



State of South Carolina's Transportation Network

SCDOT



Progress for the Next Era

2017 Roads Bill

SCDOT is delivering on the promise of the 2017 Roads Bill to bring our system back from 30 years of deferred maintenance.

New Challenges

New challenges mean we need to approach business differently.

PAVING
10,406 miles



BRIDGES
471 bridges



RURAL ROAD SAFETY
1,241 miles



INTERSTATES
128 miles



10-Year Plan Accomplishments



**New Challenges
in New Era
from the
Last Roads Bill**

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Diminishing Buying Power

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

In FY 24-25, 1 Cent of
the Gas Tax Bought



114

Miles of 2-Lane
Resurfacing

87



Miles of 2-Lane
Resurfacing



**Today,
2,500 of
our 8,400
bridges
are more
than 60
years old**

**In 10
years,
3,900 of
our 8,400
bridges
will be
more
than 60
years old**

**56%
increase
in bridges
more than
60 years
old in the
next
decade**



South Carolina's Growth

+219 new residents per day



One South Carolina-made
Boeing 787 per day



Optimizing Operations

Streamlining processes through new technology such as new encroachment permit system.



Restructured the Bridge Management Office and revised standards to fast-track bridge projects.



Optimized total headcount through a Target Operating Model designed for efficiency in the workforce.



Proposed reducing unnecessary regulations by 30%.



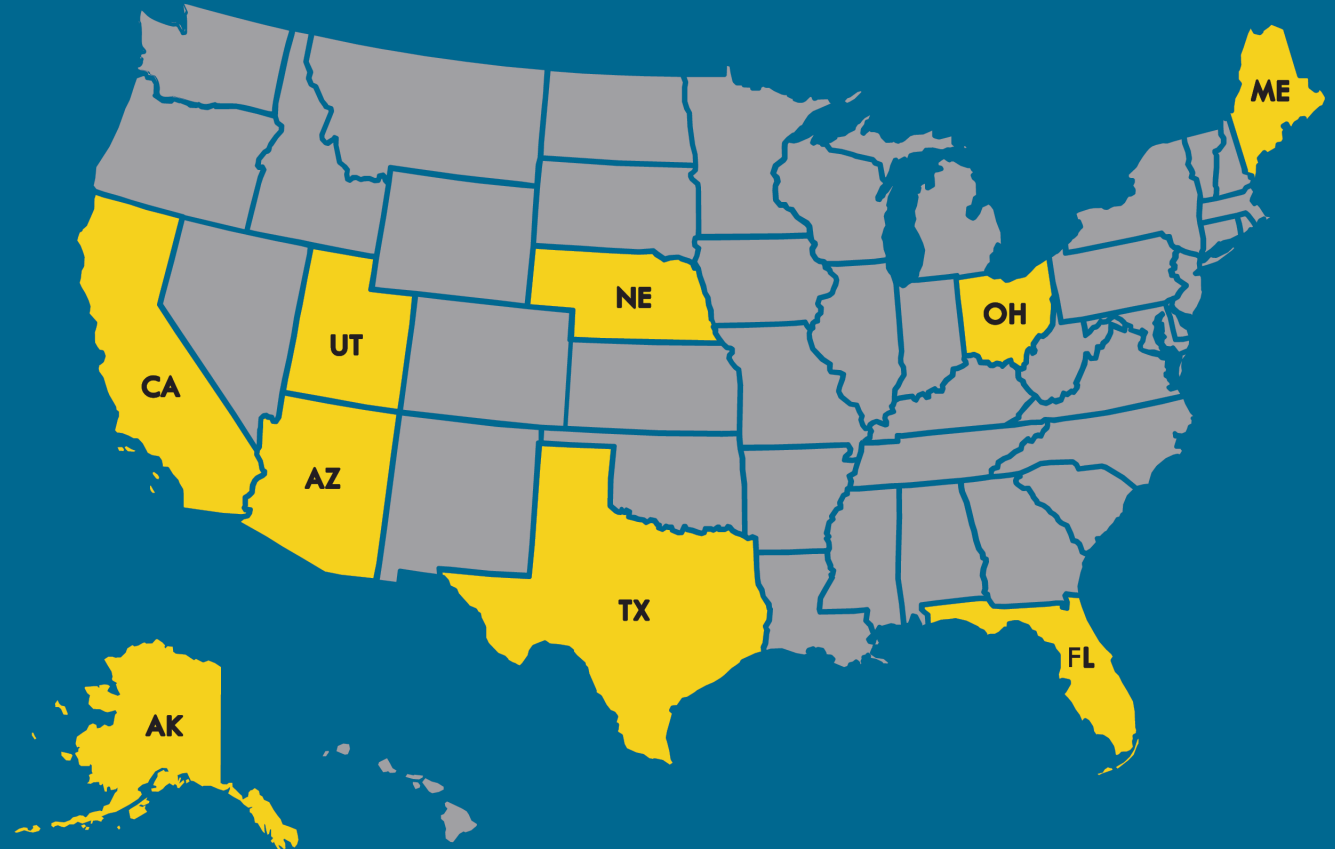


Needed Tools for a New Era in Transportation

SCDOT

NEPA Assignment

- Allows SCDOT to own the environmental process rather than going through the Federal Highway Administration (FHWA), saving months or even years.
- Maintains all existing environmental protections while allowing SCDOT to drive priorities and speed up project delivery.



Choice Lanes: Less Time in Traffic

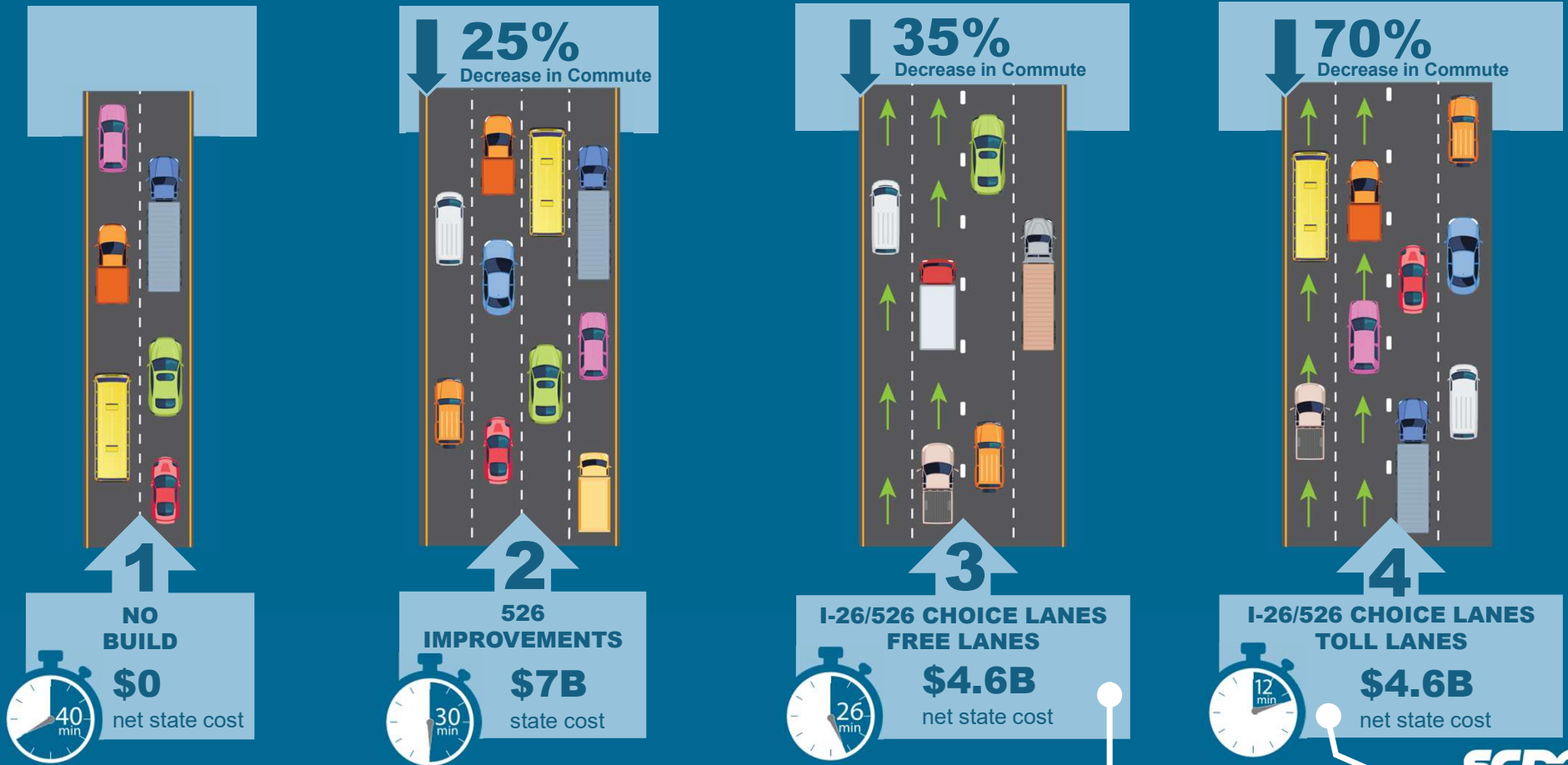
- Optional, new lanes that allow drivers to choose to bypass congestion for a user fee. Choice lanes add capacity to congested roads while keeping existing lanes free to use.
- Successfully done in Georgia, North Carolina, Florida, and Virginia to provide predictable, fast travel for those willing to pay, while improving congestion for those in free lanes.
- Presents opportunity for users to accelerate projects a decade plus out on the horizon (I-526 in Charleston, I-85 in Greenville), while lowering the burden on the general taxpayer.



I-77 North Express Lanes in Charlotte, North Carolina.

Photo courtesy of NCDOT.

Afternoon Commute: Long Point to Ashley Phosphate in 2040

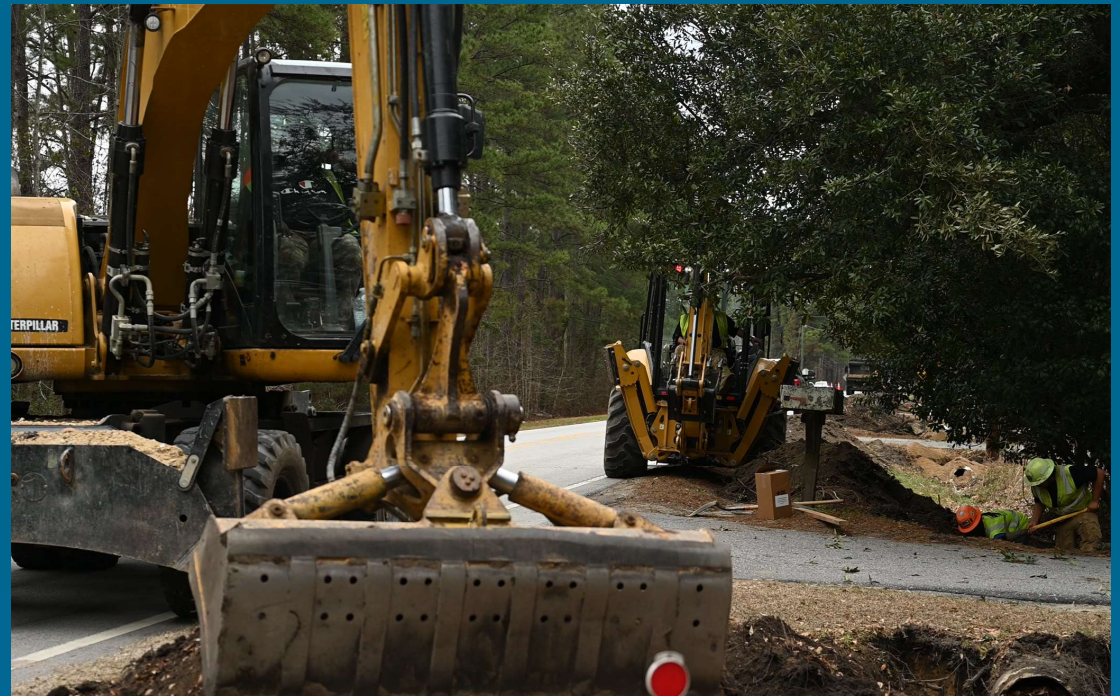


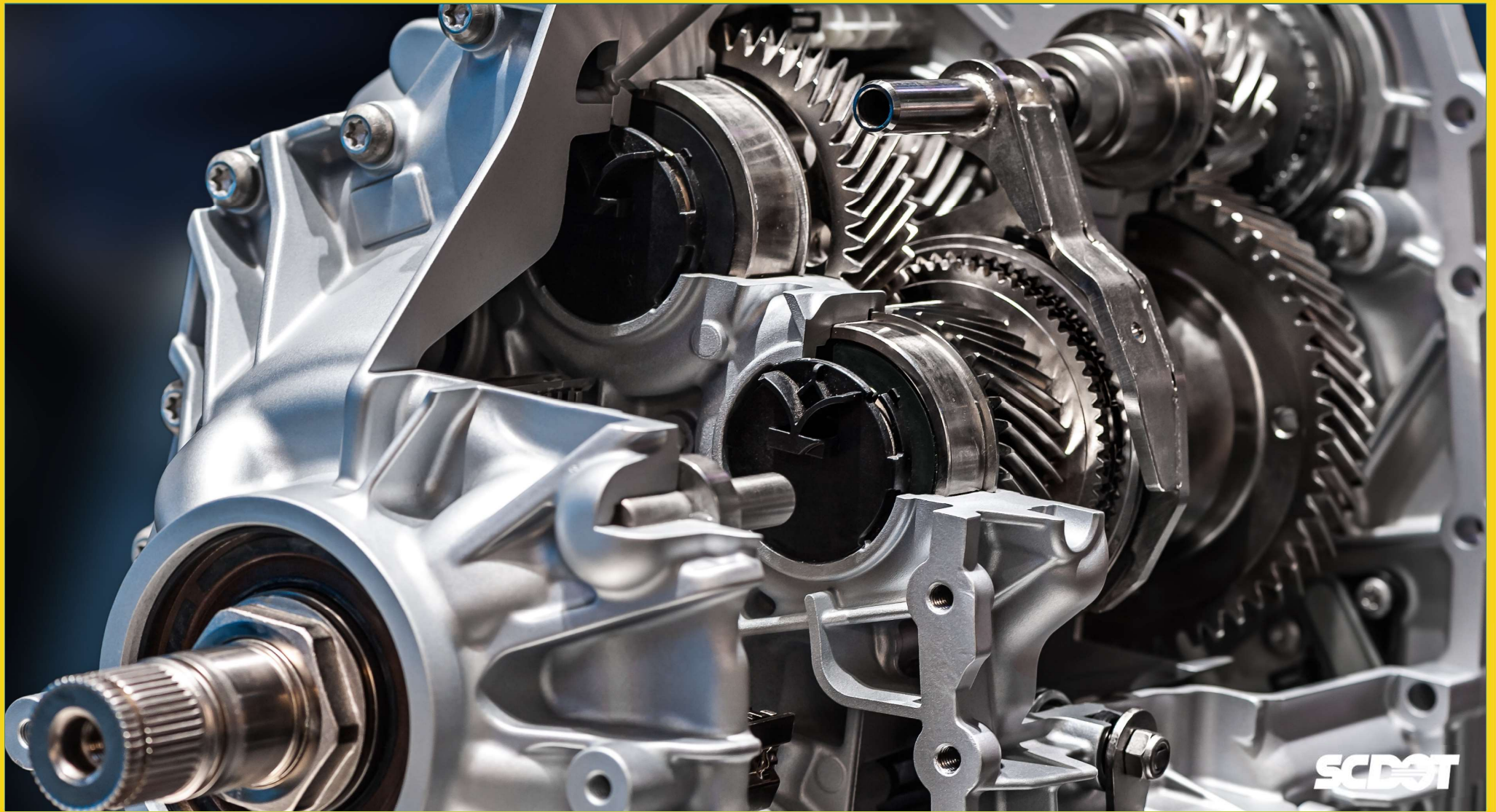
Saves drivers more than an hour a week currently spent sitting in traffic



Other Tools to Accelerate Project Delivery

- Procurement improvements to allow SCDOT to do all improvements on the right-of-way under its procurement authorities, as well as new collaborative tools for the largest projects.
- Voluntary devolution to “right-size” the nation’s fourth largest state highway system.
- Establishing a Coordinating Council to align all modes (highways, ports, airports, etc.) and better manage regional planning.
- Establishing a clock for municipal consent to keep projects moving.





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