SCDOT Commission

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Governor’s At-Large Appointee
**Bottom Line Up Front:**

*We are well on our way to getting to a state of good repair.*

*However, we have not solved the issue of how to deal with growth and traffic congestion.*
4th largest state highway system in the Nation

serving the

6th fastest growing state in the Nation
It is better to look ahead and prepare than to look back and regret.

— Jackie Joyner-Kersee
“Planning Ahead” by the Legislature is Driving Our Success:

✓ Diversified SCDOT’s Revenue Stream.

✓ Phased-in Gas Tax Increase to Ramp Industry Up.

✓ Enabled SCDOT to implement a strategic, targeted plan to rebuild and improve the network.

✓ SCDOT was well-positioned to maintain a robust construction program, despite COVID-19 revenue impacts.
A Diversified Revenue Stream has been Key to SCDOT

- SCDOT is no longer over-reliant on federal funds.
- Federal strings have been cut and projects streamlined.
- State funds are a good mixture of road user fees.
COVID-19 Impact

- Revenue volatility. Gas Tax Car Sales Tax
- Cut internal operating costs by 12% to balance.
- No road or bridge projects were cut or delayed.
- Expanded work zones due to lower traffic levels.
- Deploy $140M in one-time federal coronavirus funding to pay-off SCDOT debt.
July 1, 2020 marked the start of Year 4 of the phased-in 12¢ Gas Tax Increase

1¢ generates ≈ $34 Million
SCDOT has Dramatically Increased its Work Program

- 2008: $1B
- 2014: 3x
- 2021: $3.1B

Construction Contracts
SCDOT’s 4 Main Investment Areas

**Safety**
- SC has the highest rural fatality rate in the Nation.

**Paving**
- SC has a large road network that had been neglected for three decades.

**Bridges**
- SC’s bridges are vital links in the system.

**Interstates**
- SC is booming and our economy is dependent upon good interstates.
The 10-Year Plan Investment Areas: All Funds Combined

- **Maintenance**: ≈ 40% targeted towards congestion
- **Congestion**: ≈ 60% targeted towards maintenance

### Investment Areas:
- **Safety Projects**: $100M in 2024, $100M in 2025, $100M in 2026, $100M in 2027
New Gas Tax Trust Fund

Through Jan 31, 2021

$1.69 Billion
In Revenue Deposited

$1.69 Billion
In Road and Bridge work has been advanced to construction

$132 Million
In Statutory Diversions
New Gas Tax Trust Fund
Through Jan 31, 2021

$1.69 Billion
In Revenue Deposited

$70M CTC Donor Bonus
$62M transfers to DOR

$1.69 Billion
In Road and Bridge work

$809M in payouts made
$890M in payouts remaining

Contractors are paid as the work is installed on a monthly basis.
The New Gas Tax Trust Fund is Invested in:

As of January 31, 2021

$1.259 Billion Pavements

$162M Rural Road Safety

$259M Interstates

$18M in Additional Bridges
Pavement Conditions Have Improved Across the State

<table>
<thead>
<tr>
<th>Pavement Type</th>
<th>2020 Condition</th>
<th>Improvement</th>
</tr>
</thead>
<tbody>
<tr>
<td>Neighborhood Streets</td>
<td>22% Good</td>
<td>+7%</td>
</tr>
<tr>
<td>Farm to Market Secondaries</td>
<td>29% Good</td>
<td>+10%</td>
</tr>
<tr>
<td>Major Road Pavements</td>
<td>42% Good</td>
<td>+19%</td>
</tr>
<tr>
<td>Interstate Pavements</td>
<td>77% Good</td>
<td>+12%</td>
</tr>
</tbody>
</table>
Pavement Conditions Have Improved Across the State

Neighborhood Streets
- 20,589 CL Miles, carries 6% of the state’s traffic
- 7% improvement
- $82M / Year

Farm to Market Secondaries
- 10,395 CL Miles, carries 17% of the state’s traffic
- 10% improvement
- $100M / Year

Major Road Pavements
- 9,469 CL Miles, carries 47% of the state’s traffic
- 19% improvement
- $230M / Year

Interstate Pavements
- 851 CL Miles, carries 30% of the state’s traffic
- 12% improvement
- $150M / Year

\[\approx \] $150M / Year
\[\approx \] $230M / Year
\[\approx \] $100M / Year
\[\approx \] $82M / Year
Nearly 30% of fatalities and serious injury crashes in our rural areas are occurring on just over 5% of our network.
Progress towards Performance Targets

- **559 miles**
  - of Rural Road Safety Projects
  - 10-Year Target: 1000 miles

- **190 Bridge Projects**
  - 10-Year Target: 465 bridges
# Transparency Reports

## New Gas Tax Trust Fund

### Monthly Account Statement through January 31, 2021

<table>
<thead>
<tr>
<th>Deposits (Revenues):</th>
<th>Cumulative Since July 1, 2017</th>
</tr>
</thead>
<tbody>
<tr>
<td>Motor Fuel ($ 8 cents per gallon)</td>
<td>$ 19,127,409.88</td>
</tr>
<tr>
<td>International Fuel Tax Agreement (note 1)</td>
<td>$ 143,435,279.18</td>
</tr>
<tr>
<td>Infrastructure Maintenance Fee (note 2)</td>
<td>$ 3,032,068.71</td>
</tr>
<tr>
<td>Registration Fees</td>
<td>$ 2,789,212.51</td>
</tr>
<tr>
<td>Sales and Use Tax - Motor Fuel Use</td>
<td>$ 2,859,033.38</td>
</tr>
<tr>
<td>Road Use Fee</td>
<td>$ 166,520.00</td>
</tr>
<tr>
<td>Unclaimed Tax Credit</td>
<td>$ 504,023.20</td>
</tr>
<tr>
<td>Investment Earnings</td>
<td>$ 3,313,639.91</td>
</tr>
</tbody>
</table>

<table>
<thead>
<tr>
<th>Total Deposits (Revenues) Received to Date</th>
<th>$ 44,348,643.40</th>
</tr>
</thead>
<tbody>
<tr>
<td>Statutory Required Payments</td>
<td></td>
</tr>
<tr>
<td>County Transportation Program (CTC) Transfers</td>
<td>$ (17,694,692.40)</td>
</tr>
<tr>
<td>Income Tax Credit Transfers to Department of Revenue</td>
<td>$ (4,266,746.20)</td>
</tr>
<tr>
<td>Total Statutory Required Payments to Date</td>
<td>$ (21,963,438.60)</td>
</tr>
</tbody>
</table>

| Net Amount Available for Road Projects | $ 1,560,736,858.88 |

## Committed Projects

<table>
<thead>
<tr>
<th>Paving</th>
<th>Development</th>
<th>Construction</th>
<th>Total</th>
</tr>
</thead>
<tbody>
<tr>
<td>$ 119,386,599.47</td>
<td>$ 1,195,955,019.85</td>
<td>$ 1,259,641,619.32</td>
<td></td>
</tr>
<tr>
<td>Rural Road Safety</td>
<td>$ 33,333,545.79</td>
<td>$ 129,959,144.73</td>
<td>$ 162,317,690.52</td>
</tr>
<tr>
<td>Interstate Widening</td>
<td>$ 258,598,562.10</td>
<td>$ 258,598,562.10</td>
<td></td>
</tr>
<tr>
<td>Additional Bridge Projects</td>
<td>$ 13,034,721.75</td>
<td>$ 4,788,186.27</td>
<td>$ 17,822,908.02</td>
</tr>
</tbody>
</table>

| Total Project Commitments Made to Date | $ 156,770,607.01 | $ 1,532,040,912.99 | $ 1,688,811,520.00 |

## Road Project Payments

<table>
<thead>
<tr>
<th>Payment Type</th>
<th>Amount</th>
</tr>
</thead>
<tbody>
<tr>
<td>Vendor Payments Made for Completed Work</td>
<td>$ (14,551,869.77)</td>
</tr>
<tr>
<td>Pending Vendor Payments</td>
<td>$ (808,542,859.05)</td>
</tr>
<tr>
<td>Trust Fund Cash Balance</td>
<td>$ 753,194,919.63</td>
</tr>
</tbody>
</table>

## 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 SC DOT’s main operating account.
SC’s Aggressive Interstate Widening Program

Targets Bottlenecks in Urban Areas

And

Key Rural Sections Needed for Freight Movement
Target Bottlenecks in the Urban Areas

- I 85 / I 385
- Malfunction Junction, I 20, I 26
- I 26 / I 526 and existing I 526

≈$325M
≈$2.4B
≈$4-6B
Widen Key Rural Segments

- I 85 from Spartanburg to NC State Line
- Close the Gap on I 26 between Columbia and Charleston
- I 95 at GA State Line

≈$830M
≈$2.2B
≈$935M
The Remaining Gaps in our Program

Funding for Regional Projects selected by the MPO and COGs across the State has remained stagnant @ $138M per year.

The MPO/COG Program needs a $100M boost in order to keep pace and support a more multimodal system.
The Remaining Gaps in our Program

Routine Maintenance needs a $60M boost

SC’s Bridge Program needs a $40M boost
Continuous improvement is better than delayed perfection.

Mark Twain