear Chairman Metcalf and Fellow Commissioners:

In accordance with the Commission bylaws, I hereby respectfully request to participate in the August 12, 2026 Commission Workshop telephonically. Due to a scheduling conflict out of state, I am unable to physically be present.

Thank you for your consideration of this request.

Sincerely,



T. J. Johnson
First Congressional District
Commissioner

TJJ/scj

cc: Justin P. Powell, Secretary of Transportation
Kelly Moore, Chief of Staff

August 5, 2026

SCDOT Commissioners
955 Park Street, Room 308
Columbia, South Carolina 29201

RE: August 12, 2026 Commission Workshop

Dear Chairman Metcalf and Fellow Commissioners:

In accordance with the Commission Bylaws, I hereby respectfully request to be excused from the August 12, 2026 Commission Workshop due to a recent surgery.

Thank you for your consideration of this request.

Sincerely,

J. Britt Blackwell

J. Britt Blackwell
Commissioner
At-Large Position

JBB/scj

cc: Justin P. Powell, Secretary of Transportation
Kelly Moore, Chief of Staff



A RESOLUTION

TO DEDICATE THE FRENCH QUARTER CREEK BRIDGE ON CAINHOY ROAD IN HUGER IN BERKELEY COUNTY THE “WILLIAM ELLINGTON SR. BRIDGE”

WHEREAS, William Ellington Sr. was born on February 17, 1923, in Huger. He was a student of Cainho Public Schools and a graduate of Berkeley Training Night School, where he studied carpentry; and

WHEREAS, a veteran of the United States Army, Mr. Ellington enlisted in 1943 and faithfully served his country during World War II; and

WHEREAS, upon returning from his military service, Mr. Ellington utilized his carpentry degree and was employed by the Naval Supply Center Transportation Department where he later retired; and

WHEREAS, a devout Christian, Mr. Ellington was a member of Zion United Methodist Church, where he served as president of the Usher Board, Class Leader, president of the Trustee Board, member of the Pastor's Parish Relations Committee, member of the United Methodist Men, and Honorary Usher Emeritus. He also supervised and maintained the church's properties, making repairs when needed; and

WHEREAS, a civic leader, Mr. Ellington was a well-respected volunteer and mentor in the Huger community. In addition to being an active member of East Cooper Lodge #7 and the NAACP, he was known to transport community members to church, the grocery store, doctor's appointments, and voting precincts. Mr. Ellington was also a strong mentor, stressing the importance of education and empowering the youth of his community despite only having received an eighth-grade education; and

WHEREAS, although Mr. Ellington passed on January 7, 1998, his impact and legacy of servant leadership is still felt by local leaders, his many family members and friends, and the Huger community; and

WHEREAS, it would be only fitting and proper to pay tribute to this son of South Carolina by naming a portion of road in the State in his honor.

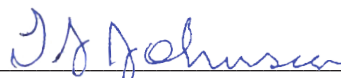
NOW, THEREFORE BE IT RESOLVED by the South Carolina Department of Transportation Commission, assembled on this 17th day of September 2026, that the French Quarter Creek Bridge on Cainho Road in Huger in Berkeley County be named the “William Ellington Sr. Bridge” and that appropriate markers or signs are erected at this location containing the designation.



Max K. Metcalf, SCDOT Commission Chair
Fourth Congressional District



William B. Dukes, SCDOT Commission Vice Chair
Second Congressional District



T. J. Johnson, SCDOT Commissioner
First Congressional District



Pamela L. Christopher, SCDOT Commissioner
Third Congressional District



Curtis M. Spencer, SCDOT Commissioner
Fifth Congressional District

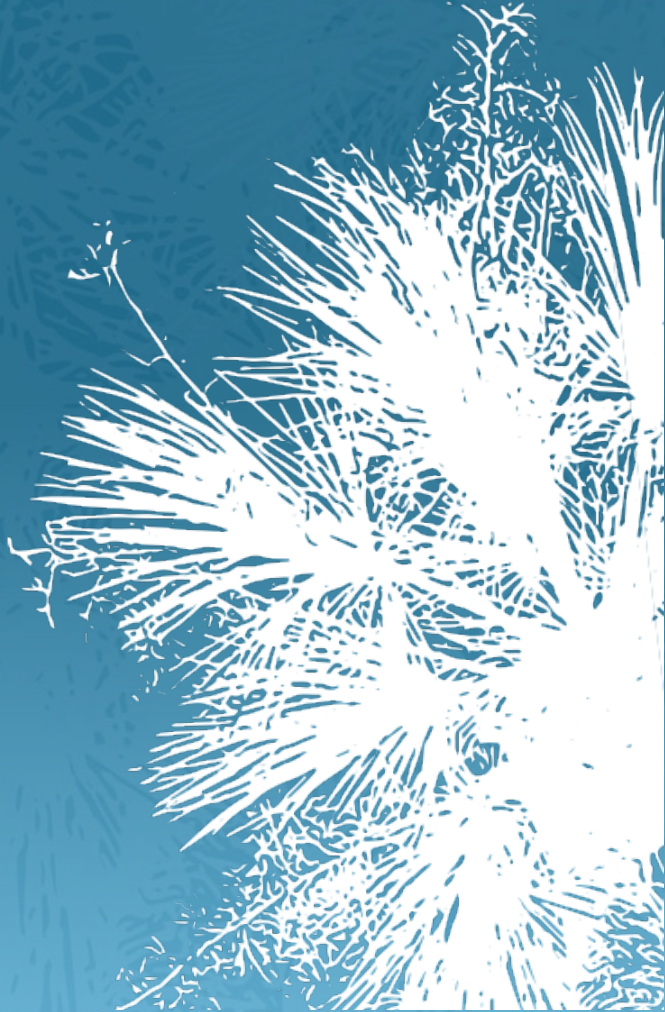


L. Marty Sauls, IV, SCDOT Commissioner
Sixth Congressional District

H.E. "Sel" Hemingway, Jr., SCDOT Commissioner
Seventh Congressional District

J. Britt Blackwell
Governor's At-Large Appointee

Thomas L. Rhodes, III
Governor's At-Large Appointee

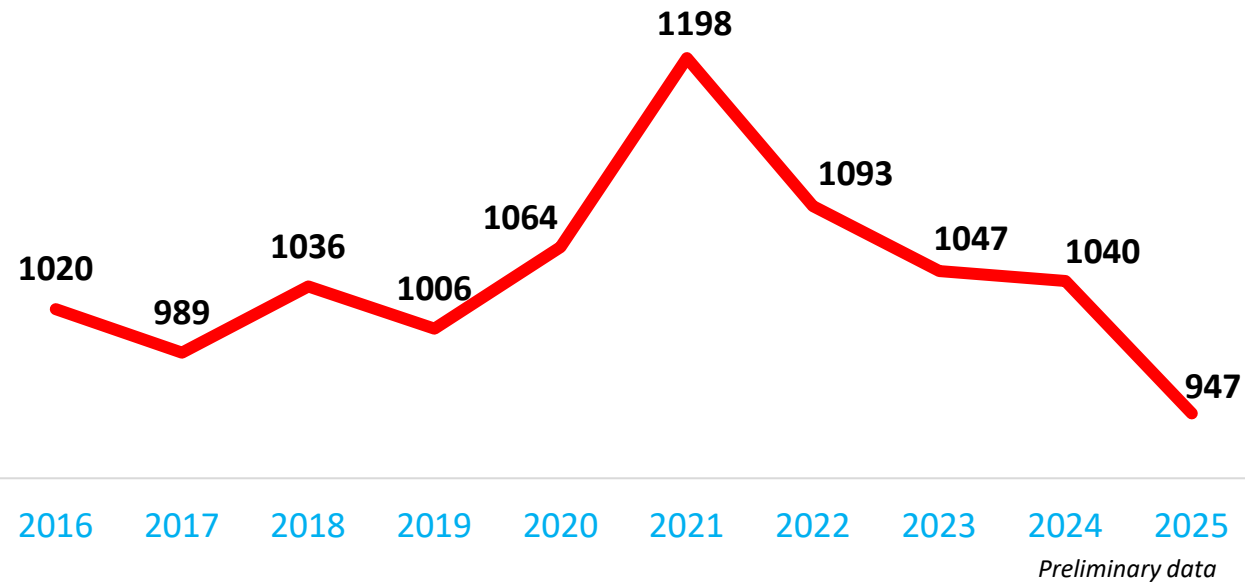


SCDOT **SECRETARY OF** **TRANSPORTATION** **REPORT**

September 17, 2026

SC Highway Safety Statistics

Traffic Fatality Trends in SC



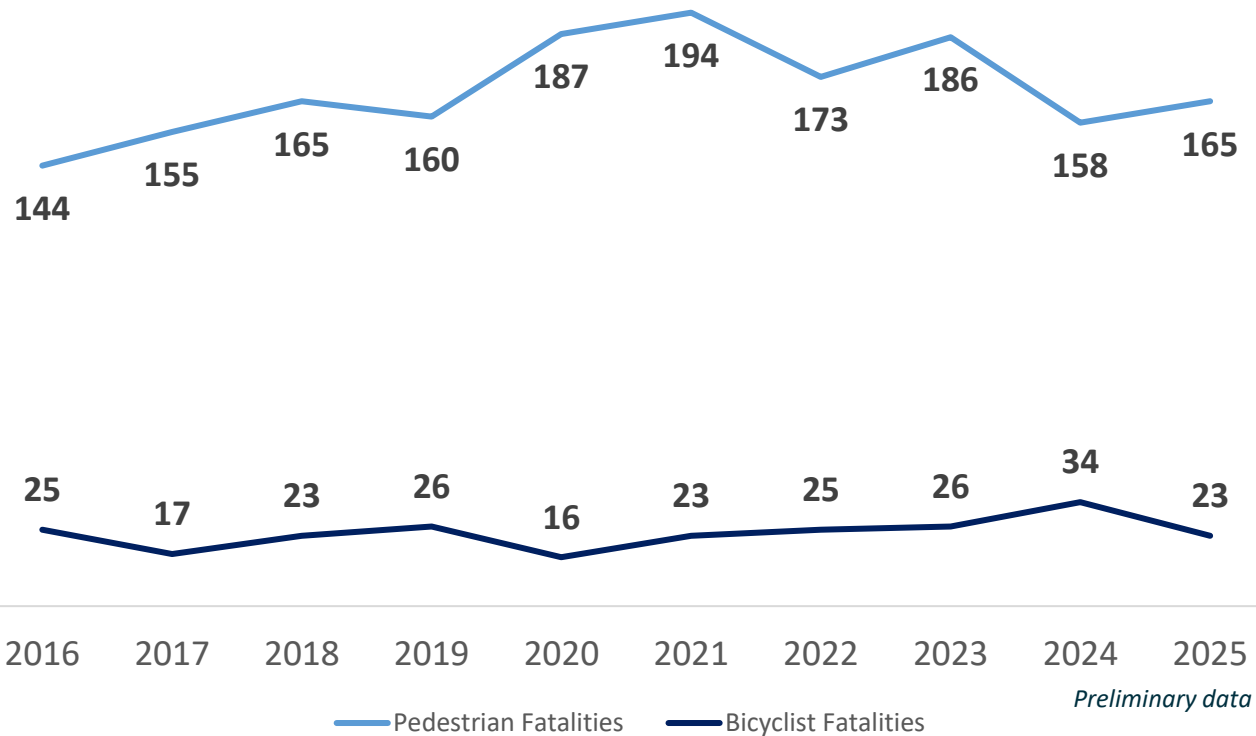
2026 Traffic Fatalities

590

As of September 3, 2026

SC Highway Safety Statistics

Bike/Ped Fatality Trends in SC



2026 Pedestrian, Bicycle & Moped Fatalities



104

Pedestrians



18

Bicyclists



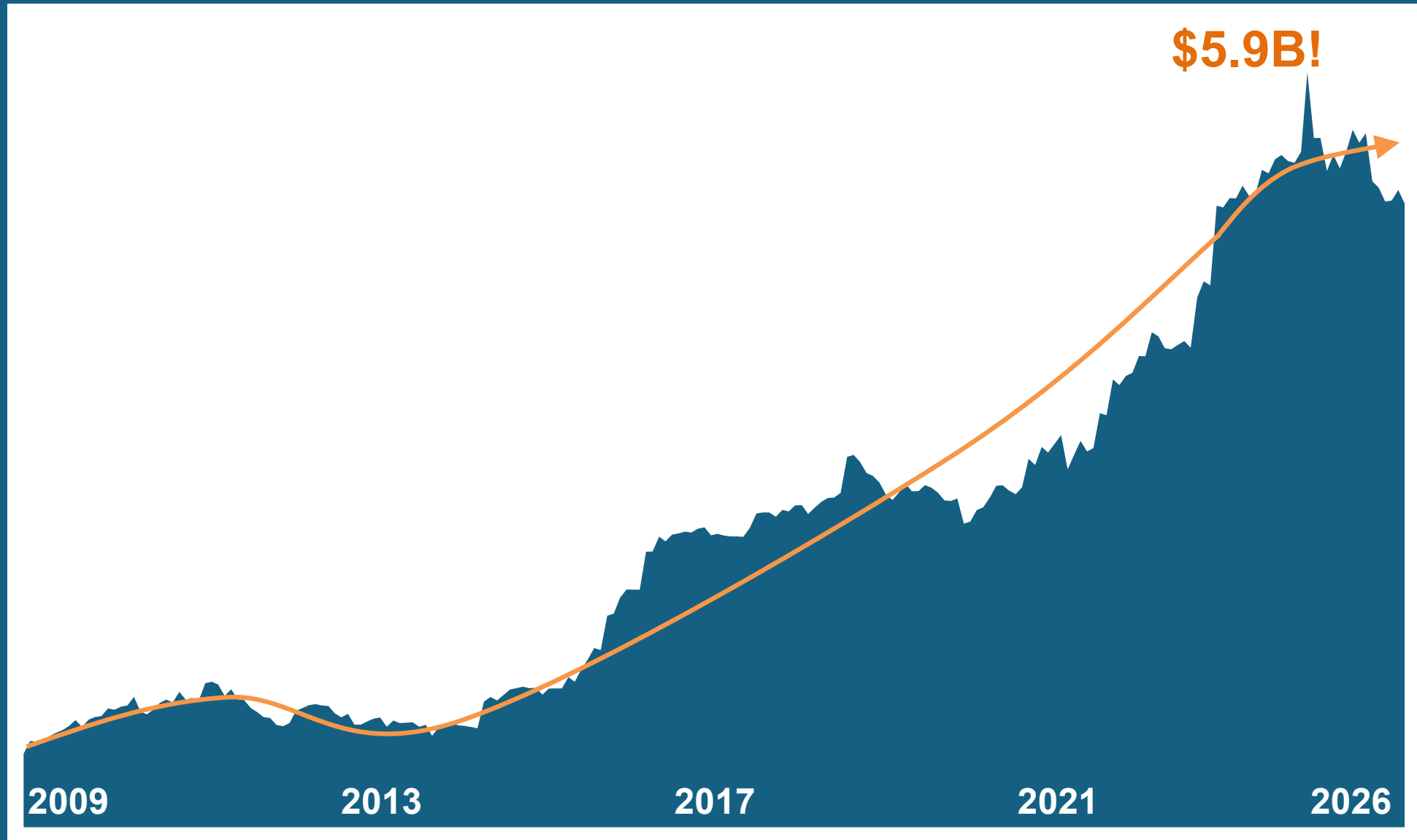
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Moped

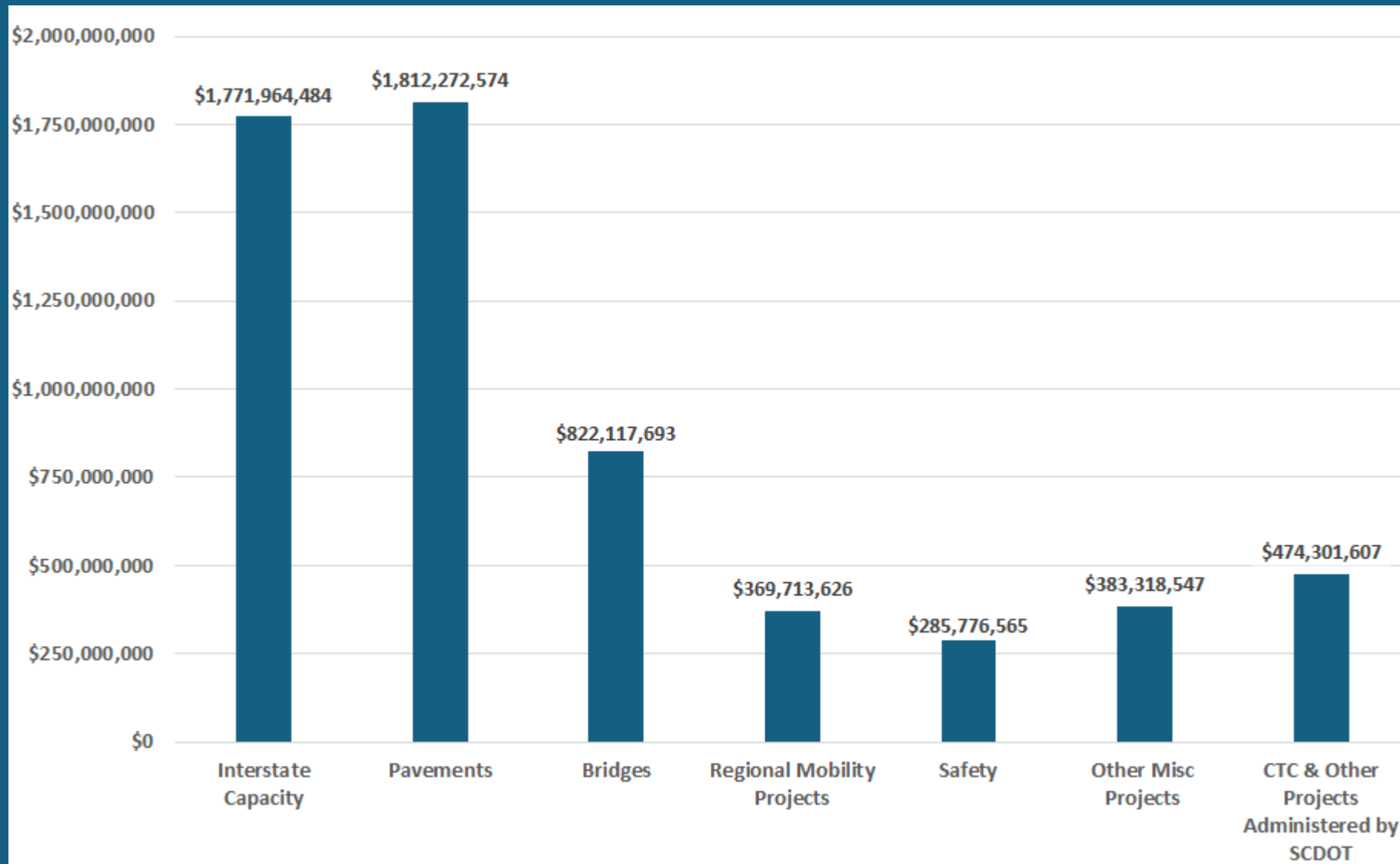
As of September 3, 2026

SCDOT Work Program

020

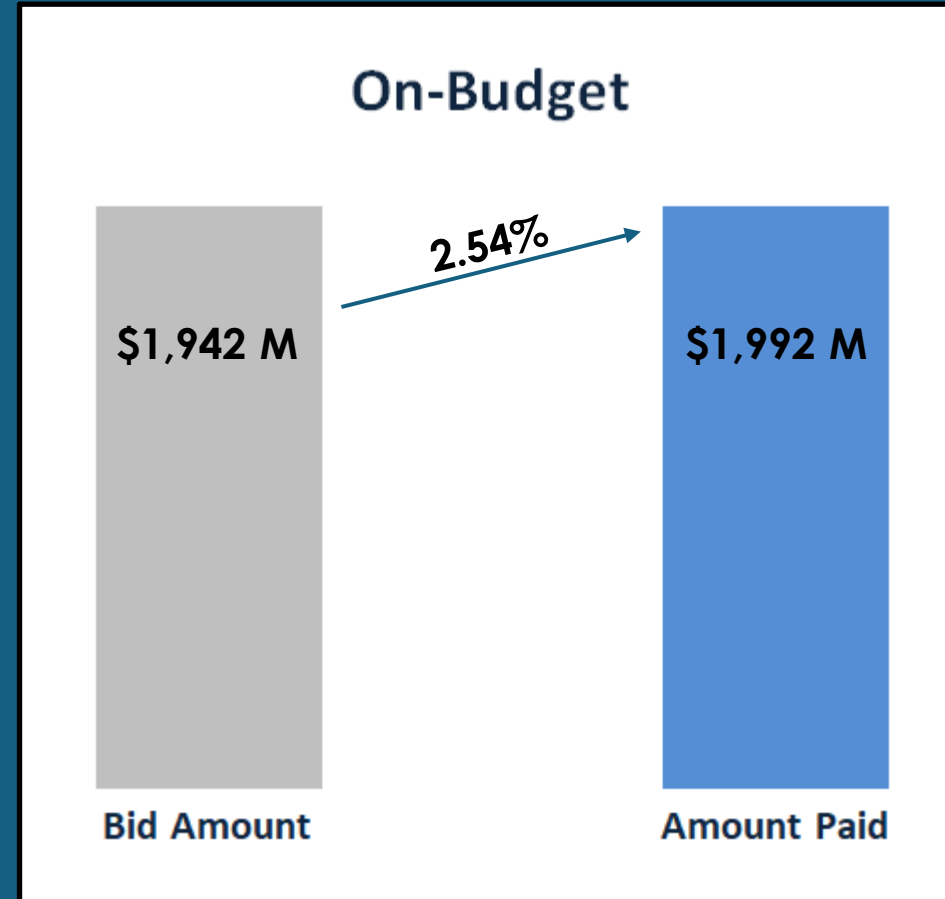
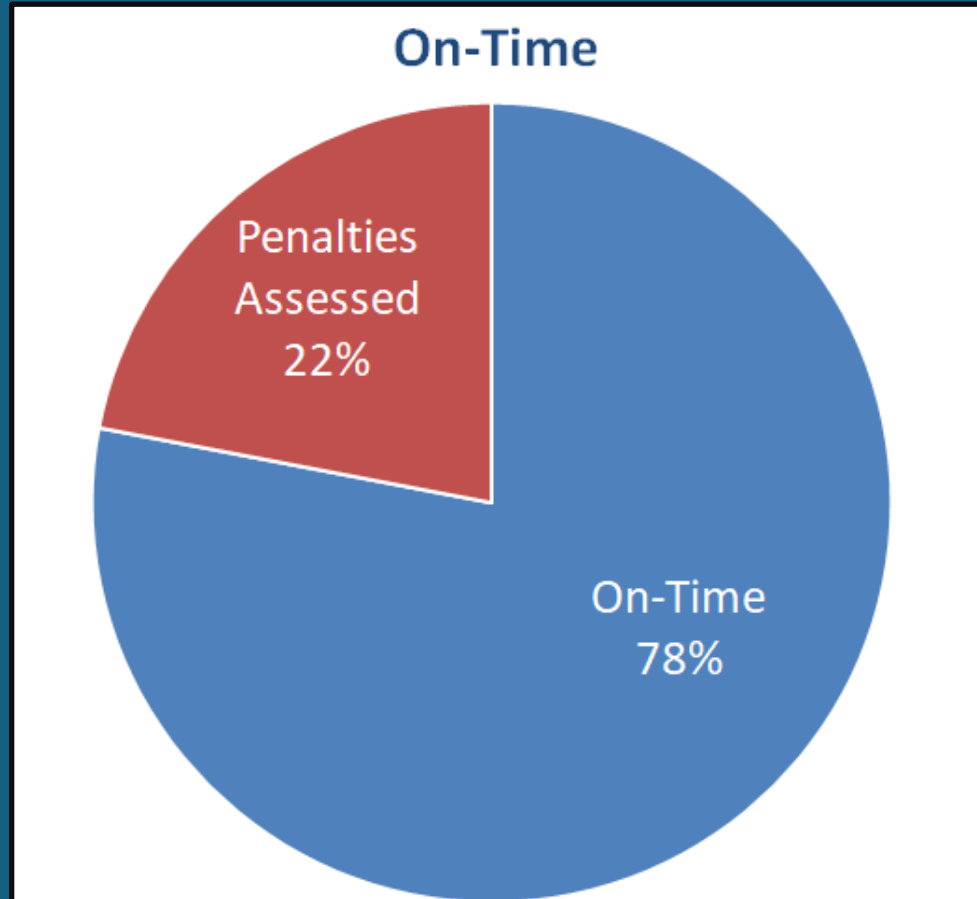


SCDOT's \$5.9 Billion Construction Program



Construction Program

022



Change Orders

For the period July 1 – August 31, 2026, there was a total of \$23,725,763.32 in Change Orders greater than \$250,000 associated with \$5.9 billion in active contracts.

Change Orders >\$250,000

(Design-Build)

024

Project	Company	Total Bid Amount	Change Order Amount
<i>The Change Orders below reflect additional scope or adjustments made to account for unexpected field conditions encountered during construction.</i>			
July/August 2026			
Bridge Replacement Package 19 (DESIGN-BUILD) - District 3	E.S. Wagner Company, LLC	\$23,930,772.59	\$252,674.50
Remarks: Waterline relocation on S-39-291 (Old Seneca Rd.)			
Bridge Replacement Package 19 (DESIGN-BUILD) - District 3	E.S. Wagner Company, LLC	\$23,930,772.59	\$420,498.37
Remarks: Waterline relocation on S-39-32 (Shady Grove Rd.)			

Change Orders >\$250,000

(Field Conditions and Other)

025

Project	Company	Total Bid Amount	Change Order Amount
<i>The Change Orders below reflect additional scope or adjustments made to account for unexpected field conditions encountered during construction.</i>			
July/August 2026			
I-95 (MM 33 - 68) Reconstruction - Colleton, Hampton, and Jasper Counties	Blythe Construction, Inc.	\$70,860,118.62	\$8,576,517.34
Remarks: Due to significant overruns in asphalt surface B & E for cross-slope adjustment, the contractor is eligible for price adjustments. Overruns for this type of work are generally slow production, resulting in price increases.			
I-95 (MM 68 - 86) Preservation - Dorchester County	Blythe Construction, Inc.	\$51,541,202.20	\$454,300.00
Remarks: Concrete Slab Repairs.			
I-185 (MM 0 - 14) Preservation - Greenville County	Rogers Group, Inc.	\$24,563,972.08	\$514,642.50
Remarks: Milling and asphalt leveling for ride improvements at bridge approaches.			
I-77 (MM 64 - 76) Preservation - Chester and York Counties	Blythe Construction, Inc.	\$15,869,048.54	\$7,434,786.07
Remarks: To adjust the asphalt cross-slope (with concrete pavement directly below the surface) an additional layer of asphalt was added to the pavement structure, almost doubling the quantity of asphalt on the project.			
I-26 (MM 125 - 136) Widening - Calhoun and Lexington Counties	C.R. Jackson, Inc.	\$348,132,927.19	\$519,901.00
Remarks: Addition of concrete ditch lining alternative.			

Change Orders >\$250,000

(Field Conditions and Materials)

020

Project	Company	Total Bid Amount	Change Order Amount
<i>The Change Orders below reflect additional scope or adjustments made to account for unexpected field conditions encountered during construction.</i>			
July/August 2026			
I-95 (MM 0 - 8) Widening - Jasper County	Webber-Ferrovial JV	\$728,757,807.03	\$1,871,853.35
Remarks: Additional temporary concrete barrier wall (anchored).			
S-137 (Forestbrook Rd.) Advanced Clearing - Horry County	Seed Slingers, LLC	\$5,698,496.94	\$364,737.24
Remarks: Addition of removal/disposal items and erosion control items.			
2025 Pavement Improvement Program - Lexington County	Blythe Construction, Inc.	\$10,165,729.00	\$304,972.11
Remarks: Additional borrow and driveway quantities for shoulder improvements on US 321 bike lanes.			
US 17 SB Bridge Repair over North and South Santee Rivers - Georgetown County	Cekra, Inc.	\$5,204,187.00	\$619,036.28
Remarks: Additional structural steel and concrete spall repairs			

Change Orders >\$250,000

(Utility and Safety)

027

Project	Company	Total Bid Amount	Change Order Amount
<i>The Change Orders below reflect additional scope or adjustments made to account for unexpected field conditions encountered during construction.</i>			
July/August 2026			
SC 160 Interchange - York County	United-Blythe Joint Venture	\$124,966,145.45	\$1,651,816.00
Remarks: Delays caused by omission of utility coordination/plans from the bid documents.			
2026 Pavement Improvement Program - Pickens County	Rogers Group, Inc.	\$10,237,653.53	\$296,684.06
Remarks: Additional guardrail and asphalt full depth patching.			
S-183 (Roper Mountain Rd.) Widening - Greenville County	Eagle Construction Company	\$17,133,805.56	\$443,344.50
Remarks: Additional safety improvements along the corridor			

10-Year Plan Accomplishments

RURAL ROAD SAFETY

The completed projects have seen a 30% reduction in Fatal and Serious Injury crashes

1,265 miles



PAVING

Paving projects are being accomplished in every county of the State

10,410 miles



BRIDGES

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

489 bridges



INTERSTATES

Work is underway on nearly every interstate in the State

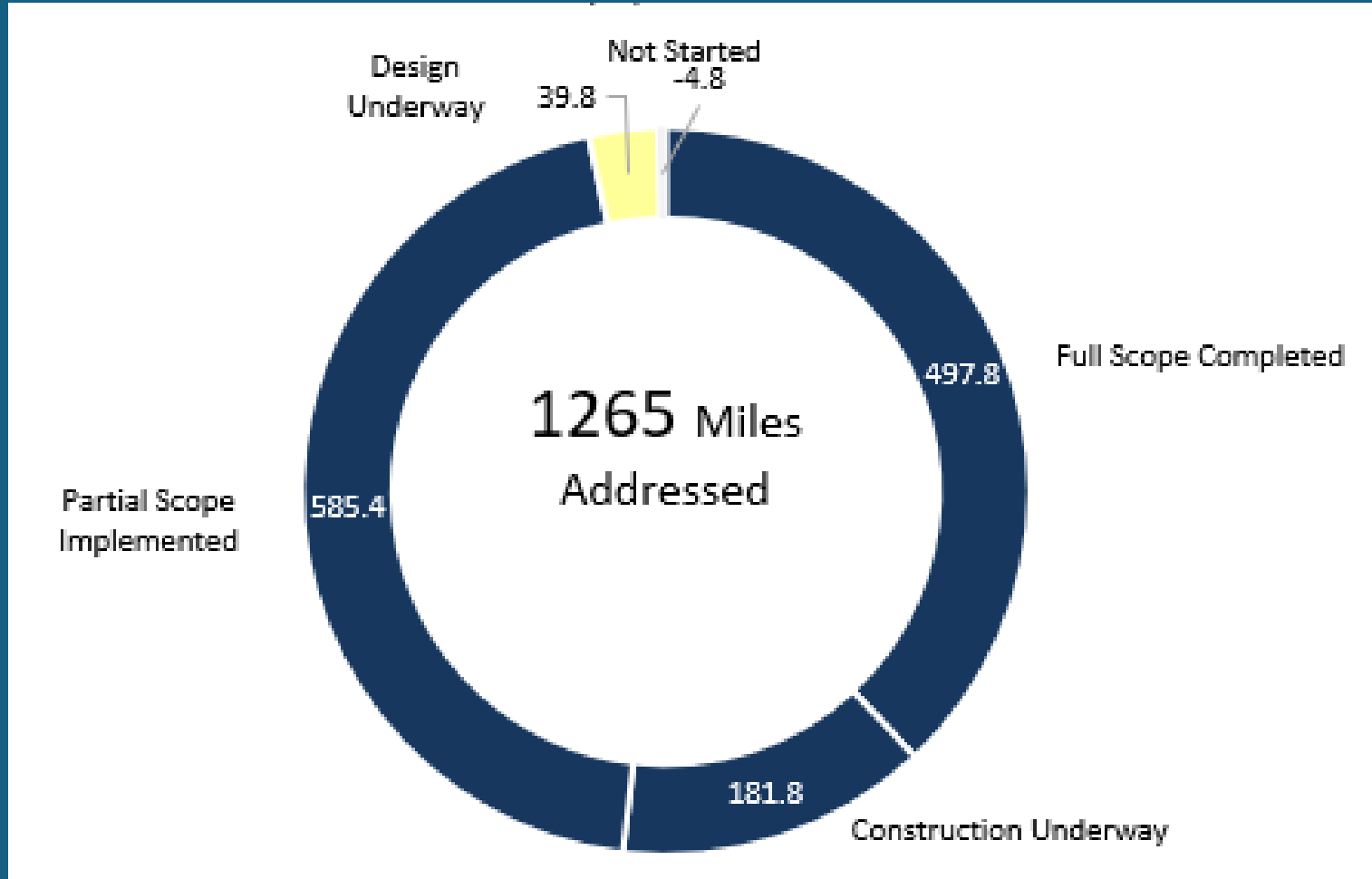
128 miles



Rural Road Safety Program

029

10-Year Target: 1300 miles

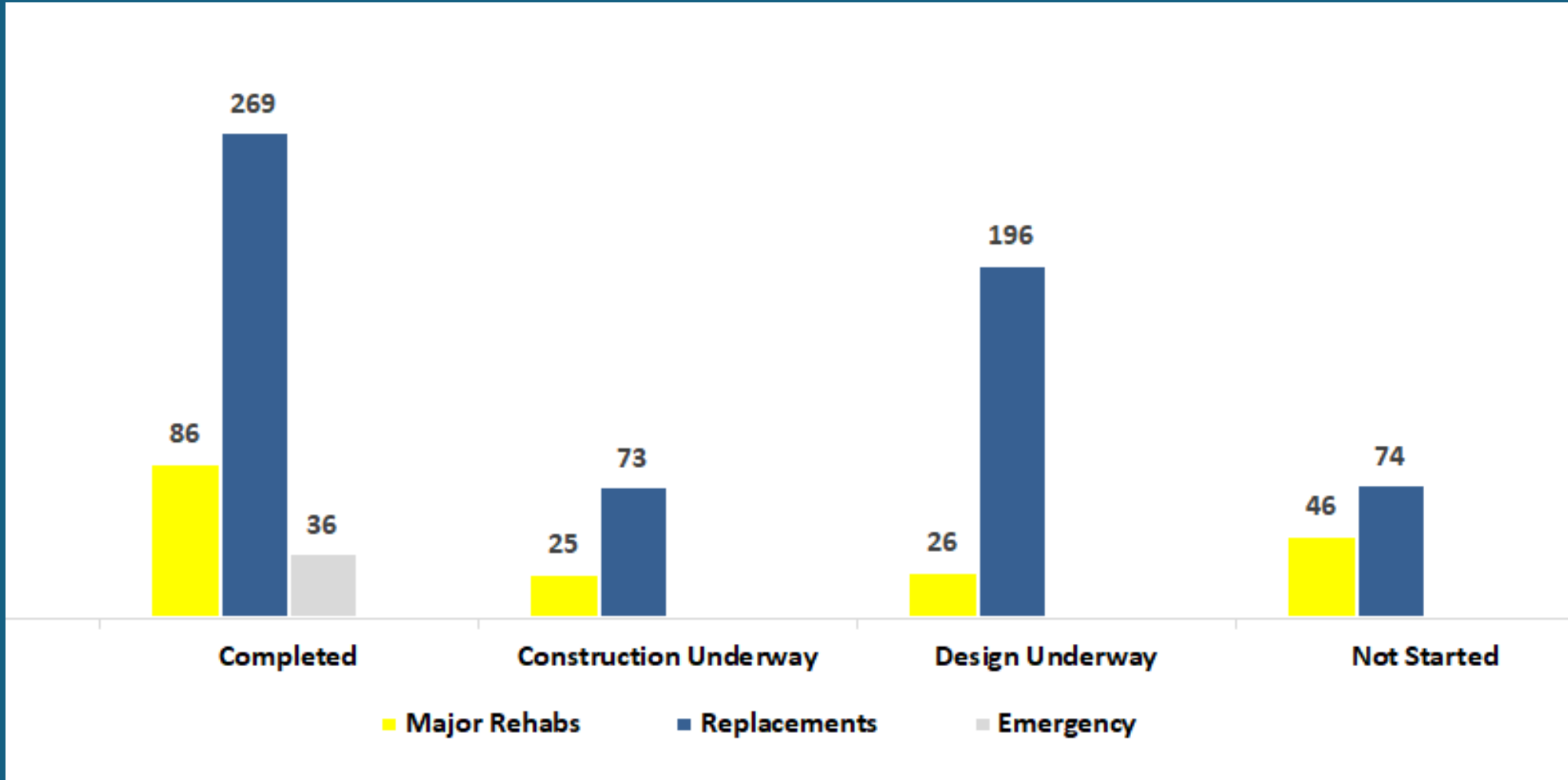


30% Reduction in Fatal and Serious Injury Crashes

Bridge Program

10-Year Target: 550 Bridges

030



Interstate Modernization

031



New Gas Tax Trust Fund

032



New Gas Tax Trust Fund Monthly Account Statement through July 31, 2026

	For the Month of July 2026	State Fiscal Year 2027 Year-To-Date	Cumulative Since July 1, 2017
Deposits (Revenues):			
Motor Fuel (@ 12 cents per gallon)	\$ 34,791,002.55	\$ 34,791,002.55	\$ 2,668,819,883.98
International Fuel Tax Agreement (note 1)	-	\$ -	\$ (43,206,686.29)
Infrastructure Maintenance Fee (note 2)		\$ -	\$ 2,458,447,173.90
Registration Fees	12,656.25	\$ 12,656.25	\$ 399,561,459.66
Sales and Use Tax - Max Tax	548,181.63	\$ 548,181.63	\$ 52,814,029.19
Road Use Fee	1,979,035.75	\$ 1,979,035.75	\$ 164,506,572.02
Miscellaneous Interest Earned	-	\$ -	\$ 943.20
Federal Grants & Other Grants - Unrestricted	194,968.25	\$ 194,968.25	\$ 71,927,899.29
Refund Prior Year Expenditures		\$ -	\$ -
Unclaimed Tax Credit	-	\$ -	\$ 161,720,099.03
Investment Earnings	4,827,604.69	\$ 4,827,604.69	\$ 206,445,497.89
Total Deposits (Revenues) Received to Date	\$ 42,353,449.12	\$ 42,353,449.12	\$ 6,141,036,871.87
Statutory Required Payments			
County Transportation Program (CTC) Transfers		\$ -	\$ (171,821,708.35)
Income Tax Credit Transfers to Department of Revenue	-	\$ -	\$ (62,063,044.96)
Total Statutory Required Payments to Date	-	-	(233,884,753.31)
Net Amount Available for Road Projects			\$ 5,907,152,118.56

New Gas Tax Trust Fund

033



Committed Projects

	Development	Construction	Total
Paving	\$171,704,776.24	\$4,942,805,271.85	\$ 5,114,510,048.09
Paving - Crack Seal	\$0.00	\$13,601,332.29	\$ 13,601,332.29
Rural Road Safety	\$24,402,687.28	\$412,047,915.49	436,450,602.77
Interstate Widening	\$0.00	\$293,162,744.09	293,162,744.09
Additional Bridge Projects	\$16,356,650.05	\$126,778,249.88	143,134,899.93
Hurricane Helene	\$152,720,584.19	\$11,375,374.41	164,095,958.60
2026-1 Winter Storm Fern	\$100,000.00	\$0.00	100,000.00
2026-2 Winter Storm Gianna	\$100,000.00	\$0.00	100,000.00
Total Project Commitments Made to Date	\$365,384,697.76	\$5,799,770,888.01	\$ 6,165,155,585.77

	For the Month of July 2026	State Fiscal Year 2027 Year-To-Date	Cumulative Since July 1, 2017
Road Project Payments			
Vendor Payments Made for Completed Work	\$ (82,372,666.25)	\$ (82,372,666.25)	\$ (4,634,714,668.83)
Pending Vendor Payments			\$ (1,530,440,916.94)
Trust Fund Cash Balance			
Total Revenues Received Since July 1, 2017			\$ 6,141,036,871.87
Total Payments Made Since July 1, 2017			(4,868,599,422.14)
Cash Balance to Fund Pending Vendor Payments			\$ 1,272,437,449.73

Notes:

- 1 The International Fuel Tax Agreement (IFTA) redistributes diesel fuel tax paid by interstate motor carriers when fuel is purchased in South Carolina to states where actual miles were driven.
- 2 Includes approximately \$150M annually in funds that were previously deposited into SCDOT's main operating account.

Surplus Property

034

County	Rd_Rte	Whom Conveyed	Sales Price
Aiken	Road S-1950 & 1951	Aiken County Public School District	gratis
Aiken	SC Route 118	B52, LLC	\$1,300.00
Anderson	Road S-1164	City of Anderson	gratis
Beaufort	S-776	Beaufort County	gratis
Dorchester	S-155	Town of Summerville	gratis
Dorchester	S-382	Town of Summerville	gratis
Florence	S-107	Johnny James, Jr.	\$15,500.00
Greenville	SC Route 146	SC Greenville Hwy 385, LLC	gratis
Jasper	Road S-34	City of Hardeeville	gratis
Jasper	Road S-416	Jasper County	gratis
Laurens	SC Route 72	Dale T. Taylor and Debra P. Taylor	\$1,000.00
Laurens	SC Route 72	Crisp Land & Cattle LLC	\$2,500.00
Oconee	Road S-37	City of Seneca	gratis
Richland	SC Route 277	LaTonya Derrick	\$1,001.10
		TOTAL	\$21,301.10

Artificial Intelligence (AI) Update 035

- Developing a roadmap on how to best implement AI within existing technology and data framework. Procurement is under review presently and aims to:
 - Assess AI and technology readiness and risks.
 - Develop an enterprise AI, data, and technology strategy.
 - Deliver a 3–5-year implementation roadmap.
- ***Internally:*** Continuing to implement AI efforts within SCDOT such as:
 - Compiling inspection data in AASHTOWare Project .
 - Stopping vehicle detection in Traffic Management Center's (TMC).
 - Engaging in research project with Clemson to better use AI in construction data.
- ***Inter-agency:*** Participating with the Department of Administration in the SC AI Center of Excellence (AI CoE).
- ***Nationally:*** Participating in activities with FHWA and Transportation Research Board (TRB).

Accomplishments

030

SASHTO Award for Berlin G. Myers Parkway

Team SCDOT won a SASHTO Award for the Berlin G. Myers project in Summerville. This project — a partnership between SCDOT, the Infrastructure Bank, Dorchester County, and CHATS — completed a long-sought bypass around downtown Summerville, improved the existing trail network, and reduced adjoining flood risk.



Freedom to Drive

At the end of August, we participated in a press conference at Phase 3C of Carolina Crossroads with Federal Highway Administrator Sean McMaster to highlight the Trump Administration's Freedom to Drive initiative. Administrator McMaster praised our project as being a great example of their efforts.





SCDOT **SECRETARY OF** **TRANSPORTATION** **REPORT**

September 17, 2026

**Surplus Property Submittal
September 17, 2026**

Number of Parcels Conveyed: 14
Total Amount: \$21,301.10

Road S-1950 and Road S-1951 - File Number 2.685 - Aiken County

Upon request from the Aiken County Public School District, approval was obtained from the South Carolina Department of Transportation Commission for the formal removal of portions of Road S-1950 (South Aiken Lane) and Road S-1951 (Aiken Blvd.) from the State Highway System and for conveying the right of way of same on May 21, 2026. Therefore, a gratis quitclaim deed conveying a total of approximately 0.59 of a mile to the Aiken County Public School District was executed on July 7, 2026.

The Department acquired right of way under File Number 2.685 for Road S-1950 (South Aiken Lane) by Right of Way Easement from the Consolidated School District of Aiken County dated April 28, 1981, and for Road S-1951 (Aiken Blvd.) by Right of Way Easement from the Aiken County Board of Education dated December 23, 1980.

SC Route 118 - File Number 2.825 - Aiken County

Upon request from an adjacent landowner, a portion of old Road S-29 (Wire Road f/k/a Bluebird Lane) was determined to be a surplus to the Department. The Secretary of Transportation's approval to convey the property was obtained on May 29, 2026. Therefore, a quitclaim deed conveying approximately 0.15 of an acre to B52, LLC was executed on July 30, 2026, in consideration of \$1,300.00.

The Department acquired right of way for Road S-29 (Wire Road f/k/a Bluebird Lane) under File Number 2.261 by Deed to Right of Way from Fabian Willis dated December 22, 1948. And by Condemnation of B.W. Crosland dated February 1, 1949.

Road S-1164 - File Number 4.103B - Anderson County

An Agreement was made whereby the Department would relocate a drive entrance and control of access in 2011 as part of improvements to Road S-1164 (East West Connector). A deed was issued for the area in 2013 but was never recorded. The adjacent property has been sold to the City of Anderson, and they have requested that a new deed be issued. Therefore, a gratis quitclaim deed and grant of access conveying approximately 0.26 of an acre of land and a relocation of the control of access to the City of Anderson was executed on August 4, 2026.

The Department acquired right of way and control of access for Road S-1164 (East West Connector) under File Number 4.103 by Title to Real Estate from Mary Ellen McCants Evans and William E. Epstein dated June 25, 2003, Tract 9.

Road S-776 - File Number 7.514 - Beaufort County

Upon request from Beaufort County, approval was obtained from the South Carolina Department of Transportation Commission for the formal removal of Road S-776 (Airport Circle) from the State Highway System and for conveying the right of way of same on July 16, 2026. Therefore, a gratis quitclaim deed conveying approximately 0.44 of a mile of road right of way to Beaufort County was executed August 14, 2026.

The Department acquired right of way for Road S-776 (Airport Circle) pursuant to Legislative Act and action of the Commission dated September 20, 1984, and for U.S. Route 21 (Sea Island Parkway) under File Number 7.514 by Condemnation of Kuzzens, Inc. dated September 30, 1997 (Tract 52); by Right of Way Easement from County Council of Beaufort dated July 29, 1997 (Tract 53); and by Title to Real Estate from Beaufort County dated March 5, 1997 (Tract 54).

Road S-155 – File Number 18.317 - Dorchester County

Upon request from the Town of Summerville, approval was obtained from the South Carolina Department of Transportation Commission for the formal removal of a portion of Road S-155 (W. 2nd Street N.) from the State Highway System and for conveying the right of way of same on July 16, 2026. A quitclaim deed to the Town of Summerville for a reduction in right of way containing approximately 8,160 square feet was previously executed by the Department but was never recorded. The Town requested that this area be included in this deed. Therefore, a gratis quitclaim deed conveying approximately 0.20 of a mile of road right of way to the Town of Summerville executed on August 14, 2026.

The Department acquired right of way for Road S-155 (W. 2nd Street N.) pursuant to Letter of Dedication from the City of Summerville dated May 27, 1959.

Road S-382 - File Number 18.347 - Dorchester County

Upon request from the Town of Summerville, approval was obtained from the South Carolina Department of Transportation Commission for the formal removal of Road S-382 f/k/a S-442 (N. Pine Street) from the State Highway System and for conveying the right of way of same on July 16, 2026. Therefore, a gratis quitclaim deed conveying approximately 0.04 of a mile of road right of way to the Town of Summerville was executed on August 14, 2026.

The Department acquired right of way for Road S-382 f/k/a S-442 (N. Pine Street) by Letter of Dedication under File Number 18.347 from the City of Summerville dated July 13, 1966.

Road S-107 Widening - Project Number 0042321 - Florence County

A parcel of land containing approximately 0.55 of an acre outside of the right of way along Road S-107 (Alligator Road) was determined to be surplus by the Department. The Secretary of Transportation's approval to convey the property was obtained on March 13, 2026. A public bid sale was held for the parcel on May 26, 2026, with Johnny James, Jr. being the successful bidder. Therefore, a quitclaim deed conveying approximately 0.55 of an acre of land to Johnny James, Jr. was executed on July 24, 2026, in consideration of \$15,500.00.

The Department acquired right of way for Road S-107 (Alligator Road) Widening under Project Number 0042321 by Title to Real Estate from Donna L. Ashley dated May 21, 2019, Tract 508.

SC Route 146 – Project Number P028743 - Greenville County

As part of the project for intersection improvements along SC Route 146 (Woodruff Road), an agreement was made whereby the Department would deed a portion of Tract 27, in exchange for right of way needed for the new project. Therefore, a limited warranty deed conveying approximately 0.381 of an acre of land to SC Greenville Hwy 385, LLC was executed on July 24, 2026.

The Department acquired right of way along SC Route 146 (Woodruff Road) under Project Number P028743 by Title to Real Estate from Prime Commercial Group, LLC, dated March 5, 2026, Tract 27.

Road S-34 – Jasper County

As part of an Intergovernmental Agreement for I-95 Exit 3, approval was obtained from the South Carolina department of Transportation Commission for both the formal removal of portions of Road S-34 (Purrysburg Road) from the State Highway System and for conveying the right of way of same on March 20, 2025. Therefore a gratis quitclaim deed conveying approximately 2.97 miles of road right of way to the City of Hardeeville was executed on July 24, 2026.

The Department acquired a portion of right of way for Road S-34 (Purrysburg Road) pursuant to Legislative Act 167 of 1945 and action of the Commission dated June 27, 1946.

Road S-416 – File Number 27.469 – Jasper County

As part of an Intergovernmental Agreement for I-95 Exit 3, approval was obtained from the South Carolina Department of Transportation Commission for both the formal removal of Road S-416 (Pintail Creek Drive) from the State Highway System and for conveying the right of way of same on March 20, 2025. Therefore, a gratis quitclaim deed conveying approximately 0.28 of a mile of road right of way to Jasper County was executed on July 24, 2026.

The Department acquired right of way for Road S-416 (Pintail Creek Drive) for under File Number 27.469 by Right of Way Easements from Vern A. Finch and Lois A. Finch dated February 7, 1990 (Tract 1), from Harold I. Bennett, Jr. and Leroy R. Harvey, III dated February 7, 1990 (Tract 2), from C. Victor Allmon and Gwendolyn Allmon dated February 5, 1990 (Tract 3), and Leeilah T. Rogers dated February 6, 1990 (Tract 4).

SC Route 72 – File Number 30.695 - Laurens County

Upon request from an adjacent landowner, a portion of old SC Route 72 was determined to be surplus to the Department. The Secretary of Transportation's approval to convey the property was obtained on May 1, 2023. Therefore, a quitclaim deed conveying approximately 0.52 of an acre to Dale T. Taylor and Debra P. Taylor was executed on July 28, 2026, in consideration of \$1,000.00.

The Department acquired right of way for SC Route 72 under FAP Project 237 Reop Section 2 and 237 Revised by Deed to Right of Way from S.B. Goodman dated October 15, 1931, and Deed to Right of Way from W.C. Mitchell dated October 15, 1931.

SC Route 72 – File Number 30.695 – Laurens County

Upon request from an adjacent landowner, a portion of old SC Route 72 was determined to be surplus to the Department. The Secretary of Transportation's approval to convey the property was obtained on May 1, 2023. Therefore, a quitclaim deed conveying approximately 1.32 of an acre to Crisp Land & Cattle LLC was executed on July 28, 2026, in consideration of \$2,500.00.

The Department acquired right of way for old SC Route 72 under FAP Project 237 Reop Section 2 and 237 Revised by Deed to Right of Way from S.B. Goodman dated October 15, 1931, and Deed to Right of Way from W. C. Mitchell dated October 15, 1931.

Road S-37 –Oconee County

Upon request from the City of Seneca, approval was obtained from the South Carolina Department of Transportation Commission for the formal removal of a portion of Road S-37 (Main Street and Ram Cat Alley) from the State Highway System and for conveying the right of way of same on March 15, 2007. Therefore, a gratis quitclaim deed conveying approximately 0.30 miles of road right of way to the City of Seneca was executed on July 6, 2026.

The Department acquired right of way for Road S-37 (Main Street and Ram Cat Alley) pursuant to Legislative Ac 329 of 1951 and action of the Commission dated January 18, 1979.

SC Route 277 – File Number 40.716 – Richland County

Upon request from an adjacent landowner, a parcel along SC Route 277 was determined to be surplus by the Department. The Secretary of Transportation's approval to convey the property was obtained on March 13, 2026. A bid sale was held between the adjacent landowners on May 14, 2026, with LaTonya Derrick being the winning bidder. Therefore, a quitclaim deed conveying approximately 0.10 of an acre of land to LaTonya Derrick was executed in consideration of \$1,001.10 on July 30, 2026.

The Department acquired right of way for SC Route 277 under File Number 40.716 by Title to Real Estate from Richland County dated February 14, 1972, Tracts 78 and 79.

September 17, 2026

Public Comment Summary

Regional Connectivity and Metropolitan Interstate Programs

In accordance with SCDOT's STIP Administration Process and Public Involvement Policy, on July 20, 2026, SCDOT requested public comments on the Regional Connectivity Interstate Program and the Metropolitan Interstate Program for a 21-day period from July 20 to August 9, 2026.

SCDOT received **16** comments regarding the two interstate programs. Most of the comments suggested the need to expedite progress on I-85 from Georgia state line to I-85 Business, I-26 in the Lowcountry, and I-526. The commenters also provided their thoughts on specific needed improvements on those corridors. One commenter recommended improvements on several interchanges on I-385 in the Fountain Inn area which did not rank high enough to advance to a planning study in the Metropolitan Interstate Program at this time. Additionally, one commenter recommended evaluating passenger rail in the update as an alternative to widening I-85 which will be assessed with the planning study.

Sample Comment Response Language: Interstate Programs

Thank you for taking the time to comment on SCDOT's Regional Connectivity and Metropolitan Interstate Programs. Public participation is essential to SCDOT's ongoing efforts to maintain and improve South Carolina's roadway network.

The segment of I-85 from US 29 (Exit 34) to I-85 Business (Exit 69) has been identified as one of the most congested interstate corridors in the state. Addressing congestion along this corridor will require evaluating a range of potential solutions including roadway widening, interchange enhancements, operational improvement on roads that access the interstate, and the potential addition of High Occupancy Vehicle (HOV) and choice lanes.

To support this effort, SCDOT is conducting a corridor planning study to identify the improvements needed to address existing and future transportation conditions. As the study progress, SCDOT will provide additional opportunities for public input and feedback on the study's findings and recommendations.

Thank you again for taking the time to share your input. We appreciate your interests in South Carolina's transportation system and hope you will continue to engage with SCDOT as we work to improve mobility, safety, and connectivity throughout the state.

September 17, 2026

Public Comment Summary

Bridge Replacement Projects on Interstate 95 over the Great Pee Dee River

In accordance with SCDOT's STIP Administration Process and Public Involvement Policy, on July 16, 2026, SCDOT announced the beginning of preliminary engineering work on twelve bridges along Interstate 95 over the Great Pee Dee River in Dillon and Florence counties. The proposed bridge replacement projects for the twelve bridges will include preliminary engineering work for an estimated cost of \$20 million. SCDOT has added these projects to the 2024-2033 Statewide Transportation Improvement Program (STIP), requesting public comments for the 21-day period from July 16 to August 5, 2026.

In addition, SCDOT announced that eight of the bridges would be added to the 2025 Interstate Primary and Secondary Route Bridge Program because they will be impacted by four nearby bridge replacement projects on I-95 within the corridor. The four nearby bridge replacement projects were previously added to the 2025 Interstate Primary and Secondary Route Bridge Program and approved by the SCDOT Commission.

SCDOT received **3** comments regarding the bridge replacement projects.

Sample Comment Response Language

Thank you for taking the time to comment on bridge replacement projects for twelve bridges along Interstate 95 over the Great Pee Dee River in Dillon and Florence counties. Public participation is essential to SCDOT's ongoing efforts to maintain and improve South Carolina's roadway network.

In 2025, SCDOT in cooperation with the Federal Highway Administration (FHWA) completed a [Planning and Environmental Linkages Study](#) of the twelve bridges, all of which are located along an 8-mile section of Interstate 95 between Mile Markers 172 and 180 in Dillon and Florence counties. This Interstate corridor is integral to the state's freight network and is nationally significant as a freight and tourism corridor.

SCDOT will continue to review current and projected traffic volumes, population growth, and other factors as we develop plans for these bridges. And as these bridge replacement projects progress, SCDOT will provide additional opportunities for public input and feedback.

Thank you again for taking the time to share your input. We appreciate your interest in South Carolina's transportation system and hope you will continue to engage with SCDOT as we work to improve mobility, safety, and connectivity throughout the state.



10 Year Plan Revision

EMBRACING THE FUTURE, TODAY:

Modernizing for South Carolina's Future



Getting South Carolina Ready for the Future

046

2026 Modernization Act

Embracing the new toolbox means changing how we do business.

2027 and Beyond

A changing South Carolina means infrastructure must keep up.



Next Ten-Year Plan Must Confront the Following

Continued
maintenance



Diminishing
buying
power

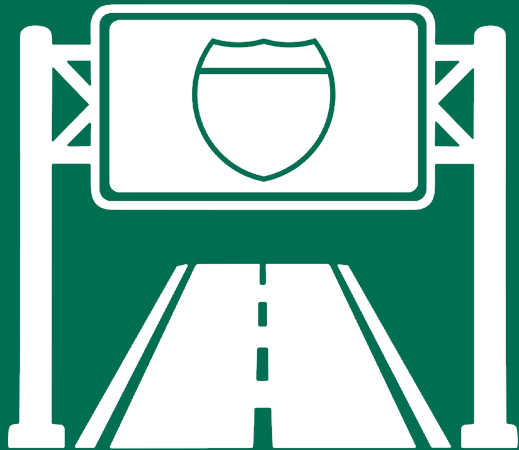


Population
growth



Deferred Maintenance Remains a Challenge

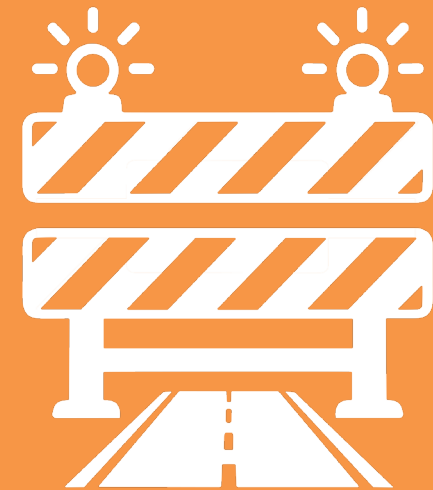
Interstates
and primaries
are improving,
secondaries
are not.



Bridges are
stabilizing, but
we need a
long-term
solution



Safety rates
are better,
but still
too high



Diminishing Buying Power

050

In FY 17-18, 1 Cent of
the Gas Tax Bought

In FY 25-26, 1 Cent of
the Gas Tax Bought

114

Miles of 2-Lane
Resurfacing

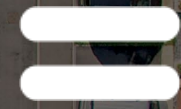
83.5

Miles of 2-Lane
Resurfacing



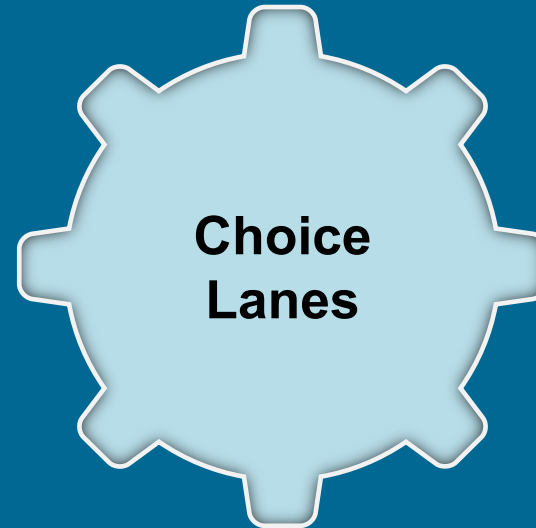
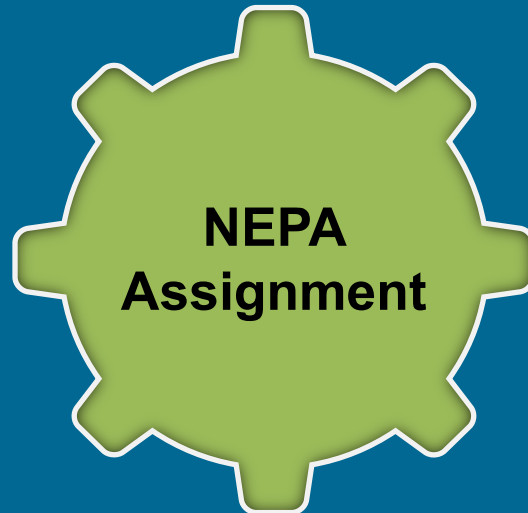
South Carolina's Growth

+219 new residents per day



One South Carolina-made
Boeing 787 per day

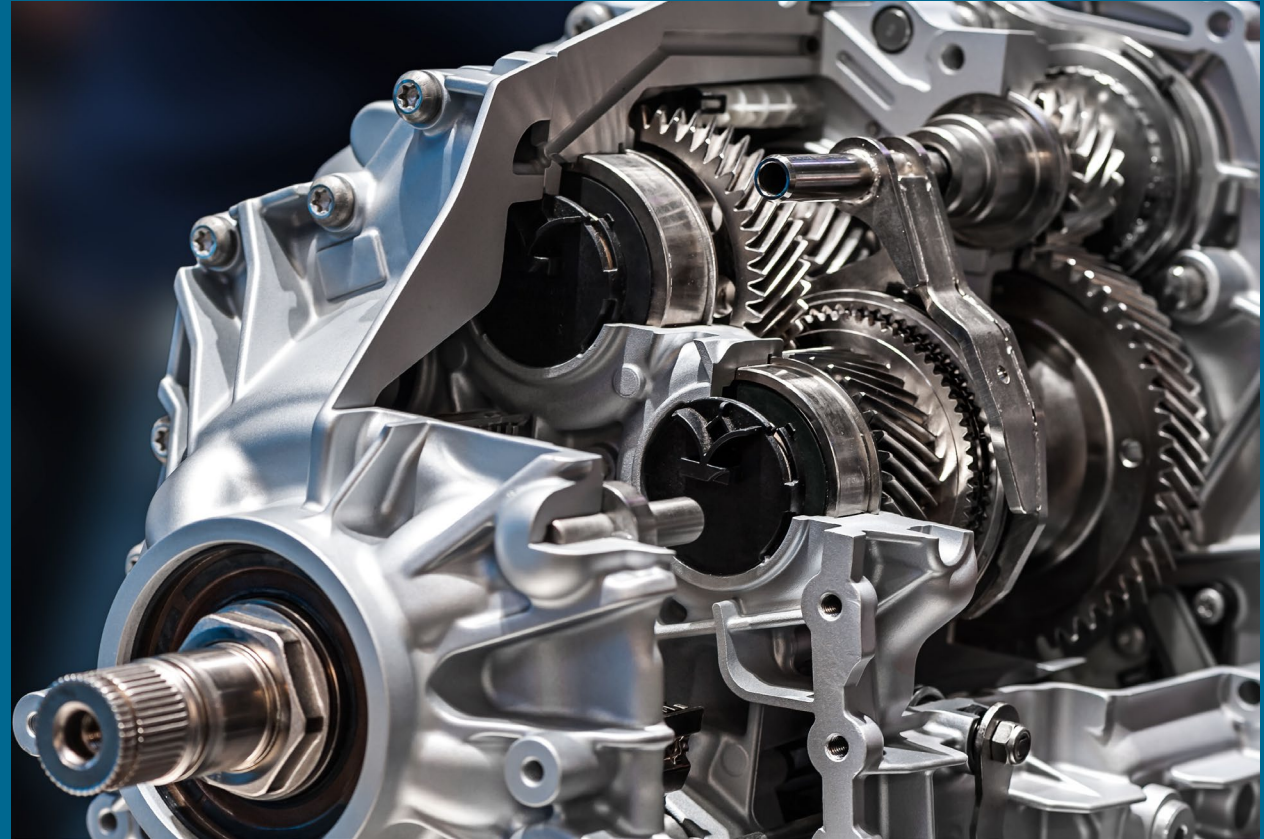
SCDOT Modernization Act: New Tools to Deliver Projects *Faster*



The Engine is Ready

083

- Modernization Act turbocharges the engine to be more efficient and effective in project delivery.
- Choice lanes can be a solution for interstate congestion in places like Charleston, Greenville, and Charlotte suburbs.
- Current revenues cannot address both congestion from rapid growth and continued maintenance on a system of our size.



FY 27 Budget Results

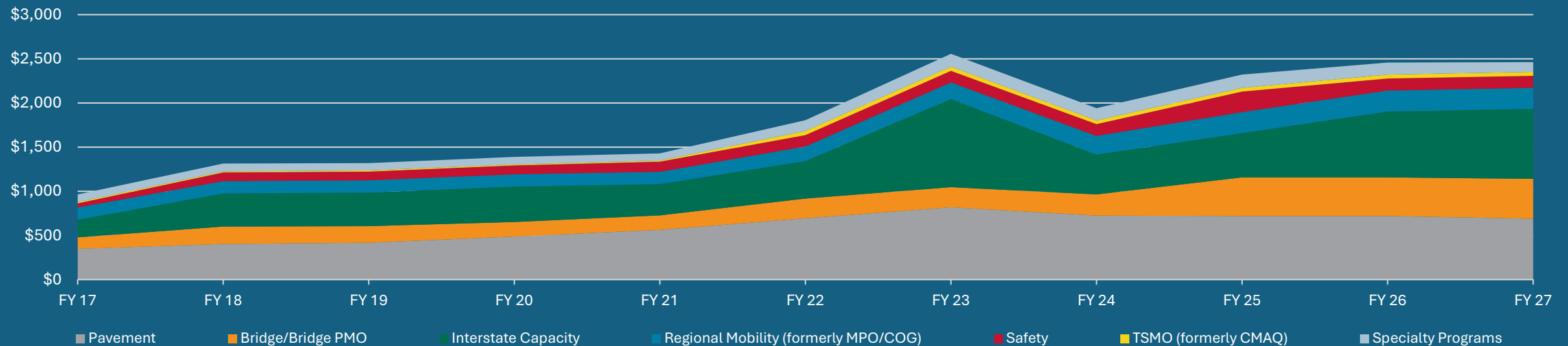
054

- \$189.5 million nonrecurring for bridges
- \$12.5 million nonrecurring for system reduction
- Recurring funding for PRT welcome centers - \$5.1 million additional for SCDOT maintenance
- Recurring funding for additional permit engineers in District 1 and District 5
- No additional funding for interstates



Current Consolidated Plan Funding Levels

2026/2027 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	\$689M
Bridge/Bridge PMO	\$130M	\$199M	\$189M	\$164M	\$164M	\$223M	\$228M	\$239M	\$439M	\$439M	\$452M
Interstate Capacity	\$200M	\$375M	\$380M	\$403M	\$355M	\$424M	\$998M	\$451M	\$501M	\$745M	\$793M
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	\$136M
TSMO (formerly CMAQ)	\$14M	\$12M	\$13M	\$13M	\$13M	\$46M	\$46M	\$42M	\$43M	\$44M	\$44M
Specialty Programs	\$88M	\$89M	\$82M	\$83M	\$82M	\$123M	\$145M	\$139M	\$151M	\$135M	\$110M



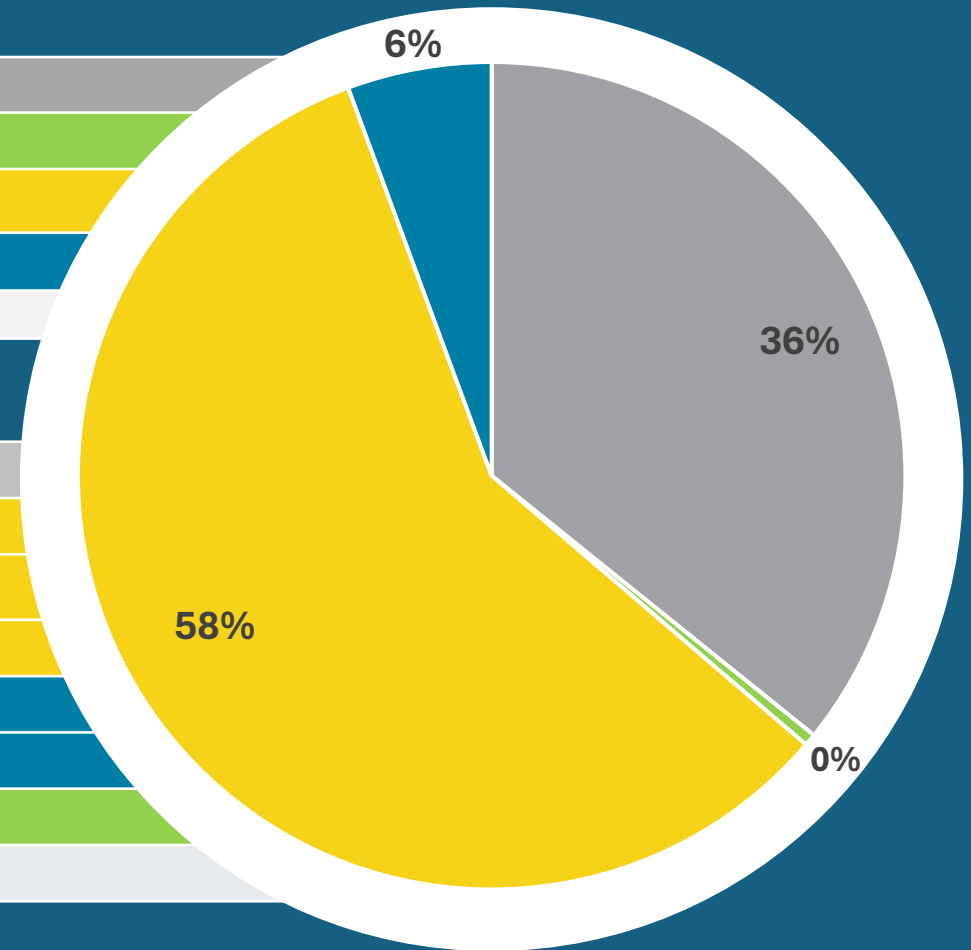


FY 27-28 Budget

September 17, 2026

FY 28 Revenues: Flat Revenues

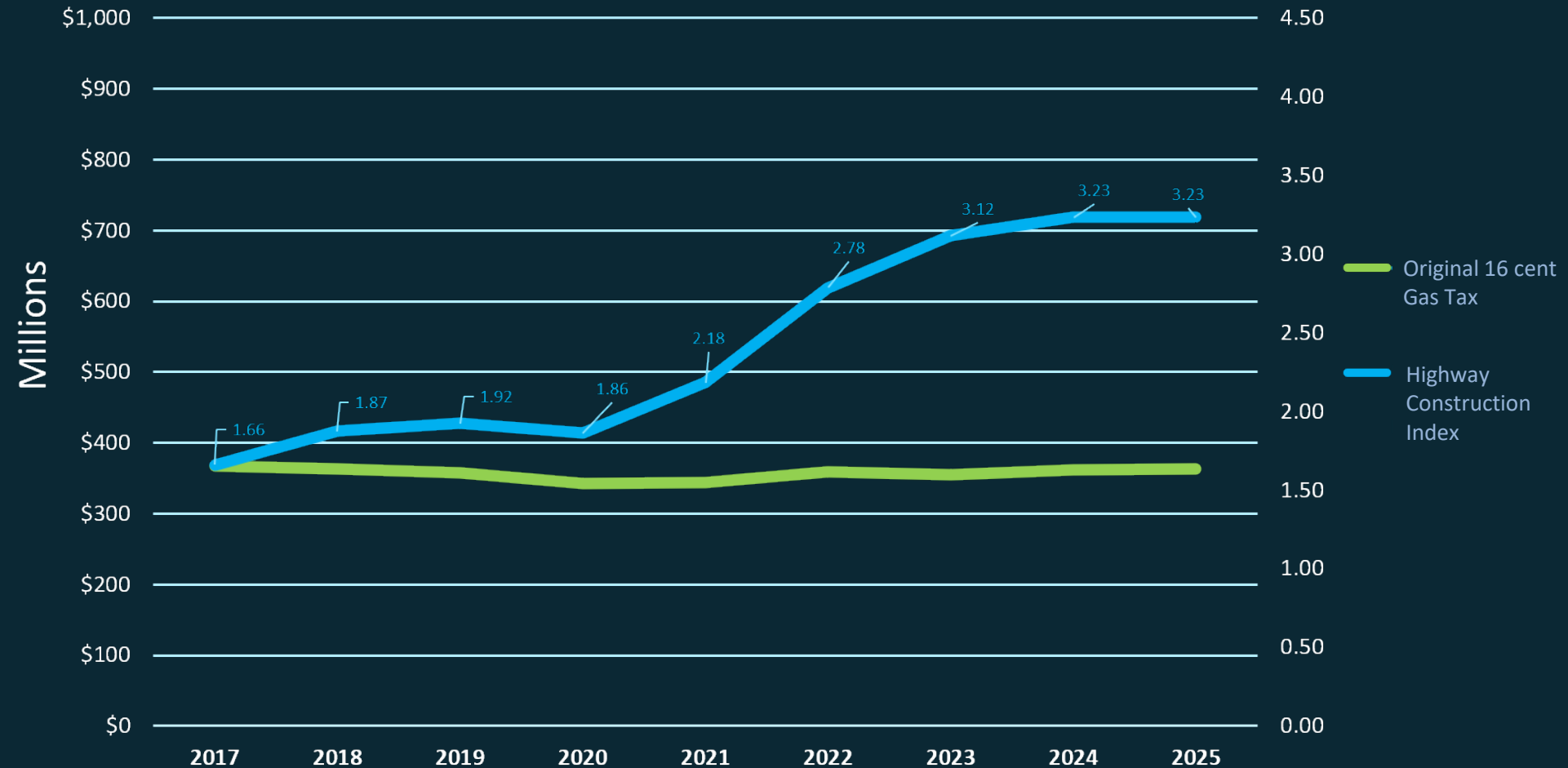
Federal	1,072,656,664	36%
Cash Usage	14,221,834	0%
State	1,741,383,120	58%
Partnered Projects	168,957,666	6%
	2,997,219,284	100%



Federal Reimbursements		\$1.073B
State Revenues		\$1.741B
Including New Gas Tax Trust Fund (IMTF)	\$838M	
State General Funds	\$130M	
Partnered Projects		\$169M
Lowcountry Rapid Transit	\$150M	
Cash Usage		\$14.2M
Total Estimated Revenues		\$2.997B

State Revenues are Flat, Costs are Increasing

058



BUILD America 250 Act



- Preserves the core of the Federal-aid formula program structure
- Significant emphasis on project delivery and environmental streamlining
- Increases bridge investment and bridge eligibility for federal dollars
- Targeted increases in MPO and local government access to federal funding
- Adopted by the House in May 2026 and awaits action in the Senate



What does it mean for South Carolina?

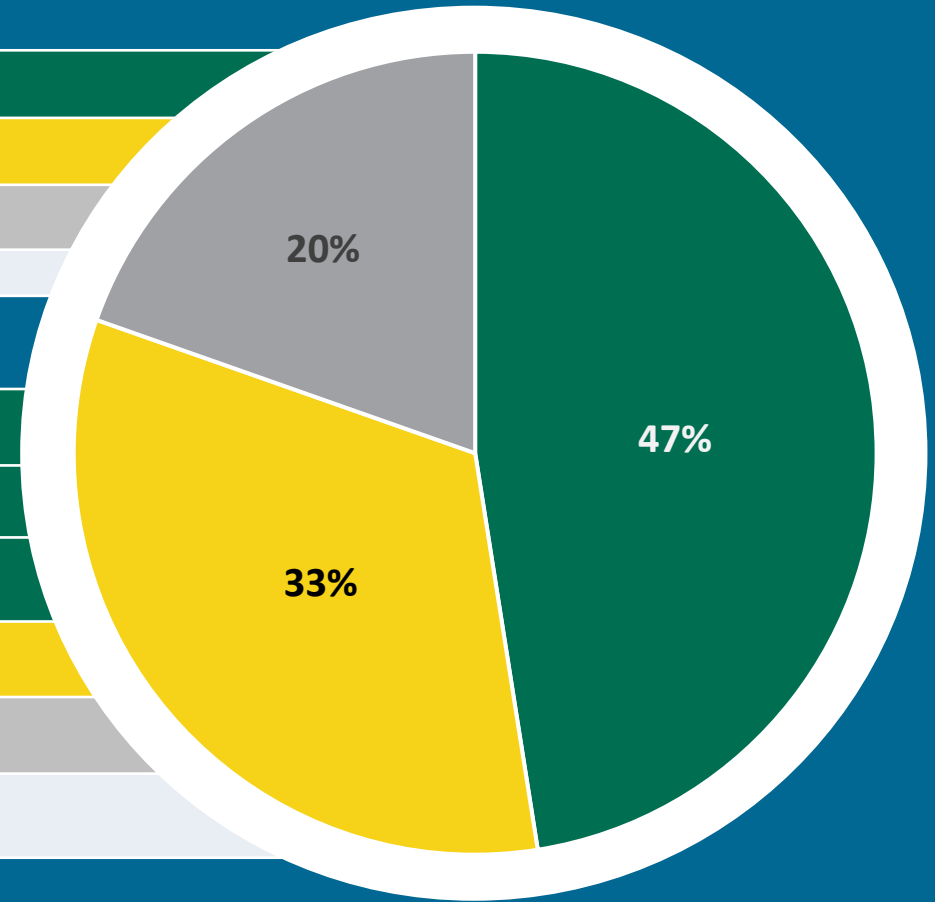
- Federal revenues will remain flat without any indexing for inflation.
- Supports SCDOT efforts already underway to reduce regulatory burden and streamline project delivery

FY 28 Expenditures: Status Quo Budget

060

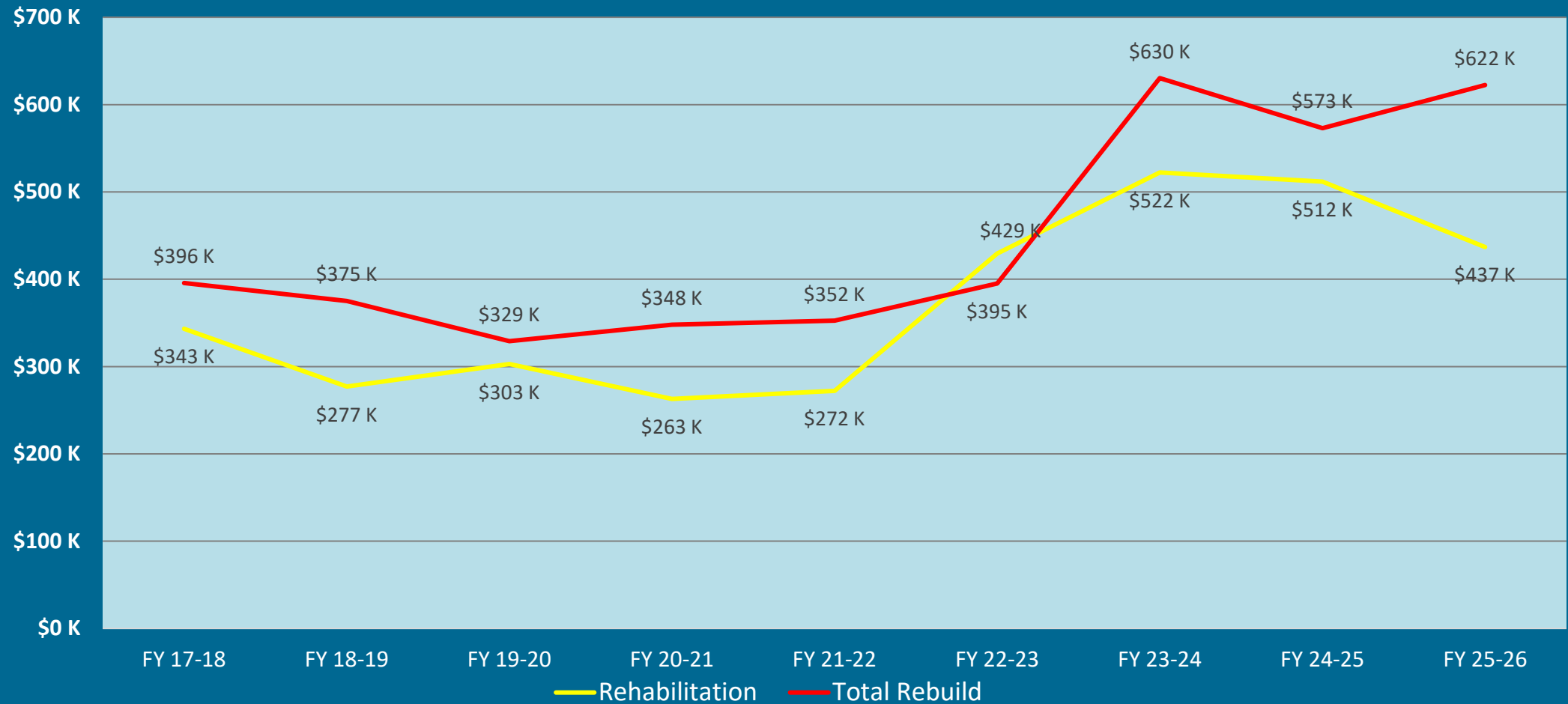
Maintenance & System Preservation	1,423,904,549	47%
Capacity & Operational Improvements	985,515,763	33%
Remaining Operations	587,798,972	20%
	2,997,219,284	100%

Maintenance & System Preservation		\$1.424B
Permanent Improvement Bridges	\$238.8M	
Permanent Improv Rehab & Resurf (Pavements)	\$719M	
Capacity & Operational Improvements		\$985.6M
Remaining Operations		\$588M
Total Budgeted Expenditures		\$2.997B



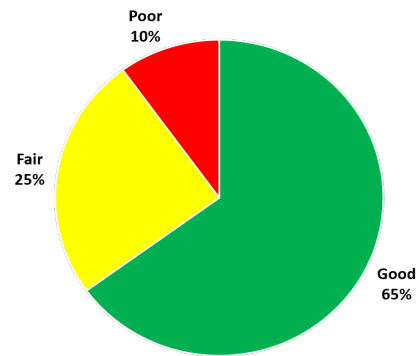
Challenges: Cost Trends

Pavement Treatments Costs per Mile for 2 Lane Highway

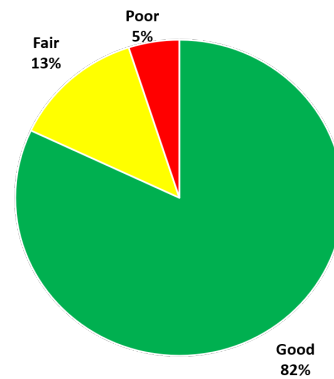


Pavement Conditions: Interstates

Interstates (851 miles, 30% DVMT)

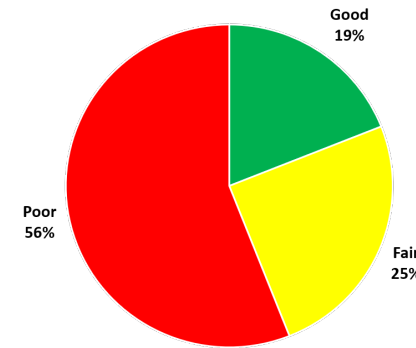


2016 Baseline

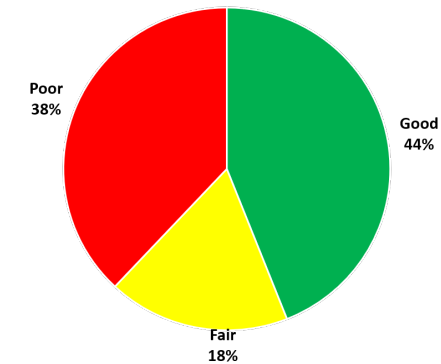


2025 Assessment

Major Roads (9,476 miles, 47%)

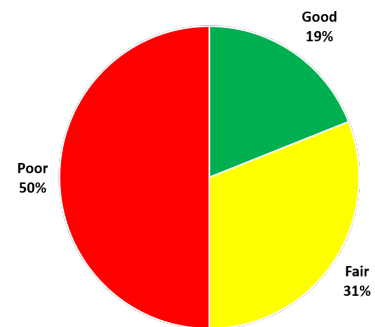


2016 Baseline

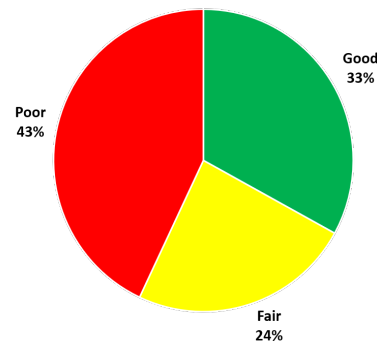


2025 Assessment

Farm-to Market (10,339 miles, 17%)

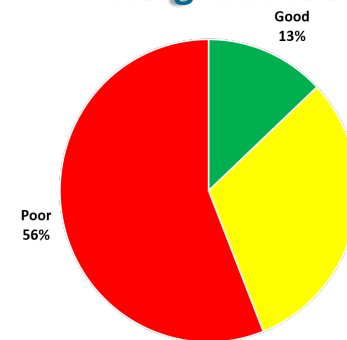


2016 Baseline

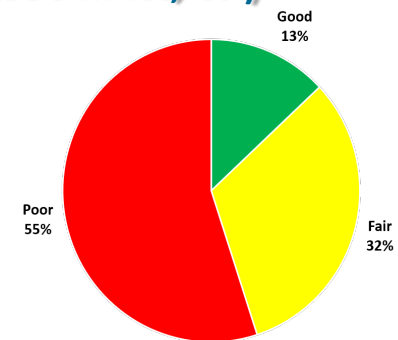


2025 Assessment

Neighborhood (20,596 miles, 6%)



2016 Baseline

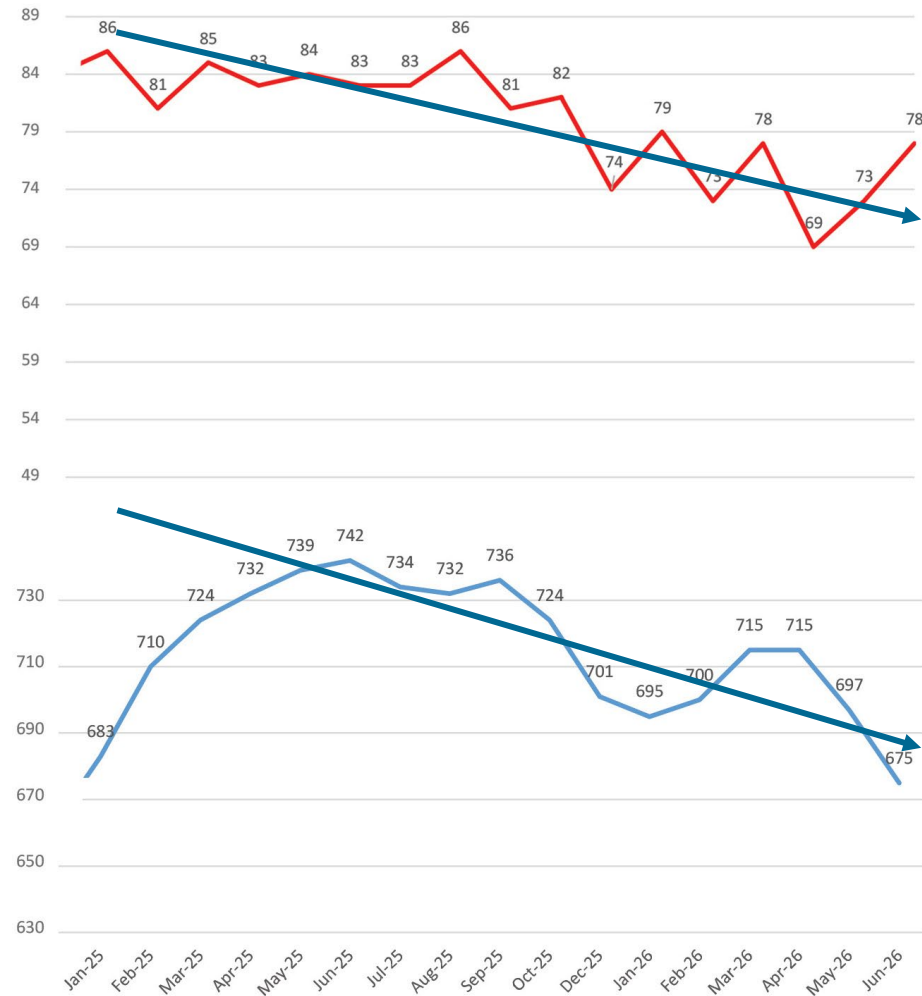


2025 Assessment

Bridges: Nonrecurring Investments Paying Off

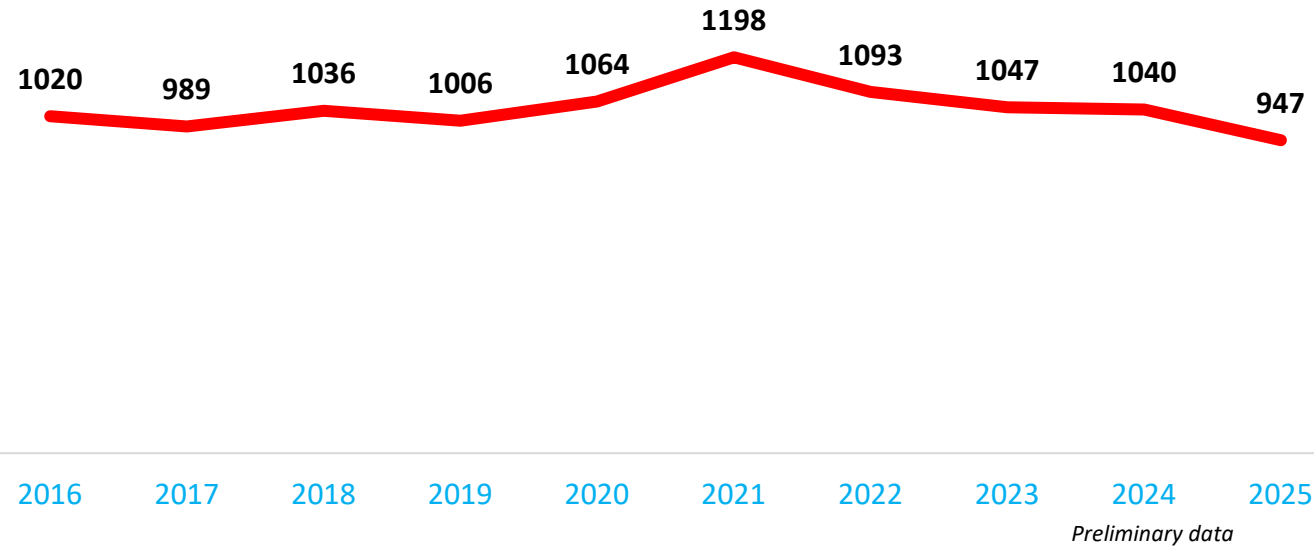
Closed Bridges as of July 1, 2026

Load Restricted Bridges as of July 1, 2026



Safety Is Improving, But Still Too High

Traffic Fatality Trends in SC



2026 Traffic Fatalities

590

As of September 3, 2026

Interstate Program Easing Off the Accelerator

Updated estimates add \$3.5B to interstate program costs

TOTAL PROJECTED COST

\$5.4B

MARCH 2022



\$8.9B

AUGUST 2026

+\$3.5 BILLION

66% increase in projected
program cost

Updated projections are supported by current cost-risk assessments and engineering estimates.

PROGRAM COMPARISON

MARCH 2022

AUGUST 2026

CHANGE

I-26 Corridor + I-26/I-95
Interchange



\$2.0B



\$3.5B

+\$1.4B | +72%

I-95 Corridor



\$1.3B



\$2.7B

+\$1.4B | +108%

Carolina Crossroads



\$2.1B



\$2.8B

+\$0.7B | +33%

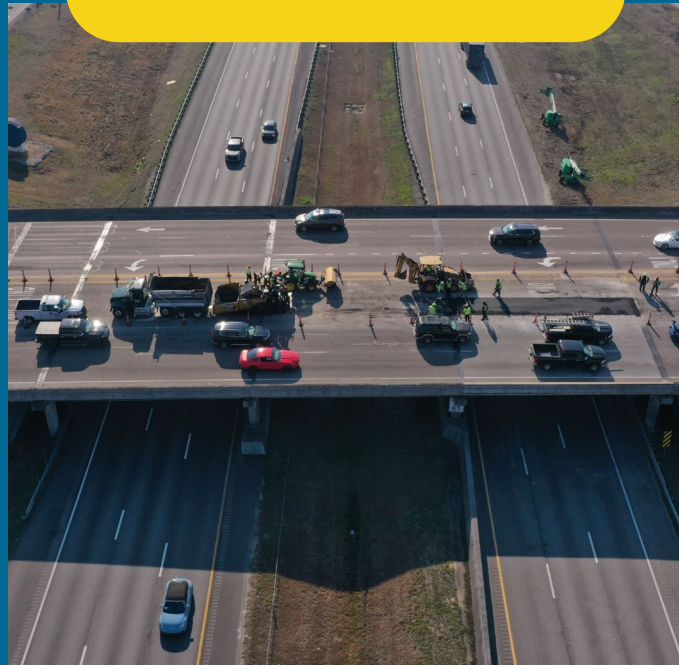
Higher projected costs—combined with no additional state acceleration funding
—may require major interstate projects to be resequenced.

Positioning for the Next 10-Year Plan

Deferring action until
reauthorization and
new Governor



Balancing Deferred
Maintenance and
Congestion



New investments
needed or difficult
choices lie ahead



Proposed FY 28 Budget Recurring Requests

\$250M

pavements



\$250M

bridges



\$56M

for routine maintenance



\$100M

safety



Proposed FY 28 Budget Nonrecurring Requests

\$500M

interstate – keeps
26 and 95 on track



\$25M

system reduction



\$100M

CTC's focused on
state secondary
system



Proposed FY 28 County Transportation Committee Budget

	Prior Year Actual Revenues 2024-2025	Preliminary Prior Year Actual Revenues 2025-2026	General Assembly Approved 2026-2027	Proposed Executive Budget 2027-2028
CTC Revenue Forecast				
Gasoline Tax*	113,000,715	112,948,841	116,721,027	112,000,000
Fees and Receipts-Counties	3,733,376	3,715,141	20,000,000	20,000,000
Investment Earnings	12,884,236	16,235,170	3,500,000	3,500,000
Misc. Revenues	-	-	-	-
Transfer - State Gen. Fund	200,000,000	-	175,000,000	-
Misc Transfer-Other Fund	20,500,000	20,500,000	20,500,000	20,500,000
Total CTC Fund Revenue	\$ 350,118,327	\$ 153,399,153	\$ 335,721,027	\$ 156,000,000
	Prior Year Actual Expenditures 2024-2025	Preliminary Prior Year Actual Expenditures 2025-2026	General Assembly Approved 2026-2027	Proposed Executive Budget 2027-2028
CTC Expenditure Forecast				
Permanent Improvements	81,720,879	75,559,445	30,000,000	30,000,000
Other Operating	2,293,830	2,896,040	1,000,000	1,000,000
Allocations to Municipalities	329,159	761,204	1,000,000	1,000,000
Allocations to Counties	226,073,259	114,135,297	303,721,027	124,000,000
Transfer - State Gen. Fund	200,000,000	-	175,000,000	-
Total CTC Budget	\$ 510,417,127	\$ 193,351,984	\$ 510,721,027	\$ 156,000,000

*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 2026 Preliminary End of Year Cash Balance 06/30/26 is \$390,525,364

Requested Commission Motion Item #10.1a

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.

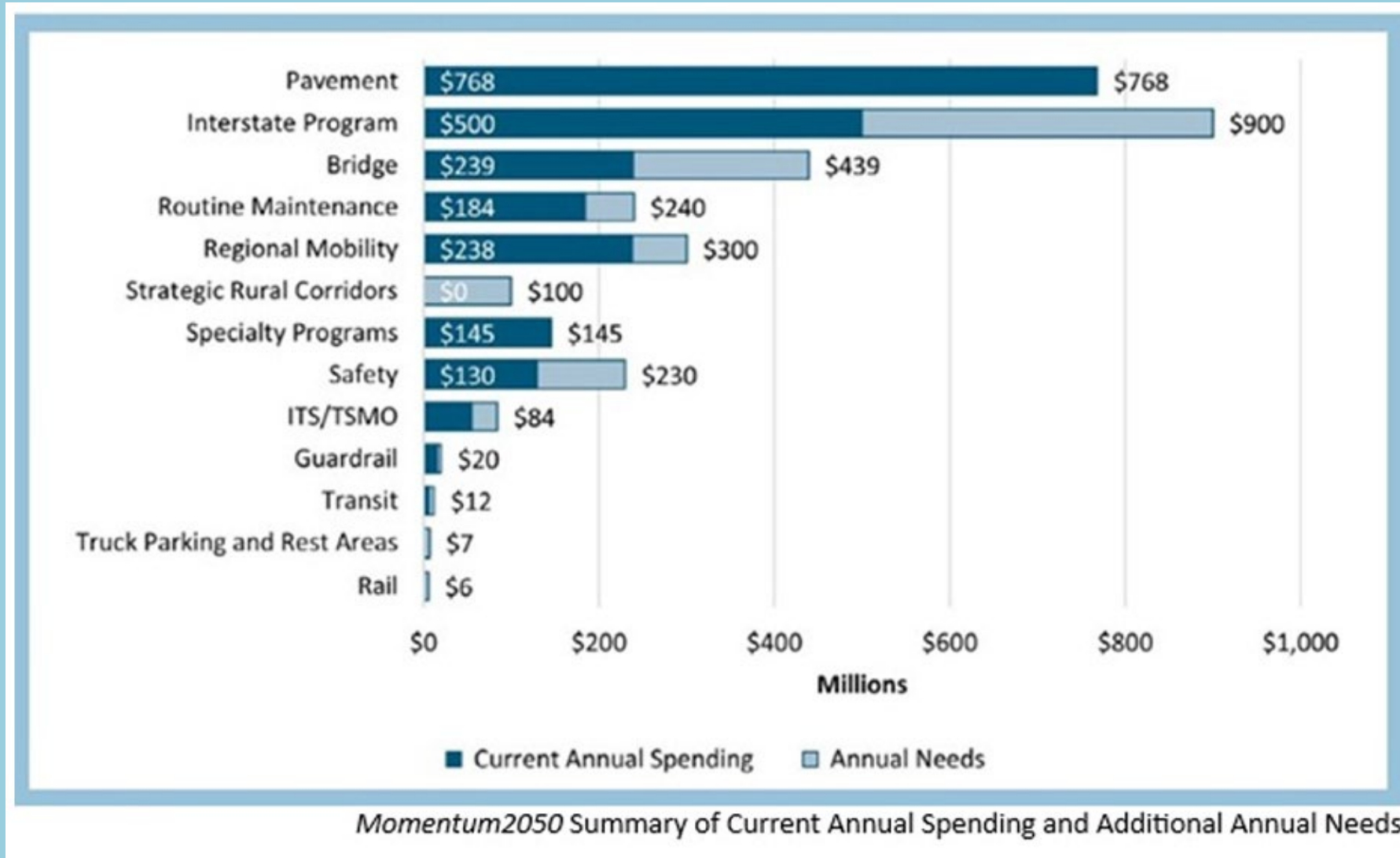
The Secretary is to conform the plan to actuals. Additionally, the Secretary is to review and recommend any revisions or additions to the performance targets established for the 10-Year Plan and present those to the Commission for its consideration.

Requested Commission Motion Item #10.1b

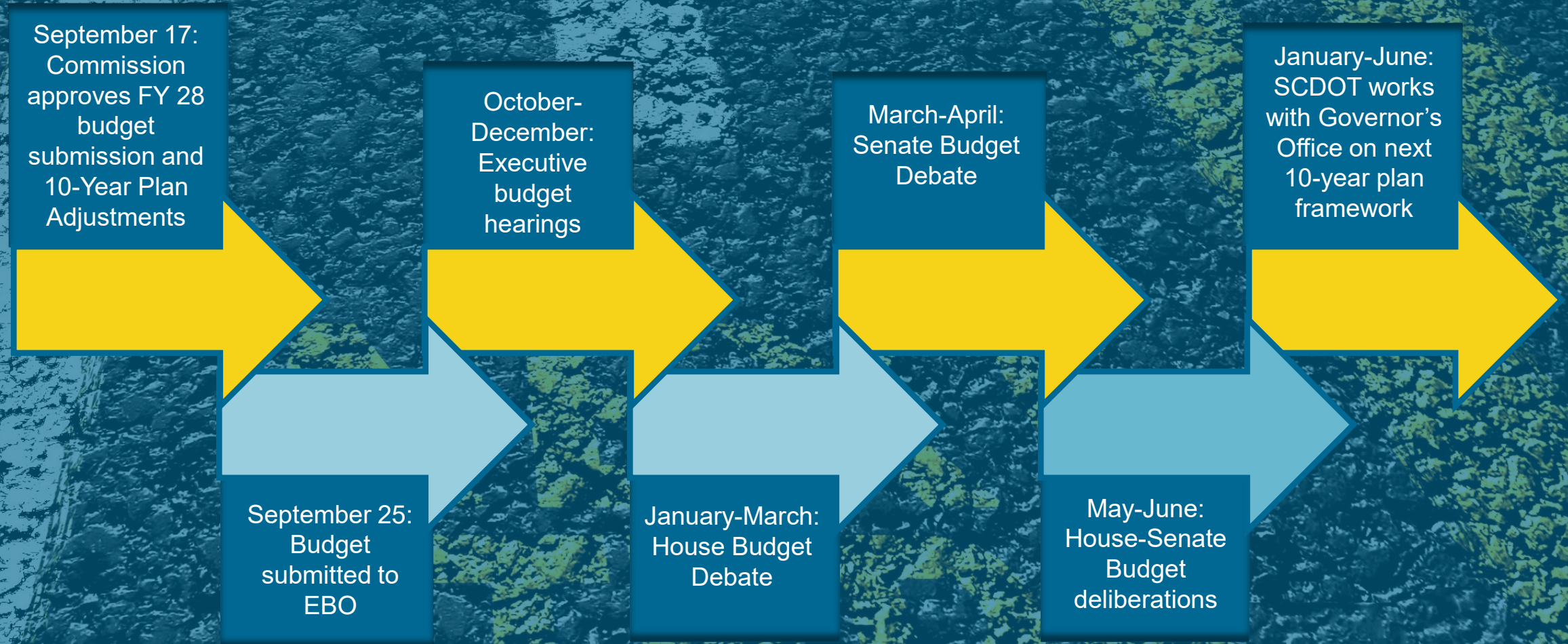
Based on the forecasted revenues and expenditures as presented, recommend approval of the proposed \$2.99 billion dollar budget authority request for State Fiscal Year 2027-28.

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.

Going Beyond: Momentum 2050



Next Steps on Budget and 10-Year Plan





SCDOT Commission Recommendation Transmittal Form

For Commission Meeting of: September 17, 2026

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

Location: _____

Initial Commission Approval: _____

Current STIP Page: _____

Project Ranking Within Program Category: _____

Project Number: _____

Major Budget Category: _____

Program Category: _____

Other: Changes to the State Highway System

DETAILED DESCRIPTION

Request Commission approval of the additions, deletions, and revisions to the State Highway Systems as shown on the attached pages and the authority to convey right of way to appropriate entities. This request includes 4 segments on the Primary Road System resulting in an addition of 0.027 centerline miles equating to 0.054 lane miles and includes 39 segments on the Secondary Road System resulting in a reduction of 1.740 centerline miles equating to 3.480 lane miles.

Recommended By: _____


Yelena Kalashnikova, Director of Road Data Services

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.

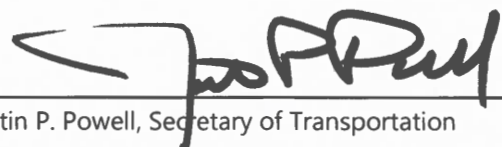
Deputy Secretary for Engineering



Karl M. McCottry

Deputy Secretary for Finance and Administration

Secretary Approval: _____


Justin P. Powell, Secretary of Transportation

Date

9/13/26



September 2026 Commission Summary

- Aiken
 - Total Secondary Mileage- +0.105 miles
 - Addition
 - S-35 add 2345- +0.105 miles
 - Backstory: This road is being added by delayed data and needs to be added due to future improvements from a future requestor for the upcoming December commission.
- Berkeley
 - Total Secondary Mileage- (-0.736 miles)
 - Revision by Portion Removed
 - S-42 Add 25- (-0.007 miles)
 - S-42 Add 42 – (-0.448 miles)
 - Backstory: This road is revised to accurately reflect what is being maintained.
 - Removal-
 - S-342 add 342- (-0.281 miles)
 - Backstory: The partial removal is being requested by South Carolina Public Service Authority for future improvements.
- Calhoun
 - Total Secondary Mileage- (-1.930 miles)
 - Removals
 - S-233 add 233- (-0.740 miles)
 - Backstory: The removal is being requested by SC 1890 Research and Extension for future improvements.
 - S-330 add 330- (-1.190 miles)
 - Backstory: The removal is being requested by Calhoun County for future improvements.
- Charleston
 - Total Secondary Mileage- +0.424 miles
 - Revision
 - S-51 add 51- No mileage change
 - S-51 add 96- No mileage change
 - Backstory: The revision is being recommended due to GIS Adjustments.
 - Revision Portion Removed
 - S-1808 add 1808- (-0.062 miles)
 - Backstory: The revision is due to construction realignment.
 - Revision Portion Added
 - S-2275 add 2275- +0.063 miles
 - Backstory: The revision is being recommended due to construction P030753.
 - Addition
 - S-2700 add 2550- +0.423 miles
 - Backstory: The addition is being recommended due to construction P030753.

September 2026 Commission Summary

- Cherokee Constructions Route Changes Around Exit 95 & 96
 - Total Primary Mileage- +0.027 miles
 - Total Secondary Mileage- (-0.146 miles)
 - Revisions
 - SC 18 add 7- +0.126 miles
 - SC 18 add 8- No mileage change
 - SC 105 CO1 and SC 329 add 582- (-0.099 miles)
 - S-82 add 155- +0.103 miles
 - S-518 add 518- +0.001 miles
 - S-544 add 544- (-0.199 miles)
 - S-545 add 545- No mileage change
 - S-614 add 614- (-0.004 miles)
 - S-660 add 660- (-0.028 miles)
 - S-661 add 661- (-0.587 miles)
 - S-663 add 663- (-0.150 miles)
 - S-666 add 666- +0.030 miles
 - S-668 and S-668 Spur- +0.440 miles
 - S-793 add 181- (-0.004 miles)
 - Backstory: The road revisions were due to construction file 8888860.
 - Addition
 - S-180 add 2054 (Old location of SC 18)- +0.252 miles
 - Backstory: The road addition is being added to give new route number and addition number to the old, relocated section of SC 18 by file 8888860.
- Chester
 - Total Primary Mileage- No mileage change
 - Total Secondary Mileage- +0.153 miles
 - Revision
 - SC 9 BUS1 Add 2- No mileage change
 - Backstory: The road has an additional business route but no mileage change.
 - Addition
 - New S-5 New Add 1732 – +0.153 miles
 - Backstory: This road is being added to being maintained to accurately reflect what is being maintained.
- Florence
 - Total Secondary Mileage- (-0.373 miles)
 - Removals
 - S-978 add 978- (-0.143 miles)
 - S-978 add 1110- (-0.030 miles)
 - S-1309 add 1309- (-0.200 miles)
 - Backstory: The removals are being requested by City of Florence for future improvements.

September 2026 Commission Summary

- Greenville
 - Total Secondary Mileage- **(-0.090 miles)**
 - Removals
 - S-1293 Add 196 – **(-0.020 miles)**
 - S-1293 Add 199- **(-0.070 miles)**
 - Backstory: These removals are being requested by the City of Greenville for future improvements.
- Horry
 - Total Secondary Mileage- **+0.853 miles**
 - Revisions
 - S-630 and S-635 Add 1228 – **+0.106 miles**
 - S-634 Add 1- **+0.747 miles**
 - Backstory: The road revisions are being maintained due to construction.
- Laurens
 - Total Secondary Mileage- No mileage change
 - Revision
 - S-547 Add 547 –No mileage change
 - S-547 Add 599- No mileage change
 - Backstory: The road revisions are being maintained to accurately reflect what is being maintained.
- Orangeburg
 - Total Secondary Mileage- No mileage change
 - Revision of description
 - S-916 add 1359- no mileage change
 - S-2029 Add 2029 – No mileage change
 - Backstory: The revision of description is being recommended to accurately update the route description of what is being maintained.
- York
 - Total Secondary Mileage- No mileage change
 - Revision –
 - S-31 Add 58- No mileage change
 - Backstory: The road revision is being maintained to accurately reflect what is being maintained.

Commission Mileage Change Report

County	Current Road Inv	Secondary System			Primary System		
		7/16/2026	9/17/2026	Change	7/16/2026	9/17/2026	Change
Abbeville	472.39	472.25			183.42		
Aiken	1154.93	1,156.18	1,156.29	0.105	306.78		
Allendale	376.51	376.51			107.27		
Anderson	871.94	871.86			350.47		
Bamberg	411.65	411.53			136.12		
Barnwell	442.69	444.05			146.71		
Beaufort	389.66	38,922.00			138.00		
Berkeley	745.94	745.24	744.50	-0.736	237.79		
Calhoun	385.73	385.73	383.80	-1.930	125.07		
Charleston	862.58	860.86	861.28	0.424	247.34		
Cherokee	564.75	564.32	564.17	-0.146	154.10	154.13	0.027
Chester	596.32	596.07	596.22	0.153	196.50		0.000
Chesterfield	805.97	805.97			229.39		
Clarendon	611.02	610.66			129.01		
Colleton	765.98	765.48			250.22		
Darlington	839.59	839.45			154.24		
Dillon	529.36	529.36			122.01		
Dorchester	497.47	497.03			149.50		
Edgefield	467.25	467.25			136.11		
Fairfield	519.95	519.39			168.14		
Florence	1084.81	1,084.72	1,084.35	-0.373	241.93		
Georgetown	499.55	499.59			155.12		
Greenville	1048.22	1,045.17	1,045.08	-0.090	346.27		
Greenwood	529.78	529.69			205.91		
Hampton	437.95	437.94			131.24		
Horry	932.07	931.67	932.52	0.853	387.14		
Jasper	305.46	305.41			176.53		
Kershaw	828.83	828.68			173.49		
Lancaster	704.61	704.61			187.31		
Laurens	757.45	756.81		0.000	256.22		
Lee	466.64	466.64			118.45		
Lexington	1217.21	1,216.52			240.52		
McCormick	347.71	347.78			101.28		
Marion	429.19	429.10			142.84		
Marlboro	555.62	555.57			162.05		
Newberry	645.9	645.90			178.39		
Oconee	602.99	602.65			219.33		
Orangeburg	1118.28	1,118.09		0.000	429.94		
Pickens	472.12	472.06			227.97		
Richland	1258.9	1,259.20			284.93		
Saluda	482.82	482.81			160.45		
Spartanburg	903.35	902.20			384.06		
Sumter	799.23	799.23			228.32		
Union	465.92	465.99			149.38		
Williamsburg	769.35	769.35			207.50		
York	975.84	976.32		0.000	311.67		
Total		69,474.89	69,473.15	-1.740	9,476.43	9,476.46	0.027

Removal of Roads on the State Highway Secondary System

The Department recommends Commission approval for the removal of certain sections of secondary roads from the State Highway Secondary System. These sections of roads may be removed for one of the following reasons:

1. Abandonment of section of relocated highway – In accordance with Section 57-5-120 of the Code-of-Laws of South Carolina, the department may abandon as a part of the state highway system any section of highway which may be relocated, and every such section so abandoned as a part of the state highway system shall revert to the jurisdiction of the respective appropriate local authorities involved or be abandoned as a public way.
2. Highway transfers from the state secondary system - In accordance with Section 57-5-80 of the Code-of-Laws of South Carolina, The department may transfer from the state highway secondary system any road under its jurisdiction, determined by the department to be of low traffic importance, to a governmental or non-governmental entity if mutual consent is reached between the department and the party that the road is being transferred to.
3. Court ordered closure – In accordance with Section 57-9-20 of the Code-of-Laws of South Carolina, an entity may petition the circuit court to have a road closed. The Department is notified of the petition if the road is maintained by the Department, and has an opportunity to contest the petition if the road is of high traffic importance. If the court shall determine that it is in the best interest of all concerned that such street, road or highway be abandoned or closed, the court shall then determine in whom the title thereto shall be vested and issue an appropriate order.

Revision of Description of State Highways

The Department recommends Commission approval of the revision of the description of sections of State Highway previously added to the State Highway System. The description of roads currently in the State Highway System may be changed for relocation purposes, to revise the description of the termini to show what was actually constructed by contract, county line changes, or a change in the road number.

Additions to State Highway Secondary System

The Department recommends Commission approval to add sections of road to the State Highway Secondary. On June 21, 2007, the commission implemented a policy to reduce the secondary road system by:

- Seeking legislative changes to the system laws;
- Lowering county road caps when a secondary road is removed from the system¹;
- Exchanging roads with local governments; and
- Accepting only roads into the system that are necessary for interconnectivity of the state system or is a road considered a major collector with significant traffic volumes

- The secondary road cap for a county may be increased when a road meeting the above criteria is added to the system at the Department's request or when corrections to the existing road mileage is made and results in an increase in the total mileage above the cap.

¹County caps were previously implemented by the commission in 1994.

Rescind Action Adding Roads to State Highway Secondary System

The Department recommends the Commission rescind its previous actions adding roads to the State Highway Secondary System for construction and maintenance. The Department may rescind action on roads, which have not been constructed and formally accepted into the State Highway Secondary System. Roads may be rescinded due to right-of-way being unavailable, problems arising during construction, or funding issues.

Transfer between Secondary and Primary Systems

The Department recommends Commission approval to transfer sections of road from the Secondary System to the Primary System, or vice versa. Pursuant to the provisions of Section 57-5-50 of the Code-of-Laws of South Carolina, the Commission may transfer any route or section of route from the state highway secondary system to the state highway primary system, or vice versa, when, in its judgment, such transfer is advisable to better serve the traveling public. However, pursuant to the provisions of Section 57-5-30, the Primary System shall not exceed ten thousand centerline miles.

Detailed information concerning each of these requests is attached.

Aiken County

ADDITION OF ROADS ON THE STATE HIGHWAY SECONDARY SYSTEM

Route Number: S-35
Description: Bluebird Lane, Adjacent to Aiken, From S-29 (Wire Road)
Northwest and Northeast to Dead end.
Approximate Length: 0.105 miles
Addition: 2345

Mileage: +0.105 miles

Note: The above road addition is being recommended to accurately
reflect what is being maintained.

Changes: +0.105 miles

Berkeley County

REVISION OF ROADS ON THE STATE HIGHWAY SECONDARY SYSTEM

Route Number: S-42
Description: Black Oak Road, In Bonneau, From S-35 (Murray's Ferry Road)
East to US 52 (Main Street).
Approximate Length: 0.193 miles
Addition: 25 Revision Portion Removed
Added to System: 1/1/1940
Mileage: -0.007 miles

Berkeley County

REVISION OF ROADS ON THE STATE HIGHWAY SECONDARY SYSTEM

Route Number: S-42
Description: Black Oak Road, Adjacent to and In Bonneau, From Dead end East to S-35 (Murray's Ferry Road).
Approximate Length: 2.172 miles
Addition: 42 Revision Portion Removed
Added to System: 6/28/1945; Revised: 9/20/1945
Mileage: -0.448 miles

Notes: The above road revisions are being recommended to accurately reflect what is being maintained.

REMOVAL OF ROADS ON THE STATE HIGHWAY SECONDARY SYSTEM

Route Number: S-342
Description: Carswell Lane, Adjacent to Moncks Corner, From dead end East to S-342 (Carswell Lane).
Approximate Length: 0.281 miles
Addition: Portion of 342
Added to System: 5/21/1959
Mileage: -0.281 miles

Notes: The above partial road removal is being requested by the South Carolina Public Service Authority, and they will accept maintenance responsibility for these sections of road. They qualify under the law (SC Code 57-5-80) that allows SCDOT to transfer roads from the Secondary System to other entities or persons. SCDOT is also authorized to take the necessary steps to transfer its title to the requestor.

Changes: -0.736 miles

Calhoun County

REMOVAL OF ROADS ON THE STATE HIGHWAY SECONDARY SYSTEM

Route Number: S-233
Description: Camp Daniels Road, Adjacent to Elloree, From S-203 (Old River Road) Northeast to L-824 (Marshall Road) \L-233 (Camp Daniels Road).
Approximate Length: 0.740 miles
Addition: 233
Added to System: 7/16/1964; Portion Removed: 10/21/1976
Mileage: -0.740 miles

Notes: The above road removal is being requested by the SC State 1890 Research and Extension, and they will accept maintenance responsibility for this section of road. It qualifies under the law (SC Code 57-5-80) that allows SCDOT to transfer roads from the Secondary System to other entities or persons. SCDOT is also authorized to take the necessary steps to transfer its title to the requestor.

Route Number: S-330
Description: Wild Rose Lane, Adjacent to St. Matthews, From US 176 (Old State Road) Northeast to S-155 (Doodle Hill Road).
Approximate Length: 1.190 miles
Addition: Potion of 330
Added to System: 9/16/1971
Mileage: -1.190 miles

Notes: The above road removal is being requested by Calhoun County, and they will accept maintenance responsibility for this section of road. It qualifies under the law (SC Code 57-5-80) that allows SCDOT to transfer roads from the Secondary System to other entities or persons. SCDOT is also authorized to take the necessary steps to transfer its title to the requestor.

Changes: -1.930 miles

Charleston County

REVISION OF ROADS ON THE STATE HIGHWAY SECONDARY SYSTEM

<u>Route Number:</u>	S-51
Description:	McCants Drive, In Mount Pleasant, From S-215 (Pitt Street) Northeast to SC 703 (Coleman Blvd and Ben Sawyer Blvd).
Approximate Length:	1.180 miles
Addition:	51
Added to System:	4/1/1943
Mileage:	0.000 miles
<u>Route Number:</u>	S-51
Description:	Rifle Range Road and Porghers Bluff Road, In Mount Pleasant, From SC 703 (Coleman Blvd and Ben Sawyer Blvd) Northeast and Northwest to US 17 (N. Highway 17).
Approximate Length:	7.320 miles
Addition:	96
Added to System:	6/27/1947
Mileage:	0.000 miles
<u>Route Number:</u>	S-1808
Description:	Old Georgetown Road, In and Adjacent to Mount Pleasant, From L-1000 (Vaughn Ed Kee Parkway) Northeast to US 17 (N. Highway 17).
Approximate Length:	0.618 miles
Addition:	1808 Revision Portion Removed
Added to System:	6/17/1971
Mileage:	-0.062 miles

Charleston County

REVISION OF ROADS ON THE STATE HIGHWAY SECONDARY SYSTEM

Route Number: S-2275
Description: Blue House Road, A frontage road, In North Charleston, From US 78 (Highway 78) Southeast and South to L-3821 (Blue House Road), approximately 0.830 miles (Remains S-2275);
Blue House Road, A frontage road, In North Charleston, From L-3821 (Blue House Road) South to Dead end, approximately 0.063 miles (Designated to S-2275).
Approximate Length: 0.893 miles
Addition: 2479 Revision Portion Added
Added to System: 3/16/1989; Revised: 7/20/1989
Mileage: +0.063 miles

Notes: The above road revision is being recommended to accurately reflect what is being maintained.

ADDITION OF ROADS ON THE STATE HIGHWAY SECONDARY SYSTEM

Route Number: S-2700
Description: Webber Road, In North Charleston, From L-3826 (Ingleside Blvd) East for 0.423 miles to Ramp 7972 and Ramp 7971.
Approximate Length: 0.423 miles
Addition: 2550

Mileage: +0.423 miles

Notes: The above road addition is being recommended to accurately reflect what is being recommended by construction file P030753.

Changes: +0.424 miles

Cherokee County

REVISION OF ROADS ON THE STATE HIGHWAY PRIMARY SYSTEM

Route Number: SC-18

Description: N. Limestone Street and Shelby Hwy, Adjacent to Gaffney, From S-793 (Lockhart Lane) Northeast and North to North Carolina State Line. (Remains SC 18)

Approximate Length: 7.808 miles

Addition: 7 Revision Portion Added

Added to System: 8/1/1926

Mileage: +0.126 miles

Route Number: SC-18

Description: N. Limestone Street, Adjacent to and in Gaffney, From US 29 (Cherokee Avenue) Northeast to S-793 (Lockhart Lane).

Approximate Length: 1.200 miles

Addition; 8

Added to System: 5/1/1937

Mileage: 0.000 miles

Cherokee County

REVISION OF ROADS ON THE STATE HIGHWAY PRIMARY SYSTEM

Route Number: SC 105 CO1
SC 329

Description: Wilkinson Hwy, Adjacent to Gaffney, From SC 105 (Victor Trail Road and Wilkinson Hwy) Northwest to SC 105 (Wilkerson Hwy and McKown's Mountain Road), approximately 0.350 miles (Remains SC 105 Connector 1); Victory Trail Road, Adjacent to and In Gaffney, From SC 105/S-13 (McKown's Mountain Road) Northeast, North and Northwest to SC 18 (Shelby Hwy), approximately 6.251 miles (Remains SC 329).

Approximate Length: 6.601 miles

Addition: 582 Revision Portion Removed

Added to System: 9/21/1978

Mileage: -0.099 miles

REVISION OF ROADS ON THE STATE HIGHWAY SECONDARY SYSTEM

Route Number: S-82

Description: Pleasant School Road, Adjacent to Gaffney, From S-71 (Concord Road) South, Southeast, Southwest and South to SC 18 (N. Limestone Street and Shelby Hwy) and S-614 (Matthew Road). 2.133 miles

Addition: 155 Revision Portion Added

Added to System: 2/25/1954

Mileage: +0.103 miles

Route Number: S-518

Description: Allison Drive, Adjacent to Gaffney, From S-661 (Hampshire Drive) South to S-544 (Vaughn Road), S-614 (Matthew Road) and S-545 (Allison Drive).

Approximate Length: 0.081 miles

Addition: 518 Revision Portion Added

Added to System: 11/16/1972

Mileage: +0.001 miles

Cherokee County

REVISION OF ROADS ON THE STATE HIGHWAY SECONDARY SYSTEM

<u>Route Number:</u>	S-544
<u>Description:</u>	Vaughn Road, Adjacent to Gaffney, From S-661 (Hampshire Drive) Southeast, East and Northeast to S-545/S-518 (Allison Drive) and S-614 (Matthew Road).
<u>Approximate Length:</u>	0.501 miles
<u>Addition:</u>	544 Revision Portion Removed
<u>Added to System:</u>	6/20/1974
<u>Mileage:</u>	-0.199 miles
<u>Route Number:</u>	S-545
<u>Description:</u>	Allison Drive, Adjacent to Gaffney, From S-544 (Vaughn Road), S-518 (Allison Drive) and S-614 (Matthew Road) South to Private Road.
<u>Approximate Length:</u>	0.170 miles
<u>Addition:</u>	545
<u>Added to System:</u>	6/20/1974
<u>Mileage:</u>	0.000 miles
<u>Route Number:</u>	S-614
<u>Description:</u>	Matthew Road, Adjacent to Gaffney, From SC 18 (N. Limestone Street) and S-82 (Pleasant School Road) Northwest and West to S-545 (Allison Drive), S-544 (Vaughn Road) and S-518 (Allison Drive).
<u>Approximate Length:</u>	0.656 miles
<u>Addition:</u>	614 Revision Portion Removed
<u>Added to System:</u>	8/19/1982
<u>Mileage:</u>	-0.004 miles
<u>Route Number:</u>	S-660
<u>Description:</u>	Cresthaven Drive, In Gaffney, From Dead end East to S-566 (Ellis Ferry Avenue).
<u>Approximate Length:</u>	0.302 miles
<u>Addition:</u>	660 Revision Portion Removed
<u>Added to System:</u>	3/16/1989; Portion Removed: 8/21/2008
<u>Mileage:</u>	-0.028 miles

Cherokee County

REVISION OF ROADS ON THE STATE HIGHWAY SECONDARY SYSTEM

Route Number: S-661
Description: Hampshire Drive, Adjacent to and In Gaffney, From S-443 (Hampshire Drive) and L-380 (Canty Way) Northeast to Dead end.
Approximate Length: 1.323 miles
Addition: 661 Revision Portion Removed
Added to System: 3/16/1989
Mileage: -0.587 miles

Route Number: S-663
Description: Windhill Road, Adjacent to Gaffney, From Cul-de-sac Northeast and East to S-49 (Gaffney Ferry Road).
Approximate Length: 1.020 miles
Addition: 663 Revision Portion Removed
Added to System: 3/16/1989
Mileage: -0.150 miles

Route Number: S-666
Description: Peachoid Road, Adjacent to and in Gaffney, From S-81 (Hyatt Street) Southeast and Northeast to S-688 (Corona Drive).
Approximate Length: 2.350 miles
Addition: 666 Revision Portion Added
Added to System: 3/16/1989
Mileage: +0.030 miles

Cherokee County

REVISION OF ROADS ON THE STATE HIGHWAY SECONDARY SYSTEM

Route Number: S-668
S-668 Spur
Description: Wilcox Avenue, Adjacent to Gaffney, From SC 11 (W. Floyd Baker Blvd) East to Dead end, approximately 4.813 miles (Remains S-668); Wilcox Driveway, Adjacent to Gaffney, From S-668 (Wilcox Avenue) South, and West to Dead end, approximately 0.127 miles (Designated to be S-668 Spur).
Approximate Length: 4.940 miles
Addition: 668 Revision Portion Added
Added to System: 3/16/1989
Mileage: +0.440 miles

Route Number: S-793
Description: Lockhart Lane, Adjacent to Gaffney, From SC 18 (N. Limestone Street) Northwest to S-661(Hampshire Drive).
Approximate Length: 1.046 miles
Addition: 181 Revision Portion Removed
Added to System: 9/15/1955
Mileage: -0.004 miles

Note: The above road revisions are being recommended to accurately reflect what is being maintained.

Cherokee County

ADDITION OF ROADS ON THE STATE HIGHWAY SECONDARY SYSTEM

Route Number: S-180
Description: Imperial Lane and Shelby Hwy, Adjacent to Gaffney, From SC 18 (N. Limestone Street and Shelby Hwy) Northwest and West to L-1302 (Arsenal Drive) (Designated to be S-180).
Approximate Length: 0.252 miles
Addition: 2054

Mileage: +0.252 miles

Notes: The above road addition is being recommended to accurately reflect what is being maintained by construction file 8888860.

Primary Changes: +0.027 miles
Secondary Changes: -0.146 miles

Chester County

REVISION OF ROADS ON THE STATE HIGHWAY PRIMARY SYSTEM

Route Number: SC 9 BUS1
Description: Lancaster Street, Adjacent to and in Chester Great Falls, From S 123 (Walnut Street) East to SC 72 (J.A. Cochran Byp).
Approximate Length: 0.800 miles
Addition: 2
Added to System: 8/1/1920; Portion Removed: 1/7/1984; Transfer Between: 1/17/1984 and 5/21/2026
Mileage: 0.000 miles

Notes: The above road revision is being recommended to accurately reflect what is being maintained.

Chester County

ADDITION OF ROADS ON THE STATE HIGHWAY SECONDARY SYSTEM

Route Number: S-5
Description: Howard Road, Adjacent to Great Falls, From S-141 (Brooklyn Road) Northeast to Dead end.
Approximate Length: 0.153 miles
Addition: 1732

Mileage: +0.153 miles

Note: The above road addition is being recommended to accurately reflect what is being maintained.

Primary Changes: 0.000 miles
Secondary Changes: +0.153 miles

Florence County

REMOVAL OF ROADS ON THE STATE HIGHWAY SECONDARY SYSTEM

Route Number: S-978

Description: E. Pine Street and Marlow Avenue, In Florence, From 0.030 miles Southeast of S-1501 (S. Jeffords Street) Southeast to S-978 (E. Pine Street).

Approximate Length: 0.143 miles

Addition: Portion of 978

Added to System: 3/20/1969

Mileage: -0.143 miles

Route Number: S-978

Description: E. Pine Street, In Florence, From S-1501 (S. Jeffords Street) Southeast for 0.030 miles to S-978 (E. Pine Street).

Approximate Length: 0.030 miles

Addition: Portion of 1110

Added to System: 4/20/1972

Mileage: -0.030 miles

Route Number: S-1309

Description: Kuker Street, In Florence, From S-31 (W. Evans Street) South to Dead end.

Approximate Length: 0.200 miles

Addition: 1309

Added to System: 5/20/1976

Mileage: -0.200 miles

Notes: The above partial road removals are being requested by the City of Florence, and they will accept maintenance responsibility for these sections of road. They qualify under the law (SC Code 57-5-80) that allows SCDOT to transfer roads from the Secondary System to other entities or persons. SCDOT is also authorized to take the necessary steps to transfer its title to the requestor.

Changes: -0.373 miles

Greenville County

REMOVAL OF ROADS ON THE STATE HIGHWAY SECONDARY SYSTEM

Route Number: S-1293
Description: Jenkins Street, In Greenville, From L-609 (Maloy Street) East to S-1297 (S. Calhoun Street).
Approximate Length: 0.020 miles
Addition: Portion of 196
Added to System: 1/20/1955; Portion Removed: 7/16/2020; Revised: 9/17/2020
Mileage: -0.020 miles

Route Number: S-1293
Description: Jenkins Street, Adjacent to and In Greenville, From S-1294 (Minus Street) East to L-609 (Maloy Street).
Approximate Length: 0.070 miles
Addition: 199
Added to System: 1/20/1955
Mileage: -0.070 miles

Notes: The above partial road removals are being requested by the City of Greenville, and they will accept maintenance responsibility for these sections of road. They qualify under the law (SC Code 57-5-80) that allows SCDOT to transfer roads from the Secondary System to other entities or persons. SCDOT is also authorized to take the necessary steps to transfer its title to the requestor.

Changes: -0.090 miles

Horry County

REVISION OF ROADS ON THE STATE HIGHWAY SECONDARY SYSTEM

Route Number: S-630
S-635

Description: Emory Road, Adjacent to Myrtle Beach, From S-635 (Emory Road) Northeast to Cul-de-sac, approximately 0.175 miles (Designated to be S-630); Emory Road, Adjacent to Myrtle Beach, From S-630 (Emory Road) Southeast to L-1464 (Powell Lane and Emory Road), approximately 0.101 miles (Remains S-635).

Approximate Length: 0.276 miles

Addition: 1228 Revision Portion Added

Added to System: 7/15/1982

Mileage: +0.106 miles

Route Number: S-634

Description: Fred Nash Blvd., Adjacent to and in Myrtle Beach, From L-2901 (Fred Nash Blvd) Northeast and East to L-2854 (Harrelson Blvd).

Approximate Length: 2.087 miles

Addition: 1 Revision Portion Added

Added to System: 0/1/1920; Portion Removed: 3/16/1995; 3/18/2004; 12/3/2009

Mileage: +0.747 miles

Notes: The above road revision is being recommended to accurately reflect what is being maintained by construction file 2614780.

Changes: +0.853 miles

Laurens County

REVISION OF ROADS ON THE STATE HIGHWAY SECONDARY SYSTEM

Route Number: S-547
Description: E. Main Street, In Clinton, From 0.017 miles East of L-1168 (Hays Street) East and Southeast to Private Road (Whitten Center- Blvd W).
Approximate Length: 1.373 miles
Addition: 547
Added to System: 7/15/1965; Revised: 12/6/2018
Mileage: 0.000 miles

Route Number: S-547
Description: E. Main Street, In Clinton, From S-162 (Adair Street) East to 0.017 miles East of L-1168 (Hays Street).
Approximate Length: 0.247 miles
Addition: 599
Added to System: 10/20/1966
Mileage: 0.000 miles

Notes: The above road revisions are being recommended to accurately reflect what is being maintained.

Changes: 0.000 miles

Orangeburg County

REVISION OF ROADS ON THE STATE HIGHWAY SECONDARY SYSTEM

Route Number: S-916

Description: Market Street, Adjacent to Orangeburg, From
US 178 (Broughton Street) Northeast to S-211 (Middleton
Street).

Approximate Length: 0.090 miles

Addition: 1359

Added to System: 12/19/1968

Mileage: 0.000 miles

Route Number: S-2029

Description: Chase Street, Adjacent to Orangeburg, From S-1540 (Burglers
Rest Court/Rofton Street) Northeast and Northwest to L-125 (and
Chase Street and Hickson Drive).

Approximate Length: 1.050 miles

Addition: 2029

Added to System: 3/16/1989; Revised: 6/21/1990; Removed: 3/26/2026;
Re-Added: 5/21/2026

Mileage: 0.000 miles

Note: The above road revision is being recommended to accurately
reflect what is being maintained.

Changes: 0.000 miles

York County

REVISION OF ROADS ON THE STATE HIGHWAY SECONDARY SYSTEM

Route Number: S-31

Description: Neely Store Road, Adjacent to Rock Hill, From L-3039 (Neely Store Road) Northwest and Southwest to S-160 (Reservation Road) and L-2255 (Maggie Lane).

Approximate Length: 2.180 miles

Addition: 58

Added to System: 6/27/1946

Mileage: 0.000 miles

Note: The above road revision is being recommended to accurately reflect what is being maintained.

Change: 0.000 miles

SCDOT Commission
Recommendation Transmittal Form

099

For Commission Meeting of: September 17, 2026

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

Location: Statewide

Initial Commission Approval: N/A
Current STIP Page: N/A
Project Ranking Within Program Category: N/A
Project Number: N/A
Major Budget Category: Capacity & Operational Improvements
Program Category: System Upgrade-Urban (MPO); System Upgrade-Rural (COG)
Other: N/A

DETAILED DESCRIPTION

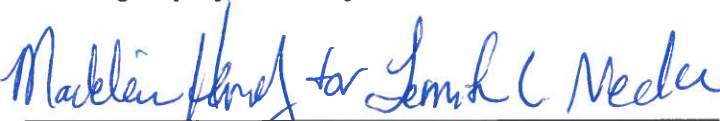
In accordance with S.C. Code Section 57-1-370(B)(8) and SCDOT Planning Directive 15, it is requested that the Commission ratify the specific project ranking procedures for the following Metropolitan Planning Organizations (MPOs) and Councils of Governments (COGs):

- GSATS MPO
- Waccamaw Regional COG
- LATS MPO
- Lowcountry COG
- SPATS MPO
- COATS MPO
- Central Midlands COG
- Catawba COG
- GPATS MPO

Recommended By:


Brian D. Klauk, P.E. Director of Statewide

Planning Deputy Secretary Concurrence:


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


Leah B. Quattlebaum, P.E.
Deputy Secretary for Planning


FOR ROBERT E. PERRY
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

9/10/26



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August 14, 2026

Mr. Brian Klauk, P.E.
SCDOT, Director of Planning
955 Park Street
Columbia, SC 29201

Subject: Weighted Criteria for WRCOG and GSATS Long Range Transportation Plans (LRTP)

Dear Mr. Klauk:

We appreciate your ongoing efforts to consult with Waccamaw Regional Council of Government (WRCOG) to ensure that the South Carolina Department of Transportation (SCDOT) Commission establishes a priority list of projects to the extent permitted by federal laws or regulations.

Since Waccamaw Regional Council of Governments (WRCOG) functions as both the non-metropolitan body of local officials with responsibility for transportation planning and the Metropolitan Planning Organization for the urbanized area (Grand Strand Area Transportation Study (GSATS)), which is a designated Transportation Management Area (TMA), please consider our second formal request of the Commission to ratify both WRCOG and GSATS's weighted criteria used in its LRTPs to prioritize Road Widening, Functional Intersection, and New-Location Roadway Improvement Projects. The prioritization process using these weighted criteria resulted in project rankings that WRCOG and GSATS will utilize should projects from the plans be selected to be undertaken and included in the Statewide Transportation Improvement Program (STIP).

Attached to this letter you will find our initial request letter sent to Ms. Machael Peterson on September 16, 2023 and GSATS's and WRCOG Rural Transportation Program's weighted ranking criteria submitted with that letter. These weighted criteria were used for the **GSATS Metropolitan Transportation Plan** (adopted by the GSATS Policy Committee on 10-16-23) and the **Waccamaw Region Rural Long-Range Transportation Plan** (adopted by the WRCOG Board on 11-10-25) and took into consideration at least the criteria enacted as Act 114 by the South Carolina General Assembly and codified in Section 57-1-370 of the South Carolina Code of Laws.

These criteria weights were tailored to the region's transportation needs and place a greater emphasis on safety given the both the rural and urbanized areas' high number of motorized and non-motorized fatality and serious injury rates, which are among the highest in the state. These weights were also designed to consider consistency with local land use plans and environmental resiliency, which are of critical importance given the region's ongoing issues with natural disasters and recurrent localized flooding.



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Using standardized ranking criteria weights for both the rural and urban programs provided consistent project rankings across the region and will prove helpful as the region grows and its rural areas are assumed into the urbanized area. Should you have any questions, please do not hesitate to contact me.

Sincerely,

A handwritten signature in blue ink, appearing to read 'Sarah P. Smith', with a long, sweeping horizontal line extending to the right.

Sarah P. Smith
Executive Director

Cc: Rep. Lee Hewitt, GSATS Policy Committee Chair
Sel Hemingway, SCDOT Commissioner
Harry Huggins, WRCOG Board Chair
Chris Clark, Interim GSATS MPO Director
Leigh Wood, WRCOG Local Planning Services Director
Marla Watson, SCDOT Office of Planning, Regional Planning Manager

Attachments

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Ms. Machael M. Peterson, CMP
 Director of Planning
 South Carolina Department of Transportation
 955 Park Street
 Columbia, SC 29201

Subject: Request for Revised Ranking Criteria from Planning Directive-15

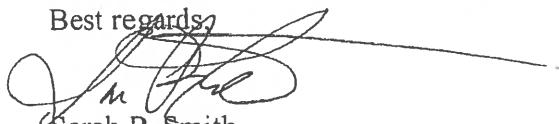
Dear Machael,

Please consider this letter a formal request for the South Carolina Department of Transportation Commission to approve alternative Ranking Criteria for the Waccamaw Region as required per Planning Directive-15. On behalf of both Waccamaw Regional Council of Government's Rural and Urban Transportation Programs (GSATS), attached is proposed ranking criteria tailored to the growth and traffic conditions of the Waccamaw Region. These criteria were developed to place a larger emphasis on safety, given that both the Rural and Urbanized area's high motorized and non-motorized fatality and serious injury rates, which are among the highest in the state. In addition to the emphasis on safety, the criteria go beyond Planning Directive-15 to consider consistency with local land use plans, as well as environmental resiliency, which is of critical importance given the region's ongoing issues with natural disasters and recurrent localized flooding.

We feel strongly that utilizing the same criteria for both our urban and rural areas will allow us to maintain consistent project ranking and be of help as our region grows and rural areas are incorporated into the urbanized area. Should you have any questions, please do not hesitate to contact me.

Thank you for considering and coordinating our request.

Best regards,



Sarah P. Smith
 Executive Director

Cc: Hon. Barbara Blain-Bellamy, WRCOG Board Chair
 Rep. Lee Hewitt
 Mark Hoeweler, GSATS MPO Director

Waccamaw Regional Council of Governments/GSATS LRTP RANKING PROPOSAL

Table 1: Corridor Improvements, Widening, Access Management

2045 Project Prioritization Criteria	SC DOT Planning Directive 15	Proposed Points	GSATS 2045 Goal Area
Public Safety	10	30	• Safety and Security
Traffic Volume and Congestion	35	20	• Congestion and Reliability
Economic Development/Livability	7	20	• Modal Choices and Balanced System • Economic Competitiveness • Coordinated Land Use and Transportation • Mobility and System Accessibility
Financial Viability and Maintenance Costs	5	10	• Infrastructure Preservation and Maintenance
Environmental Impact/Resiliency	5	10	• Environmental Stewardship (Environmental Impacts and Resiliency)
Functional Class (Truck Traffic)	10	5	• Congestion and Reliability
Consistency with Local Land Use Plans	0	5	• Coordinated Land Use and Transportation Planning
Located on a Priority Network	25	0	• Projects location in relation to defined priority networks
Pavement Quality Index	3	0	Assessment of pavement conditions

Table 2: New Location Projects

2045 Project Prioritization Criteria	SC DOT Planning Directive 15	Proposed Points	L RTP 2045 Goal Area
Traffic Volume and Congestion	40	40	• Congestion and Reliability
Economic Development/Livability	20	20	• Modal Choices and Balanced System • Economic Competitiveness • Coordinated Land Use and Transportation • Mobility and System Accessibility
Financial Viability	10	20	• Infrastructure Preservation and Maintenance
Environmental Impact	15	10	• Environmental Stewardship (Environmental Impacts and Resiliency)
Functional Class	0	5	• Congestion and Reliability
Consistency with Local Land Use Plans	5	5	• Coordinated Land Use and Transportation Planning
Connectivity to a priority network	10	0	• Proposed road's relationship to a priority network

Table 3: Intersection Improvement Projects

2045 Project Prioritization Criteria	SC DOT Planning Directive 15	Proposed Points	GSATS 2045 Goal Area
Public Safety	25	30	• Safety and Security
Traffic Volume and Congestion	35	20	• Congestion and Reliability
Economic Development/Livability	5	20	• Modal Choices and Balanced System • Economic Competitiveness • Coordinated Land Use and Transportation • Mobility and System Accessibility
Financial Viability and Maintenance Costs	5	10	• Infrastructure Preservation and Maintenance
Environmental Impact/Resiliency	5	10	• Environmental Stewardship (Environmental Impacts and Resiliency)
Functional Class (Truck Traffic)	10	5	• Congestion and Reliability
Consistency with Local Land Use Plans	0	5	• Coordinated Land Use and Transportation Planning
Located on a Priority Network	15	0	• Projects location in relation to defined priority networks

Per Planning Directive 15, MPOs and COGs may choose to adopt the state defined ranking templates provided in PD-15 or define a similar methodology compliant with Act 114 to prioritize projects. Specific MPO and COG ranking procedures are ratified by the SCDOT Commission. Two scoring criteria that deviated from the PD-15 percentage points were reduced to zero in multiple project categories. Those criteria and justifications for reduction are provided below.

Project Prioritization Criteria	Project Type	Current Criteria Weight	Proposed Points
Located on priority network	Corridor Improvements/ Widening Projects	25	0
Connectivity to a priority network	New location Roadway Improvements	15	0
Located on a priority network	Intersection Improvements	15	0

WRCOG and GSATS MPO have historically considered priority network through other scoring categories as follows:

- Economic Development/Livability considers system accessibility by evaluating a project's locations relative to a priority network.
- Environmental scoring gives additional points to projects that improve hurricane evacuation routes.
- Traffic Volume and Congestion award additional points to projects with higher functional class (NHS, freight network, strategic corridors). They also receive additional points for improving travel-time reliability on that network.

Project Prioritization Criteria	Project Type	Current Criteria Weight	Proposed Points
Pavement Quality Index	Corridor Improvements/ Widening Projects	3	0

WRCOG and GSATS MPO reduced Pavement Quality Index points to zero.

- WRCOG and GSATS MPO have determined that shifting these percentage points to the Safety category is vital due to the extremely high number of roadway fatalities and serious injuries.
- Additionally, state and local funding is largely addressing pavement quality issues in the region.



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August 25th, 2026

Lyle Lee
Regional Planning Manager Director
South Carolina Department of Transportation
955 Park Street, P.O. Box 191
Columbia, SC 29202-0191

Re: Planning Directive 15 Criteria variance Request

Mr. Lee,

This letter and the attached documentation detail the request from the LATS MPO and the Lowcountry Council of Governments (LCOG) for the South Carolina Department of Transportation (SCDOT) Commission to approve the proposed variances to the criteria and/or weighting methodology outlined in SCDOT Planning Directive 15 (PD-15). The proposed variances establish a project prioritization methodology that is consistent with the intent of PD-15 and complies with the requirements of Act 114 of 2007.

Thank you for your consideration of this request as LCOG and the LATS MPO continue the development and updating of the rural and urban 2055 Long Range Transportation Plans.

Sincerely,

Stephanie Rossi

Stephanie Rossi
Planning Director

Lowcountry Council of Governments

PO Box 98 | 634 Campground Road
Yemassee, South Carolina 29945
Main: 843.473.3990 Aging: 843.473.3991 Fax: 843.726.5165
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MPO Corridor Improvements				
2055 Project Prioritization Criteria	SCDOT Planning Directive 15 Points	LATS Proposed Points	LATS Planning Goals	Justification for Modification
Financial Viability	5	5	System Preservation & Maintenance	No change
Public Safety	10	35	Safety & Security	Public Safety is one of the highest priorities for the region and is consistent with state and federal goals. This reflects strong alignment with safety goals, and recognizes urban crash exposure across all modes.
Economic Development	7	10	Economic Vitality	Support economic competitiveness in urban growth areas. The increase reflects the role of urban corridor improvements in supporting access to employment centers, freight activity, tourism, and redevelopment areas.
Traffic Volume and Congestion	35	20	Access & Mobility	Safety scoring was increased to 35, reflecting the local emphasis on improving safety as a top regional priority. To accommodate the increase in safety weight, emphasis on traffic volume and congestion was decreased. Congestion remains important but should not outweigh safety and multimodal accessibility in an urban context.
Truck Traffic	10	10	Access & Mobility	No change
Pavement Quality Index	3	0	System Preservation & Maintenance	State and legislative leadership in formulating the Infrastructure Maintenance Trust Fund has helped to fund the statewide pavement program to historic levels. Based on the state's focus on improvement pavements and meeting performance targets for PQI, LATS has placed emphasis on safety and livability.
Environmental Impact	5	10	Culture & Environment/Resilience	Environmental impact and resilience. This will account for environmental impact as well as an evacuation routes. Increased weight is appropriate given greater potential impacts to communities, underserved areas, stormwater systems, and coastal resources in the MPO, and aligns with resiliency goals. Is the project in the TRIP?
Located on Priority Network	25	0	Access & Mobility/Resilience	points removed to avoid double counting. Truck Traffic (Functional Class) provides points to higher functional classifications, which are the NHS, freight network, and strategic corridors. In addition, points are awarded to projects that improve hurricane evacuation routes through the Environmental Impact/Resiliency criteria.
Alternate Transportation Solutions	Not Scored	5	Access & Mobility/Culture & Environment	Support transit and other alternate modes of transportation. Directly supports updated MPO goals related to multimodal accessibility and non motorized transportation.
Consistency with Land Use Plans	Not Scored	5	Access & Mobility	Ensure there is consistency with local comprehensive plans. Credit is also given if a project has been identified in a local planning document, ie. Comprehensive Plan, Area Plan or corridor study. Adding points prioritizes projects that support adopted comprehensive plans, corridor studies, and coordinated land use and transportation decision making in the urban area.
		100	100	

MPO New Location					
2055 Project Prioritization Criteria	SCDOT Planning Directive 15 Points	LATS Proposed Points	LATS Planning Goals	Justification for Modification	
Financial Viability	10	15	System Preservation & Maintenance	Show that there are resources to maintain and preserve a new roadway added to the system. Increased emphasis is appropriate due to higher long term maintenance and right of way costs in urbanized areas.	
Connectivity to a Priority Network	15	0	Access & Mobility/Resilience	Points removed to avoid double counting. Truck Traffic (Functional Class) provides points to higher functional classifications, which are the NHS, freight network, and strategic corridors. In addition, points are awarded to projects that improve hurricane evacuation routes through the Environmental Impact/Resiliency criteria.	
Economic Development	20	20	Economic Vitality	No change: Support economic competitiveness in urban growth areas.	
Traffic Volume and Congestion	40	40	Access & Mobility	No change	
Environmental Impact	15	20	Culture & Environment/Resilience	Environmental impact and resilience. This will account for environmental impact as well as evacuation routes. Urban new location projects often have disproportionate community and environmental impacts, justifying increased weight. Is the project in the TRIP?	
Alternate Transportation Solutions	Not Scored	Not Scored	Access & Mobility/Culture & Environment	No change	
Consistency with Land Use Plans	Not Scored	5	Access & Mobility	Ensure there is consistency with local comprehensive plans. Especially important in MPO areas to reinforce infill, redevelopment, and multimodal land use strategies.	
	100	100			

MPO Intersection Improvements				
2055 Project Prioritization Criteria	SCDOT Planning Directive 15 Points	LATS Proposed Points	LATS Planning Goals	Justification for Modification
Financial Viability	5	5	System Preservation & Maintenance	No Change
Public Safety	25	35	Safety & Security	Public Safety is one of the highest priorities for the region and is consistent with state and federal goals. Intersections are the highest crash locations in urban systems.
Economic Development	5	10	Economic Vitality	Support economic competitiveness in growth areas. Improved intersections directly support access to urban activity centers and freight hubs.
Traffic Volume and Congestion	35	30	Access & Mobility	Safety scoring was increased to 35, reflecting the local emphasis on improving safety as a top regional priority. To accommodate the increase in safety weight, emphasis on traffic volume and congestion was decreased. Slight reduction appropriately balances delay reduction with safety and multimodal needs.
Truck Traffic	10	10	Access & Mobility	No Change
Environmental Impact	5	5	Culture & Environment/Resilience	No change: Environmental impact and resilience. This will account for environmental impact as well as an evacuation routes.
Located on Priority Network	15	0	Access & Mobility	Points removed to avoid double counting. Truck Traffic (Functional Class) provides points to higher functional classifications, which are the NHS, freight network, and strategic corridors. In addition, points are awarded to projects that improve hurricane evacuation routes through the Environmental Impact/Resiliency criteria. Is the project in the TRIP?
Alternate Transportation Solutions	Not Scored	Not Scored	Access & Mobility/Culture & Environment	No change
Consistency with Land Use Plans	Not Scored	5	Access & Mobility	Ensure there is consistency with local comprehensive plans. Credit is also given if a project has been identified in a local planning document, ie. Comprehensive Plan, Area Plan or corridor study. Strengthens integration with adopted corridors, subarea plans, and redevelopment areas.
		100		100

MPO Operations/ITS Improvements			
2055 Project Prioritization Criteria	LATS Proposed Points	LATS Planning Goals	Justification for Modification
Financial Viability	0	System Preservation & Maintenance	No Change
Public Safety	40	Safety & Security	Minor change: Minor change to emphasize local plans and priority networks Total Crashes: 20% Crash Rate: 20%
Economic Development	0	Economic Vitality	No Change
Traffic Volume and Congestion	40	Access & Mobility	Minor change to emphasize local plans and priority networks
Truck Traffic	0	Access & Mobility	No Change
Pavement Quality Index	0	System Preservation & Maintenance	No Change
Environmental Impact	0	Culture & Environment/Resilience	No Change
Located on Priority Network	20	Access & Mobility/Culture & Environment/Safety & Security	Freight and Evacuation routes should be considered. DMS and signal modifications on evacuation routes and decision points such as bridges and causeways with single or limited alternatives etc. Is the project in the TRIP? Is this project in the ITS Master Plan?

100

MPO Low Cost Safety Improvements			
2055 Project Prioritization Criteria	LATS Proposed Points	LATS Planning Goals	Justification for Modification
Financial Viability	0	System Preservation & Maintenance	No Change
Public Safety	30	Safety & Security	Total Crashes: 15% Crash Rate: 15% With an adopted Comprehensive Safety Action Plan a greater emphasis will be on plan implementation and achieving Target Zero Policy.
Economic Development	0	Economic Vitality	No Change
Traffic Volume and Congestion	10	Safety & Security	No Change
Truck Traffic	5	Safety & Security	No Change
Pavement Quality Index	0	System Preservation & Maintenance	No Change
Environmental Impact	5	Safety & Security	No Change
Located on Priority Network	50	Safety & Security	Is the project located on the High Injury Network Is the project identified in the Safety Action Plan Is the project consistent with the Safety Action plan recommendations

100

MPO Active Transportation Improvements				
2055 Project Prioritization Criteria	LATS Proposed Points	LATS Planning Goals	Justification for Modification	
Financial Viability	0	System Preservation & Maintenance	No Change	
Public Safety	25	Safety & Security	No Change Total Active Transportation Crashes: 25%	
Economic Development	10	Economic Vitality	No Change	
Traffic Volume and Congestion	0	Access & Mobility	No Change	
Truck Traffic	0	Access & Mobility	No Change	
Pavement Quality Index	0	System Preservation & Maintenance	No Change	
Environmental Impact	0	Culture & Environment/Resilience	Apply focus to Connectivity	
Located on Priority Network	0	Access & Mobility	Apply the focus to the Connectivity	
Connectivity & Gap Connection	35	Access & Mobility/Safety & Security	Is this project identified in a plan? Does it fill a gap and connectivity? Does this support the spine network? Does this support the Safety Action plan?	
Vulnerable Road Users	25	Access & Mobility/Safety & Security	No Change	
Level of Traffic Stress	5	Access & Mobility/Safety & Security	No Change, need to consider how to measure? Does this go back to traffic and congestion, high speed road?	
				100

MPO Transit			
2055 Project Prioritization Criteria	LATS Proposed Points	LATS Planning Goals	Justification for Modification
Financial Viability	0	System Preservation & Maintenance	No Change
Public Safety	10	Safety & Security	No Change Total Crashes: 5% Crash Rate: 5%
Economic Development	15	Economic Vitality	Transit routes get worker to jobs and support economic vitality.
Traffic Volume and Congestion	10	Access & Mobility	Traffic Volume 10% Congestion 10%
Truck Traffic	0	Access & Mobility	No Change
Pavement Quality Index	0	System Preservation & Maintenance	No Change
Environmental Impact	10	Culture & Environment/Resilience	No Change
Located on Priority Network	10	Access & Mobility	No Change
Fixed Route	0	Access & Mobility/Safety & Security	No Change
Transit Ridership	25	Access & Mobility/Safety & Security	This could be to support a new route with no existing ridership but the propensity to have riders.
Transit Wait Times	20	Access & Mobility/Safety & Security	No Change
100			

Rural Corridor Improvements						
2055 Project Prioritization Criteria		SCDOT Planning Directive 15 Points	LCOG Proposed Points		LCOG Planning Goals	Justification for Modification
Financial Viability		5	5	System Preservation & Maintenance	No change	
Public Safety		10	30	Safety & Security	Public Safety is one of the highest priorities for the region and is consistent with state and federal goals. Rural corridors typically experience higher crash severity and limited access to emergency services, justifying a stronger emphasis on safety outcomes over congestion.	
Economic Development		7	20	Economic Vitality	Support economic competitiveness in rural areas. The increase is consistent with supporting rural economic vitality; however, will consider scoring guidance to help distinguish between context sensitive rural development and growth inducing sprawl, if rural land preservation is a future concern (for example St Helena).	
Traffic Volume and Congestion		35	15	Access & Mobility	For road widening projects, safety scoring was increased to 30, reflecting the local emphasis on improving safety as a top regional priority. To accommodate the increase in safety weight, emphasis on traffic volume and congestion was decreased. Rural roads do not experience significant traffic and congestion.	
Truck Traffic		10	10	Access & Mobility	No change: Retaining truck traffic preserves freight considerations without over emphasizing corridor function already captured elsewhere.	
Pavement Quality Index		3	0	System Preservation & Maintenance	State and legislative leadership in formulating the Infrastructure Maintenance Trust Fund has helped to fund the statewide pavement program to historic levels. Based on the state's focus on improvement pavements and meeting performance targets for PQI, LCOG has placed emphasis on safety and livability.	
Environmental Impact		5	10	Culture & Environment/Resilience	This supports resilience, evacuation, and natural resource protection. Including evacuation routes strengthens consistency with safety and resiliency goals.. This will account for environmental impact as well as evacuation routes. Is the project in the TRIP?	
Located on Priority Network		25	0	Access & Mobility/Resilience	Points removed to avoid double counting. Truck Traffic (Functional Class) provides points to higher functional classifications, which are the NHS, freight network, and strategic corridors. In addition, points are awarded to projects that improve hurricane evacuation routes through the Environmental Impact/Resiliency criteria.	
Alternate Transportation Solutions		Not Scored	5	Access & Mobility/Culture & Environment	Support transit and other alternate modes of transportation. Scoring this reflects updated 2055 goals that support non motorized and multimodal transportation, even in rural contexts.	
Consistency with Land Use Plans		Not Scored	5	Access & Mobility	Ensure there is consistency with local comprehensive plans. Credit is also given if a project has been identified in a local planning document, ie. Comprehensive Plan, Area Plan or corridor study. Adding points improves integration with local planning and helps distinguish projects that are policy supported.	
			100	100		

Rural Corridor Intersection Improvements					
2055 Project Prioritization Criteria	SCDOT Planning Directive 15 Points	LCOG Proposed Points	LCOG Planning Goals	Justification for Modification	
Financial Viability	5	5	System Preservation & Maintenance	No Change	
Public Safety	25	40	Safety & Security	Public Safety is one of the highest priorities for the region and is consistent with state and federal goals. Intersection projects are safety driven by nature, particularly in rural contexts where crash severity is high.	
Economic Development	5	10	Economic Vitality	Support economic competitiveness in rural areas. Modest increase is reasonable where intersection improvements support access to employment or freight generators.	
			Access & Mobility	Congestion scoring was decreased reflecting the local emphasis on improving safety as a top regional priority. Reducing congestion emphasis recognizes that the core purpose of rural intersection improvements is safety and operations rather than delay reduction. To accommodate the increase in safety weight, emphasis on traffic volume and congestion was decreased. Rural roads do not experience significant traffic and congestion.	
Traffic Volume and Congestion	35	25		No Change	
Truck Traffic	10	10	Access & Mobility	Environmental impact and resilience. This will account for environmental impact as well as evacuation routes. Is the project in the TRIP?	
Environmental Impact	5	5	Culture & Environment/Resilience	Points removed to avoid double counting. Truck Traffic (Functional Class) provides points to higher functional classifications, which are the NHS, freight network, and strategic corridors. In addition, points are awarded to projects that improve hurricane evacuation routes through the Environmental Impact/Resiliency criteria.	
Located on Priority Network	15	0	Access & Mobility	No change	
Alternate Transportation Solutions	Not Scored	Not Scored	Access & Mobility/Culture & Environment	Ensure there is consistency with local comprehensive plans. Credit is also given if a project has been identified in a local planning document, ie. Comprehensive Plan, Area Plan or corridor study. Adding points improves integration with local planning and helps distinguish projects that are policy supported.	
Consistency with Land Use Plans	Not Scored	5	Access & Mobility		
		100			100

Rural Low Cost Safety Improvements			
2055 Project Prioritization Criteria	LCOG Proposed Points	LCOG Planning Goals	Justification for Modification
Financial Viability	0	Safety & Security	No Change
Public Safety	30	Safety & Security	Total Crashes: 15% Crash Rate: 15% With an adopted CSAP a greater emphasis will be on plan implementation and achieving Target Zero Policy.
Economic Development	0		No Change
Traffic Volume and Congestion	10	Safety & Security	No Change
Truck Traffic	5	Safety & Security	No Change
Pavement Quality Index	0		No Change
Environmental Impact	5	Safety & Security	No Change
Located on Priority Network	50	Safety & Security	Is the project located on the High Injury Network Is the project identified in the Safety Action Plan Is the project consistent with the Safety Action plan recommendations
100			

Rural Signal/ITS/Operational Improvements			
2055 Project Prioritization Criteria	LCOG Proposed Points	LCOG Planning Goals	Justification for Modification
Financial Viability	0		No Change
			No Change Total Crashes: 25% Crash Rate: 25%
Public Safety	50	Safety & Security	
			No Change
Economic Development	0		
Traffic Volume and Congestion	40	Access & Mobility	Less emphasis on congestion in rural area.
Truck Traffic	0	Access & Mobility	No Change
Pavement Quality Index	0		No Change
Environmental Impact	0		No Change
			Freight and Evacuation routes should be considered. DMS and signal modifications on evacuation routes and decision points such as bridges and causeways with single or limited alternatives etc. Is the project in the TRIP?
Located on Priority Network	10	Access & Mobility/Culture & Environment/Safety & Security	
	100		

Rural Active Transportation			
2055 Project Prioritization Criteria	LCOG Proposed Points	LCOG Planning Goals	Justification for Modification
Financial Viability	0	System Preservation & Maintenance	No Change
Public Safety	25	Safety & Security	No Change Total Active Transportation Crashes: 25%
Economic Development	10	Economic Vitality	No Change
Traffic Volume and Congestion	0	Access & Mobility	No Change
Truck Traffic	0	Access & Mobility	No Change
Pavement Quality Index	0	System Preservation & Maintenance	No Change
Environmental Impact	0	Culture & Environment/Resilience	Apply the focus to the Connectivity
Located on Priority Network	0	Access & Mobility	Apply the focus to the Connectivity
Connectivity & Gap Connection	35	Access & Mobility/Safety & Security	Is this project identified in a plan? Does it fill a gap and connectivity? Does this support the spine network? Does this support the Safety Action plan?
Vulnerable Road Users	25	Access & Mobility/Safety & Security	No Change
Level of Traffic Stress	5	Access & Mobility/Safety & Security	No Change, need to consider how to measure? Does this go back to traffic and congestion, high speed road?
100			

Rural Transit			
2055 Project Prioritization Criteria	LCOG Proposed Points	LCOG Planning Goals	Justification for Modification
Financial Viability	0	System Preservation & Maintenance	No Change
Public Safety	10	Safety & Security	No Change Total Crashes: 5% Crash Rate: 5%
Economic Development	15	Economic Vitality	Transit routes get worker to jobs and support economic vitality.
Traffic Volume and Congestion	10	Access & Mobility	Traffic Volume 10% Congestion 10%
Truck Traffic	0	Access & Mobility	No Change
Pavement Quality Index	0	System Preservation & Maintenance	No Change
Environmental Impact	10	Culture & Environment/Resilience	No Change
Located on Priority Network	10	Access & Mobility	No Change
Fixed Route	0	Access & Mobility/Safety & Security	No Change
Transit Ridership	25	Access & Mobility/Safety & Security	This could be to support a new route with no existing ridership but the propensity to have riders.
Transit Wait Times	20	Access & Mobility/Safety & Security	No Change
100			

Spartanburg Area Transportation Study

366 N Church Street, Suite 700 Spartanburg, SC 29303

SPATS MPO
Spartanburg County Planning
366 N Church Street, Ste 700
Spartanburg, SC 29303

Mr. Todd Oswald,

This letter and the attached documentation constitute a request from the SPATS MPO for the South Carolina Department of Transportation (SCDOT) Commission to ratify the proposed variances to the criteria and/or weighting methodology outlined in SCDOT Planning Directive 15 (PD-15). The proposed variances establish a project prioritization methodology that is consistent with the intent of PD-15 and complies with the requirements of Act 114 of 2007.

Thank you for your consideration of this request as SPATS MPO continues the development and update of its 2050 Long Range Transportation Plan.

Sincerely,



Sherry Sweeney

SPATS Long Range Transportation Team Lead

SPATS 2050 LRTP PROPOSED PROJECT RANKING CRITERIA

CORRIDORS			
Criteria Name	SCDOT Recommended Weight	New 2050 LRTP Proposed Weight	Weighting Justification
Economic Development	7	10	Increasing the criterion raises a project's ability to act as an economic driver by improving access to major industrial hubs, supporting the ability to attract investment, and act as a mitigating tool for existing, congested economic hubs that continue to expand.
Located on a Priority Network	25	10	Generally, this criteria would overlap with our traffic volume and congestion criteria as the most heavily congested corridors are typically located on a priority network.
Environmental Impact	5	10	Increasing the criterion of the environmental impact ensures a greater assessment of potential impacts and increases protection of natural, social, and cultural resources.
Public Safety	10	20	The county experiences a high crash rate, making safety a key transportation priority.
Traffic Volume and Congestion	35	20	By giving this such a heavy weight, we felt it would focus too much on a smaller group of projects as they would indirectly act as a joint criterion with those located on a priority network.
Truck Traffic	10	10	Maintained.
Financial Viability	5	5	Maintained.
Pavement Quality Index	3	5	The increase shows consideration of preservation and maintenance to existing corridors.
Local Endorsement	N/A	0	Lowering this criterion to 0% complies with SCDOT's PD-15/ACT 114.
Consistency with Local Plans	0	10	In our mandatory public engagement process, this was deemed the most important goal. This criterion would include a wide array of area plans, including downtown master plans, bike/ped, comprehensive, safety action plan, and vision zero.
	100	100	

*Not weighted but is within PD-15

INTERSECTIONS			
Criteria Name	SCDOT Recommended Weight	New 2050 LRTP Proposed Weight	Weighting Justification
Economic Development	5	10	Increasing this criterion for intersection improvements would allow for local business attraction and freight-hub logistical improvements.
Located on a Priority Network	15	10	Lowering this criterion still prioritizes these networks while recognizing critical local projects throughout the county.
Environmental Impact	5	10	Increasing this criterion proactively improves air quality by improving traffic flow.
Public Safety	25	25	Maintained.
Traffic Volume and Congestion	35	20	Lowering this allows for other criteria to be considered while still being a critical pillar.
Truck Traffic	10	10	Maintained.
Traffic Status	N/A	0	This criterion was lowered from the previous LRTP as it is not ranked by SCDOT as being relevant.
Financial Viability	5	5	Maintained.
Local Endorsement	N/A	0	Maintained.
Consistency with Local Plans	0	10	Increasing this would reward projects that integrate with other adopted local and regional planning initiatives, including comprehensive, bicycle and pedestrian, downtown master, Safety Action, and Vision Zero plans.
	100	100	

*Not weighted but is within PD-15

NEW LOCATION CORRIDORS			
Criteria Name	SCDOT Recommended Weight	New 2050 LRTP Proposed Weight	Weighting Justification
Economic Development	20	20	Maintained.
Located on a Priority Network	15	15	Maintained.
Environmental Impact	15	15	Maintained.
Public Safety	0	0	Maintained
Traffic Volume and Congestion	40	20	Lowering this allows for other criteria to be considered while still being a critical pillar and utilizing the existing regional freight plan.
Truck Traffic	0	0	Maintained
Financial Viability	10	10	Maintained
Pavement Quality Index	0	0	Maintained
Consistency with Local Plans	0	20	Increasing this criterion to better reflect regional needs in areas of land-use and growth patterns, and to put an emphasis on South Carolina's "Vision Zero" initiative.
	100	100	

*Not weighted but is within PD-15

Our weighted criteria were developed by balancing SCDOT's recommended ranking guidelines with our own regional transportation goals. We ensured consistency between how we weighted corridors and how we weighted intersections. The resulting matrix reflects a collaborative approach that meets state standards while prioritizing local infrastructure needs.



July 30, 2026

Mr. Jim Walden
Transportation Planner
South Carolina Department of Transportation
955 Park Street, Room 516
Columbia, SC 29202

RE: Justification for Deviation from PD-15 Ranking Criteria

Dear Mr. Walden:

The Central Midlands Council of Governments (CMCOG) and the Columbia Area Transportation Study Metropolitan Planning Organization (COATS MPO) respectfully request review and approval of our ranking criteria for the following categories:

- Road/Corridor Improvement Projects
- New Location Improvement Projects
- Intersection Improvement Projects
- Active Transportation Improvement Projects
- Traffic Signal Improvement Projects

The CMCOG/COATS MPO recognizes and supports the intent of SCDOT Planning Directive 15 (PD-15), which implements the project prioritization requirements established under Act 114 (2007) and continued through Act 275 (2016), as codified in Section 57-1-370 of the South Carolina Code of Laws and S.C. Code of Regulations 63-10. The intent of PD-15 is to ensure a transparent, data-driven, and performance-based approach to project selection.

In addressing these requirements in the development of the 2050 Long Range Transportation Plan (LRTP), the CMCOG/COATS MPO has implemented a modified prioritization approach that deviates from the standard PD-15 ranking weights and/or scoring framework for road/corridor improvement projects. The purpose for this deviation is to align PD-15 with federal performance measures to provide a comprehensive evaluation of our road and corridor improvement projects. We present the justification for this deviation as follows:

Serving Local Governments in South Carolina's Midlands

236 Stoneridge Drive, Columbia, SC 29210 ☐ (803) 376-5390 ☐ FAX (803) 376-5394 ☐ Web Site: <http://www.centralmidlands.org>

1. Regional Planning Context and Multimodal Focus

The LRTP is a long-term, fiscally constrained planning document that must address a broad range of transportation needs. As a result, the weighting of criteria such as traffic volume and congestion or truck traffic may be adjusted to ensure equitable consideration of multimodal solutions and community-focused outcomes.

2. Alignment with Federal Planning Requirements

Metropolitan planning organizations are required under federal law (23 CFR 450) to incorporate performance-based planning and programming and to consider factors such as:

- Safety and security
- System reliability
- Environmental sustainability
- Quality of life
- Economic vitality

To better align with these federal requirements, CMCOG/COATS MPO may elevate or rebalance criteria such as safety, environmental impacts, and land use consistency beyond the relative weights prescribed in PD-15.

3. Local and Regional Priorities

The modified methodology allows the CMCOG/COATS MPO to consider locally adopted goals, plans, and stakeholder input, ensuring that project prioritization reflects the values and needs of the region. The modified ranking criteria will allow the LRTP to capture unique regional priorities such as:

- Growth management and land use coordination
- Resiliency and climate adaptation
- Community connectivity and livability

4. Long-Range vs. Program-Level Prioritization

The LRTP represents a long-range vision (20+ years). At the LRTP stage:

- Project scopes and costs are often conceptual
- Traffic projections are more uncertain
- Broader policy considerations take precedence over project-level engineering detail

Therefore, a more flexible and planning-level prioritization approach is necessary.

5. Continued Consideration of Required Criteria

Despite deviations in weighting or methodology, the CMCOG/COATS MPO confirms that all nine criteria required under Section 57-1-370 are still considered in the prioritization process:

- Financial viability
- Public safety
- Economic development potential
- Traffic volume and congestion
- Truck traffic
- Pavement condition
- Environmental impacts
- Alternative transportation solutions
- Consistency with local land use plans

Where criteria are not explicitly scored, they are evaluated qualitatively or addressed during subsequent project development phases (e.g., NEPA or local plan consistency reviews), consistent with SCDOT guidance.

The CMCOG/COATS MPO has developed a customized, performance-based scoring framework for the 2050 LRTP that aligns with Act 114 requirements but modifies PD-15 weights and measures to better reflect:

- Long-range planning needs
- Multimodal system performance
- Federal performance measures
- Regional priorities

All Act 114 criteria are incorporated through expansion and redistribution to better address the needs of the transportation network in the Central Midlands region. In support of this request, a more detailed justification report has been attached for your review.

If you have any questions or require further information, I'm at your service at 803-744-5133 or you may contact me at rsimmons@centralmidlands.org.

Sincerely,

Reginald Simmons
Deputy Executive Director/Transportation Director

Justification of Road/Corridor Improvement Ranking Criteria

Key Differences in Weighting and Metrics for Road/Corridor Improvement Projects

Category	PD-15 Total	CMCOG/COATS MPO
Traffic Volume and Congestion	35%	20%
Located on a Priority Network	25%	14%
Public Safety	10%	10%
Economic Development	7%	20%
Truck Traffic	10%	8%
Financial Viability	5%	10%
PQI	3%	8%
Environmental Impacts	5%	10%
Total	100%	100%

A. Traffic Volume and Congestion

PD-15	CMCOG/COATS MPO
Traffic Volume and Congestion 35%	Peak Auto Travel Time Savings 20%

Justification:

- PD-15 prioritizes congestion through volume-based measures.
- CMCOG shifts to travel time savings, which better reflects user experience and system efficiency rather than raw volume.
- Reduced total weight (from 35% to 20%) allows balancing with safety, environment, and asset management.
- Aligns with federal performance measures (travel time reliability, delay reduction) rather than just Level of Service (LOS).
- **Methodology:** Travel time savings obtained from the regional travel demand model. Compare AM and PM peak period travel time savings (along the project roadway) for 2050 Build and 2050 No-Build conditions; estimated from the COATS TDM.

B. Located on a Priority Network

PD-15	CMCOG/COATS MPO
Priority Network 25%	NHS Inclusion 14%

Justification:

- MPO still recognizes importance of NHS/freight corridors but reduces dominance.
- Ensures local and regional mobility projects compete fairly with statewide freight corridors.
- Prevents over-prioritization of already funded state routes.

Methodology: Located on a priority network (national highway system (NHS), freight, and strategic corridors): The priority network score is based on a project's location in relationship to defined priority networks.

C. Public Safety

PD-15	CMCOG/COATS MPO
Public Safety 10%	Public Safety 10%

Justification:

- Maintained at equal weight to preserve compliance.
- Integrated with access improvements (commute and employment access), which indirectly support safer travel patterns.
- Reflects continued priority on crash reduction.

Methodology: Calculated using crash data obtained from SCDOT, including total number of crashes, fatal and serious injury crashes (FSI) and vulnerable road user (VRU) crashes.

D. Economic Development

PD-15	CMCOG/COATS MPO
Economic Development 7%	Access to Commute Routes 12% Access to Employment Centers 8%

Justification:

- CMCOG replaces generalized economic scoring with quantifiable accessibility metrics.
- Focuses on:
 - Workforce mobility
 - Job access
 - Regional connectivity
- Provides more measurable and defensible outcomes than subjective economic scoring.
- Better aligns with equity and livability goals.

Methodology:

Access to Commute Routes: Compare AM and PM peak period traffic flows (along the project roadway) for 2050 Build and 2050 No-Build conditions; estimated from the COATS TDM.

Access to Employment Centers: Compare the number of Jobs within 30-min travel time band for 2050 Build and 2050 No-Build conditions; estimated from the COATS TDM.

E. Truck Traffic

PD-15	CMCOG/COATS MPO
Truck Traffic 10%	Truck Travel Time Savings 8%

Justification:

- PD-15 prioritizes congestion through volume-based measures.
- CMCOG shifts to travel time savings, which better reflects user experience and system efficiency rather than raw volume.

- Reduced total weight (from 10% to 8%) allows balance with safety, environment, and asset management.
- Aligns with federal performance measures (travel time reliability, delay reduction) rather than just Level of Service (LOS).

Methodology: Travel time savings obtained from the regional travel demand model. Compare AM and PM peak period travel time savings (along the project roadway) for commercial vehicles and trucks for 2050 Build and 2050 No-Build conditions; estimated from the COATS TDM.

F. Financial Viability

PD-15	CMCOG/COATS MPO
Financial Viability 5%	Benefit/Cost 10%

Justification:

- Expands beyond simple cost comparison to include benefits relative to cost.
- Supports data-driven investment decisions.
- Better reflects return on investment and system performance.
- More appropriate for LRTP-level screening of multiple project types.

Methodology: The financial viability score is based on estimated project cost in comparison to the six-year Statewide Transportation Improvement Program (STIP) budget. Additional consideration will be given to projects supplemented with local project funding and/or other federal and state funding

G. PQI

PD-15	CMCOG/COATS MPO
PQI 3%	Pavement 8%

Justification:

- CMCOG substantially elevates asset preservation (8%).

- Reflects:
 - SCDOT asset management priorities
 - Federal Performance Management Requirements
- Ensures system sustainability, not just expansion.

Methodology:

- The PQI score is based on pavement condition assessments obtained from SCDOT.

H. Environmental Impacts

PD-15	CMCOG/COATS MPO
Environmental Impacts 5%	Reduces Pollutant Emissions 10%

Justification:

- CMCOG doubles the weight and shifts to quantifiable emissions reduction.
- Aligns with:
 - Air quality conformity
 - Climate and resilience goals
- Moves from impact avoidance to positive environmental outcomes.

Methodology: Compare tonnage of vehicle emissions (along the project roadway) for 2050 Build and 2050 No-Build conditions; estimated from the COATS TDM VMT values and national average emission rates.

I. Alternative Transportation Solutions

PD-15	CMCOG/COATS MPO
Not scored	Integrated into emissions and benefit-cost

Justification:

- Consideration of alternative transportation solutions is confirmed during the NEPA process.

- Rather than standalone criteria, alternative transportation is reflected in emissions and benefit-cost

J. Consistency with Local Land Use Plans

PD-15	CMCOG/COATS MPO
Not scored	Integrated into accessibility metrics

Justification:

- Verification of consistency with local land use plans are confirmed during project evaluation. If the project is inconsistent with the local land use plans, justification is required.
- Rather than standalone criteria, land use consistency is reflected in accessibility metrics

Intersection Improvement Projects (Will match PD-15)

Category	PD-15 Total	CMCOG/COATS MPO
Traffic Volume and Congestion	35%	35%
Public Safety	25%	25%
Truck Traffic	10%	10%
Located on a Priority Network	15%	15%
Financial Viability	5%	5%
Economic Development	5%	5%
Environmental Impacts	5%	5%
PQI	0%	0%
Total	100%	100%

New Location Roadway Projects (Will match PD-15)

Category	PD-15 Total	CMCOG/COATS MPO
Traffic Volume and Congestion	40%	40%
Connectivity to Priority Network	15%	15%
Environmental Impacts	15%	15%
Financial Viability	10%	10%
Economic Development	20%	20%
Total	100%	100%

Justification of Active Transportation Ranking Criteria

Category	PD-15	CMCOG/COATS MPO
Connects to Schools	N/A	10 Points
Connects to Major Destinations	N/A	10 Points
Connects to Transit	N/A	10 Points
Connects to Parks	N/A	10 Points
Connects to Areas with Low Car Ownership	N/A	10 Points
Connects to Existing Bicycle and Pedestrian Facilities	N/A	10 Points
Provides Regional Connection	N/A	10 Points
Total	N/A	70 Points

Planning Directive 15 (PD-15) does not establish ranking and scoring criteria for active transportation projects. Therefore, CMCOG/COATS MPO developed a project prioritization methodology based on regional transportation goals, connectivity, accessibility, and multimodal network development principles identified in the Long Range Transportation Plan (LRTP).

The CMCOG/COATS MPO active transportation ranking criteria emphasize the ability of a project to improve connectivity between residents and key community destinations. Each criterion is assigned equal weight (10 points) to ensure a balanced evaluation of a project's contribution to the regional bicycle and pedestrian network.

Projects that connect to schools are prioritized because they enhance opportunities for students to safely walk and bicycle, supporting Safe Routes to School objectives and increasing transportation choices for families. Connections to major destinations, such as employment centers, commercial areas, healthcare facilities, and community services, are prioritized to improve access to daily needs and reduce transportation barriers.

The methodology also prioritizes projects that connect to public transit facilities, recognizing the critical relationship between active transportation and transit use. Bicycle and pedestrian infrastructure extend the reach of transit services and improve first-mile/last-mile accessibility. Similarly, projects that connect to parks and recreational facilities are prioritized to improve access to community amenities and support public health and quality-of-life objectives.

Projects serving areas with low vehicle ownership receive additional consideration because they provide essential transportation options for residents who may rely more heavily on walking, bicycling, and transit. The prioritization process also emphasizes projects that connect to existing bicycle and pedestrian facilities, helping close network gaps, improve system continuity, and maximize the effectiveness of previous transportation investments.

Finally, projects that provide regional connections are prioritized because they facilitate travel between jurisdictions, activity centers, and regional destinations, supporting the development of a cohesive active transportation network throughout the COATS MPO planning area.

Collectively, these criteria provide an objective and transparent framework for evaluating active transportation projects in the absence of statewide scoring guidance under PD-15. The methodology ensures that projects are prioritized based on their ability to improve connectivity, expand transportation options, enhance accessibility, and support the MPO's long-term vision for a safe and integrated multimodal transportation system.

A. Connects to Schools

Projects providing infrastructure for students, staff, and community members to walk or bicycle to school increases accessibility to schools for those without access to a vehicle and encourage active lifestyles.

Methodology:

Within ¼ mile of a school – 10 points

Within ½ mile of a school – 5 points

Otherwise – 0 points

B. Connects to Major Destinations

Projects that connect to key destinations are more likely to be used and attract more people to walk and bicycle to that destination. Major destinations include retail and commercial centers, as well as leisure and entertainment venues.

Methodology:

Within ¼ mile of a major destination – 10 points

Within ½ mile of a major destination – 5 points

Otherwise – 0 points

C. Connects to Transit

Projects that connect to the COMET increase access to education and employment opportunities, as well as key destinations like grocery stores or civic buildings, that may be too far away to reach by walking or bicycling.

Methodology:

Within ¼ mile of transit stop – 10 points

Within ½ mile of transit stop – 5 points

Otherwise – 0 points

D. Connects to Parks

Projects that connect to parks and recreation facilities provide important opportunities for people to enjoy nature and engage in physical activity.

Methodology:

Within ¼ mile of a park – 10 points

Within ½ mile of a park – 5 points

Otherwise – 0 points

E. Connects to Areas with Low Car Ownership

Households that do not have access to a personal vehicle endure more challenges when traveling to work, school, parks, or other community destinations. This criterion prioritizes areas in the CMCOC region where more households rely on transit, bicycling, and walking

for trips. Census data was used to determine areas with a higher proportion of people living in a zero-car household.

Methodology:

Within area with high proportion of zero-car households – 10 points

Within area with medium-high proportion of zero-car households – 8 points

Within area with medium proportion of zero-car households – 6 points

Within area with medium-low proportion of zero-car households – 4 points

Within area with low proportion of zero-car households – 2 points

F. Connects to Existing Bicycle and Pedestrian Facilities

Projects that directly touch existing facilities contribute to the expansion of the bicycle and pedestrian network. A well-connected bicycle and pedestrian network is more accessible and useful for commuting or utilitarian trip types than disconnected bicycle and pedestrian projects.

Methodology:

Directly touches an existing bicycle or pedestrian facility – 10 points

Otherwise – 0 points

G. Provides Regional Connection

The 2045 LRTP is focused on the CMCOG region and specifically in projects that provide value to multiple communities throughout the CMCOG. For this reason, projects that cross counties received higher scores.

Methodology:

Within multiple counties – 10 points

Within one county – 0 points

Justification of Traffic Signal Ranking Criteria

Category	PD-15	CMCOG/COATS MPO
Age of Controller	N/A	Age of Controller in Years
Age of Cabinet	N/A	Age of Cabinet in Years
Proximity to Interstate	N/A	Location at ramp = 2 points, Otherwise 0 points
AADT	N/A	>12,000 AADT = 2 points, Otherwise 0 points

Planning Directive 15 does not establish ranking and scoring criteria for traffic signal operations projects. Therefore, CMCOG/COATS MPO is utilizing the Traffic Signal Operations Prioritization Process established by SCDOT as the foundation for identifying and ranking traffic signal improvement needs. The MPO's methodology is consistent with the intent of PD-15 by prioritizing projects based on operational needs and system performance to address regional transportation objectives

CMCOG formally incorporated this approach through an amendment to the 2045 Long Range Transportation Plan (LRTP), which established the COATS MPO Regional Transportation Operations and Technology Strategic Planning Program. This program includes both the Traffic Operations Prioritization Process and the Prioritized List of Traffic Signal Improvement Projects, ensuring that future signal investments are data-driven, performance-based, and aligned with both regional and statewide transportation objectives.

In Summary

1. Shift from Volume-Based to Performance-Based Metrics

CMCOG focuses on travel time savings, accessibility, and benefit-cost, which:

- Provide more meaningful performance outcomes
- Align with federal performance management requirements

2. Greater Emphasis on System Preservation

Increasing asset management weight ensures:

- Long-term infrastructure sustainability
- Reduced lifecycle costs
- Alignment with state and federal asset management plans

3. Integration of Economic Development into Accessibility

Replacing traditional economic scoring with access metrics:

- Improves transparency
- Reduces subjectivity
- Connects transportation investments directly to job access and mobility outcomes

4. Enhanced Environmental Responsibility

Doubling environmental weight demonstrates commitment to:

- Air quality
- Emissions reduction
- Resiliency

5. Balanced, Multimodal Approach

The MPO methodology:

- Reduces overemphasis on roadway expansion
- Supports multimodal planning objectives
- Reflects the broader purpose of the LRTP

6. Compliance Statement

The CMCOG–COATS MPO criteria remain fully compliant with Act 114 because:

- All required criteria are addressed, either directly or through expanded performance measures
- The methodology maintains a transparent, data-driven approach
- Modifications are consistent with the flexibility allowed under PD-15 for MPO-defined methods
- The framework better reflects the long-range, multimodal nature of LRTP planning

7. Conclusion

The CMCOG–COATS ranking methodology ensures that project prioritization is balanced, data-driven, multimodal, and aligned with both state law and federal planning requirements, while addressing the specific needs of the Central Midlands region.

Road / Corridor Improvements Projects				
Act 114 of 2007 Criteria	PD-15		CHCOG - COATS MPO 2050 LRTP	
	Criteria, 7/14/20 Third Revision	Weighted percentage	Measure	Weighted percentage
Financial viability including a life cycle analysis of estimated maintenance and repair costs over the expected life of the project	Financial viability	5%	The financial viability score is based on estimated project cost in comparison to the six-year Statewide Transportation Improvement Program (STIP) budget. Additional consideration will be given to projects supplemented with local project funding and/or other federal and state funding	10%
	Public Safety	10%	Calculated using crash data obtained from SCDOT, including total number of crashes, fatal and serious injury crashes (FSI) and vulnerable road user (VRU) crashes.	10%
Potential for Economic Development	Economic Development	7%	Access to Commute Routes: Compare AM and PM peak period traffic flows (along the project roadway) for 2050 Build and 2050 No-Build conditions; estimated from the COATS TDM. Access to Employment Centers: Compare the number of jobs within 30-min travel time band for 2050 Build and 2050 No-Build conditions; estimated from the COATS TDM.	20%
Traffic Volume and Congestion	Traffic Volume and Congestion	35%	Travel time savings obtained from the regional travel demand model. Compare AM and PM peak period travel time savings (along the project roadway) for 2050 Build and 2050 No-Build conditions; estimated from the COATS TDM.	20%
Truck Traffic	Truck traffic	10%	Travel time savings obtained from the regional travel demand model. Compare AM and PM peak period travel time savings (along the project roadway) for commercial vehicles and trucks for 2050 Build and 2050 No-Build conditions; estimated from the COATS TDM.	8%
Pavement Quality Index	Pavement Quality Index (PQI)	3%	The PQI score is based on pavement condition assessments.	8%
Environmental Impact	Environmental Impacts	5%	Compare tonnage of vehicle emissions (along the project roadway) for 2050 Build and 2050 No-Build conditions; estimated from the COATS TDM VMT values and national average emission rates.	10%
Alternative Transportation Solutions	Alternative Transportation Solutions		Consideration of alternative transportation solutions or existing facility is present.	
Consistency with local land use plans	Consistency with local land use plans		Verification of consistency with local land use plans is confirmed.	
	Located on a priority network	25%	Located on a priority network (national highway system (NHS), freight, and strategic corridors). The priority network score is based on a project's location in relationship to defined priority networks.	14%
Total		100%	Total	100%

New Location Roadway Improvements				
Act 114 of 2007 Criteria	PD-15		CHCOG - COATS MPO 2050 LRTP	
	Criteria, 7/14/20 Third Revision	Weighted percentage	Measure	Weighted percentage
Financial viability including a life cycle analysis of estimated maintenance and repair costs over the expected life of the project	Financial viability	10%	The financial viability score is based on estimated project cost in comparison to the six-year Statewide Transportation Improvement Program (STIP) budget. Additional consideration will be given to projects supplemented with local project funding and/or other federal and state funding	10%
	Economic development	20%	The economic development score is based off of an assessment of livability, regional economic development, benefit-cost and cost effectiveness and system performance.	20%
Traffic volume and congestion	Traffic volume and congestion	40%	The traffic volume and congestion score is based on a comparison of networks hours of delay between build and no-build scenarios.	40%
Environmental Impact	Environmental Impacts	15%	The environmental impacts score is based on an assessment of potential impacts to natural, social, and cultural resources.	15%
Alternative transportation solutions	Alternative transportation solutions	-	The criteria is deemed relevant, however, consideration of alternative transportation solutions is confirmed during the NEPA process.	-
Consistency with local land use plans	Consistency with local land use plans	-	The criteria is relevant, however, verification of consistency with local land use plans are confirmed during project evaluation. If the project is inconsistent with local land use plans, justification is required.	-
-	Connectivity to a priority network	15%	The priority network score is based on the proposed road's relationship to a priority network.	15%
Total		100%	Total	100%

Intersection Improvements				
Act 114 of 2007 Criteria	PD-15		CHCOG - COATS WPO 2050 LRP	
	Criteria, 7/14/20 Third Revision	Weighted percentage	Measure	Weighted percentage
Financial viability including a life cycle analysis of estimated maintenance and repair costs over the expected life of the project	Financial viability	5%	The financial viability score is based on estimated project cost in comparison to the six-year Statewide Transportation Improvement Program (STIP) budget. Additional consideration will be given to projects supplemented with local project funding and/or other federal and state funding	5%
	Public safety	25%	The public safety score is based on crash rates.	25%
Potential for economic development	Economic development	5%	The economic development score is based off of an assessment of livability, regional economic development, benefit-cost and cost effectiveness and system performance.	5%
Traffic volume and congestion	Traffic volume and congestion	35%	The traffic volume and congestion score is based on current and future traffic volumes and the associated level-of-service condition.	35%
Truck traffic	Truck traffic	10%	The truck traffic score is based on current truck percentages.	10%
Pavement Quality Index	Pavement quality index (PQI)	-	The PQI score is based on pavement condition assessments.	-
Environmental impact	Environmental impacts	5%	The environmental impacts score is based on an assessment of potential impacts to natural, social, and cultural resources.	5%
Alternative transportation solutions	Alternative transportation solutions	-	The criteria is deemed relevant, however, consideration of alternative transportation solutions is confirmed during the NEPA process.	-
Consistency with local land use plans	Consistency with local land use plans	-	The criteria is relevant, however, verification of consistency with local land use plans are confirmed during project evaluation. If the project is inconsistent with local land use plans, justification is required.	-
	Located on a priority network	15%	The priority network score is based on the proposed road's relationship to a priority network.	15%
Total		100%	Total	100%

Bicycle and Pedestrian Projects						
Act 114 of 2007 Criteria	PD-15		Weighted percentage	Criteria	Measure	Scoring
	Criteria, 7/14/20 Third Revision					
N/A	N/A	N/A	N/A	Connects to Existing Network	Projects that directly touch existing facilities contribute to the expansion of the bicycle and pedestrian network. A well-connected bicycle and pedestrian network is more accessible and useful for commuting or utilitarian trip types than disconnected bicycle and pedestrian projects.	10
N/A	N/A	N/A	N/A	Connects to Major Destinations	Projects that connect to key destinations are more likely to be used and attract more people to walk and bicycle to that destination. Major destinations include retail and commercial centers, as well as leisure and entertainment venues.	10
N/A	N/A	N/A	N/A	Connects to Parks	Projects that connect to parks and recreation facilities provide important opportunities for people to enjoy nature and engage in physical activity.	10
N/A	N/A	N/A	N/A	Connects to Schools	Projects providing infrastructure for students, staff, and community members to walk or bicycle to school increases accessibility to schools for those without access to a vehicle and encourages active lifestyles.	10
N/A	N/A	N/A	N/A	Connects to Transit	Projects that connect to the COMET increase access to education and employment opportunities, as well as key destinations like grocery stores or civic buildings, that may be too far away to reach by walking or bicycling.	10
N/A	N/A	N/A	N/A	Connects to Low Car Ownership Area	Households that do not have access to a personal vehicle endure more challenges when traveling to work, school, parks, or other community destinations. This criterion prioritizes areas in the CMCOG region where more households rely on transit, bicycling, and walking for trips. Census data was used to determine areas with a higher proportion of people living in a zero-car household.	10
N/A	N/A	N/A	N/A	Provides Regional Connection	The 2050 LRTP is focused on the CMCOG region and specifically in projects that provide value to multiple communities throughout the CMCOG. For this reason, projects that cross counties received higher scores.	10
N/A	N/A	N/A	N/A	Total Possible Points		70
Traffic Signal Operations Projects						
Act 114 of 2007 Criteria	PD-15		Weighted percentage	Criteria	Measure	Scoring
	Criteria, 7/14/20 Third Revision					
N/A	N/A	N/A	N/A	Age of Controller	Age of Controller in years	Number of Years
N/A	N/A	N/A	N/A	Age of Cabinet	Age of Cabinet in years	Number of Years
N/A	N/A	N/A	N/A	Proximity to Interstate	Location at ramp	Location at ramp = 2 points, Otherwise 0 points
N/A	N/A	N/A	N/A	AADT	AADT	>12,000 AADT = 2 points, Otherwise 0 points



August 26, 2026

South Carolina Department of Transportation Commission
955 Park Street
Columbia, South Carolina 29201

Re: Request for Approval - CRCOG Rural Bicycle and Pedestrian Project Ranking Criteria

Dear Commissioners:

On behalf of the Catawba Regional Council of Governments (CRCOG), I respectfully request that the South Carolina Department of Transportation Commission approve the enclosed CRCOG Rural Bicycle and Pedestrian Project Ranking Criteria.

On August 20, 2026, the CRCOG Executive Committee of the Board approved an amendment to the CRCOG Long-Range Transportation Plan (LRTP) to add the Bicycle and Pedestrian project ranking criteria shown in Attachment A. A 30-day public notice will be posted on August 28, 2026.

The criteria establish a clear, consistent, and transparent method for comparing rural bicycle and pedestrian projects throughout the CRCOG region. The framework gives the greatest weight to safety and network connectivity while also considering access to destinations, project readiness and cost effectiveness, existing and potential demand, community need, and local support.

Each project will be evaluated using the six weighted criteria. Reviewed projects will be assigned a score of 1 through 5 for each criterion, with the weighted results used to develop a cumulative ranking system to be included in the LRTP. This approach will help CRCOG identify projects that address documented safety needs, close important gaps, serve community destinations and vulnerable populations, and are positioned for successful implementation.

Commission approval will allow CRCOG to apply this methodology when establishing regional priorities for rural bicycle and pedestrian investments and will provide local and county governments with a predictable basis for project evaluation.

Thank you for your consideration of this request. CRCOG appreciates SCDOT's continued partnership in improving transportation safety, mobility, and access throughout the region.

Sincerely,

A handwritten signature in black ink that reads "Stephen A. Allen". The signature is written in a cursive, flowing style.

Stephen A. Allen, AICP, Planning Director
Catawba Regional Council of Governments

Enclosure: Attachment A - CRCOG Rural Bicycle and Pedestrian Project Ranking Criteria

ATTACHMENT A

CRCOG Rural Bicycle and Pedestrian Project Ranking Criteria

Scoring method: Score each project from 1 to 5 for every criterion. The project with the lowest possible cumulative score receives a rank of 1, and the project with the highest possible cumulative score receives a rank of 5.

Criterion	Purpose	Weight
1. Safety	Reduces crashes and address's locations with documented pedestrian or bicycle injuries or fatalities. Includes speeding, lack of sidewalks, unsafe crossings, and roadway characteristics.	25%
2. Connectivity & Gap Closure	Connects existing sidewalks, trails, bike lanes, parks, schools, and neighborhoods. Eliminates missing links in the network.	20%
3. Access to Destinations	Improves access to schools, employment centers, transit, downtowns, medical facilities, shopping, and parks.	15%
4. Project Readiness & Cost Effectiveness	Evaluates right-of-way availability, utility conflicts, environmental constraints, and construction cost relative to benefits.	15%
5. Existing & Potential Demand / Community Need	Evaluates existing and projected pedestrian and bicycle use and the extent to which the project serves disadvantaged communities, households with limited vehicle access, older adults, children, and people with disabilities.	15%
6. Community Support	Reflects adopted plans.	10%

Weights total 100 percent.



Greenville-Pickens Area Transportation Study (GPATS)
Greenville County Planning Department

301 University Ridge, Suite S-3200
Greenville, SC 29601
(864) 467-4957
www.gpats.org | www.greenvillecounty.org

August 28, 2026

RE: Greenville-Pickens Area Transportation Study Horizon2050 Long-Range Transportation Plan
Project Weighting Ranking Comparison to SCDOT Planning Directive 15

To the SCDOT Office of Intermodal Planning-

This letter and attachment constitute a request by the Greenville-Pickens Area Transportation Study (GPATS) for the South Carolina Department of Transportation (SCDOT) Commission to ratify the proposed variances to the Criteria and/or Weights outlined in SCDOT Planning Directive 15 (PD-15). These proposed variances comprise a methodology similar to PD-15 and are compliant with Act 114 of 2007, and justifications to the variances have been provided for each change.

Should you require additional information, please contact me at

kbrockington@greenvillecounty.org or (864) 467-7143. Thank you.

Sincerely,

Keith Brockington, AICP
Transportation Planning Manager
Greenville County, GPATS

L RTP 2050 Proposed Project Ranking Criteria				
Corridor Improvements / Widening Projects				
Criteria Name	SCDOT Recommended Weight	New 2050 L RTP Proposed Weight	Mapped GPATS L RTP Measures	Weighting Justification
Traffic Volume and Congestion	35%	20%	LOS, Travel Reliability, TSMO	Traffic & congestion was considered from multiple perspectives, but additional multimodal and community consistency factors needed to be weighted based on public and stakeholder inputs
Located on a Priority Network	25%	5%	CMP	GPATS uses CMP and RMP status to place emphasis for regional mobility.
Public Safety	10%	25%	Safety Improvements, Traffic Crashes	Weight reflects public and GPATS prioritization of roadway user safety.
Economic Development	7%	0%		Economic Value is a GPATS guiding statement; Financial Viability & Truck Traffic were the criteria here for GPATS but overlap with other SCDOT categories
Truck Traffic	10%	10%	Percent Truck Usage	Relative consistency with PD15; with higher GPATS stakeholder focus on safety and local land use this was reduced slightly.
Financial Viability	5%	10%	Cost	Relative consistency with PD15. Given the GPATS measure is project budget exceeding one year of funding for that project category, this was given slightly more weight.
Pavement Quality Index	3%	5%	Pavement Condition	Relative consistency with PD15. Essentially rounded up version of PD15.
Environmental Impacts	5%	5%	Poverty Measure, Floodplain, Wetlands, Threatened and Endangered Species	Projects are at a planning level and mostly in existing corridors, so poverty for the social environment was considered. Natural environmental impacts were considered as factors based on location.
Alternative Transportation Solutions	0%	10%	Bicycle and Pedestrian, Bus Service	Weight reflects public and GPATS prioritization of utilizing a multimodal infrastructure approach in appropriate locations.
Consistency with Local Land Use Plans	0%	10%	Impacts to Built Environment	Weight reflects public and GPATS prioritization of harmonizing with local landuse plans and area context.
	100%	100%		
L RTP 2050 Proposed Project Ranking Criteria				
New-location Roadway Improvements				
Criteria Name	SCDOT Recommended Weight	New 2050 L RTP Proposed Weight	Mapped GPATS L RTP Measures	Weighting Justification
Traffic Volume and Congestion	40%	25%	LOS, Travel Reliability, TSMO	Traffic & congestion was considered from multiple perspectives, but additional multimodal and community consistency factors needed to be weighted based on public and stakeholder inputs.
Connectivity to a Priority Network	15%	5%	CMP	GPATS uses CMP and RMP status to place emphasis for regional mobility.
Public Safety	10%	25%	Safety Improvements, Traffic Crashes	Weight reflects public and GPATS prioritization of roadway user safety.
Economic Development	0%	0%		Economic Value is a GPATS guiding statement; Financial Viability & Truck Traffic were the criteria here for GPATS but overlap with other SCDOT categories
Truck Traffic	10%	10%	Percent Truck Usage	Relative consistency with PD15; with higher GPATS stakeholder focus on safety and local land use this was reduced slightly.
Financial Viability	10%	10%	Cost	Relative consistency with PD15. Given the GPATS measure is project budget exceeding one year of funding for that project category, this was given slightly more weight.
Environmental Impacts	15%	5%	Poverty Measure, Floodplain, Wetlands, Threatened and Endangered Species	Projects are at a planning level and mostly in existing corridors, so poverty for the social environment was considered. If new location corridors were anticipated in GPATS, additional environmental measures would be introduced. Natural environmental impacts were considered as factors based on location.
Alternative Transportation Solutions	0%	10%	Bicycle and Pedestrian, Bus Service	Weight reflects public and GPATS prioritization of utilizing a multimodal infrastructure approach in appropriate locations.
Consistency with Local Land Use Plans	0%	10%	Impacts to Built Environment	Weight reflects public and GPATS prioritization of harmonizing with local landuse plans and area context.
	100%	100%		

LRTP 2050 Proposed Project Ranking Criteria				
SCDOT Intersections; GPATS Intersections and Signals				
Criteria Name	SCDOT Recommended Weight	New 2050 LRTP Proposed Weight	Mapped GPATS LRTP Measures	Weighting Justification
Traffic Volume and Congestion	35%	20%	LOS, Travel Reliability, TSMO	Traffic & congestion was considered from multiple perspectives, but additional multimodal and community consistency factors needed to be weighted based on public and stakeholder inputs
Located on a Priority Network	15%	5%	CMP	GPATS uses CMP and RMP status to place emphasis for regional mobility.
Public Safety	25%	25%	Safety Improvements, Traffic Crashes	Weight reflects public and GPATS prioritization of roadway user safety.
Economic Development	5%	0%		Economic Value is a GPATS guiding statement; Financial Viability & Truck Traffic were the criteria here for GPATS but overlap with other SCDOT categories
Truck Traffic	10%	10%	Percent Truck Usage	Relative consistency with PD15; with higher GPATS stakeholder focus on safety and local land use this was reduced slightly.
Financial Viability	5%	10%	Cost	Relative consistency with PD15. Given the GPATS measure is project budget exceeding one year of funding for that project category, this was given slightly more weight.
Pavement Quality Index	0%	5%	Pavement Condition	Relative consistency with PD15. Essentially rounded up version of PD15.
Environmental Impacts	5%	5%	Poverty Measure, Floodplain, Wetlands, Threatened and Endangered Species	Projects are at a planning level and mostly in existing corridors, so poverty for the social environment was considered. Natural environmental impacts were considered as factors based on location.
Alternative Transportation Solutions	0%	10%	Bicycle and Pedestrian, Bus Service	Weight reflects public and GPATS prioritization of utilizing a multimodal infrastructure approach in appropriate locations.
Consistency with Local Land Use Plans	0%	10%	Impacts to Built Environment	Weight reflects public and GPATS prioritization of harmonizing with local landuse plans and area context.
	100%	100%		

LRTP 2050 Proposed Project Ranking Criteria				
Bicycle and Pedestrian				
Criteria Name	SCDOT Recommended Weight	New 2050 LRTP Proposed Weight		Weighting Justification
Traffic Volume and Congestion	N/A	0%		GPATS prioritizes off-street bicycle and pedestrian projects.
Located on a Priority Network	N/A	5%	CMP	GPATS uses CMP and RMP status to place emphasis for regional mobility.
Public Safety	N/A	35%	Safety Improvements, Traffic Crashes	Weight reflects public and GPATS prioritization of user safety.
Economic Development	N/A	10%	Bicycle and Pedestrian, Bus Service	GPATS assumes that the presence of multimodal infrastructure will result in an economic benefit.
Truck Traffic	N/A	0%		GPATS prioritizes off-street bicycle and pedestrian projects.
Financial Viability	N/A	10%	Cost	Similar to roadway projects; one-year of funding threshold should have some weight in prioritization.
Environmental Impacts	N/A	15%	Poverty Measure, Floodplain, Wetlands, Threatened and Endangered Species	Projects are at a planning level and mostly in existing corridors, so poverty for the social environment was considered. Natural environmental impacts were considered as factors based on location.
Connectivity to Other Modes	N/A	10%	Bicycle and Pedestrian, Bus Service	Weight reflects public and GPATS prioritization of utilizing a multimodal infrastructure approach in appropriate locations.
Consistency with Local Land Use Plans	N/A	15%	Impacts to Built Environment	Weight reflects public and GPATS prioritization of harmonizing with local landuse plans and area context.
	0%	100%		



MPO & COG Ranking Criteria

Commission Meeting
September 17, 2026

S.C. Code Section 57-1-370(B)(8)

...the Commission shall establish a priority list of projects to the extent permitted by federal laws or regulations, taking into consideration at least the following criteria:

- (a) financial viability including a life cycle analysis of estimated maintenance and repair costs over the expected life of the project;
- (b) public safety;
- (c) potential for economic development;
- (d) traffic volume and congestion;
- (e) truck traffic;
- (f) the pavement quality index;
- (g) environmental impact;
- (h) alternative transportation solutions; and
- (i) consistency with local land use plans.

S.C. Regulation 63-10

- The Commission shall establish project priority lists for each program
- Develop a ranking process for each program category
- List the criteria and include a methodology and weight

Planning Directive 15

Ranking Criteria	Intersection Improvements	Corridor Improvements/ Widening Projects	New-location Roadway Improvements
Traffic Volume and Congestion	35%	35%	40%
Located on/Connectivity to a Priority Network	15%	25%	15%
Public Safety	25%	10%	N/A
Economic Development	5%	7%	20%
Truck Traffic	10%	10%	N/A
Pavement Quality Index	N/A	3%	N/A
Environmental Impacts	5%	5%	15%
Financial Viability	5%	5%	10%
Alternative Transportation Solutions	N/A	N/A	N/A
Consistency with Local Land Use Plans	N/A	N/A	N/A

Planning Directive 15

- Adopt the state defined ranking templates or define a similar methodology compliant with Act 114
- Specific MPO and COG ranking procedures are ratified by the SCDOT Commission
- Currently there are 9 MPOs and COGs requesting variances from criteria outlined in PD 15
 - Revised criteria
 - Altered weights
 - New program categories

Motion for Consideration Item #10.3a

In accordance with S.C. Code of Law Section 57-1-370, S.C. Code of Regulations 63-10, and SCDOT Planning Directive 15, it is requested that the Commission ratify the specific project ranking procedures for the following Metropolitan Planning Organizations (MPOs) and Councils of Governments (COGs):

- GSATS MPO
- Waccamaw Regional COG
- LATS MPO
- Lowcountry COG
- SPATS MPO
- COATS MPO
- Central Midlands COG
- GPATS MPO
- Catawba COG



SCDOT Commission Recommendation Transmittal Form

For Commission Meeting of: September 17, 2026

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

Location: Statewide

Initial Commission Approval: N/A
 Current STIP Page: N/A
 Project Ranking Within Program Category: N/A
 Project Number: N/A
 Major Budget Category: Capacity & Operational Improvements
 Program Category: Interstate
 Other: N/A

DETAILED DESCRIPTION

Request Commission approval to amend the 2024-2033 Statewide Transportation Improvement Program (STIP) to include planning, preliminary engineering, right of way, and construction phases of work for the interstate projects identified as part of the 2026 Regional Connectivity Interstate Program and the 2026 Metropolitan Interstate Program and carry forward of only the projects that are currently underway from the 2007 Interstate Capacity and Interchange programs. The new interstate programs will supersede the 2007 Interstate Capacity and Interchange programs.

See attached lists for the project details.

A public comment period on the 2026 Regional Connectivity and Metropolitan Interstate Programs was held from July 20 to August 9, 2026. No substantive comments were received.

SCDOT certifies that these projects were selected in consideration of established priorities as required by federal laws or regulations and in accordance with SC Code of Laws Section 57-1-370 (Act 114) and SCDOT's 10-year plan.

Recommended By: *Chowdhury Siddiqui*
 Chowdhury Siddiqui, PhD, P.E., PTOE, AICP, Chief System Performance Engineer

Deputy Secretary Concurrence:

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

Leah B. Quattlebaum
 Leah B. Quattlebaum, P.E.
 Deputy Secretary for Planning

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

Karl M. McCottry
 Karl M. McCottry
 Deputy Secretary for Finance and Administration

Secretary Approval: *Justin P. Powell*
 Justin P. Powell, Secretary of Transportation

Date: 9/18/26

Regional Connectivity Interstate Program

July 20, 2026

Interstate	Begin	End	Length (miles)	Year Approved	Score
I-85	GA State Line	US-76/SC-28 (Exit 19)	19	2018	594
I-95	US 17 (Exit 33)	I-26 (Exit 86)	53	2023	580
I-95	GA State Line	US 17 (Exit 33)	33	2018	559
I-95	SC 327 (Exit 170)	NC State Line (Exit 199)	29	2023	549
I-26	Old Sandy Run Rd (Exit 125)	I-95 (Exit 169)	44	2018	541
I-77	SC 9 (Exit 65)	US 21 (Exit 77)	12	2018	491
I-77	S-30 (E. Peach Rd)(Exit 32)	SC 9 (Exit 65)	33	2026*	476
I-26	I-385 (Exit 51)	SC 202 (Exit 85)	34	2023	453
I-26	I-95 (Exit 169)	S-27 (Ridgeville Rd) (Exit 187)	18	2018	446

*Proposed new project

Metropolitan Interstate Program

July 20, 2026

Upstate Ranked Corridors				
Interstate	Beginning	Ending	Length (Approximate Centerline Miles)	Combined Score
I-85	S-107 (Mauldin Rd) Exit 46C	S-12 (Brockman McClimon Rd) Exit 58	11	74
I-85	SC 153 Exit 40	S-107 (Mauldin Rd) Exit 46C	7	49
I-85	S-12 (Brockman McClimon Rd) Exit 58	I 85 B Exit 69	10	44
I-85	US 29 Exit 34	SC 153 Exit 40	6	37

Midlands Ranked Corridors				
Interstate	Beginning	Ending	Length (Approximate Centerline Miles)	Combined Score
I-77	SC 161 (Celanese Rd) Exit 82C	Carowinds Blvd / US 21 (Exit 90)	10	46
I-20	US 176 (Broad River Rd) Exit 65	US 1 (Two Notch Rd) Exit 74	8	43
I-26	I 20 Exit 108	US 21 (Charleston Hwy) Exit 115	9	40
I-77	US 21 (Anderson Rd. S) Exit 77	SC 161 (Celanese Rd) Exit 82C	4	29

Lowcountry Ranked Corridors				
Interstate	Beginning	Ending	Length (Approximate Centerline Miles)	Combined Score
I-26	S-75 (Ashley Phosphate Rd) Exit 209A	S-62 (East Montague Ave) Exit 213B	5	66
I-26	US 78 (University Blvd) Exit 205B	S-75 (Ashley Phosphate Rd) Exit 209A	3	57
I-526	I 26 Exit 17B	US 17 Terminus Exit 30	12	54
I-26	S-62 (East Montague Ave) Exit 213B	US 17 Terminus	8	51
I-526	US 17 Terminus Exit 0	I 26 Exit 17	7	46
I-26	Nexton Parkway Exit 197	US 78 (University Blvd) Exit 205B	7	43
I-26	SC 27 (Old Gilliard Rd) Exit 187	S-16 (Jedburg Road) Exit 194	7	30
I-26	S-16 (Jedburg Road) Exit 194	Nexton Parkway Exit 197	3	27

Pee Dee Ranked Corridors

No segments qualified for further study based on the current scoring results.

*Exemption requested to ensure study area coincides with federally required MPO Congestion Mitigation Process



Interstate Program

Commission Meeting
September 17, 2026

Interstate Program

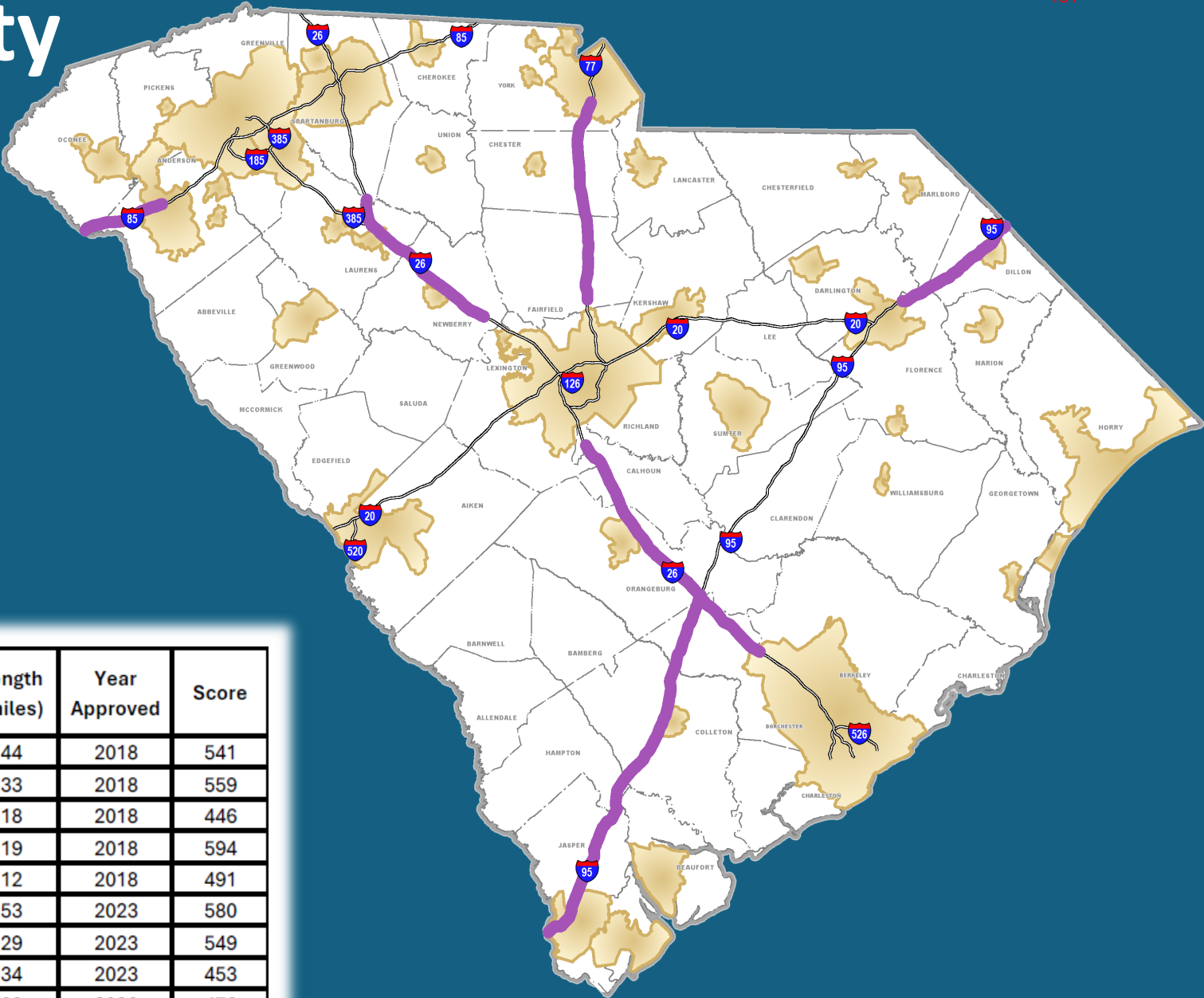
- Current
 - 2007 Interstate Capacity Program
 - 2007 Interstate Interchange Program
 - 2018/2023 Rural Freight Mobility Interstate Program
- New Considerations
 - Data is over 20 years old
 - Unprecedented growth
 - Modernization bill

Regional Connectivity Interstate Program

Rural Freight Network Mobility → Regional Connectivity

- Existing Engineering Directive 77
 - Truck Travel Time Reliability (TTTR) – 25%
 - Truck Density (Tonnage) – 25%
 - Truck Crashes – 25%
 - Average Annual Daily Truck Traffic (AADTT)– 10%
 - Potential for Economic Development – 10%
 - Connectivity – 5%

Regional Connectivity Interstate Program



Interstate	Begin	End	Length (miles)	Year Approved	Score
I-26	Old Sandy Run Rd (Exit 125)	I-95 (Exit 169)	44	2018	541
I-95	GA State Line	US 17 (Exit 33)	33	2018	559
I-26	I-95 (Exit 169)	S-27 (Ridgeville Rd) (Exit 187)	18	2018	446
I-85	GA State Line	US-76/SC-28 (Exit 19)	19	2018	594
I-77	SC 9 (Exit 65)	US 21 (Exit 77)	12	2018	491
I-95	US 17 (Exit 33)	I-26 (Exit 86)	53	2023	580
I-95	SC 327 (Exit 170)	NC State Line (Exit 199)	29	2023	549
I-26	I-385 (Exit 51)	SC 202 (Exit 85)	34	2023	453
I-77	S-30 (E. Peach Rd)(Exit 32)	SC 9 (Exit 65)	33	2026	476

Metropolitan Interstate Program

- Momentum 2050 Goals
- Evaluate with new data and tools
- Regional approach
- New Engineering Directive 83
 - Annual Average Daily Traffic (AADT) – 20%
 - Safety – 30%
 - Level of Travel Time Reliability (LOTTR) – 10%
 - Congestion (Delay) – 30%
 - Heavy Truck Volume – 10%

Metropolitan Interstate Program

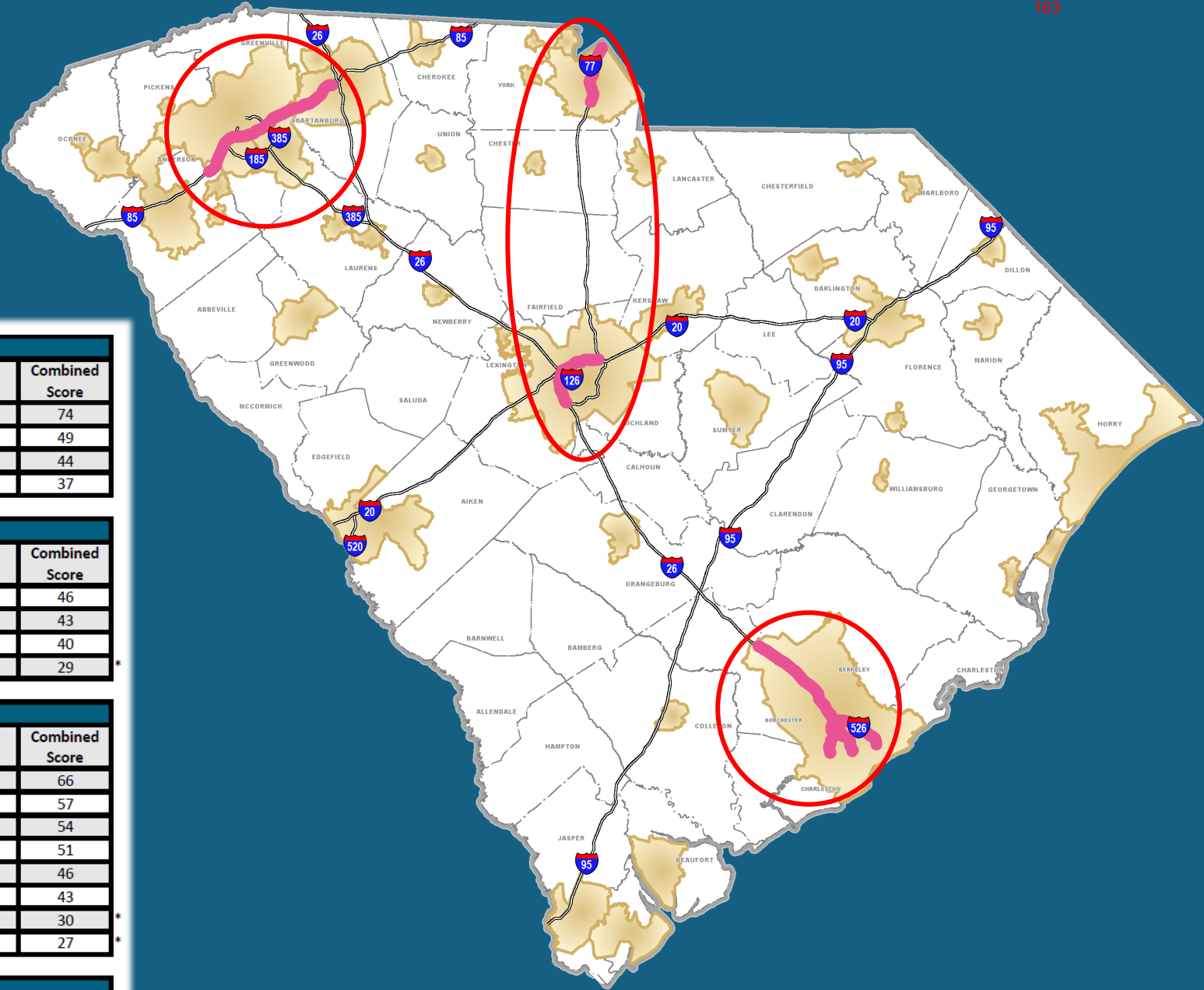
Upstate Ranked Corridors				
Interstate	Beginning	Ending	Length (Miles)	Combined Score
I-85	S-107 (Mauldin Rd) Exit 46C	S-12 (Brockman McClimon Rd) Exit 58	11	74
I-85	SC 153 Exit 40	S-107 (Mauldin Rd) Exit 46C	7	49
I-85	S-12 (Brockman McClimon Rd) Exit 58	I 85 B Exit 69	10	44
I-85	US 29 Exit 34	SC 153 Exit 40	6	37

Midlands Ranked Corridors				
Interstate	Beginning	Ending	Length (Miles)	Combined Score
I-77	SC 161 (Celanese Rd) Exit 82C	Carowinds Blvd / US 21 (Exit 90)	10	46
I-20	US 176 (Broad River Rd) Exit 65	US 1 (Two Notch Rd) Exit 74	8	43
I-26	I 20 Exit 108	US 21 (Charleston Hwy) Exit 115	9	40
I-77	US 21 (Anderson Rd. S) Exit 77	SC 161 (Celenese Rd) Exit 82C	4	29

Lowcountry Ranked Corridors				
Interstate	Beginning	Ending	Length (Miles)	Combined Score
I-26	S-75 (Ashley Phosphate Rd) Exit 209A	S-62 (East Montague Ave) Exit 213B	5	66
I-26	US 78 (University Blvd) Exit 205B	S-75 (Ashley Phosphate Rd) Exit 209A	3	57
I-526	I 26 Exit 17B	US 17 Terminus Exit 30	12	54
I-26	S-62 (East Montague Ave) Exit 213B	US 17 Terminus	8	51
I-526	US 17 Terminus Exit 0	I 26 Exit 17	7	46
I-26	Nexton Parkway Exit 197	US 78 (University Blvd) Exit 205B	7	43
I-26	SC 27 (Old Gilliard Rd) Exit 187	S-16 (Jedburg Road) Exit 194	7	30
I-26	S-16 (Jedburg Road) Exit 194	Nexton Parkway Exit 197	3	27

Pee Dee Ranked Corridors				
No segments qualified for further study based on the current scoring results.				

* Exemption requested to ensure study area coincides with federally required MPO Congestion Mitigation Process



Public Comment

- Advertised between July 20 and August 9, 2026
- Received 16 comments
 - Expedite progress on I-85 from the state line to I-85 BUS, I-26 in the Lowcountry, and I-526
 - Add I-385 Interchanges near Fountain Inn
 - Evaluate passenger rail along I-85

Requested Commission Motion Item #10.4a

“In accordance with the Commission approved Transportation Asset Management Plan (TAMP) and the 10-year plan for rebuilding South Carolina’s roads, the Commission approves the recommended 2026 Regional Connectivity and Metropolitan Interstate Programs.

The Secretary is authorized to adjust the program as necessary in the future to align to projected versus actual variances in the revenues or program expenses.”

Requested Commission Motion Item #10.4b

“In accordance with ACT 114 of 2007, which requires the SCDOT Commission to select projects for funding based on objective and quantifiable factors, the Commission approves the Secretary’s recommended ranked projects lists for the 2026 Regional Connectivity and Metropolitan Interstate Programs.

The interstate programs were advertised for 21-days of public comment. Since no substantive comments were received, the Commission approves amending the 2024-2033 Statewide Transportation Improvement Program to include the planning, preliminary engineering, right of way, and construction phases of work for the ranked interstate projects.

Further the Commission approves the recension of the 2007 Interstate Capacity and Interchange Programs except for projects that are currently in development.”

For Commission Meeting of: September 17, 2026

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

Location: Statewide

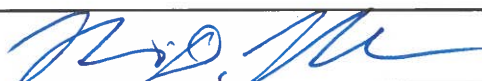
DETAILED DESCRIPTION

Request Commission approval for the Revision of the 2024-2033 Statewide Transportation Improvement Program (STIP):

- A. Inclusion of two (2) new projects and removal of seven (7) existing projects in the COATS MPO System Upgrade - Urban Program.
- B. Inclusion of three (3) new projects in the Central Midlands COG System Upgrade - Rural Program.
- C. Inclusion of two (2) new projects in the RFATS MPO in the Congestion Mitigation and Air Quality Improvement (CMAQ) Program.
- D. Inclusion of three (3) new projects in the CHATS MPO System Upgrade - Urban Program.
- E. Inclusion of one (1) new project in the Waccamaw Regional COG System Upgrade - Rural Program

Initial Commission Approval: Various
Current STIP Page: Various
Project Ranking Within Program Category: Multiple Projects
Project Number: Various, New Projects
Major Budget Category: Capacity & Operational Improvements
Program Category: System Upgrade-Urban (MPO)
Other: System Upgrade-Rural (COG), Congestion Mitigation & Air Quality (CMAQ)

Recommended By:


Brian D. Klauk, P.E. Director of Statewide Planning

Deputy Secretary Concurrence:


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


Leah B. 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

8/13/26



Request Commission approval for Inclusion of the following System Upgrade items in the STIP:

Item	Program	Project Type	Funding	Total Value
A.	System Upgrade-Urban (MPO) - COATS	Planning Studies, Intersection Improvements, Corridor Improvement	Regional Mobility Program (RMP)	\$ (2,690,000)
B.	System Upgrade-Rural (COG) - CMCOG	Planning Studies	Regional Mobility Program (RMP) and Local	\$ 550,000
C.	CMAQ	Traffic Signal and Pedestrian Bridge Projects	Congestion Mitigation and Air Quality (CMAQ) and Local	\$ 5,933,141
D.	System Upgrade-Urban (MPO) - CHATS	Planning Studies	Regional Mobility Program (RMP) and Local	\$ 1,150,000
E.	System Upgrade-Rural (COG) - WRCOG	Planning Studies	Regional Mobility Program (RMP) and Local	\$ 100,000

ITEM: A

Project: Multiple COATS Projects
County: Lexington and Richland Counties
Description: Removal of seven (7) projects and addition of two (2) projects
Project Type: Planning Studies, Intersection Improvements, and Corridor Improvement

Initial Commission Approval: 12/04/2025 Lexington Corridors Feasibility Study
 09/18/2025 Multiple Alt Analyses, Leesburg Rd at Patterson Rd
 07/18/2024 SC 60 at Columbiana Drive Intersection Alt. Analysis
 N/A for Devine Street Multimodal Improvement Project, and Lake Murray (SC 60) and Columbiana Drive Intersection Improvement

Current STIP/State Plan Page: N/A

Rank: N/A for Planning Studies
 Rank No. 17 for Leesburg Road at Patterson Road Int. Improvement
 Rank No. Bike/Ped-20 for Devine Street Multimodal Improvement Rank
 No. 2 for Lake Murray Boulevard (SC 60) and Columbiana Drive Intersection Improvement

Major Category: Capacity & Operational Improvements
Program Category: System Upgrade-Urban (MPO) - COATS
Funding Source: Regional Mobility Program (RMP)

Project Name	Phase of Work	Year	Funding	Match	Cost
Devine Street Multimodal Improvement Project	CON	2027	RMP	20% State	\$ 5,000,000

Project Name	Phase of Work	Year	Funding	Match	Cost
Lake Murray Boulevard (SC 60) and Columbiana Drive Intersection Improvement	PE	2027	RMP	20% State	\$ 1,500,000

REMOVAL OF PROJECTS

Project Names	Phase of Work	Year	Funding	Match	Cost
Lexington Corridors Planning Feasibility Study	PL	2026	RMP	20% State	\$ (800,000)
Old Barnwell Road at Sausage Lane Alternative Analysis	PL	2026	RMP	20% State	\$ (80,000)
Old Barnwell Road at White Knoll Road Alternative Analysis	PL	2026	RMP	20% State	\$ (80,000)
Old Barnwell Road at Ermine Road Alternative Analysis	PL	2026	RMP	20% State	\$ (80,000)
SC 60 at Columbiana Drive Intersection Alternative Analysis	PL	2026	RMP	20% State	\$ (75,000)
Creeside Road at Edmunds Highway Intersection Alternative Analysis	PL	2026	RMP	20% State	\$ (75,000)
Leesburg Road at Patterson Road Intersection Improvement Project	PE	2026	RMP	20% State	\$ (1,000,000)
	ROW	2027	RMP	20% State	\$ (1,500,000)
	CON	2028	RMP	20% State	\$ (5,500,000)

ITEM: B

Project: Multiple CMCOG Projects
County: Lexington, Newberry, and Richland Counties
Description: Planning Studies
Project Type: Planning Studies
Initial Commission Approval: N/A
Current STIP/State Plan Page: N/A
Rank: N/A
Major Category: Capacity & Operational Improvements
Program Category: System Upgrade-Rural (COG) - CMCOG
Funding Source: Regional Mobility Program (RMP)

Project Name	Phase of Work	Year	Funding	Match	Cost
Town of Batesburg-Leesville Microtransit Study	PL	2027	RMP	20% Local	\$ 200,000

Project Name	Phase of Work	Year	Funding	Match	Cost
Lower Richland Microtransit Study	PL	2027	RMP	20% Local	\$ 200,000

Project Name	Phase of Work	Year	Funding	Match	Cost
Town of Prosperity Land Use and Transportation Study	PL	2027	RMP	20% Local	\$ 150,000

ITEM: C

Project: Multiple CMAQ Projects
County: York County
Description: Traffic Signal System Coordination, Town of Fort Mill
 Dave Lyle Blvd. Pedestrian Flyover Bridge (Phase I), City of Rock Hill
Project Type: Traffic Signal and Pedestrian Bridge Projects
Initial Commission Approval: N/A
Current STIP/State Plan Page: N/A
Rank: N/A
Major Category: Capacity & Operational Improvements
Program Category: CMAQ
Funding Source: CMAQ and Local

Project Name	Phase of Work	Year	Funding	Match	Cost
Traffic Signal System Coordination Project FY26-27, Town of Fort Mill	CON	2027	CMAQ	20% Local	\$ 1,875,000
	CON	2027	Local	100% Local	\$ 17,565

Project Name	Phase of Work	Year	Funding	Match	Cost
Dave Lyle Boulevard Pedestrian Flyover Bridge (Phase I) FY26-27, City of Rock Hill	CON	2027	CMAQ	20% Local	\$ 1,875,000
	CON	2027	Local	100% Local	\$ 2,165,576

ITEM: D

Project: Multiple CHATS Projects
County: Berkeley, Charleston, and Dorchester Counties
Description: Planning Studies
Project Type: Planning Studies
Initial Commission Approval: N/A
Current STIP/State Plan Page: N/A
Rank: N/A
Major Category: Capacity & Operational Improvements
Program Category: System Upgrade-Urban (MPO) - CHATS
Funding Source: Regional Mobility Program (RMP)

Project Name	Phase of Work	Year	Funding	Match	Cost
Regional Transit Fare Study	PL	2027	RMP	20% Local	\$ 300,000

Project Name	Phase of Work	Year	Funding	Match	Cost
Remount Road Complete Streets Corridor Study (Rivers Avenue to Virginia Avenue)	PL	2026	RMP	20% State	\$ 300,000

Project Name	Phase of Work	Year	Funding	Match	Cost
Regional ITS Network Communication and Signals Plan	PL	2027	RMP	20% Local	\$ 550,000

ITEM: E

Project: WRCOG/GSATS 2050 Long Range Plan
County: Georgetown, Horry, and Williamsburg Counties
Description: WRCOG/GSATS 2050 Long Range Plan
Project Type: Planning Study
Initial Commission Approval: N/A
Current STIP/State Plan Page: N/A
Rank: N/A
Major Category: Capacity & Operational Improvements
Program Category: System Upgrade-Rural (COG) - WRCOG
Funding Source: Regional Mobility Program (RMP)

Project Name	Phase of Work	Year	Funding	Match	Cost
WRCOG/GSATS 2050 Long Range Plan	PL	2027	RMP	20% Local	\$ 100,000



SCDOT Commission Recommendation Transmittal Form

For Commission Meeting of: September 17, 2026

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

Location: Statewide

Initial Commission Approval: New Project

Current STIP Page: N/A

Project Ranking Within Program Category: N/A

Project Number: New projects

Major Budget Category: Remaining Operations

Program Category: Intermodal Planning & Mass Transit

Other: Mass Transit

DETAILED DESCRIPTION

Request commission approval for the Revision of the 2024-2033 Statewide Transportation Improvement Program (STIP):

Items A, I & J: Inclusion of three (3) new projects in the Greenville-Pickens Area transportation Study (GPATS) for Large and Small urbanized area projects.

Item B: inclusion of one (1) new project in the Columbia Area Transportation Study (COATS) for Large Urbanized area projects.

Items C, H, & L: Inclusion of three (3) new projects in the Central Midlands Council of Government (CMCOG) area for Rural area projects.

Item D-E: Inclusion of two (2) new projects in the Rock Hill-Fort Mill Area Transportation Study (RFATS) for Large urbanized area projects.

Item F & M: Inclusion of two (2) new projects in the Spartanburg Rea Transportation Study (SPATS) for Small urbanized area projects.

Item G: Inclusion of one (1) new project in the Anderson-Clemson Area Transportation Study (ACATS) for Small urbanized area projects.

Item K: Inclusion of one (1) new project in the Upper Savannah Council of Government (USCOG) for rural area projects.

Item N: Inclusion of one (1) new project in the Grant Stand Area Transportation Study (GSATS) for large urbanized area project.

Recommended By:

Ali Ruesgar for Scott Donahue
Scott Donahue, Asset & Compliance Manager

Deputy Secretary Concurrence:

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

Leah Quattlebaum
Leah Quattlebaum, P.E.
Deputy Secretary for Planning

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

Karl M. McCottry
Karl M. McCottry
Deputy Secretary for Finance and Administration

Secretary Approval:

Justin P. Powell
Justin P. Powell, Secretary of Transportation

Date

9/17/26

(initials)

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

Item	Program	Project Type	Funding	Total Value
A	Able SC - GPATS MPO (Large Urban) Mass Transit Large Urbanized Area (LU)	Operations (OP)	FFY2026 FTA Section 5310 Large Urban Enhanced Mobility for Seniors (LU)	\$108,516
		Capital (CA)	FFY2026 FTA Section 5310 Large Urban Enhanced Mobility for Seniors (LU)	\$67,697
B	Central Midlands Regional Transit Authority Mass Transit Large Urbanized Area (LU)	Operations (OP)	FY 2026 FTA 5307 Large Urbanized Area (LU) Local Funds (LOC)	\$510,379
		Capital (CA)	FY 2026 FTA 5307 Large Urbanized Area (LU) Local Funds (LOC)	\$829,195
		Capital (CA)	FY 2026 FTA 5339 Bus & Bus Facilities Large Urbanized Area (LU)	\$3,302,439
C	Central Midlands Regional Transit Authority Mass Transit Rural Area (R)	Operations (OP)	FY 2026 FTA 5311 Rural Area Transit Program Funds (R)	\$836,604
D	City of Rock Hill Mass Transit Large Urbanized Area (LU)	Operations (OP)	FY2026 FTA 5307 Large Urbanized Area (LU)	\$3,477,153
		Operations (OP)	FY2027 FTA 5307 Large Urbanized Area (LU)	\$2,080,827
E	City of Rock Hill Demand Response (York County Access) Mass Transit Large Urbanized Area (LU)	Operations (OP)	FY2026 Large Urbanized Area (LU)	\$1,013,090
F	City of Spartanburg (SPARTA) Mass Transit Small Urbanized Area (SU)	Operations (OP)	FY2026 FTA 5307 Small Urbanized Area (SU)	\$15,300,286
		Capital (CA)	FY2026 FTA 5307 Small Urbanized Area (SU)	\$9,823,034
		Capital (CA)	FY2026 FTA 5339 Bus & Bus Facilities Small Urbanized Area (SU)	\$539,627
G	Clemson Area Transit (CATbus) Mass Transit Small Urbanized Area (SU)	Capital (CA)	FY2026 FTA 5339 Bus & Bus Facilities Small Urbanized Area (SU)	\$62,569
		Operations (OP)	FFY 2026 FTA Section 5307 Small Urbanized Formula Program (SU)	\$679,463

H	Fairfield County Transit System Mass Transit Rural Area (R)	Operations (OP)	FY 2026 FTA 5311 Rural Area Transit Program Funds (R)	\$425,457
		Administration (AD)	FY 2026 FTA 5311 Rural Area Transit Program Funds (R)	\$10,969
I	Greenville Transit Authority Mass Transit Large Urbanized Area (LU) FY 2026-2031	Planning (PL)	FY2026 FTA 5307 Large Urbanized Area (LU)	\$4,000,000
		Operations (OP)	FY2027 FTA 5307 Large Urbanized Area (LU)	\$5,927,506
		Capital (CA)	FY2027 FTA 5307 Large Urbanized Area (LU)	\$1,500,000
		Capital (CA)	FY 2027 FTA Section 5339 Bus & Bus Facilities Large Urbanized Area (LU)	\$406,656
		Operations (OP)	FY2028 FTA 5307 Large Urbanized Area (LU)	\$6,094,056
		Capital (CA)	FY 2028 FTA 5307 Large Urbanized Area (LU)	\$1,500,000
		Capital (CA)	FY 2028 FTA Section 5339 Bus & Bus Facilities Large Urbanized Area (LU)	\$414,789
		Operations (OP)	FY2029 FTA 5307 Large Urbanized Area (LU)	\$6,263,938
		Capital (CA)	FY2029 FTA 5307 Large Urbanized Area (LU)	\$1,500,000
		Capital (CA)	FY 2029 FTA Section 5339 Bus & Bus Facilities Large Urbanized Area (LU)	\$423,085
		Operations (OP)	FY2030 FTA 5307 Large Urbanized Area (LU)	\$6,437,216
		Capital (CA)	FY2030 FTA 5307 Large Urbanized Area (LU)	\$1,500,000
		Capital (CA)	FY 2030 FTA Section 5339 Bus & Bus Facilities Large Urbanized Area (LU)	\$431,546
		Operations (OP)	FY2031 FTA 5307 Large Urbanized Area (LU)	\$6,613,960
		Capital (CA)	FY2031 FTA 5307 Large Urbanized Area (LU)	\$1,500,000
		Capital (CA)	FY 2031 FTA Section 5339 Bus & Bus Facilities Large Urbanized Area (LU)	\$440,178

J	Mauldin-Simpsonville: Greenville Transit Authority Mass Transit Small Urbanized Area (SU) FY 2026-2031	Capital (CA)	FY2027 FTA 5307 Small Urbanized Area (SU)	\$1,215,800
		Operations (OP)	FY2027 FTA 5307 Small Urbanized Area (SU)	\$4,352,062
		Capital (CA)	FY2028 FTA 5307 Small Urbanized Area (SU)	\$1,316,500
		Operations (OP)	FY2028 FTA 5307 Small Urbanized Area (SU)	\$4,317,216
		Capital (CA)	FY2029 FTA 5307 Small Urbanized Area (SU)	\$1,317,000
		Operations (OP)	FY2029 FTA 5307 Small Urbanized Area (SU)	\$4,444,888
		Capital (CA)	FY2030 FTA 5307 Small Urbanized Area (SU)	\$1,350,000
		Operations (OP)	FY2030 FTA 5307 Small Urbanized Area (SU)	\$4,523,132
		Capital (CA)	FY2031 FTA 5307 Small Urbanized Area (SU)	\$1,350,000
		Operations (OP)	FY2031 FTA 5307 Small Urbanized Area (SU)	\$4,656,794
K	McCormick County Senior Services - Greenwood Service Mass Transit Rural Program (Rural)	Operations (OP)	FFY 2026 Mass Transit Rural Program (LOCAL)	\$150,000
L	Newberry County Council on Aging Mass Transit Rural Area (R)	Operations (OP)	FY 2026 FTA Section 5311 Rural Area Transit Program Funds (R)	\$558,641
		Capital (CA)	FY 2026 FTA Section 5311 Rural Area Transit Program Funds (R)	\$100,708
		Administration (AD)	FY 2026 FTA Section 5311 Rural Area Transit Program Funds (R)	\$117,538

M	Spartanburg Regional Healthcare System (SRHS) Mass Transit Small Urbanized Area (LU) FY 2026 - 2031	Administration (AD)	FY2026 FTA 5307 Small Urbanized Area (SU)	\$732,849
		Capital (CA)	FY2026 FTA 5307 Small Urbanized Area (SU)	\$29,675
		Operations (OP)	FY2026 FTA 5307 Small Urbanized Area (SU)	\$1,890,492
		Administration (AD)	FY2027 FTA 5307 Small Urbanized Area (SU)	\$769,491
		Capital (CA)	FY2027 FTA 5307 Small Urbanized Area (SU)	\$155,784
		Operations (OP)	FY2027 FTA 5307 Small Urbanized Area (SU)	\$1,985,022
		Administration (AD)	FY2028 FTA 5307 Small Urbanized Area (SU)	\$807,966
		Capital (CA)	FY2028 FTA 5307 Small Urbanized Area (SU)	\$163,573
		Operations (OP)	FY2028 FTA 5307 Small Urbanized Area (SU)	\$2,084,273
		Administration (AD)	FY2029 FTA 5307 Small Urbanized Area (SU)	\$848,364
		Capital (CA)	FY2029 FTA 5307 Small Urbanized Area (SU)	\$171,752
		Operations (OP)	FY2029 FTA 5307 Small Urbanized Area (SU)	\$2,188,486
		Administration (AD)	FY2030 FTA 5307 Small Urbanized Area (SU)	\$890,783
		Capital (CA)	FY2030 FTA 5307 Small Urbanized Area (SU)	\$180,388
		Operations (OP)	FY2030 FTA 5307 Small Urbanized Area (SU)	\$2,297,911
		Administration (AD)	FY2031 FTA 5307 Small Urbanized Area (SU)	\$935,321
		Capital (CA)	FY2031 FTA 5307 Small Urbanized Area (SU)	\$189,356
		Operations (OP)	FY2031 FTA 5307 Small Urbanized Area (SU)	\$2,412,806
		Administration (AD)	FY2032 FTA 5307 Small Urbanized Area (SU)	\$982,088
		Capital (CA)	FY2032 FTA 5307 Small Urbanized Area (SU)	\$198,824
		Operations (OP)	FY2032 FTA 5307 Small Urbanized Area (SU)	\$2,533,447

		Administration (AD)	FY2033 FTA 5307 Small Urbanized Area (SU)	\$1,031,192
		Capital (CA)	FY2033 FTA 5307 Small Urbanized Area (SU)	\$208,765
		Operations (OP)	FY2033 FTA 5307 Small Urbanized Area (SU)	\$2,660,119
N	Waccamaw Regional Transportation Authority (Coast RTA) Mass Transit Large Urbanized Area (LU)	Operations (OP)	FY2026 FTA 5307 Large Urbanized Area (LU)	\$3,503,274
		Capital (CA)	FY 2026 FTA Section 5339 Bus & Bus Facilities Large Urbanized Area (LU)	\$ 282,098

ITEM: A

Recipient: Able SC - GPATS MPO
Project: FFY 2026 5310 Enhanced Mobility for Seniors (Large Urban)
Project Type: Operations (OP), & Capital (CA)
Initial Commission Approval: N/A
Current STIP/State Plan Page: New Projects
Major Category: Remaining Operations
Program Category: Mass Transit
Funding Source: FFY 2026 5310 Enhanced Mobility for Seniors (Large Urban) and Local Match (LOC)

Project Name	Project Type	Funding	Value
GPATS MPO / Able SC Mass Transit Large Urbanized Area (LU) FY 2026	Operations (OP)	FY2026 FTA Section 5310 Large Urban (LU) Enhanced Mobility Seniors	\$54,258
	Operations (OP)	FY2026 FTA Section 5310 Large Urban Enhanced Mobility Seniors Local Match (LOC)	\$54,258
	Capital (CA)	FY2026 FTA Section 5310 Large Urban (LU) Enhanced Mobility Seniors	\$54,158
	Capital (CA)	FY2026 FTA Section 5310 Large Urban Enhanced Mobility Seniors Local Match (LOC)	\$13,539

Project Purpose and Need: N/A for Transit

Project Description: Added funding revisions for the FFY 2026 5310 Enhanced Mobility for Seniors (Large Urban) for Operations (OP) and Capital (CA) with Local Match (LOC).

National Goals: Congestion Reduction

Public Comment Period: 10/05/2025 - 10/27/2025; Approved by GPATS Policy Committee on 10/27/2025.

ITEM: B

Recipient: Central Midlands Regional Transit Authority Large Urban (LU)
Project: FFY 2026 Large Urbanized Area State Mass Transit Funds (SMTF), and Local (LOC)
Project Type: Operations (OP), & Capital (CA)
Initial Commission Approval: N/A
Current STIP/State Plan Page: New Projects
Major Category: Remaining Operations
Program Category: Mass Transit
Funding Source: FFY 2026 Large Urbanized Area State Mass Transit Funds (SMTF), and Local (LOC)

Project Name	Project Type	Funding	Value
Central Midlands Regional Transit Authority Mass Transit Large Urbanized Area (LU) FY 2026	Operations (OP)	FY 2026 Large Urbanized Area (LU) Local Funds (LOC)	\$510,379
	Capital (CA)	FY 2026 Large Urbanized Area (LU) Local Funds (LOC)	\$829,195
	Capital (CA)	FY 2026 Large Urbanized Area (LU) Bus & Bus Facilities Local Funds (LOC)	\$2,779,411
	Capital (CA)	FY 2026 Large Urbanized Area (LU) State Mass Transi Funds (SMTF)	\$523,028

Project Purpose and Need: N/A for Transit

Project Description: The inclusion of Central Midlands Regional Transit Authority Large Urbanized Area State Mass Transit Funds, and Local Funds programmed for Operations, and Capital FY2026.

National Goals: Congestion Reduction

Public Comment Period: 3/4/2026 - 3/27/2026; Approved by CMCOG Policy Committee on 1/22/2026

ITEM: C

Recipient: Central Midlands Regional Transit Authority Rural Area Program (R)
Project: FFY 2026 Rural Area Program FTA 5311, State Mass Transit Funds (SMTF), and Local (LOC)
Project Type: Operations (OP)
Initial Commission Approval: N/A
Current STIP/State Plan Page: New Projects
Major Category: Remaining Operations
Program Category: Mass Transit
Funding Source: FFY 2026 Rural Area Program FTA 5311, State Mass Transit Funds (SMTF), and Local (LOC)

Project Name	Project Type	Funding	Value
Central Midlands Regional Transit Authority Mass Transit Rural Area (R) FY 2026	Operations (OP)	FY 2026 FTA Section 5311 Rural Area Transit Program Funds (R)	\$330,435
	Operations (OP)	FY 2026 Rural Area (R) State Mass Transit Funds (SMTF)	\$87,867
	Operations (OP)	FY 2026 Rural Mass Transit (R) Local Funds (LOC)	\$418,302

Project Purpose and Need: N/A for Transit

Project Description: The inclusion of Central Midlands Regional Transit Authority Rural Area Program FTA 5311, State Mass Transit Funds, and Local Funds programmed for Operations FY2026.

National Goals: Congestion Reduction

Public Comment Period: 3/4/2026 - 3/27/2026; Approved by CMCOG Policy Committee on 1/22/2026

ITEM: D

Recipient: City of Rock Hill Large Urbanized Area (LU)

Project: FFY 2026-2027 FTA Section 530 Large Urban Formula Program (LU), State Mass Transit Funds (SMTF), and Local (LOC)

Project Type: Operations (OP), & 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, State Mass Transit Funds (SMTF), and Local (LOC)

Project Name	Project Type	Funding	Value
City of Rock Hill Mass Transit Large Urbanized Area (LU) FY 2026	Operations (OP)	FY2026 FTA Section 5307 Large Urbanized Area (LU)	\$ 1,842,587
	Operations (OP)	FY2026 Large Urbanized Area (LU) Local Funds (LOC)	\$ 1,634,566
	Operations (OP)	FY2027 FTA Section 5307 Large Urbanized Area (LU)	\$ 1,329,776
	Operations (OP)	FY2027 Large Urbanized Area (LU) Local Funds (LOC)	\$ 751,051

Project Purpose and Need: N/A for Transit

Project Description: The inclusion of City of Rock Hill funding for FY 2026-2027 for Large Urbanized Area 5307, State Mass Transit Funds and Local.

National Goals: Congestion Reduction

Public Comment Period: 5/20/2026 - 6/12/2026; Approved by Board on 06/26/2026

ITEM: E

Recipient: City of Rock Hill Demand Response (York County Access)

Project: FFY 2026 FTA Section 5307 and 5339 Large Urban Formula Program (Large Urban)

Project Type: Operations (OP), & 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 & 5339 Large Urban Formula Program

Project Name	Project Type	Funding	Value
City of Rock Hill Demand Response (York County Access) Mass Transit Large Urbanized Area (LU) FY 2026	Operations (OP)	FY2026 Large Urbanized Area (LU) State Mass Transit Funds (SMTF)	\$ 194,110
	Operations (OP)	FY2026 Local Funds (LOC)	\$ 818,980

Project Purpose and Need: N/A for Transit

Project Description: The inclusion of City of Rock Hill Demand Response (York County Access) funding for FY 2026 for Large Urbanized Area State Mass Transit Funds and Local.

National Goals: Congestion Reduction

Public Comment Period: 5/20/2026 - 6/12/2026; Approved by Board on 06/26/2026

ITEM: F

Recipient: City of Spartanburg (SPARTA)

Project: FFY 2026 FTA Section 5307 Small Urbanized Area Formula Program and 5339 Bus & Bus Facilities (Small Urban)

Project Type: Operations (OP), & 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 & 5339 Small Urban Formula Program

Project Name	Project Type	Funding	Value
City of Spartanburg (SPARTA) Mass Transit Small Urbanized Area (SU) FFY 2026	Operations (OP)	FY2026 FTA Section 5307 Small Urbanized Area (SU)	\$7,650,143
	Operations (OP)	FY2026 FTA Section 5307 Small Urbanized Area Local Funds (LOC)	\$7,650,143
	Capital (CA)	FY2026 FTA Section 5307 Small Urbanized Area (SU)	\$7,858,429
	Capital (CA)	FY2026 FTA Section 5307 Small Urbanized Area Local Funds (LOC)	\$1,964,605
	Capital (CA)	FY 2026 5339 Small Urbanized Area (SU) Bus & Bus Facilities	\$448,000
	Capital (CA)	FY 2026 5339 Small Urbanized Area (SU) Bus & Bus Facilities Local Funds (LOC)	\$91,627

Project Purpose and Need: N/A for Transit

Project Description: Added funding revisions for the FFY 2026 5307 and 5339 (Small Urban) for Operations (OP) and Capital (CA) with Local Match (LOC).

National Goals: Congestion Reduction

Public Comment Period: N/A

ITEM: G

Recipient: Clemson Area Transit (CATbus)
Project: FFY 2026 FTA Section 5339 Bus & Bus Facilities (Small Urban)
Project Type: Capital (CA)
Initial Commission Approval: N/A
Current STIP/State Plan Page: New Projects
Major Category: Remaining Operations
Program Category: Mass Transit
Funding Source: FFY 2026 5307 Small Urbanized Formula Program (SU) & 5339 Bus & Bus Facilities (Small Urban)

Project Name	Project Type	Funding	Value
Clemson Area Transit (CATbus) Mass Transit Small Urbanized Area (SU) FFY 2026	Capital (CA)	FY 2026 FTA Section 5339 Small Urbanized Area (SU) Bus & Bus Facilities	\$62,569
	Operations (OP)	FFY 2026 FTA Section 5307 Small Urbanized Formula Program (SU)	\$679,463

Project Purpose and Need: N/A for Transit

Project Description: Added funding revisions for the FFY 2026 FTA 5307 Small Urbanized Formula Program (SU) and 5339 for Bus & Bus Facilities for (Small Urban) for Capital (CA).

National Goals: Congestion Reduction

Public Comment Period: 06/28/2026 - 07/18/2026; Approved by ACATS MPO on 08/31/2026.

ITEM: H

Recipient: Fairfield County Transit System
Project: FFY 2026 Rural Area Program FTA 5311, and State Mass Transit Funds (SMTF)
Project Type: Operations (OP), and Adminsitration (AD)
Initial Commission Approval: N/A
Current STIP/State Plan Page: New Projects
Major Category: Remaining Operations
Program Category: Mass Transit
Funding Source: FFY 2026 Rural Area Program FTA 5311, and State Mass Transit Funds (SMTF)

Project Name	Project Type	Funding	Value
Fairfield County Transit System Mass Transit Rural Area (R) FY 2026	Operations (OP)	FY 2026 FTA Section 5311 Rural Area Transit Program Funds (R)	\$336,447
	Operations (OP)	FY 2026 Rural Area (R) State Mass Transit Funds (SMTF)	\$89,010
	Administration (AD)	FY 2026 FTA Section 5311 Rural Area Transit Program Funds (R)	\$9,215
	Administration (AD)	FY 2026 Rural Area (R) State Mass Transit Funds (SMTF)	\$1,754

Project Purpose and Need: N/A for Transit

Project Description: The inclusion of Fairfield County Transit System Rural Area Program FTA 5311, and State Mass Transit Funds programmed for Operations and Administration FY2026.

National Goals: Congestion Reduction

Public Comment Period: 3/4/2026 - 3/27/2026; Approved by CMCOG Policy Committee on 1/22/2026

ITEM: I

Recipient: Greenville Transit Authority (GTA)
Project: FFY 2026-2031 Large Urbanized Area
Project Type: Operations (OP), Capital (CA), and Planning (PL)
Initial Commission Approval: N/A
Current STIP/State Plan Page: New Projects
Major Category: Remaining Operations
Program Category: Mass Transit
Funding Source: FFY 2026-2031 Large Urbanized Area 5307, 5339, and Local (LOC)

Project Name	Project Type	Funding	Value
Greenville Transit Authority Mass Transit Large Urbanized Area (LU) FY 2026 - 2031	Planning (PL)	FY2026 FTA Section 5307 Large Urbanized Area (LU)	\$ 4,000,000
	Capital (CA)	FY2027 FTA Section 5307 Large Urbanized Area (LU)	\$ 1,200,000
	Capital (CA)	FY2027 Large Urbanized Area (LU) Local Funds (LOC)	\$ 300,000
	Capital (CA)	FY2028 FTA 5339 Large Urbanized Area (LU) Enhanced Mobility for Seniors	\$ 325,325
	Capital (CA)	FY2027 FTA 5339 Large Urbanized Area (LU) Local Funds (LOC)	\$ 81,331
	Operation (OP)	FY2027 FTA Section 5307 Large Urbanized Area (LU)	\$ 2,963,753
	Operation (OP)	FY2027 Large Urbanized Area (LU) Local Funds (LOC)	\$ 2,963,753
	Capital (CA)	FY2028 FTA Section 5307 Large Urbanized Area (LU)	\$ 1,200,000
	Capital (CA)	FY2028 Large Urbanized Area (LU) Local Funds (LOC)	\$ 300,000
	Capital (CA)	FY2028 FTA 5339 Large Urbanized Area (LU) Enhanced Mobility for Seniors	\$ 331,831
	Capital (CA)	FY2028 FTA 5339 Large Urbanized Area (LU) Local Funds (LOC)	\$ 82,958
	Operation (OP)	FY2028 FTA Section 5307 Large Urbanized Area (LU)	\$ 3,047,028
	Operation (OP)	FY2028 Large Urbanized Area (LU) Local Funds (LOC)	\$ 3,047,028
	Capital (CA)	FY2029 FTA Section 5307 Large Urbanized Area (LU)	\$ 1,200,000
	Capital (CA)	FY2029 Large Urbanized Area (LU) Local Funds (LOC)	\$ 300,000
	Capital (CA)	FY2029 FTA 5339 Large Urbanized Area (LU) Enhanced Mobility for Seniors	\$ 338,468
	Capital (CA)	FY2029 FTA 5339 Large Urbanized Area (LU) Local Funds (LOC)	\$ 84,617
	Operation (OP)	FY2029 FTA Section 5307 Large Urbanized Area (LU)	\$ 3,131,969
	Operation (OP)	FY2029 Large Urbanized Area (LU) Local Funds (LOC)	\$ 3,131,969
	Capital (CA)	FY2030 FTA Section 5307 Large Urbanized Area (LU)	\$ 1,200,000
	Capital (CA)	FY2030 Large Urbanized Area (LU) Local Funds (LOC)	\$ 300,000
	Capital (CA)	FY2030 FTA 5339 Large Urbanized Area (LU) Enhanced Mobility for Seniors	\$ 345,237
	Capital (CA)	FY2030 FTA 5339 Large Urbanized Area (LU) Local Funds (LOC)	\$ 86,309
	Operation (OP)	FY2030 FTA Section 5307 Large Urbanized Area (LU)	\$ 3,218,608

	Operation (OP)	FY2030 Large Urbanized Area (LU) Local Funds (LOC)	\$	3,218,608
	Capital (CA)	FY2031 FTA Section 5307 Large Urbanized Area (LU)	\$	1,200,000
	Capital (CA)	FY2031 Large Urbanized Area (LU) Local Funds (LOC)	\$	300,000
	Capital (CA)	FY2031 FTA 5339 Large Urbanized Area (LU) Enhanced Mobility for Seniors	\$	352,142
	Capital (CA)	FY2031 FTA 5339 Large Urbanized Area (LU) Local Funds (LOC)	\$	88,036
	Operation (OP)	FY2031 FTA Section 5307 Large Urbanized Area (LU)	\$	3,306,980
	Operation (OP)	FY2031 Large Urbanized Area (LU) Local Funds (LOC)	\$	3,306,980

Project Purpose and Need: N/A for Transit

Project Description: The inclusion of Greenville Transit Authority funding for FY 2026-2031 for Large Urbanized Area 5307, 5339, and Local.

National Goals: Congestion Reduction

Public Comment Period: 7/19/2026 - 8/10/2026 with Board approval 8/10/2026

ITEM: J

Recipient: Mauldin-Simpsonville: Greenville Transit Authority Small Urbanized Area
Project: FFY 2027-2031 Small Urbanized Area
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: FFY 2026-2031 Small Urbanized Area 5307 Local (LOC)

Project Name	Project Type	Funding	Value
Mauldin-Simpsonville: Greenville Transit Authority Mass Transit Small Urbanized Area (SU) FY 2026 - 2031	Capital (CA)	FY2027 FTA Section 5307 Small Urbanized Area (SU)	\$ 972,800
	Capital (CA)	FY2027 Small Urbanized Area (SU) Local Funds (LOC)	\$ 243,000
	Operation (OP)	FY2027 FTA Section 5307 Small Urbanized Area (SU)	\$ 2,176,031
	Operation (OP)	FY2027 Small Urbanized Area (SU) Local Funds (LOC)	\$ 2,176,031
	Capital (CA)	FY2028 FTA Section 5307 Small Urbanized Area (SU)	\$ 1,053,200
	Capital (CA)	FY2028 Small Urbanized Area (SU) Local Funds (LOC)	\$ 263,300
	Operation (OP)	FY2028 FTA Section 5307 Small Urbanized Area (SU)	\$ 2,158,608
	Operation (OP)	FY2028 Small Urbanized Area (SU) Local Funds (LOC)	\$ 2,158,608
	Capital (CA)	FY2029 FTA Section 5307 Small Urbanized Area (SU)	\$ 1,053,600
	Capital (CA)	FY2029 Small Urbanized Area (SU) Local Funds (LOC)	\$ 263,400
	Operation (OP)	FY2029 FTA Section 5307 Small Urbanized Area (SU)	\$ 2,222,444
	Operation (OP)	FY2029 Small Urbanized Area (SU) Local Funds (LOC)	\$ 2,222,444
	Capital (CA)	FY2030 FTA Section 5307 Small Urbanized Area (SU)	\$ 1,080,000
	Capital (CA)	FY2030 Small Urbanized Area (SU) Local Funds (LOC)	\$ 270,000
	Operation (OP)	FY2030 FTA Section 5307 Small Urbanized Area (SU)	\$ 2,261,566
	Operation (OP)	FY2030 Small Urbanized Area (SU) Local Funds (LOC)	\$ 2,261,566
	Capital (CA)	FY2031 FTA Section 5307 Small Urbanized Area (SU)	\$ 1,080,000
	Capital (CA)	FY2031 Small Urbanized Area (SU) Local Funds (LOC)	\$ 270,000
	Operation (OP)	FY2031 FTA Section 5307 Small Urbanized Area (SU)	\$ 2,328,397
	Operation (OP)	FY2031 Small Urbanized Area (SU) Local Funds (LOC)	\$ 2,328,397

Project Purpose and Need: N/A for Transit

Project Description: The inclusion of Mauldin-Simpsonville: Greenville Transit Authority funding for FY 2026-2031 for Small Urbanized Area 5307 and Local.

National Goals: Congestion Reduction

Public Comment Period: 7/19/2026 - 8/10/2026 with Board approval 8/10/2026

ITEM: K

Recipient: McCormick County Senior Services - Greenwood County
Project: FY 2026 State Mass Transit Funds (SMTF) Rural Area Service (Rural)
Project Type: Operations (OP)
Initial Commission Approval: N/A
Current STIP/State Plan Page: New Projects
Major Category: Remaining Operations
Program Category: Mass Transit
Funding Source: Local Funds (LOCAL)

Project Name	Project Type	Funding	Value
McCormick County Senior Services - Greenwood County Service Mass Transit Rural Program (Rural)	Operations (OP)	FFY 2026 Mass Transit Rural Program (LOCAL)	\$150,000

Project Purpose and Need: N/A for Transit

Project Description: The inclusion of McCormick County Senior Services - Greenwood County Mass Rural Program (LOCAL) for Operations (OP) for FY 2026.

National Goals: Congestion Reduction

Public Comment Period: N/A

ITEM: L

Recipient: Newberry County Council on Aging
Project: FFY 2026 FTA Section 5311 Formula Funding Rural (R) . FY 2026 State Mass Transit Funds (SMTF), and Local (LOC)
Project Type: Operations (OP), & Capital (CA), Administration (AD)
Initial Commission Approval: N/A
Current STIP/State Plan Page: New Projects
Major Category: Remaining Operations
Program Category: Mass Transit
Funding Source: FFY 2026 FTA Section 5311 Formula Funding Rural (R) . FY 2026 State Mass Transit Funds (SMTF), and Local (LOC)

Project Name	Project Type	Funding	Value
Newberry County Council on Aging Mass Transit Rural Area (R) FY 2026	Operations (OP)	FY 2026 FTA Section 5311 Rural Area Transit Program Funds (R)	\$279,321
	Operations (OP)	FY 2026 Rural Area (R) State Mass Transit Funds (SMTF)	\$93,535
	Operations (OP)	FY 2026 Rura Mass Transit (R) Local Funds (LOC)	\$185,785
	Capital (CA)	FY 2026 FTA Section 5311 Rural Area Transit Program Funds (R)	\$80,566
	Capital (CA)	FY 2026 Rural Area (R) State Mass Transit Funds (SMTF)	\$6,071
	Capital (CA)	FY 2026 Rura Mass Transit (R) Local Funds (LOC)	\$14,071
	Administration (AD)	FY 2026 FTA Section 5311 Rural Area Transit Program Funds (R)	\$94,030
	Administration (AD)	FY 2026 Rural Area (R) State Mass Transit Funds (SMTF)	\$11,754
	Administration (AD)	FY 2026 Rura Mass Transit (R) Local Funds (LOC)	\$11,754

Project Purpose and Need: N/A for Transit

Project Description: The inclusion of Newberry County Council on Aging FTA Section 5311 Rural Area Formula Program, State Mass Transit Funds, and Local Funds programmed for Operations, Capital, and Administration for FY2026.

National Goals: Congestion Reduction

Public Comment Period: 3/4/2026 - 3/27/2026. Approved by CMCOC Policy Committee on 1/22/2026

ITEM: M

Recipient: Spartanburg Regional Healthcare System (SRHS)
Project: FFY 2026-2033 Small Urbanized Area 5307, State Mass Transit Funds (SMTF), and Local (LOC)
Project Type: Administration (AD), 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: FFY 2026-2033 Small Urbanized Area 5307, State Mass Transit Funds (SMTF), and Local (LOC)

Project Name	Project Type	Funding	Value
	Administration (AD)	FY2026 FTA Section 5307 Small Urbanized Area (SU)	\$ 366,423
	Administration (AD)	FY2026 FTA Section 5307 State Mass Transit Funds (SMTF)	\$ 47,500
	Administration (AD)	FY2026 Small Urbanized Area (SU) Local Funds (LOC)	\$ 318,926
	Capital (CA)	FY2026 FTA Section 5307 State Mass Transit Funds (SMTF)	\$ 6,103
	Capital (CA)	FY2026 Small Urbanized Area (SU) Local Funds (LOC)	\$ 23,572
	Operation (OP)	FY2026 FTA Section 5307 Small Urbanized Area (SU)	\$ 945,246
	Operation (OP)	FY2026 FTA Section 5307 State Mass Transit Funds (SMTF)	\$ 83,156
	Operation (OP)	FY2026 Small Urbanized Area (SU) Local Funds (LOC)	\$ 862,090
	Administration (AD)	FY2027 FTA Section 5307 Small Urbanized Area (SU)	\$ 384,744
	Administration (AD)	FY2027 FTA Section 5307 State Mass Transit Funds (SMTF)	\$ 49,875
	Administration (AD)	FY2027 Small Urbanized Area (SU) Local Funds (LOC)	\$ 334,872
	Capital (CA)	FY2027 FTA Section 5307 Small Urbanized Area (SU)	\$ 124,625
	Capital (CA)	FY2027 FTA Section 5307 State Mass Transit Funds (SMTF)	\$ 6,408
	Capital (CA)	FY2027 Small Urbanized Area (SU) Local Funds (LOC)	\$ 24,751
	Operation (OP)	FY2027 FTA Section 5307 Small Urbanized Area (SU)	\$ 992,508
	Operation (OP)	FY2027 FTA Section 5307 State Mass Transit Funds (SMTF)	\$ 87,314
	Operation (OP)	FY2027 Small Urbanized Area (SU) Local Funds (LOC)	\$ 905,200
	Administration (AD)	FY2028 FTA Section 5307 Small Urbanized Area (SU)	\$ 403,981
	Administration (AD)	FY2028 FTA Section 5307 State Mass Transit Funds (SMTF)	\$ 52,369
	Administration (AD)	FY2028 Small Urbanized Area (SU) Local Funds (LOC)	\$ 351,616
	Capital (CA)	FY2028 FTA Section 5307 Small Urbanized Area (SU)	\$ 130,856
	Capital (CA)	FY2028 FTA Section 5307 State Mass Transit Funds (SMTF)	\$ 6,729
	Capital (CA)	FY2028 Small Urbanized Area (SU) Local Funds (LOC)	\$ 25,988
	Operation (OP)	FY2028 FTA Section 5307 Small Urbanized Area (SU)	\$ 1,042,134
	Operation (OP)	FY2028 FTA Section 5307 State Mass Transit Funds (SMTF)	\$ 91,679

Spartanburg Regional Healthcare System
Mass Transit Small Urbanized Area (SU)
FY 2026 - 2033

Operation (OP)	FY2028 Small Urbanized Area (SU) Local Funds (LOC)	\$ 950,460
Administration (AD)	FY2029 FTA Section 5307 Small Urbanized Area (SU)	\$ 424,180
Administration (AD)	FY2029 FTA Section 5307 State Mass Transit Funds (SMTF)	\$ 54,987
Administration (AD)	FY2029 Small Urbanized Area (SU) Local Funds (LOC)	\$ 369,197
Capital (CA)	FY2029 FTA Section 5307 Small Urbanized Area (SU)	\$ 137,399
Capital (CA)	FY2029 FTA Section 5307 State Mass Transit Funds (SMTF)	\$ 7,065
Capital (CA)	FY2029 Small Urbanized Area (SU) Local Funds (LOC)	\$ 27,288
Operation (OP)	FY2029 FTA Section 5307 Small Urbanized Area (SU)	\$ 1,094,240
Operation (OP)	FY2029 FTA Section 5307 State Mass Transit Funds (SMTF)	\$ 96,263
Operation (OP)	FY2029 Small Urbanized Area (SU) Local Funds (LOC)	\$ 997,983
Administration (AD)	FY2030 FTA Section 5307 Small Urbanized Area (SU)	\$ 445,389
Administration (AD)	FY2030 FTA Section 5307 State Mass Transit Funds (SMTF)	\$ 57,737
Administration (AD)	FY2030 Small Urbanized Area (SU) Local Funds (LOC)	\$ 387,657
Capital (CA)	FY2030 FTA Section 5307 Small Urbanized Area (SU)	\$ 144,268
Capital (CA)	FY2030 FTA Section 5307 State Mass Transit Funds (SMTF)	\$ 7,418
Capital (CA)	FY2030 Small Urbanized Area (SU) Local Funds (LOC)	\$ 28,652
Operation (OP)	FY2030 FTA Section 5307 Small Urbanized Area (SU)	\$ 1,148,952
Operation (OP)	FY2030 FTA Section 5307 State Mass Transit Funds (SMTF)	\$ 101,077
Operation (OP)	FY2030 Small Urbanized Area (SU) Local Funds (LOC)	\$ 1,047,882
Administration (AD)	FY2031 FTA Section 5307 Small Urbanized Area (SU)	\$ 467,659
Administration (AD)	FY2031 FTA Section 5307 State Mass Transit Funds (SMTF)	\$ 60,623
Administration (AD)	FY2031 Small Urbanized Area (SU) Local Funds (LOC)	\$ 407,039
Capital (CA)	FY2031 FTA Section 5307 Small Urbanized Area (SU)	\$ 151,482
Capital (CA)	FY2031 FTA Section 5307 State Mass Transit Funds (SMTF)	\$ 7,789
Capital (CA)	FY2031 Small Urbanized Area (SU) Local Funds (LOC)	\$ 30,085
Operation (OP)	FY2031 FTA Section 5307 Small Urbanized Area (SU)	\$ 1,206,400
Operation (OP)	FY2031 FTA Section 5307 State Mass Transit Funds (SMTF)	\$ 106,130
Operation (OP)	FY2031 Small Urbanized Area (SU) Local Funds (LOC)	\$ 1,100,276
Administration (AD)	FY2032 FTA Section 5307 Small Urbanized Area (SU)	\$ 491,042
Administration (AD)	FY2032 FTA Section 5307 State Mass Transit Funds (SMTF)	\$ 63,655
Administration (AD)	FY2032 Small Urbanized Area (SU) Local Funds (LOC)	\$ 427,391
Capital (CA)	FY2032 FTA Section 5307 Small Urbanized Area (SU)	\$ 159,056
Capital (CA)	FY2032 FTA Section 5307 State Mass Transit Funds (SMTF)	\$ 8,179
Capital (CA)	FY2032 Small Urbanized Area (SU) Local Funds (LOC)	\$ 31,589

	Operation (OP)	FY2032 FTA Section 5307 Small Urbanized Area (SU)	\$ 1,266,720
	Operation (OP)	FY2032 FTA Section 5307 State Mass Transit Funds (SMTF)	\$ 111,437
	Operation (OP)	FY2032 Small Urbanized Area (SU) Local Funds (LOC)	\$ 1,155,290
	Administration (AD)	FY2033 FTA Section 5307 Small Urbanized Area (SU)	\$ 515,594
	Administration (AD)	FY2033 FTA Section 5307 State Mass Transit Funds (SMTF)	\$ 66,837
	Administration (AD)	FY2033 Small Urbanized Area (SU) Local Funds (LOC)	\$ 448,761
	Capital (CA)	FY2033 FTA Section 5307 Small Urbanized Area (SU)	\$ 167,009
	Capital (CA)	FY2033 FTA Section 5307 State Mass Transit Funds (SMTF)	\$ 8,588
	Capital (CA)	FY2033 Small Urbanized Area (SU) Local Funds (LOC)	\$ 33,168
	Operation (OP)	FY2033 FTA Section 5307 Small Urbanized Area (SU)	\$ 1,330,056
	Operation (OP)	FY2033 FTA Section 5307 State Mass Transit Funds (SMTF)	\$ 117,009
	Operation (OP)	FY2033 Small Urbanized Area (SU) Local Funds (LOC)	\$ 1,213,054

Project Purpose and Need: N/A for Transit

Project Description: The inclusion of Spartanburg Regional Healthcare System funding for FY 2026-2033 for Large Urbanized Area 5307, SMTF, and Local.

National Goals: Congestion Reduction

Public Comment Period: 7/10/2026 - 8/9/2026 with Board approval 8/12/2026

ITEM: N

Recipient: Waccamaw Regional Transportation Authority (Coast RTA)
Project: FFY 2026 FTA Section 5307 and 5339 Large Urban Formula Program (Large Urban)
Project Type: Operations (OP), & 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 & 5339 Large Urban Formula Program

Project Name	Project Type	Funding	Value
Waccamaw Regional Transportation Authority (Coast RTA)	Operations (OP)	FY 2026 FTA Section 5307 Large Urban Formula Program (LU)	\$ 3,503,274
Mass Transit Large Urbanized Area (LU) FY 2026	Capital (CA)	FY2026 FTA Section 5339 Large Urban Formula Program (LU)	\$ 282,098

Project Purpose and Need: N/A for Transit

Project Description: An increase in Large Urban FTA Section 5307 Formula Funds, from \$3,434,00 to \$3,503,274. An increase in FTA Section 5339 Formula Funds, from \$267,000 to \$282,098.

National Goals: Congestion Reduction

Public Comment Period: 9/4/2025 - 9/24/2025; Approved by Waccamaw COG on 09/03/2025.



SCDOT Commission Recommendation Transmittal Form

For Commission Meeting of: August 2026

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

Location: _____

Initial Commission Approval: _____

Current STIP Page: _____

Project Ranking Within Program Category: _____

Project Number: _____

Major Budget Category: _____

Program Category: _____

Other: _____

DETAILED DESCRIPTION

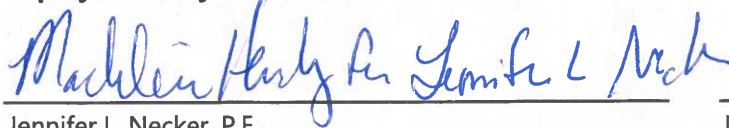
It is requested that the Commission ratify the extensions included on the attached page.

Total cost of the extension is \$11,199,163.63.

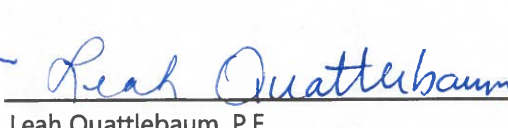
Recommended By: _____


Clayton W. Richter, Director of Construction

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

9/9/26



**SUMMARY OF RECOMMENDATIONS FOR EXTENSIONS FOR COMMISSION MEETING ON
September 17, 2026**

The following eight (8) extensions are recommended for RATIFICATION:

SC FILE NO.	COUNTY	FUNDING SOURCE	DESCRIPTION	EXTENSION AMOUNT	CONTRACT AMOUNT
0473740	Anderson	Contract Underruns	Resurfacing on SC-86	\$5,539,690.52	\$14,167,236.00
2369050	Spartanburg	Bridge Reactionary Funds	Bridge Deck Patching on I-85 SB Bridge over Middle Tyger River	\$43,840.00	\$624,920.00
3170040	Lee	Lee County CTC funds	Resurfacing on S-113	\$71,256.40	\$6,562,819.90
3265121	Lexington	Contract Underruns	Reclamation and Resurfacing on S-1793	\$527,684.20	\$47,519,732.76
3974750	Pickens	2027 Pavement Improvement Program Funds	Resurfacing on S-159 and S-273	\$1,841,853.36	\$10,237,653.53
4269150	Greenville	District 3 Maintenance Funds	Resurfacing Extension of I-26 Rest Area Pull Off	\$302,311.00	\$13,330,105.64
4370280	Sumter	Sumter County CTC funds	Resurfacing on S-1240	\$47,917.12	\$14,032,718.10
5269960	Newberry	Newberry CTC Funds	Resurfacing on S-94 and S-281	\$2,824,611.03	\$9,286,507.28



Secretary of Transportation Record of Approval

Previous Commission Approval:

Project/Phase Approved by the Commission on N/A within SFY N/A

STIP on Page N/A State Plan on Page N/A

Project Ranking & Funding Category: N/A

Project Number: N/A

Specifics:

Contract Value: \$ 9,054,999.27 Utilizing Funding

Term of the Contract: _____

Description:

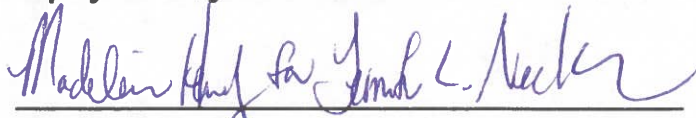
Request approval for the six (6) extension requests shown in the attached "Summary of Extension Requests" dated August 11, 2026.

Director Requesting Approval:



Clayton W. Richter, Director of Construction

Deputy Secretary Concurrence:



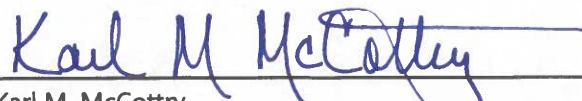
Jennifer L. Necker, P.E.
Deputy Secretary for Intermodal and Freight Programs



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 8/19/26



SUMMARY OF EXTENSION REQUESTS

August 11, 2026

The following **six (6)** extensions are recommended for **APPROVAL**:

SC FILE NO.	COUNTY	FUNDING SOURCE	DESCRIPTION	EXTENSION AMOUNT	CONTRACT AMOUNT
0473740	Anderson	Contract Underruns	Resurfacing on SC 86	\$5,539,690.52	\$14,167,236.00
2369050	Spartanburg	Bridge Reactionary Funds	Bridge Deck Patching on I-85 SB Bridge over Middle Tyger River	\$43,840.00	\$624,920.00
3170040	Lee	Lee County CTC Funds	Resurfacing on S-113	\$71,256.40	\$6,562,819.90
3265121	Lexington	Contract Underruns	Reclamation and Resurfacing on S-1793	\$527,684.20	\$47,519,732.76
4370280	Sumter	Sumter County CTC Funds	Resurfacing on S-1240	\$47,917.12	\$14,032,718.10
5269960	Newberry	Newberry CTC Funds	Resurfacing on S-94 and S-281	\$2,824,611.03	\$9,286,507.28

APPROVED


 Secretary of Transportation

8/19/26
 Date



Secretary of Transportation Record of Approval

Previous Commission Approval:

 Project/Phase Approved by the Commission on N/A within SFY N/A

 STIP on Page N/A State Plan on Page N/A

 Project Ranking & Funding Category: N/A

 Project Number: N/A
Specifics:

 Contract Value: \$ 2,144,164.36 Utilizing Funding

 Term of the Contract: N/A
Description:

Request approval for the two (2) extension requests shown in the attached "Summary of Extension Requests" dated July 14, 2026.

Director Requesting Approval:

Clayton W. Richter, P.E., Director of Construction

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 7/21/26

SUMMARY OF EXTENSION REQUESTS

July 14, 2026

The following two (2) extensions are recommended for APPROVAL:

SC FILE NO.	COUNTY	FUNDING SOURCE	DESCRIPTION	EXTENSION AMOUNT	CONTRACT AMOUNT
3974750	Pickens	2027 Pavement Improvement Program Funds	Resurfacing on S-159 and S-273	\$1,841,853.36	\$10,237,653.53
4269150	Greenville	District 3 Maintenance Funds	Resurfacing Extension of I-26 Rest Area Pull Off	\$302,311.00	\$13,330,105.64

APPROVED



Secretary of Transportation

7/21/26

Date