

**AGENCY NAME:**

**AGENCY CODE:**

**SECTION:**

**2022**

## **Accountability Report**

### **SUBMISSION FORM**

I have reviewed and approved the data submitted by the agency in the following templates:

- Data Template
  - Reorganization and Compliance
  - FY2022 Strategic Plan Results
  - FY2023 Strategic Plan Development
  - Legal
  - Services
  - Partnerships
  - Report or Review
  - Budget
- Discussion Template
- Organizational Template

I have reviewed and approved the financial report summarizing the agency's budget and actual expenditures, as entered by the agency into the South Carolina Enterprise Information System.

The information submitted is complete and accurate to the extent of my knowledge.

**AGENCY DIRECTOR**  
**(SIGN AND DATE):**

*Signature on File*

**(TYPE/PRINT NAME):**

**BOARD/CMSN CHAIR**  
**(SIGN AND DATE):**

*Signature on File*

**(TYPE/PRINT NAME):**

<b>South Carolina Department of Transportation</b>			
<b>U120</b>	<b>SECTION:</b>	<b>084</b>	

## **AGENCY’S DISCUSSION AND ANALYSIS**

The South Carolina Department of Transportation (**SCDOT**) is the state agency in South Carolina responsible for planning, constructing, maintaining, and operating the highway system in South Carolina, as well as the development of a statewide intermodal and freight program. The SCDOT Headquarters is located centrally in Columbia, with county offices representation in every county across the state. On a day-to-day basis, 1 Secretary of Transportation, 3 Deputy Secretaries, 7 Engineering Districts, 46 County Offices, and approximately 4,500 hard-working men and women fulfill this charge.

There is a nine-member Transportation Commission that governs SCDOT, with one member from each of the seven Congressional Districts and two at-large members. The Commission appoints the Secretary of Transportation, with the advice and consent of the Senate. The Secretary is charged with the duty to carry out the policies of the Commission, administer daily operations of the agency, and provide direction to staff.

This transportation organization composes the 4<sup>th</sup> largest state-owned system in the United States with approximately 41,295 centerline miles of roadway and 8,431 bridges. While serving the 10<sup>th</sup>-fastest population growth rate in the nation, the highway system is vital to the increasing growth of South Carolina’s economy. South Carolina’s highway system interconnects ports with major cities and commercial hubs while promoting the efficient transfer of both goods and people within the State and across interstate corridors. South Carolina continues to attract new residents, tourists, and businesses. This growth has influenced SCDOT’s ability to maintain and operate the transportation network. SCDOT has focused its efforts to getting the system to a state of good repair through the development and implementation of an aggressive 10-Year Plan to drive investments towards projects that aid in recovering the system from the past three decades of underfunding.

The SCDOT 10-Year Plan became possible through the passage of Act 40 of 2017, by the South Carolina General Assembly. It infused approximately \$600 million annually in new state funding dedicated to SCDOT. In January 2022, the Governor and the General Assembly approved \$453 million in one-time American Rescue Plan Act (ARPA) funds to accelerate our interstate widening program, \$133.6 million is one-time funding for the widening of our rural interstates, \$120 million in state funding to serve as a match for our federal aid program, and \$250 million to the County Transportation Committees (CTCs). The increased funding has and will continue to allow us to make progress over the next decade in restoring our transportation network.

On the federal side, SCDOT received an increase in federal funding -approximately \$1 billion- through the Bipartisan Infrastructure Law (BIL), with additional federal funds tied specifically to bridges, electric vehicle charging, and discretionary grant programs. Together, these unprecedented investments in the state’s physical infrastructure will help all South Carolinians by combating congestion in urban areas and addressing economic development and mobility needs in rural areas.

*“The money’s been put to work and the industry has responded. The bottom line is ... we’ve exceeded the targets that we’ve set up, so it’s time to **raise the bar.**”*

**Christy Hall, P.E.**  
South Carolina Secretary of Transportation

	<b>South Carolina Department of Transportation</b>		
	<b>U120</b>	<b>SECTION:</b>	<b>084</b>

## SIGNIFICANT PROJECTS

The 10-Year Plan was developed by SCDOT by aligning all of the agency’s infrastructure repair and improvement efforts. This plan encapsulates 2018-2027, and has allowed SCDOT to succeed by (1) Diversifying SCDOT’s revenue stream to not be over reliant on federal funds, and allowing projects to be streamlined; (2) Phasing in the Gas Tax increase to allow ramping up of industry; (3) Implementing a strategic targeted plan to rebuild and improve the transportation network; (4) Putting SCDOT in a position to maintain a robust construction program, despite external impacts.

At the halfway mark of this plan, unprecedented progress has been made. SCDOT has dramatically increased its work program by tripling its construction program to a record-breaking \$3.8 billion level at the end of 2022. There is construction or maintenance in *every county*. The transportation industry has responded by completing record-breaking levels of work. We have invested the funds in these four programs, exactly the way we said we would:

- **SAFETY/RURAL ROAD:** South Carolina ranks #1 for Rural Fatality Rates in the nation. Nearly 30% of the state’s fatalities and serious injury crashes occur on rural roads that makes up 5% of the network. The Safety/Rural Road program *raised the bar from the ten-year total of 1,000 miles to 1,250 miles*, and is currently **ahead of schedule at 756 miles completed to date.**
- **PAVING:** The largest single area of this investment is for paving. SC has a large network of roads that had been neglected for thirty years resulting in billions of dollars in deferred maintenance. By design, our Strategic Plan (Goal 2.2.) tracks the progress of our Pavement Program, in which every county is guaranteed paving projects. The major road networks or **primary routes have improved their measurement of “good” from 19% (2016) to 43% (2022)**, well on our way towards 53% Good target for year 2026. That is equivalent to paving **approximately 5,500 miles** of road!
- **BRIDGES:** The vital links in the transportation system in and across South Carolina are the bridges. SCDOT has targeted load restricted and bridges in poor condition on the network that create inefficiencies and unnecessary delays. With the completion of the three-year Load Rating Effort in 2021, and additional funding available, it became evident that a more holistic approach was needed to deliver the bridge program. SCDOT expanded the scope of the program and increased the number of bridges. The bridge program *raised the bar by increasing our ten-year target of replacing 465 bridges to 500 bridges* while remaining **on target with 224 bridges completed or under contract.**
- **INTERSTATE CAPACITY:** SC is booming and our economy is dependent upon good interstates to feed our economic engine. We have established an aggressive interstate widening program that will improve mobility and capacity by widening more than 100 centerline miles of interstate, targeting bottlenecks in urban areas and key rural sections. Our ten-year objective of improving 140 miles of interstates is **on target with approximately 82.5 miles completed or advanced to construction.**

	<b>South Carolina Department of Transportation</b>		
	<b>U120</b>	<b>SECTION:</b>	<b>084</b>

## AGENCY SUCCESSES

The 10-Year Plan has been marked with successes as roads are resurfaced, bridges are replaced, interstates are widened, and rural roads are tackled. In addition to those successes, SCDOT strengthened partnerships and earned major achievements and awards as follows:

- In July 2021, the US 15 Bridge over Indian Fields Swamp won a **2021 Design-Build Merit Award** from the Design-Build Institute of America’s National Project/Team. The Dorchester County project was designed, permitted, and constructed in 111 days from notice of award, which was 52 days ahead of the required completion date.
- Benedict College, FHWA, and SCDOT held a virtual **2021 Summer Transportation Institute (STI) Event** in July 2021. The program consisted of 21 high school students representing 15 high schools in South Carolina. The federal initiative was created to bring about awareness to students on career opportunities in transportation.
- On November 2, 2021, SCDOT employees in every county participated in the **Fall Cleanup** event. Thousands of pounds of litter were picked up statewide from the highway system.
- **Carolina Crossroads Groundbreaking** Ceremony on November 8, 2021, Governor McMaster joined SCDOT, FHWA and other elected officials for the groundbreaking of the Carolina Crossroads project in Columbia. The project is South Carolina’s largest interstate improvement project to date and will improve 14 miles of I-20, I-26 and I-126.
- The contract for the final phase of the **Berlin G. Myers Parkway** was awarded on November 15, 2021, after more than 18-years of permitting and engineering work. This project required two environmental permits (404 and 408), which was a very rare occurrence. This will complete the final 3.9 miles of the parkway in Summerville.
- In December 2021, SCDOT partnered with the South Carolina Department of Public Safety to kickoff the **“Sober or Slammer” Campaign** and address the high number of traffic and pedestrian fatalities in South Carolina.
- In February 2022, SCDOT partnered with SCDPS to film a **“Move Over” Public Service Announcement** reminding motorists to slow down, proceed with caution, and if possible, change lanes when approaching emergency vehicles on the side of the road.
- The **Spring Spruce Up** event was held on March 30, 2022, in conjunction with Lt. Governor Pamela Evette’s **Grab-A-Bag** SC effort. Approximately 2,000 SCDOT employees participated statewide in the clean-up event and removed more than 97 tons of litter from South Carolina highways.
- SCDOT and SC Department of Public Safety (SCDPS) jointly won the State Library **Notable State Document Award** on April 13, 2022. The award recognized the “South Carolina Strategic Highway Safety Plan Target Zero” document that provides a comprehensive and coordinated framework for safety partners to reduce fatalities and serious injuries on all public roads in South Carolina.
- In May 2022, the American Council of Engineering Companies awarded SCDOT the **National Engineering Excellence Award** for the agency’s work to repair a damaged tendon (cable) on the I-526 Wando River Bridge. The damage was discovered during a routine inspection in May 2018, and the bridge was fully reopened to traffic three weeks later.

<b>South Carolina Department of Transportation</b>			
	<b>U120</b>	<b>SECTION:</b>	<b>084</b>

## INTERNAL & EXTERNAL FACTORS AFFECTING PERFORMANCE

This section displays the internal and external factors that influenced the agency's performance over the past year, as well as our current efforts and result.

### *Internal*

- **Personnel:** Our employees are the most critical internal factor that affects how our mission is performed. The talented individuals that unite and make up One SCDOT are our greatest assets. SCDOT is challenged in our ability to attract, hire and retain employees in each county of the state. We have developed a Target Operating Model, which is described later in this document under Restructuring Recommendations. The retention of valued employees is essential for our agency to achieve its mission.
- **Extraordinary Events:** SCDOT continually responds statewide to natural or man-made calamities, such as hurricanes, flooding, severe storms, tornadoes, seismic activity, fires, or emergency road/bridge closures. Our employees go above and beyond to assist during such times. This year we responded to January's Winter Storm Izzy. Funding for such expenses is absorbed from other programmed, budgeted items. Extraordinary events affect existing programs, unless additional funding is made available at federal or state levels.
- **Infrastructure:** Some of the biggest challenges with the existing system are (1) poor pavement conditions, (2) structurally-deficient bridges, (3) much-needed road widenings, and (4) deadly rural roads. *These four areas continue to be tracked and are a major focus of our Ten-Year Plan.*

### *External*

- **Federal Funds and the Infrastructure Investment and Jobs Act (IIJA):** The largest revenue source (almost 45%) for SCDOT is Federal Funds derived from the Federal Motor Fuel User Fees. The current federal transportation legislation, IIJA, became law on November 15, 2021. The appropriations of IIJA will provide guaranteed federal funding between FY'22 and FY'26, and be available until fully expended for certain programs, allowing us to continue progress on our Ten-year plan, especially the interstate and bridge programs.
- **State Funds:** The SC General Assembly set the stage for allocating recurring funds for SCDOT through the Roads Bill of 2017. For FY 2023, they have once again focused on transportation by approving one-time funds through the American Rescue Plan Act (ARPA) dedicated to accelerate our interstate widening program, widening rural interstates, serving as a match for our federal aid program, and funding for the County Transportation Committees (CTCs). This additional state funding, combined with federal funds, will allow us to advance the 10-year plan.
- **Continuation of COVID-19 Work and Revenue Impacts:** While the global COVID-19 pandemic continues to shift, the effects are still felt across the transportation sector. Contractors and their sub-contractors are facing challenges with material shortages and labor inefficiency. Key components of the 10-year plan's success are to ensure that there are enough contractors to complete the work and enough materials to complete projects.

<b>South Carolina Department of Transportation</b>			
<b>U120</b>	<b>SECTION:</b>	<b>084</b>	

## CURRENT EFFORTS & ASSOCIATED RESULTS

Over the last two years SCDOT has gradually restructured in an effort to align our organizational chart to meet the challenge, vision, and priorities of the 10-Year Plan. To reflect a planned future structure of each Division, a Target Operating Model was established that reflects a desired future state at 85% of current authorized manpower levels. The Agency organizational chart was revised and continues to evolve in an effort to diligently improve and enhance our transparency efforts, re-evaluate priorities for utilizing available manpower, and thoroughly review standing/historical practices to ensure consistency with priorities of the agency.

The enclosed organizational chart shows the structure and the first three levels of the chain of command. Since last year's submittal of this report, changes were made to the following areas: under Finance and Administration, the Contract Assurance Office was moved under the Chief Procurement Officer, and the Office of Local Government Services was created to streamline grant management with local government and political subdivisions; the Legal Services Office is now referred to as Chief Counsel and oversees the Claims Office and the Call Center; Public Relations was renamed Public Engagement; in Engineering, the Office of Mega Projects was renamed Alternative Delivery. (Please see "Organization Template.")

Although Commissioners are not employee positions reflected on the organizational chart, there were several changes that occurred earlier this year:

- David E. "Gene" Branham, Sr., representing the 5th Congressional District, was elected Chairman of the Transportation Commission following the January 2022 meeting.
- Tony K. Cox, representing the 7th Congressional District, was elected Vice-Chairman following the January 2022 meeting.
- William B. Dukes, representing the 2nd Congressional District, filled the vacated position in August 2021.
- Max K. Metcalf, representing the 4th Congressional District, filled the vacated position in May 2022.
- There are currently three vacant positions on the Commission representing the 1<sup>st</sup> Congressional District and two of the Governor's At-Large Appointees.

The Secretary of Transportation and the governing board of the agency mentioned above, the SCDOT Commission, fully understand the challenge of building, maintaining, and preserving the pavement and bridge assets of the state highway system today, and how this will enable us to rebuild that system into one that will meet the needs of every South Carolinian in the future. To accomplish this, SCDOT developed and implemented four major transportation documents, to include the Strategic Plan (SP), Statewide Transportation Improvement Program (STIP), the Transportation Asset Management Plan (TAMP), and Statewide Multimodal Transportation Plan (MTP).

SCDOT has adopted transportation asset and performance management as a best management practice and has fully embraced the concept for all of its programs. These plans document our commitment to the Governor, General Assembly, and the citizens of South Carolina, that SCDOT will maintain the State Highway System in the highest state of good repair possible given the funding available. A description of each plan or program is below:

- **Strategic Plan** is the overarching guide of our transportation vision, mission, values, and goals. The SCDOT Strategic Plan is a multi-year plan provided to all employees and continually presented to new employees at New Employee Orientations. Our statutory charge to ***"build and maintain roads and bridges in and across the state and provide mass transit to the motoring public"*** continues to be our purpose and therefore, our strategic plan continues as we complete and track measures for each goal (see Strategic Planning spreadsheets). Our Strategic Plan has five goals:

<b>South Carolina Department of Transportation</b>			
	<b>U120</b>	<b>SECTION:</b>	<b>084</b>

- 1: **Improve safety** programs and outcomes in our high-risk areas.
- 2: **Maintain and preserve** our **existing** transportation infrastructure.
- 3: **Improve SCDOT program delivery** to increase efficiency and reliability of our road and bridge network.
- 4: **Provide a safe and productive work environment** for SCDOT employees.
- 5: **Earn public trust** through transparency, improved communications, and audit compliance.

- **Statewide Transportation Improvement Program (STIP)** is the state’s 7-year improvement program for all projects or programs receiving state or federal funding, including pavements, bridges, upgrades, freight, safety, congestion mitigation and air quality (CMAQ), transportation alternatives program (TAP), railroad crossings, planning, State Transportation Infrastructure Bank (STIB) payments, preventative maintenance and operations, and public transportation. This is reviewed every three years, but is also revised on a continual basis to reflect the latest program and project information. The current plan was approved in 2021, and it will be updated in 2024.
- **Transportation Asset Management Plan (TAMP)** is a 10-year plan that focuses on programs and activities to improve business practices, asset conditions, and system performance. The TAMP uses asset and performance management principles and practices that tie defined asset condition outcomes to specific levels of investment. In other words, how do we ensure that pavement and bridge assets have the longest service life possible for the least practical cost. The plan includes the condition targets that were established as part of our 10-Year Plan. This is reviewed at two-year intervals to evaluate performance targets and sets the agency’s asset investment strategies. The current plan was completed June 2022.
- **Multimodal Transportation Plan (MTP)** is a 20-year long-range plan that identifies statewide, multi-modal needs, forecasts investment levels, and estimates annual funding gaps. The Multimodal Transportation Plan is South Carolina’s long-range transportation plan. The 2040 Multimodal Transportation Plan update includes fully integrated modal plans for the Interstate, Strategic Corridors, Public Transit and Human Health Service Coordination, Freight, and Rail. This is updated every five-years. The current plan was completed July 2020, with the next plan to follow in October 2024.

## [PLANS UNDER DEVELOPMENT](#)

Our current task over the next ten years and beyond is to continue the repair and rebuilding of our transportation network to ensure that our citizens and businesses can travel on a safe and reliable system. SCDOT has made excellent progress towards accomplishing the objectives in the 10-year Plan. We have a transformative opportunity in the remaining years of the current 10-year Plan to incorporate and accelerate projects to tackle the continued growth and economic development needs of the state.

SCDOT with foresight from the SC Legislature has created a diversified revenue stream. With additional federal funding through the federal Bipartisan Infrastructure Law (BIL), recurring matching state funds, one-time funding to accelerate significant Interstate projects and potential federal grant opportunities, the agency is well positioned to **deploy additional projects**, and **expand the scope** of the 10-year Plan and include more programs.

The first four elements of the Ten-Year Plan as seen on the following chart (Safety, Pavements, Bridges, and Interstate Capacity) have tracked performances over the past four Annual Accountability Reports. Great progress has been made in these areas. With additional funding at the federal and state levels, we are strategically

<b>South Carolina Department of Transportation</b>			
<b>U120</b>	<b>SECTION:</b>	<b>084</b>	

enhancing the safety and paving projects, as well as adding additional elements to the 10-Year Plan to include the regional mobility program, transportation system management & operations, rest area upgrades, and other specialty programs.

<i><b>Program Element</b></i>	<b>Program Description</b>
<i><b>Safety</b></i>	Improve non-interstate rural roads with tailored and targeted safety solutions to address road departure incidents throughout the State.
<i><b>Pavements</b></i>	More paving projects using a performance-based approach through a blend of preservation, rehabilitation and reconstruction. Replacement of Open Grade Friction Course on interstates to continue efforts to meet and exceed current planned goals.
<i><b>Bridges</b></i>	Refocus the bridge program with three priorities to: (1) drive the number of closed bridges to zero on all networks, (2) drive the number of posted bridges to zero on interstate and primary routes, and (3) reduce the number of posted bridges on the secondary system.
<i><b>Interstate Capacity</b></i>	Improve major bottlenecks on interstates in urban and rural areas for economic development, evacuation purposes, and to address major freight pinch points at interstate-to-interstate interchanges.
<i><b>Regional Mobility Program (Formerly MPO/COG Program)</b></i>	Refocusing on corridor congestion management, multimodal mobility and alternative transportation. Funding increase to provide minimum distribution to all MPOs and COGs.
<i><b>Transportation System Management &amp; Operations (TSMO)</b></i>	Program will aim to reduce idling and emissions through retimed signals, intelligent transportation systems, intersection improvements, and other strategies.
<i><b>Specialty - Rest Areas</b></i>	Rest area upgrades across the state with an initial focus on the I-26 evacuation corridor.
<i><b>Other Specialty Programs</b></i>	Includes Transportation Alternatives Program (TAP), Planning, Electrical Vehicles, Capital Drainage, and State Infrastructure Bank (SIB) One-Cent Contribution.

<b>South Carolina Department of Transportation</b>			
<b>U120</b>	<b>SECTION:</b>	<b>084</b>	

## **RISK ASSESSMENT & MITIGATION STRATEGIES**

With each activity SCDOT does, there are risks. Identifying these risks allows SCDOT to better scope the risks, identify ownership, develop mitigation strategies, allocate resources, and manage and monitor the risk. Generally, SCDOT deals with both internal and external risks. Internal risks are those risks within the control of the Department and, as such, SCDOT has the capability to plan and mitigate their occurrences and impacts. While SCDOT does not have control over the occurrence of external risks, identifying these risks facilitates the development of response plans to alleviate the risk impacts upon their occurrence. SCDOT identifies both internal and external risks that can be further classified at four different levels of operations:

1. **Agency or Enterprise-level risks:** These are risks associated with SCDOT goals and objectives. They originate from threats and uncertainties that can hinder SCDOT from realizing its short and long-term goals and are dealt with at the executive level.
2. **Program-level risks:** These are risks associated with the different programs or units within the Department. Program-level risks originate from threats and uncertainties that can hinder achievement of program goals and objectives, or lead to the inefficient operation of business units within SCDOT.
3. **Asset/Project-level risks:** These are risks inherent in individual projects undertaken by the Department. Project-level risks are the most common type of risks usually managed by State DOTs. Because federal legislation (MAP-21) includes mandates to develop risk-based transportation asset management plans, SCDOT approaches risk management in a more comprehensive manner.
4. **Activity-level risks:** These are risks associated with conducting daily work activities that support programs or projects. They are identified in action plans prepared by every unit in support of the SCDOT Strategic Plan. Activities that support one of the strategic goals or objectives are listed along with the associated risks, risk owner, and actions taken to mitigate the risks.

Our goal is simple, which is “**build and maintain roads and bridges in and across the state and provide mass transit to the motoring public.**” Our challenge is to do this safely and efficiency. With assistance of the Internal Audit Services Office, risks were assessed and compiled to highlight areas that need to be managed. The top three areas are shown below.

1. **Personnel issues** including the loss of key staff and the inability to recruit and retain staff.
2. Perpetual challenge of our **external partners** to effectively ramp up. The agency continues to work with its partners to promote increased capacity. The industry has responded to the increase in projects.
3. Response to man-made or natural **disasters**. SCDOT continually responds statewide to calamities, such as hurricanes, floods, tornados, earthquakes, fires, winter storms, etc. Our employees go above and beyond to assist during such times. There is also a financial risk implied with disasters.

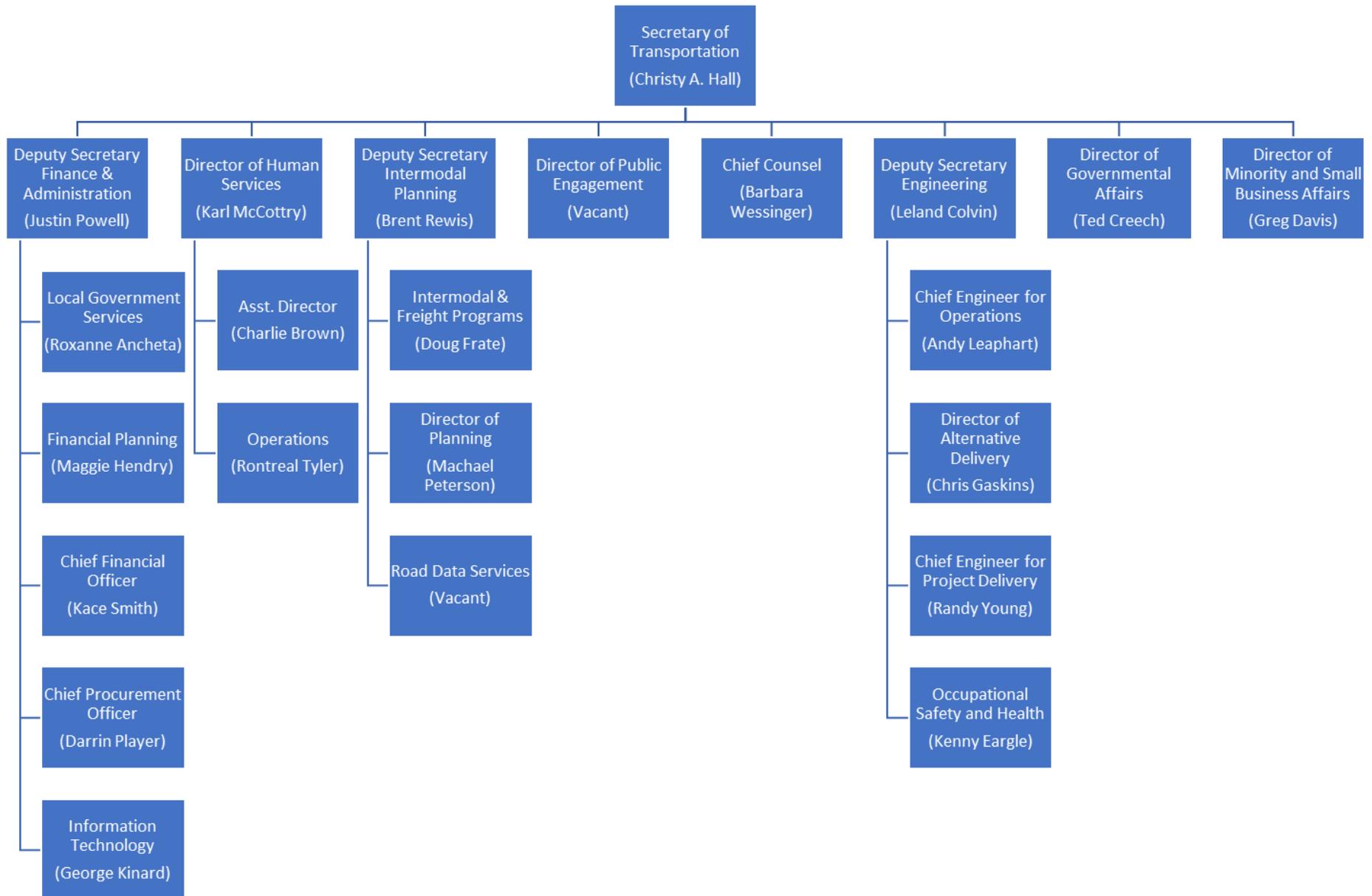
## TAMP UPDATE

The Transportation Asset Management Plan (TAMP) is a required federal document (23 CFR Part 515.9) and state document (SC Code 57-1-380). For accountability purposes and fulfillment of Section 57-1-380, SCDOT has chosen to publish “an annual update on achieving the TAMP performance goals to the General Assembly and the public” as part of this report.

<b>Transportation Asset Management Plan (TAMP) Performance Targets</b>												Updated July 29, 2021							
Safety		2016 Baseline Condition		10-Year Target		Year Five				Average Annual Funding Level	Commission Approval Date								
						2021 Interim Target		2021 Actual Values											
Fatalities (Statewide)		890		1139		968		1059		<b>\$130M</b>	October 21, 2021 <small>(Funding updated)</small>								
Fatality Rate		1.75		1.90		1.68		1.92											
Number of Serious Injuries		3194	5-Year Rolling Average	2731	5-Year Rolling Average	2923	5-Year Rolling Average	2860	5-Year Rolling Average										
Serious Injury Rate		6.30		4.56		4.93		4.99											
Non-Motorized Fatalities & Serious Injuries		376		469		377		454			March 17, 2022 (10-year target updated)								
Emphasis Area: Roadway Departures										\$70M Emphasis Area Allocation									
Rural Road Safety Program Interstate Safety Program Rumble Strips Installation Program										\$50M	September 2017								
										\$11M	March 2018								
										\$9M	March 2018								
Emphasis Area: Intersections & Other High Risk Locations										\$22M Emphasis Area Allocation									
Intersection Safety Projects Railroad Safety Projects Work zone Enforcement  Target Zero Law Enforcement Teams  Road Safety Assessments & Implementation										\$13M	March 2018								
										\$4M	March 2018								
										Included in Project Costs Previously Allocated									
										\$5M	March 2018								
Emphasis Area: Vulnerable Roadway Users										\$5M Emphasis Area Allocation									
Pedestrian & Bicycle Safety Projects										\$5M	March 2018								
Safety Data Analytics										\$2M									
<b>Total Average Annual Funding</b>										<b>\$99M</b>	March 2018								
Pavements		Baseline Centerline Miles	Baseline % VMT	2016 Baseline		10-Year Target		2021 Target		2021 Actual		Average Annual Funding Level	Commission Approval Date						
				% Good	% Poor	% Good	% Poor	% Good	% Poor	% Good	% Poor								
Interstate		851	30%	65%	11%	92%	3%	76%	8%	78%	8%	\$152M	October 2021						
Primary		9,517	46%	23%	55%	53%	30%	35%	45%	42%	42%	\$282M	October 2021						
<i>Non-Interstate NHS</i>		2,752	26%	28%	45%	72%	16%	46%	33%	52%	30%	\$96M	October 2021						
<i>Non-NHS Primaries</i>		6,765	20%	20%	61%	48%	37%	31%	51%	38%	47%	\$186M	October 2021						
FA Eligible Secondary		10,370	17%	19%	52%	40%	36%	27%	45%	31%	43%	\$113M	October 2021						
Non-Federal Aid Eligible Secondary		20,657	7%	15%	55%	25%	45%	19%	51%	22%	45%	\$82M	October 2021						
<b>Total Average Annual Funding</b>										<b>\$628M</b>									
Bridges (by number)		Baseline # Structures	Baseline % VMT	2016 Baseline**		10-Year Target		2021 Target *		2021 Actual *		Average Annual Funding Level	Commission Approval Date						
				% Good	% Poor	% Good	% Poor	% Good	% Poor	% Good	% Poor								
NHS		1,745	56%	48%	6%	66%	0%	55%	4%	44%	3%	\$190M	October 2021						
Non-NHS		3,883	37%	46%	11%	41%	11%	44%	11%	38%	6%	\$32M	October 2021						
Off-System		2,794	7%	40%	9%	36%	10%	38%	9%	44%	6%	\$33M	October 2021						
Bridges (by deck area)		Baseline Bridge Deck Area† (square feet)	Baseline % VMT	2016 Baseline**		10-Year Target		2021 Target *		2021 Actual *		Average Annual Funding Level	Commission Approval Date						
				% Good	% Poor	% Good	% Poor	% Good	% Poor	% Good	% Poor								
NHS		39,110,289	56%	42%	4%	60%	0%	49%	2%	39%	4%	\$190M	October 2021						
Non-NHS		24,903,895	37%	50%	10%	41%	15%	46%	12%	48%	6%	\$32M	Oct-21						
Off-System		7,607,110	7%	51%	7%	44%	10%	48%	8%	47%	5%	\$33M	October 2021						
Bridge Programs				2016 Baseline Condition		10-Year Target		2021 Target (Cumulative)		2021 Actual (Cumulative)		Average Annual Funding	Commission Approval Date						
Load Restricted & NHS Structurally Deficient Bridge Program				465 bridges load restricted or structurally deficient		465 bridges replaced, repaired or permanently closed		185 bridges replaced, repaired or permanently closed		217 bridges replaced, repaired or permanently closed		\$36.5M	April 2018						
<b>Total Average Annual Funding</b>														<b>\$190M</b>	October 2021				

Pavement condition based on Pavement Quality Index (PQI).  
 NFA Secondary annual funding of \$121M includes estimated \$39M in CTC spending  
 \* Bridge conditions based on Federal Metrics.  
 Bridge Program Numbers are bridges complete and under construction.

<b>AGENCY NAME:</b>	<b>South Carolina Department of Transportation</b>		
<b>AGENCY CODE:</b>	<b>U120</b>	<b>SECTION:</b>	<b>084</b>





# SIGNIFICANT EVENTS



**READ INSTRUCTIONS:** Please list significant events related to your agency that occurred in FY2022. This may include, but is not limited to, programs added or cut and departmen(s) or division(s) changed. Only list one measure impacted per row. If the significant event impacted more than one agency measure, then the submitting agency should relist the significant event, and all corresponding data in the other columns, in as many rows as measures impacted, entering a different impacted measure per each row. Please note that some columns have a drop down menu. If a drop down menu is provided, only responses listed in the drop down menu may be used to complete the data. Do not leave blank. If additional responses are needed for Column G that aren't listed in the drop-down menu, email AAR@admin.sc.gov.

Fiscal year for reporting (autofills)	Description of Event:	Month Started (Choose July if continuing from previous year)	Month Ended (Choose June if the event continues past FY2022)	Agency Measures Impacted (one measure per row)	Other Impacts
FY2022	January 2022 Winter Storm Izzy	January	January	Annual average of percentage of routine maintenance work requests resolved within 30 days.	Extraordinary events, like winter storms, affect funding for exisiting programs, unless additional finding is made available at federal or state levels.
FY2022	January 2022 Winter Storm Izzy	January	January	Maintenance Assessment Program (MAP) Scores for individual asset categories: Deficient Brush Management.	
FY2022	January 2022 Winter Storm Izzy	January	January	Maintenance Assessment Program (MAP) Scores for individual asset categories: Deficient Limb Management.	
FY2022	American Rescue Plan Act (ARPA) Funding	January	June	Percentage of Pavements in Good Condition: Interstate.	Augments and advances the SCDOT 10-Year Plan.
FY2022	American Rescue Plan Act (ARPA) Funding	January	June	Miles of Rural Roads treated annually.	
FY2022	American Rescue Plan Act (ARPA) Funding	January	June	On-time delivery of critical interstate-to-interstate interchanges improvement projects: I26/20/126 by 2019.	
FY2022	American Rescue Plan Act (ARPA) Funding	January	June	On-time delivery of critical interstate-to-interstate interchanges improvement projects: I526/26 by 2027.	
FY2022	American Rescue Plan Act (ARPA) Funding	January	June	Number of "Poor" Bridges on the National Highway System.	
FY2022	Infrastructure Investment Jobs Act (IIJA -aka The Bipartisan Infrastructure Law (BIL))	November	June	Percentage of Pavements in Good Condition: Interstate.	Augments and advances the SCDOT 10-Year Plan. Historic investments in the transportation sector: improving public safety and climate resilience.
FY2022	Infrastructure Investment Jobs Act (IIJA -aka The Bipartisan Infrastructure Law (BIL))	November	June	Miles of Rural Roads treated annually.	
FY2022	Infrastructure Investment Jobs Act (IIJA -aka The Bipartisan Infrastructure Law (BIL))	November	June	On-time delivery of critical interstate-to-interstate interchanges improvement projects: I26/20/126 by 2019.	
FY2022	Infrastructure Investment Jobs Act (IIJA -aka The Bipartisan Infrastructure Law (BIL))	November	June	On-time delivery of critical interstate-to-interstate interchanges improvement projects: I526/26 by 2027.	
FY2022	Infrastructure Investment Jobs Act (IIJA -aka The Bipartisan Infrastructure Law (BIL))	November	June	Number of "Poor" Bridges on the National Highway System.	
FY2022	TOMS - Target Operating Model of 85%	July	June	Development and implementation of Succession Management planning.	Improves and enhances our transparency efforts, re-evaluates priorities for utilizing available man-power, and thoroughly reviews standing/historical practices to ensure consistency with priorities of the agency.





# STRATEGIC PLAN DEVELOPMENT FOR FY2023

**STOP** **READ INSTRUCTIONS:** Use the template below to record each Performance Measure (columns I and J) that your agency will be submitting for the 2023 accountability report. Only one Performance Measure should be completed per row. Complete the data in all corresponding columns occurring before (columns D-H) and after (columns K-W) each Performance Measures listed. Columns A,B,C will autofill. Columns D,N,O, and P have dropped down menus. Please note that some columns have a drop down menu. If a drop down menu is provided, only responses listed in the drop down menu may be used to complete the data.

Fiscal Year for which this Strategic Plan will be used (autofills)	Statewide Enterprise Objective from the drop down menu.	Goal number corresponding to column F	Agency Goal Description	Strategy number corresponding to column H	Strategy description to meet corresponding agency goal listed in column F	Performance Measure number corresponding to column J	Performance Measure description aligned with corresponding strategy listed in column H.	Performance Measure Base	Performance Measure Target	Performance Measure Actual	Performance Measure Value Type	Desired Outcome for Target Value	Time Applicable	Calculation Method	Data Source	Where can the data be found?	What stakeholder need is most satisfied when the agency meets this measure?	Please list the specific stakeholder or stakeholder population referenced in the previous question.	State Funded Program Number Responsible for this Measure
	Maintaining Safety, Integrity and Security	1	Improve safety programs and outcomes in our high-risk areas.	1.1	Continue implementation of Highway Safety Plan.	1.1.1.a.	Number of fatalities in the calendar year.	1020	968		Count	equal to or less than	Calendar Year (January 1 - December 31)	Fatalties from Jan 1 to Dec 31.	Incident Reports.	Traffic Engineering - SCDS database and internal RIMS (Road Inventory Maintenance System) and SMS (Safety Management System).	Direct benefit to customers, allows safety measures to be addressed and implemented.	Motoring public.	2004.010000.000
	Maintaining Safety, Integrity and Security	1	Improve safety programs and outcomes in our high-risk areas.	1.2	Develop and implement a data-driven, rural road safety program.	1.2.1.a.	Miles of Rural Roads treated annually.	0	100		Count	equal to or greater than	State Fiscal Year (July 1 - June 30).	Per centerline mile.	Road Inventory.	Traffic Engineering - Internal P25 (Project Programming System) and Excel.	Direct benefit to customers, allows safety measures to be addressed and implemented.	Motoring public.	2000.034500X000
	Public Infrastructure and Economic Development	2	Maintain and preserve our existing transportation infrastructure.	2.1	Improve SCDOT's reliability on resolving reported maintenance issues.	2.1.1.a.	Annual average of percentage of routine maintenance work requests resolved within 30 days.	0.73	0.75		Percent	equal to or greater than	State Fiscal Year (July 1 - June 30).	number of work requests marked "Closed" or "Completed" within 30 days of receipt	Telephone calls, web input, and safety list.	Maintenance - Internal HMMS (Highway Maintenance Management System)	Direct benefit to customers, allows safety measures to be addressed and implemented.	Motoring public.	2001.050000.000
	Public Infrastructure and Economic Development	2	Maintain and preserve our existing transportation infrastructure.	2.2	Utilize the Transportation Asset Management Plan (TAMP) to drive outcomes on system and asset condition.	2.2.1.a.1.	Percentage of Pavements in Good Condition: Interstate.	0.65	0.839		Percent	equal to or greater than	Calendar Year (January 1 - December 31)	Trend towards "good" pavements on 92% interstate routes by June 30, 2026. Target prorated annually.	Inventory list.	Maintenance - Internal HPMS (Highway Pavement Management System) and Pavement Profilers (from Traffic Engineering vans).	Direct benefit to customers, allows safety measures to be addressed and implemented.	Motoring public.	2001.050000.000
	Public Infrastructure and Economic Development	2	Maintain and preserve our existing transportation infrastructure.	2.2	Utilize the Transportation Asset Management Plan (TAMP) to drive outcomes on system and asset condition.	2.2.1.a.2.	Percentage of Pavements in Good Condition: Primary.	0.19	0.428		Percent	equal to or greater than	Calendar Year (January 1 - December 31)	Trend towards "good" pavements on 53% primary routes by June 30, 2026. Target prorated annually.	Inventory list.	Maintenance - Internal HPMS (Highway Pavement Management System) and Pavement Profilers (from Traffic Engineering vans).	Direct benefit to customers, allows safety measures to be addressed and implemented.	Motoring public.	2001.050000.000
	Public Infrastructure and Economic Development	2	Maintain and preserve our existing transportation infrastructure.	2.2	Utilize the Transportation Asset Management Plan (TAMP) to drive outcomes on system and asset condition.	2.2.1.a.3.	Percentage of Pavements in Good Condition: Federal Aid Secondary	0.19	0.337		Percent	equal to or greater than	Calendar Year (January 1 - December 31)	Trend towards "good" pavements on 40% federal aid roads by June 30, 2026. Target prorated annually.	Inventory list.	Maintenance - Internal HPMS (Highway Pavement Management System) and Pavement Profilers (from Traffic Engineering vans).	Direct benefit to customers, allows safety measures to be addressed and implemented.	Motoring public.	2001.050000.000
	Public Infrastructure and Economic Development	2	Maintain and preserve our existing transportation infrastructure.	2.2	Utilize the Transportation Asset Management Plan (TAMP) to drive outcomes on system and asset condition.	2.2.1.a.4.	Percentage of Pavements in Good Condition: Non-Federal Aid Secondary	0.15	0.214		Percent	equal to or greater than	Calendar Year (January 1 - December 31)	Trend towards "good" pavements on 25% non-federal aid roads by June 30, 2026. Target prorated annually.	Inventory list.	Maintenance - Internal HPMS (Highway Pavement Management System) and Pavement Profilers (from Traffic Engineering vans).	Direct benefit to customers, allows safety measures to be addressed and implemented.	Motoring public.	2001.050000.000
	Public Infrastructure and Economic Development	2	Maintain and preserve our existing transportation infrastructure.	2.2	Utilize the Transportation Asset Management Plan (TAMP) to drive outcomes on system and asset condition.	2.2.2.a.	Number of Load-Restricted bridges.	348	174		Count	equal to or less than	State Fiscal Year (July 1 - June 30).	All state-maintained bridges are rated on a national standard of rating. Some bridges in the state must be load-restricted for safety. This is the total number of load-restricted bridges in the state.	Inventory list.	Maintenance - Internal BMO (Bridge Maintenance Office) software, RIMS (Road Inventory Maintenance System), and ASHTOWare BRM (Bridge Management) software.	Direct benefit to customers, allows safety measures to be addressed and implemented.	Motoring public.	2001.050000.000
	Public Infrastructure and Economic Development	2	Maintain and preserve our existing transportation infrastructure.	2.2	Utilize the Transportation Asset Management Plan (TAMP) to drive outcomes on system and asset condition.	2.2.2.b.	Number of "Poor" Bridges on the National Highway System.	102	35		Count	equal to or less than	State Fiscal Year (July 1 - June 30).	All state-maintained bridges are rated on a national standard of rating. Original measure was for "structurally deficient" bridges. FHWA revised this category to "poor" bridges. This is the total number of "poor" bridges in the state.	Inventory list.	Maintenance - Internal BMO (Bridge Maintenance Office) software, RIMS (Road Inventory Maintenance System), and ASHTOWare BRM (Bridge Management) software.	Direct benefit to customers, allows safety measures to be addressed and implemented.	Motoring public.	2001.050000.000
	Public Infrastructure and Economic Development	2	Maintain and preserve our existing transportation infrastructure.	2.2	Utilize the Transportation Asset Management Plan (TAMP) to drive outcomes on system and asset condition.	2.2.3.a.1.	Maintenance Assessment Program (MAP) Scores for individual asset categories: Deficient Pavement Markings.	0.3582	0.322		Percent	equal to or less than	Calendar Year (January 1 - December 31)	MAP assessment data -10% reduction from previous year on Deficient Pavement Markings.	Inventory list.	Maintenance - Internal MAP (Maintenance Assessment Program) in SQL database.	Direct benefit to customers, allows safety measures to be addressed and implemented.	Motoring public.	2001.050000.000
	Public Infrastructure and Economic Development	2	Maintain and preserve our existing transportation infrastructure.	2.2	Utilize the Transportation Asset Management Plan (TAMP) to drive outcomes on system and asset condition.	2.2.3.a.2.	Maintenance Assessment Program (MAP) Scores for individual asset categories: Unacceptable Shoulders.	0.0396	0.036		Percent	equal to or less than	Calendar Year (January 1 - December 31)	MAP assessment data -10% reduction from previous year on Unacceptable Shoulders.	Inventory list.	Maintenance - Internal MAP (Maintenance Assessment Program) in SQL database.	Direct benefit to customers, allows safety measures to be addressed and implemented.	Motoring public.	2001.050000.000
	Public Infrastructure and Economic Development	2	Maintain and preserve our existing transportation infrastructure.	2.2	Utilize the Transportation Asset Management Plan (TAMP) to drive outcomes on system and asset condition.	2.2.3.a.3.	Maintenance Assessment Program (MAP) Scores for individual asset categories: Deficient Brush Management.	0.099	0.089		Percent	equal to or less than	Calendar Year (January 1 - December 31)	MAP assessment data -10% reduction from previous year on Deficient Brush Management.	Inventory list.	Maintenance - Internal MAP (Maintenance Assessment Program) in SQL database.	Direct benefit to customers, allows safety measures to be addressed and implemented.	Motoring public.	2001.050000.000
	Public Infrastructure and Economic Development	2	Maintain and preserve our existing transportation infrastructure.	2.2	Utilize the Transportation Asset Management Plan (TAMP) to drive outcomes on system and asset condition.	2.2.3.a.4.	Maintenance Assessment Program (MAP) Scores for individual asset categories: Deficient Limb Management.	0.0973	0.087		Percent	equal to or less than	Calendar Year (January 1 - December 31)	MAP assessment data -10% reduction from previous year on Deficient Limb Management.	Inventory list.	Maintenance - Internal MAP (Maintenance Assessment Program) in SQL database.	Direct benefit to customers, allows safety measures to be addressed and implemented.	Motoring public.	2001.050000.000
	Public Infrastructure and Economic Development	2	Maintain and preserve our existing transportation infrastructure.	2.2	Utilize the Transportation Asset Management Plan (TAMP) to drive outcomes on system and asset condition.	2.2.3.a.5.	Maintenance Assessment Program (MAP) Scores for individual asset categories: Mowing.	4	4		Count	equal to or greater than	Calendar Year (January 1 - December 31)	MAP assessment data - mowing has a minimum of 4 cycles per year.	Inventory list.	Maintenance - Internal MAP (Maintenance Assessment Program) in SQL database.	Direct benefit to customers, allows safety measures to be addressed and implemented.	Motoring public.	2001.050000.000
	Public Infrastructure and Economic Development	2	Maintain and preserve our existing transportation infrastructure.	2.2	Utilize the Transportation Asset Management Plan (TAMP) to drive outcomes on system and asset condition.	2.2.4.a.	Number of SCDOT titled public transit vehicles operating past their useful life.	0.47	0.6		Percent	equal to or less than	State Fiscal Year (July 1 - June 30).	Actual number of public transit vehicles operating past the prescribed useful life divided by the total number of vehicles.	Inventory list.	Intermodal & Freight Programs - Internal TAMS (Transit Asset Management System)	Direct benefit to customers, allows safety measures to be addressed and implemented.	Transit riders.	4003.000000.000

Public Infrastructure and Economic Development	2	Maintain and preserve our existing transportation infrastructure.	2.3	Increase competition by growing the number of South Carolina contractors capable of bidding on road and bridge work.	2.3.1.a.	Number of certified Disadvantaged Business Enterprises (DBEs) and Small Business Enterprises (SBEs) that receive technical training, business development and management assistance through SCDOT.	0	125	Count	equal to or greater than	State Fiscal Year (July 1 - June 30).	Number of businesses receiving training.	Attendee list from trainings.	Minority & Small Business Affairs - Internal DBE tracking system and Federal Highway Administration (FHWA) monthly reports.	Indirect benefit to customers, increasing knowledge/skills and potential new partnerships to be implemented.	DBE's and SBE's that work as Contractors and Sub-contractors.	0506.010000.000
Public Infrastructure and Economic Development	3	Improve SCDOT program delivery to increase the efficiency and reliability of our road and bridge network.	3.1	Target known congestion areas.	3.1.1.a.1.	On-time delivery of critical interstate-to-interstate interchanges improvement projects: I-85/385 by 2020.	0	100	Acceptable Range	Complete	State Fiscal Year (July 1 - June 30).	Utilizing project milestones in contract or approved by SCDOT.	Road Inventory.	Construction and Preconstruction - P25 software, AWP software, and internal records on 5 Phases of the project for substantially complete and final complete.	Direct benefit to customers, allows safety measures to be addressed and implemented.	Motoring public.	2000.034500X000
Public Infrastructure and Economic Development	3	Improve SCDOT program delivery to increase the efficiency and reliability of our road and bridge network.	3.1	Target known congestion areas.	3.1.1.a.2.	On-time delivery of critical interstate-to-interstate interchanges improvement projects: I26/20/126 by 2019.	0	100	Acceptable Range	Complete	State Fiscal Year (July 1 - June 30).	Utilizing project milestones in contract or approved by SCDOT.	Road Inventory.	Construction and Preconstruction - P25 software, AWP software, and internal records on 5 Phases of the project for substantially complete and final complete.	Direct benefit to customers, allows safety measures to be addressed and implemented.	Motoring public.	2000.034500X000
Public Infrastructure and Economic Development	3	Improve SCDOT program delivery to increase the efficiency and reliability of our road and bridge network.	3.1	Target known congestion areas.	3.1.1.a.3.	On-time delivery of critical interstate-to-interstate interchanges improvement projects: I526/26 by 2027.	0	100	Acceptable Range	Complete	State Fiscal Year (July 1 - June 30).	Utilizing project milestones in contract or approved by SCDOT.	Road Inventory.	Construction and Preconstruction - P25 software, AWP software, and internal records on 5 Phases of the project for substantially complete and final complete.	Direct benefit to customers, allows safety measures to be addressed and implemented.	Motoring public.	2000.034500X000
Public Infrastructure and Economic Development	3	Improve SCDOT program delivery to increase the efficiency and reliability of our road and bridge network.	3.1	Target known congestion areas.	3.1.1.b.	Average time to clear travel lanes for traffic incidents along our Incident Management Zones.	0	20	Ratio	equal to or less than	State Fiscal Year (July 1 - June 30).	Time measurement (in seconds, minutes, and hours.) Measured from detection to roadway clearance.	Traffic Management Center games and SHEP (State Highway Emergency Program) trucks.	Traffic Engineering - Internal Palgudze software.	Direct benefit to customers, allows safety measures to be addressed and implemented.	Motoring public.	2004.010000.000
Public Infrastructure and Economic Development	3	Improve SCDOT program delivery to increase the efficiency and reliability of our road and bridge network.	3.2	Increase SCDOT's reliability of delivering projects on-time and on-budget.	3.2.1.a.1.	Percent of phases authorized on schedule for Interstate Widening and Bridge Replacement projects: Right of Way (ROW).	0	0.75	Percent	equal to or greater than	State Fiscal Year (July 1 - June 30).	Utilizing project milestones in contract or approved by SCDOT.	Project schedule.	Finance - P25, SQL Server Management Studio, and Excel.	Indirect benefit to customers, allows projects to be completed on-time and on-budget.	Contractors and Sub-contractors.	2004.010000.000
Public Infrastructure and Economic Development	3	Improve SCDOT program delivery to increase the efficiency and reliability of our road and bridge network.	3.2	Increase SCDOT's reliability of delivering projects on-time and on-budget.	3.2.1.a.2.	Percent of phases authorized on schedule for Interstate Widening and Bridge Replacement projects: Construction.	0	0.8	Percent	equal to or greater than	State Fiscal Year (July 1 - June 30).	Utilizing project milestones in contract or approved by SCDOT.	Project schedule.	Finance - P25, SQL Server Management Studio, and Excel.	Indirect benefit to customers, allows projects to be completed on-time and on-budget.	Contractors and Sub-contractors.	2004.010000.000
Public Infrastructure and Economic Development	3	Improve SCDOT program delivery to increase the efficiency and reliability of our road and bridge network.	3.2	Increase SCDOT's reliability of delivering projects on-time and on-budget.	3.2.1.b.1.	Percent of projects completed on time.	0.83	0.8	Percent	equal to or greater than	State Fiscal Year (July 1 - June 30).	Utilizing project milestones in contract or approved by SCDOT.	Project schedule.	Construction - Internal Site Manager, Access, and Excel.	Indirect benefit to customers, allows projects to be completed on-time and on-budget.	Contractors and Sub-contractors.	2004.010000.000
Public Infrastructure and Economic Development	3	Improve SCDOT program delivery to increase the efficiency and reliability of our road and bridge network.	3.2	Increase SCDOT's reliability of delivering projects on-time and on-budget.	3.2.1.b.2.	Percent of projects completed on construction budget by Contracts.	0.77	0.9	Percent	equal to or greater than	State Fiscal Year (July 1 - June 30).	Utilizing project milestones in contract or approved by SCDOT.	Project schedule.	Construction - Internal Site Manager, Access, and Excel.	Indirect benefit to customers, allows projects to be completed on-time and on-budget.	Contractors and Sub-contractors.	2004.010000.000
Public Infrastructure and Economic Development	3	Improve SCDOT program delivery to increase the efficiency and reliability of our road and bridge network.	3.2	Increase SCDOT's reliability of delivering projects on-time and on-budget.	3.2.1.b.3.	Percent of projects completed on construction budget by total cost/bid.	0.95	0.9	Percent	equal to or greater than	State Fiscal Year (July 1 - June 30).	Utilizing project milestones in contract or approved by SCDOT.	Project schedule.	Construction - Internal Site Manager, Access, and Excel.	Indirect benefit to customers, allows projects to be completed on-time and on-budget.	Contractors and Sub-contractors.	2004.010000.000
Public Infrastructure and Economic Development	3	Improve SCDOT program delivery to increase the efficiency and reliability of our road and bridge network.	3.2	Increase SCDOT's reliability of delivering projects on-time and on-budget.	3.2.2.a.1.	Development and initiation of a watershed mitigation strategy.	0	0.75	Percent Complete	Complete	State Fiscal Year (July 1 - June 30).	Watershed mitigation strategy approved.	State and local topography maps and GIS.	Environmental Management - Internal GIS software.	Indirect benefit to customers, allows safety measures to be addressed and implemented.	Army Corp. of Engineers, SCDOT Staff, and Motoring public.	2004.010000.000
Public Infrastructure and Economic Development	3	Improve SCDOT program delivery to increase the efficiency and reliability of our road and bridge network.	3.2	Increase SCDOT's reliability of delivering projects on-time and on-budget.	3.2.2.a.2.	Secure mitigation availability within the four highest priority watersheds by 6-30-2020.	0	4	Count	Complete	State Fiscal Year (July 1 - June 30).	Watershed mitigation strategy approved.	State and local topography maps and GIS.	Environmental Management - Internal GIS software.	Indirect benefit to customers, allows safety measures to be addressed and implemented.	Army Corp. of Engineers, SCDOT Staff, and Motoring public.	2004.010000.000
Maintaining Safety, Integrity and Security	4	Provide a safe and productive work environment for SCDOT employees.	4.1	Promote workforce safety throughout the state.	4.1.1.a.	Number of "Let 'Em Work, Let 'Em Live" messages transmitted to the public.	0	100	Count	equal to or greater than	State Fiscal Year (July 1 - June 30).	Number of messages transmitted.	Scheduled transmittal of messages.	Traffic Engineering and Communications - Traffic Management Safety Campaign calendar.	Direct benefit to customers, provides safety awareness.	SCDOT Employees and motoring public.	2004.010000.000
Maintaining Safety, Integrity and Security	4	Provide a safe and productive work environment for SCDOT employees.	4.1	Promote workforce safety throughout the state.	4.1.2.a.	Number of SCDOT fatalities in our work zones.	1	0	Count	equal to or less than	State Fiscal Year (July 1 - June 30).	Total number reported from "Total first report of injury filed by year" along with # by district & HQ.	Injuries filed.	Safety - Risk Management Information System.	Indirect benefit to customers, allows safety measures to be addressed and implemented.	SCDOT Employees and motoring public.	2004.010000.000
Maintaining Safety, Integrity and Security	4	Provide a safe and productive work environment for SCDOT employees.	4.1	Promote workforce safety throughout the state.	4.1.2.b.	Number of reportable workplace injuries at SCDOT.	465	268	Count	equal to or less than	State Fiscal Year (July 1 - June 30).	Total number reported from "Total first report of injury filed by year" along with # by district & HQ.	Injuries filed.	Safety - Risk Management Information System.	Indirect benefit to customers, allows safety measures to be addressed and implemented.	SCDOT Employees and motoring public.	2004.010000.000
Maintaining Safety, Integrity and Security	4	Provide a safe and productive work environment for SCDOT employees.	4.2	Reinforce a culture of excellent customer service at SCDOT.	4.2.1.a.	Number of SCDOT Team members that have received updated Customer Service Training.	0	1	Percent	Maintain	State Fiscal Year (July 1 - June 30).	Percentage of total FTEs who have completed updated customer training.	SCDOT employees and trainers.	Human Resources - Learning Management System (LMS) and SCEIS.	Indirect benefit to customers, allows increased employee knowledge/skills.	SCDOT Employees and motoring public.	0506.010000.000
Maintaining Safety, Integrity and Security	4	Provide a safe and productive work environment for SCDOT employees.	4.2	Reinforce a culture of excellent customer service at SCDOT.	4.2.2.a.	Percentage of customer inquiries responded to within 2 business days.	0	0.95	Percent	equal to or greater than	State Fiscal Year (July 1 - June 30).	Response time for initial contact and completion status are both tracked and percentages are calculated within the Customer Service Center Tracking System.	Telephone calls and emails.	Call Center - Internal CSCTS (Customer Service Control Tracking System) spreadsheet and Finesse (CSCS).	Direct benefit to customers, provides timely, accurate and relevant information to customer.	SCDOT Employees and motoring public.	0506.010000.000
Maintaining Safety, Integrity and Security	4	Provide a safe and productive work environment for SCDOT employees.	4.2	Reinforce a culture of excellent customer service at SCDOT.	4.2.2.b.	Number of days to decision for commercial development permits following complete package submittals. (Processed in 30 days or less.)	0	0.9	Percent	equal to or greater than	State Fiscal Year (July 1 - June 30).	Encroachment Permit Processing System (EPPS) Report.	Customer permit application.	Maintenance - Internal EPPS (Encroachment Permit Processing System) in SharePoint platform.	Indirect benefit to customers, allows projects to be completed on-time and on-budget.	Contractors and Sub-contractors.	2001.050000.000
Maintaining Safety, Integrity and Security	4	Provide a safe and productive work environment for SCDOT employees.	4.3	Plan for an evolving workforce.	4.3.1.a.	Development and implementation of Succession Management planning.	0	100	Percent Complete	Complete	State Fiscal Year (July 1 - June 30).	Number of Direct Reports to the Secretary who have completed and submitted succession management plans.	Manpower management and division org charts.	Human Resources - Learning Management System (LMS).	Indirect benefit to customers, allows increased employee knowledge/skills.	SCDOT Employees.	0506.010000.000
Maintaining Safety, Integrity and Security	4	Provide a safe and productive work environment for SCDOT employees.	4.3	Plan for an evolving workforce.	4.3.1.b.	National Bridge Inspection Standards certified inspectors are readily available to assist in the inspection and monitoring of our bridges.	0	100	Percent	Maintain	State Fiscal Year (July 1 - June 30).	Contracts in place with Maintenance Office.	Certifications.	Maintenance - Internal procurement selection.	Direct benefit to customers, provides skilled inspectors to ensure safety.	Contractors and Sub-contractors.	2001.050000.000

Maintaining Safety, Integrity and Security	4	Provide a safe and productive work environment for SCDOT employees.	4.3	Plan for an evolving workforce.	4.3.2.a.	Number of graduates of the LEAD (Leadership Education And Development), Certified Public Manager (CPM) and American Association of State Highway Transportation Officials (AASHTO) leadership development programs.	0	60	Count	equal to or greater than	State Fiscal Year (July 1 - June 30).	Number of graduates of respective courses who are in full-time employment positions in the Agency.	Course completion.	Human Resources - Learning Management System (LMS).	Indirect benefit to customers, allows increased employee knowledge/skills.	SCDOT Employees.	0506.010000.000
Maintaining Safety, Integrity and Security	4	Provide a safe and productive work environment for SCDOT employees.	4.3	Plan for an evolving workforce.	4.3.3.a.	Number of employees that participate in Affirmative Action (AA) Overview training, including requirement for a 3-year refresher.	0	100	Percent	Maintain	State Fiscal Year (July 1 - June 30).	The Learning Management System tracks employees upon completing the Affirmative Action Overview training. Target decreased in 2019 due to number of retirees and non-filled positions in 2018.	Course completion.	Minority & Small Business Affairs - Learning Management System (LMS).	Indirect benefit to customers, allows increased employee knowledge/skills.	SCDOT Employees.	0506.010000.000
Maintaining Safety, Integrity and Security	4	Provide a safe and productive work environment for SCDOT employees.	4.3	Plan for an evolving workforce.	4.3.3.b.	Development and implementation of an Affirmative Action (AA) training component for newly hired managers and supervisors.	0	100	Percent Complete	Complete	State Fiscal Year (July 1 - June 30).	The AA Office will provide training during the Fundamentals of HR Management course. This course is offered 6 times per year, to include at least 10 hiring officials per class.	Course completion.	Minority & Small Business Affairs - Learning Management System (LMS).	Indirect benefit to customers, allows increased employee knowledge/skills.	SCDOT Employees.	0506.010000.000
Government and Citizens	5	Earn public trust through transparency, improved communications and audit compliance.	5.1	Utilize multiple ways to facilitate interactive communication about SCDOT.	5.1.1.a.	Revamping the website to focus on the core areas.	0	100	Percent Complete	Complete	State Fiscal Year (July 1 - June 30).	We are culling content from our site by working with individual departments, trying to attain feedback and design web pages.	Ten-year plan.	Information Technology and Communications - Internal software packages.	Direct benefit to customers, provide up-to-date transparency of projects.	Global access.	0506.010000.000
Government and Citizens	5	Earn public trust through transparency, improved communications and audit compliance.	5.1	Utilize multiple ways to facilitate interactive communication about SCDOT.	5.1.2.a.	Number of public speaking engagements.	4	100	Count	equal to or greater than	State Fiscal Year (July 1 - June 30).	Number of speaking engagements recorded across the state.	Engagements completed.	Communications - Internal record (Excel spreadsheet).	Direct benefit to customers, allows accurate information to be dispersed.	Citizens.	0506.010000.000
Government and Citizens	5	Earn public trust through transparency, improved communications and audit compliance.	5.2	Retool our existing reports to make them easier to understand.	5.2.1.a.	Statewide, District and County reports are published monthly on the webpage.	0	100	Percent	Maintain	State Fiscal Year (July 1 - June 30).	After SCEIS closes monthly transactions, a report of major funding activity is generated and published on webpage.	Monthly closeout.	Finance - SCEIS.	Direct benefit to customers, provide up-to-date and accurate information of reports.	Global access.	0506.010000.000
Government and Citizens	5	Earn public trust through transparency, improved communications and audit compliance.	5.2	Retool our existing reports to make them easier to understand.	5.2.2.a.	A simpler description of the process has been published on the webpage.	0	100	Percent Complete	Complete	State Fiscal Year (July 1 - June 30).	Review by non-engineering personnel.	SCDOT employees.	Communications and Planning - Web software- Dreamweaver.	Direct benefit to customers, provide up-to-date and accurate information of projects.	Global access.	0506.010000.000
Government and Citizens	5	Earn public trust through transparency, improved communications and audit compliance.	5.3	Provide continuous assurance of audit compliance.	5.3.1.a.	Continuous management of repository with regular updates, including verified management action plans.	0	100	Percent Complete	Complete	Calendar Year (January 1 - December 31)	Number of days past 1/1/20.	SCDOT management.	Internal Audit Services - Internal record (Excel spreadsheet).	Indirect benefit to customers, allows perpetual review of Agency areas.	SCDOT.	

# AGENCY LEGAL DATA

**STOP** **READ INSTRUCTIONS:** The table below has been pre-populated with data from last year's accountability report. Review for correctness. Please follow the instructions in the 2022 AAR Guidelines and Instructions to amend or maintain pre-populated data and add new data. Please note that some columns have a drop down menu. If a drop down menu is provided, only responses listed in the drop down menu may be used to complete the data.

Enter the state fiscal year for which you are reporting:	List each law number	Jurisdiction	Type	Please enter a description of the law.	What purpose does the law serve?	Notes (Optional)	Was there any change to this law during the past fiscal year?
FY2022	23 Code of Federal Regulations	Federal	Regulation	Federal Regulations applicable to federally funded highway programs.	Requires a service	Administer federally funded highway projects and programs.	No Change
FY2022	33 CFR Parts 325	Federal	Regulation	US Army Corps of Engineer Permits.	Requires a manner of delivery		No Change
FY2022	33 CFR Parts 332	Federal	Regulation	Compensatory Mitigation Requirements.	Requires a manner of delivery		No Change
FY2022	33 USC 1344, et seq.	Federal	Regulation	Clean Water Act of 1977.	Requires a manner of delivery		No Change
FY2022	40 CFR 230	Federal	Regulation	404(b) (1) Permits.	Requires a manner of delivery		No Change
FY2022	42 USC 4321, et seq.	Federal	Statute	National Environmental Policy Act of 1969.	Requires a manner of delivery		No Change
FY2022	49 Code of Federal Regulations	Federal	Regulation	Federal regulations applicable to federally funded transportation programs.	Requires a service	Delivery of Federal-aid Highway and Transit Programs.	No Change
FY2022	49 US Code, Title 49, Subtitle III	Federal	Statute	Section 5301, et seq. - Public Transportation.	Requires a service	Administer federally funded highway projects and programs.	No Change
FY2022	FY19-20 Proviso 117.110	State	FY 2019-20 Proviso	IT & Information Security Plans.	Report our agency must/may provide		Amended Proviso Number Only
FY2022	FY19-20 Proviso 117.33	State	FY 2019-20 Proviso	Debt Collections Report.	Report our agency must/may provide		No Change
FY2022	FY19-20 Proviso 117.103	State	FY 2019-20 Proviso	Data Breach Notification.	Not related to agency deliverable		Amended Proviso Number Only
FY2022	FY19-20 Proviso 117.20	State	FY 2019-20 Proviso	Subsistence Expenses and Mileage.	Not related to agency deliverable		No Change
FY2022	FY19-20 Proviso 117.54	State	FY 2019-20 Proviso	Employee Bonuses.	Not related to agency deliverable		Amended Proviso Number Only
FY2022	FY19-20 Proviso 117.71	State	FY 2019-20 Proviso	Fines and Fee Report.	Report our agency must/may provide		Amended Proviso Number Only
FY2022	FY19-20 Proviso 84.1	State	FY 2019-20 Proviso	Expenditure Authority Limitation.	Requires a service	May spend all cash balances from previous years.	No Change
FY2022	FY19-20 Proviso 84.11	State	FY 2019-20 Proviso	General Fund Balance Carry Forward.	Not related to agency deliverable		Amended Proviso Number Only
FY2022	FY19-20 Proviso 84.12	State	FY 2019-20 Proviso	Reimbursement for Vehicle Damage.	Requires a service	Post damage claim form on website.	Amended Proviso Number Only
FY2022	FY19-20 Proviso 84.13	State	FY 2019-20 Proviso	Preventive Maintenance Credit.	Not related to agency deliverable		Amended Proviso Number Only
FY2022	FY19-20 Proviso 84.14	State	FY 2019-20 Proviso	Emergency Meetings.	Requires a service	Must post notice of meeting to public.	Amended Proviso Number Only
FY2022	FY19-20 Proviso 84.15	State	FY 2019-20 Proviso	CTC Donor Bonus.	Requires a service	Transfer of authorized funds to CTCs.	Amended Proviso Number Only
FY2022	FY19-20 Proviso 84.2	State	FY 2019-20 Proviso	Special Fund Authorization.	Requires a service	May set up special funds with State Treasurer.	No Change
FY2022	FY19-20 Proviso 84.3	State	FY 2019-20 Proviso	Secure Bonds & Insurance.	Requires a service	May secure bonds and insurance as proper and advisable.	No Change
FY2022	FY19-20 Proviso 84.4	State	FY 2019-20 Proviso	Benefits.	Requires a service	SCDOT employees shall receive equal compensation increases, health insurance benefits and bonuses as provided for other state agencies; to be provided from SCDOT funds.	No Change
FY2022	FY19-20 Proviso 84.5	State	FY 2019-20 Proviso	Document Fees.	Requires a service	May charge fees for documents provided to public based on actual costs and handling costs.	No Change
FY2022	FY19-20 Proviso 84.6	State	FY 2019-20 Proviso	Meals in Emergency Operations.	Requires a service	May provide meals to employees who cannot leave duty station during emergency situations or simulation.	No Change
FY2022	FY19-20 Proviso 84.7	State	FY 2019-20 Proviso	Rest Area Water Rates.	Not related to agency deliverable		No Change
FY2022	FY19-20 Proviso 84.8	State	FY 2019-20 Proviso	Shop Road Farmers Market Bypass Carry Forward.	Not related to agency deliverable		No Change
FY2022	FY19-20 Proviso 84.9	State	FY 2019-20 Proviso	Project Priority List.	Requires a service	Publish project priority list and engineering directives on department's website.	No Change
FY2022	Proviso 117.158	State	FY 2020-21 Proviso	Statewide Strategic Personnel Budgeting	Not related to agency deliverable		Amended Proviso Number Only
FY2022	SC Code 11-43-167 (Act 275 of 2016)	State	Statute	Revenue from additional Fines & Fees to State-Funded Resurfacing Program.	Requires a service	DOT must allocate revenues to State-funded Resurfacing program.	No Change
FY2022	SC Code 48-1-100, et seq.	State	Statute	S. C. Pollution Control Act.	Requires a manner of delivery		No Change
FY2022	SC Code 48-14-10, et seq.	State	Statute	S. C. Storm water Management and Sediment Reduction Act.	Requires a manner of delivery		No Change
FY2022	SC Code 48-18-10, et seq.	State	Statute	Erosion and Sediment Reduction Act.	Requires a manner of delivery		No Change
FY2022	SC Code 48-20-10, et seq.	State	Statute	S. C. Mining Act.	Requires a manner of delivery		No Change
FY2022	SC Code 48-39-10, et seq.	State	Statute	SC Coastal Zone Management Act.	Requires a manner of delivery		No Change
FY2022	SC Code 56-11-500	State	Statute	Road tax to State Highway Fund.	Funding agency deliverable(s)		No Change
FY2022	SC Code of Law: 1-30-10(G)(1)	State	Statute	Restructuring Report Department reports giving detailed and comprehensive recommendations for the purposes of merging or eliminating duplicative or unnecessary divisions, programs, or personnel within each department to provide a more efficient administration of government services.	Report our agency must/may provide		No Change

FY2022	SC Code of Regulations, Chapter 63	State	Regulation	Chapter 63 of the SC Code Regulations applies to the Department of Transportation. The regulations include: 63-10 - Transportation Project Prioritization; 63-30 - Commission approval of actions; 63-100 - Secretary of Transportation Approval of Actions; 63-300 to 309 - Prequalification and Disqualification of Bidders; 63- 322 - Relocation of Displaced Persons; 63-338 - Highway Advertising Control Act; 63-361- Movement of Machinery over Highways; 63-370 - Driveways; 63-380 - Erosion Control ; 63-390 - Tandem Trailer Combinations and Other Larger Vehicle Access Control Act ; 63-700, et seq. Disadvantaged Business Enterprises Program; 63-800 - Bus Shelters; 63-900 - Scenic Byways, 63-1000 Sign requirements for petitions to close roads.	Requires a service	Detailed rules concerning the planning, construction, maintenance and operation of the state highway system.	No Change
FY2022	SC Code Section 44-96-140	State	Statute	Recycling programs of state government; state procurement policy; report of the Department of Transportation.	Report our agency must/may provide		No Change
FY2022	SC Code Section 11-35-5240	State	Statute	Minority Business Enterprise (MBE) Utilization Plan.	Report our agency must/may provide		No Change
FY2022	SC Code Section 12-28-2740	State	Statute	Distribution of gasoline user fee among counties also referred to as C-Fund. Includes apportionments, formula distribution, and requirements for expenditure of funds; county transportation committees.	Requires a service	Allocation of C funds to counties; administration of C funds for some counties; approval of countywide and regional transportation plans; review of compliance with certain aspects of C fund law.	No Change
FY2022	SC Code Section 12-28-2930	State	Statute	State set-asides for small businesses owned and controlled by socially and economically ethnic minorities (MBEs) and disadvantaged females (WBE's).	Report our agency must/may provide		No Change
FY2022	SC Code Section 8-13-1110 (12)	State	Statute	Amended in 2007 to include District Engineering Administrators.	Report our agency must/may provide		No Change
FY2022	SC Code Sections 1-30-10(G)(1) and (G) (2)	State	Statute	Restructuring Report and Seven Year Cost Savings Plan that provides initiatives and/or planned actions that implement cost savings and increased efficiencies of services and responsibilities within the projected seven year period.	Report our agency must/may provide		No Change
FY2022	SC Code Sections 57-5-820 and 830	State	Statute	Consent required for highway work within municipalities.	Requires a service	Coordination with municipalities on improvements to state highways within the municipality.	No Change
FY2022	SC Code Sections 57-7-50 and 210	State	Statute	Penalties for obstructions in the right of way without a permit.	Requires a service		No Change
FY2022	SC Code Title 12, Chapter 28	State	Statute	Imposition and Distribution of Fuel Tax.	Funding agency deliverable(s)		No Change
FY2022	SC Code Title 57	State	Statute	The entirety of Title 57 applies to the Department of Transportation. Title 57 contains the following Chapters: 1. General provisions, 3. Department of Transportation, 5. State Highway System, 7. Obstruction or Damage to Roads or Drainage, 9. Abandonment or Closing of Streets, Roads or Highways, 11. Financial Matters, 13. Provisions Affecting Bridges Only, 15. Provisions Affecting Ferries Only, 17. County Roads, Bridges, and Ferries Generally, 19. County Road Taxes and Assessments, 21. Paving Districts in Counties with City of Over 70,000, 23. Highway Beautification and Scenic Routes, 25. Outdoor Advertising and 27. Junkyard Control.	Requires a service	The systematic planning, construction, maintenance and operation of the state highway system and the development of a statewide intermodal and freight system that is consistent with the needs of the public.	No Change
FY2022	SC Regs 61-101	State	Statute	DHEC 401 Water Quality Certifications.	Requires a manner of delivery		No Change
FY2022	SC Regs 61-9, et seq.	State	Regulation	SC Pollution Control Act Regulations.	Requires a manner of delivery		No Change
FY2022	SC Regs 72-300, et seq.	State	Regulation	S. C. Storm Water Management Regulations.	Requires a manner of delivery		No Change
FY2022	SC Regs 72-400, et seq.	State	Regulation	Erosion and Sediment Reduction Regulations.	Requires a manner of delivery		No Change
FY2022	US Code of Laws: Title 23	Federal	Statute	Federal Statutes applicable to federally funded highway programs.	Requires a service	Administer federally funded highway projects and programs.	No Change
FY2022	US Public Law 112-141	Federal	Statute	MAP -21 - Moving Ahead for Progress in the 21st Century - Federal Highway Funding Bill.	Funding agency deliverable(s)		No Change
FY2022	US Public Law 114-94	Federal	Statute	FAST Act - Fixing America's Surface Transportation Act - Federal Highway Funding Bill.	Requires a manner of delivery		No Change
FY2022	US Public Law 117-58	Federal	Statute	Infrastructure Investment and Jobs Act (IIA - aka The Bipartisan Infrastructure Law (BIL))	Requires a manner of delivery	Historic investments in the transportation sector: improving public safety and climate resilience.	Added

# AGENCY SERVICES DATA

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Enter the state fiscal year for which you are reporting:	Service Number	Enter a description of service	Enter a description of direct customer	Enter customer name	Enter others impacted by the service	Enter the division or major organizational unit providing the service	Enter a description of division or major organizational unit providing the service	Enter the primary negative impact if service not provided	Was there any change to this service during the past fiscal year?	If there was a change in service, please provide a summary explaining the reason.
FY2022	1	Assist in development of the agency mission, budget and general management of the agency.	The motoring public regardless of age, race, gender, education levels, and/or religion.	Executive Branch/State Agencies		Administration - General	Leadership and support services to facilitate the delivery of SCDOT's mission.	Road, bridge, and transit infrastructure in the state would be in state of non-repair.	No Change	
FY2022	2	Plan and construct SCDOT statewide maintenance facilities, district offices, sign shop, lab, right-of-way, and rest areas. Also, acquire and clear right-of-way for construction in accordance with federal and state law.	The motoring public regardless of age, race, gender, education levels, and/or religion.	General Public.		Administration - Land and Buildings	Oversight of statewide maintenance facilities, district offices, sign shop, lab, and land (i.e. right-of-way).	District and county representation allows SCDOT to respond efficiently and timely to local needs, especially during inclement weather.	No Change	
FY2022	3	Oversee and manage road and bridge projects. Also, host public road hearings for projects.	The motoring public regardless of age, race, gender, education levels, and/or religion.	General Public.		Highway Engineering - Engineering Admin & Project Management	Program funds the core engineering project management to support the statewide delivery of the highway program.	Project Management allows projects to move forward and comply with federal, state, and local laws and regulations.	No Change	
FY2022	4	Oversee and manage road and bridge projects. Also, host public road hearings for projects.	The motoring public regardless of age, race, gender, education levels, and/or religion.	Professional Organization.	American Council of Engineering Companies (ACEC).	Highway Engineering - Engineering Admin & Project Management	Program funds the core engineering project management to support the statewide delivery of the highway program.	Engineering proficiency and professional standards would decline. There would not be a cohesive voice for the profession in national legislative and policy debates.	No Change	
FY2022	5	Construct federal aid program and state funded resurfacing program which provides for the preservation, safety improvements, and increased mobility of federal-aid portion of the state highway system.	The motoring public regardless of age, race, gender, education levels, and/or religion.	General Public.		Highway Administration - Engineering Construction	Program funds the construction and repair of roads and bridges statewide.	Federal Aid Program uses federal funds, instead of only state funds, to move projects to move forward and comply with federal, state, and local laws and regulations.	No Change	
FY2022	6	Construct federal aid program and state funded resurfacing program which provides for the preservation, safety improvements, and increased mobility of federal-aid portion of the state highway system.	Multiple contractors and certified disadvantaged Business Enterprise firms that are on file for construction projects.	Industry.	Contractor and sub-contractors.	Highway Administration - Engineering Construction	Program funds the construction and repair of roads and bridges statewide.	Without DBE and SBE contractors, SCDOT would not meet required race neutral/sole conscious quotas on federal projects.	No Change	
FY2022	7	Construct federal aid program and state funded resurfacing program which provides for the preservation, safety improvements, and increased mobility of federal-aid portion of the state highway system.	Professional Organization.	Association of General Contractors (AGC).		Highway Administration - Engineering Construction	Program funds the construction and repair of roads and bridges statewide.	Key issues related to Governmental Financial Leadership would falter and high standards for policies, regulations and education that benefit the betterment of the construction industry would weaken.	No Change	
FY2022	8	Construct federal aid program and state funded resurfacing program which provides for the preservation, safety improvements, and increased mobility of federal-aid portion of the state highway system.	Professional Organization.	Portland Cement Association (PCA).		Highway Administration - Engineering Construction	Program funds the construction and repair of roads and bridges statewide.	Policy, research, education, and market intelligence would decrease, as well as economic growth.	No Change	
FY2022	9	Construct federal aid program and state funded resurfacing program which provides for the preservation, safety improvements, and increased mobility of federal-aid portion of the state highway system.	Professional Organization.	South Carolina Asphalt Paving Association (SCAPA).		Highway Administration - Engineering Construction	Program funds the construction and repair of roads and bridges statewide.	Policy, research, education, and market intelligence would decrease, as well as economic growth.	No Change	
FY2022	10	Construct federal aid program and state funded resurfacing program which provides for the preservation, safety improvements, and increased mobility of federal-aid portion of the state highway system.	Professional Organization.	SC Chapter of Minority Contractors.		Highway Administration - Engineering Construction	Program funds the construction and repair of roads and bridges statewide.	Access (contract & resource opportunities), Advocacy (legislative impact), and Contractor Readiness (training, capacity building, and growth) would decline, as well as, education that benefits the betterment of the construction industry would weaken.	No Change	
FY2022	11	Construct federal aid program and state funded resurfacing program which provides for the preservation, safety improvements, and increased mobility of federal-aid portion of the state highway system.	The motoring public regardless of age, race, gender, education levels, and/or religion.	Local Govts.		Highway Administration - Engineering Construction	Program funds the construction and repair of roads and bridges statewide.	Federal funding is needed for construction projects. All construction projects are reimbursed after state funds are spent. Reimbursement only occurs when policies and regulations are met.	No Change	
FY2022	12	Maintain roads, bridges, buildings, rest areas, and work requests received.	The motoring public regardless of age, race, gender, education levels, and/or religion.	General Public		Highway Administration - Highway Maintenance	Program funds the routine maintenance of statewide roads, bridges, buildings, rights of way, and rest areas.	State funding is needed for maintenance projects. Without funding maintenance projects are delayed or unfulfilled, which can be a safety hazard.	No Change	
FY2022	13	Maintain roads, bridges, buildings, rest areas, and work requests received.	Multiple vendors and DBE vendors.	Local Govts.		Highway Administration - Highway Maintenance	Program funds the routine maintenance of statewide roads, bridges, buildings, rights of way, and rest areas.	State funding is needed for maintenance projects. Without funding vendors would not be needed.	No Change	
FY2022	14	Annual debt service and administration.	The motoring public regardless of age, race, gender, education levels, and/or religion.	General Public		Toll Operations	Annual debt service and operations of Cross Island Parkway.	Debt service would not be fulfilled and state rating would decrease.	No Change	
FY2022	15	Oversee statewide maintenance on non-federal aid, secondary roads across the state.	The motoring public regardless of age, race, gender, education levels, and/or religion.	General Public		Non-Federal Aid Highway Funds	Operating expenses for maintenance activities and contracts on non federal aid secondary roads.	Secondary road infrastructure would be in state of non-repair and state funding would be strained.	No Change	
FY2022	16	Oversee statewide maintenance on non-federal aid, secondary roads across the state.	The motoring public regardless of age, race, gender, education levels, and/or religion.	Local Govts.		Non-Federal Aid Highway Funds	Operating expenses for maintenance activities and contracts on non federal aid secondary roads.	Secondary road infrastructure would be in state of non-repair and state funding would be strained.	No Change	
FY2022	17	Provide buses, cutaways, and operational functions.	The motoring public regardless of age, race, gender, education levels, and/or religion.	General Public	Counties.	Mass Transit	Intermodal Planning and allocations and aid for transit services, equipment and operating expenses.	Transit services would be non-operational and funding would be restricted.	No Change	
FY2022	18	Provide buses, cutaways, and operational functions.	The non-motoring (transit user) public regardless of age, race, gender, education levels, and/or religion.	Local Govts.	Counties.	Mass Transit	Intermodal Planning and allocations and aid for transit services, equipment and operating expenses.	Transit services would be non-operational and funding would be restricted.	No Change	
FY2022	19	A stable workforce and leadership team is critical to being able to reliably deliver the annual program.	State employee.	Executive Branch/State Agencies		Employee Benefits	State employer contribution and total fringe benefits for all employees.	Unstable workforce and unreliability.	No Change	

# AGENCY PARTNERSHIP DATA



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Enter the state fiscal year for which you are reporting.	Enter the type of partner entity	Enter the name of partner entity	Enter the description of partnership	Was there any change to this partnership during the past fiscal year?
FY2022	Local Government	10 Councils Of Government (COGs)	Identify local priorities.	No Change
FY2022	Local Government	11 Metropolitan Planning Organizations (MPOs)	Identify local priorities.	No Change
FY2022	Local Government	12 Public Transit Providers	Sub recipient relationship; Interagency transit coordination.	No Change
FY2022	Professional Association	American Association of Highway Transportation Officials (AASHTO), American Council of Engineering Companies (ACEC), American Society of Safety Engineers (ASSE), Certified Public Manager (CPM), Governmental Finance Officers Association (GFOA), Institute of Transportation Engineers (ITE), Outdoor Advertising Association, Northeast Association of State Transportation Officials (NASTO), North Eastern Strategic Alliance (NESA), Southern Association of State Highway Transportation Officials (SASHTO), South Carolina Concrete Pavement Association (SCCPA), South Carolina For Our Roads (SC-FOR), South Carolina Trucking Association (SCTA) States for Passenger Rail (SPRC), Transportation Research Board (TRB)	Smart solutions, training, direct technical assistance, unchallenged expertise, research, safety, mobility, livability, innovation, economic and peer review.	No Change
FY2022	Private Business Organization	American Red Cross	Provides training for first aid; Cardiopulmonary Resuscitation (CPR); Automated External Defibrillators (AED); blood drives.	No Change
FY2022	Federal Government	Army Corps of Engineers (ACOE), Federal Highway Administration (FHWA), Federal Motor Carriers Safety Administration (FMCSA), Federal Rail Administration (FRA), Federal Transit Administration (FTA), National Cooperative Highway Research Program (NCHRP), National Highway Traffic Safety Administration (NHTSA), National Scenic Byway (NSB), United States Department of Transportation (USDOT)	Guidance, training, unchallenged expertise, research, environmental, safety, mobility, livability, innovation, legislation, regulations, and media assets.	No Change
FY2022	Professional Association	Association of General Contractors (AGC),	Communication with the industry. Training opportunities.	No Change
FY2022	Private Business Organization	Chambers of Commerce, Corporate Partners, Penny's-for-Progress	Locally-derived funding for road improvement projects.	No Change
FY2022	Non-Governmental Organization	Cherokee Foothills National Scenic Byways (multiple chapters), Coastal Conservation League, Drayton Hall Plantation, Edisto Island Land Trust, I-73 Coalition, I-95 Coalition, Nature Conservatory, National Heritage Corridor, State Scenic Byway Program (SSBP), and South Carolina Scenic Highway Committee	Environmental impact of any new construction or maintenance project.	No Change
FY2022	Higher Education Institute	Clemson University, University of South Carolina, South Carolina State University	Research, discussion, and focus group studies.	No Change
FY2022	Local Government	Congressional Delegation, 7 Rural Transit Authorities (RTAs), 46 Counties, County Transportation Committees, Municipalities, Regional Economic Development Elected, and various law enforcement entities	Guidance, training, research, environmental, safety, mobility, livability, innovation, legislation, and regulations.	No Change
FY2022	State Government	Department of Administration - State Fleet Maintenance	Provides AAA driver "train the trainer" for employees to train fellow employees internal, minimizing costs; report vehicle accidents for fleet.	No Change
FY2022	State Government	Department of Commerce	Economic impact of highways and bridges to key outlets of commerce.	No Change
FY2022	State Government	Department of Corrections	Feasibility of using inmates for litter control.	No Change
FY2022	State Government	Department of Health & Environmental Control	Environmental impact of any new construction, maintenance projects.	No Change
FY2022	State Government	Department of Motor Vehicles	Develops the Highway Safety Improvement Plan and partners with SCDOT to develop and implement Target Zero Strategic Highway Safety Plan. Provides driving records for evaluating potential new hires, as well as determining the need for employee driver training or suspension of driving privileges to include third party tester training.	No Change
FY2022	State Government	Department of Public Safety	Partner in developing the Highway Safety Improvement Plan and implement the Target Zero-Strategic Highway Safety Plan.	No Change
FY2022	State Government	Emergency Management Division	Effectiveness in responding to and recovery for hurricanes, earthquakes, tornadoes, chemical spills, wild fires, dam failures, and winter weather advisories.	No Change
FY2022	State Government	General Assembly	Oversight, resource allocation and legislation.	No Change
FY2022	State Government	Governor's Office	The SC Governor's Division of Small and Minority Business includes their use of the Unified Certification Program in lieu of their state certification.	No Change
FY2022	Individual	Motoring Public, Transit Riders	Tolls, vehicle usage fees, safety, and stewardship of funds.	No Change
FY2022	Professional Association	National Association of Minority Contractors (SC Chapter )	Partner to identify and educate existing and potential Disadvantaged Business Enterprises (DBEs).	No Change
FY2022	Federal Government	National Safety Council	Safety training and information.	No Change
FY2022	Federal Government	Occupational Safety & Health Administration (OSHA)	Assists with training, provides recommendations and guidance.	No Change
FY2022	Professional Association	Portland Cement Association (PCA)	Communication with the industry. Training opportunities.	No Change
FY2022	Private Business Organization	Post Trauma Services	Provides counseling to employees involved in accidents and those affected by fatality or severe incident while on the job.	No Change
FY2022	State Government	Public Employee Benefits Authority (PEBA)	Provides health screenings, immunizations, and mammograms for employees.	No Change
FY2022	Local Government	SC Human Services Agencies	Sub recipient relationship; Interagency transit coordination.	No Change
FY2022	Professional Association	South Carolina Asphalt Paving Association (SCAPA)	Communication with the industry. Training opportunities.	No Change
FY2022	State Government	South Carolina Ports Authority	Economic impact of infrastructure to key outlets of commerce.	No Change
FY2022	State Government	South Carolina Small Business Development Centers	Partner to conduct baseline business development assistance.	No Change
FY2022	State Government	South Carolina Transportation Infrastructure Bank	Provide project financing.	No Change
FY2022	Federal Government	US Department of Commerce - SC Minority Business Development Agency (MBDA)	Partner to identify and inform existing and potential Disadvantaged Business Enterprises (DBEs).	No Change

FY2022	Federal Government	US Small Business Administration (SC District)	Partner for training and outreach events.	No Change
FY2022	Federal Government	American Traffic Safety Services Association (ATSSA)	Provides training, tools, legislative advocacy and the resources to make roadways safer.	Add



# AGENCY REPORT DATA



**READ INSTRUCTIONS:** The table below has been pre-populated with data from last year's Accountability Report. Please review and edit the list for correctness. Please note that some columns have a drop down menu. If a drop down menu is provided, only responses listed in the drop down menu may be used to complete the data. The submitting agency should complete columns G, K, and L for existing data. If no date is entered into column G, the agency should also complete column M for the applicable row. New reports should be added below the pre-populated data using one row per report, and all columns should be completed, exempt column M, which only needs to be completed if there is no data provided to column G. Do not re

Enter the state fiscal year for which you are reporting.	Enter report name.	If this report is required by law, enter the law number.	Enter a summary of information requested in the report	Enter date of most recent submission DURING FY2022. (If not submitted during FY2022, but should have been submitted, complete column M)	Enter reporting frequency.	Enter type of entity/entities	Enter method to access the report.	Enter direct access hyperlink or agency contact (if not provided to LSA for posting online).	Was there any change to this report during the past fiscal year?	If a report was not submitted, please provide an explanatory summary below.
FY2022	Affirmative Action Plan and Non Discrimination Plan/ Equal Employment Opportunity Progress Report	§1-13-110 and Proviso 117.13	Personnel report by race and sex; includes discrimination policy. Also referred to as EEO Progress Report.	February of 2022	Annually	South Carolina state agency or agencies	Hard copy available upon request	<a href="https://scstatehouse.gov/reports/HumanAffairsComm/SCHAC%20Report%20to%20the%20General%20Assembly%202022.pdf">https://scstatehouse.gov/reports/HumanAffairsComm/SCHAC%20Report%20to%20the%20General%20Assembly%202022.pdf</a>	No Change	
FY2022	Agency Accountability Report	§1-1-810, §1-1-820 and Proviso 117.69(D)	The report "must contain the agency's or department's mission, objectives to accomplish the mission, and performance measures that show the degree to which objectives are being met." Agencies must "identify key program area descriptions and expenditures and link these to key financial and performance results measures."	September of 2021	Annually	Governor or Lt. Governor AND Legislative entity or entities	Provided to LSA for posting online	<a href="https://www.scdot.org/performance/pdf/reports/FY21_SCDOT_Accountability_Report.pdf?v=2">https://www.scdot.org/performance/pdf/reports/FY21_SCDOT_Accountability_Report.pdf?v=2</a>	Amend	Proviso 117.29
FY2022	Annual (Financial) Audit	§57-1-490	Audit of agency performed by independent certified public accountant.	January of 2022	Annually	Legislative entity or entities	Available on another website	<a href="https://www.scdot.org/performance/pdf/reports/SCDOT_Annual_Report_2021.pdf?v=2">https://www.scdot.org/performance/pdf/reports/SCDOT_Annual_Report_2021.pdf?v=2</a>	No Change	
FY2022	Annual Energy Conservation Report	§48-52-620	Report energy used by SCDOT for buildings.	December of 2021	Annually	South Carolina state agency or agencies	Available on another website	<a href="https://energy.sc.gov/files/view/State%20Energy%20Use%20Report%202021.pdf">https://energy.sc.gov/files/view/State%20Energy%20Use%20Report%202021.pdf</a>	No Change	
FY2022	Auditing & Fiscal Reporting	Section 11-35-1230(3)	Automatic reporting in SCEIS that provides reports regarding the status of personnel positions, budgets, transfers, and expenditures.	June of 2022	Quarterly	South Carolina state agency or agencies	Available on another website	<a href="https://www.sceis.sc.gov/">https://www.sceis.sc.gov/</a>	No Change	Information of personnel positions, budgeting, transfers, and expenditures is perpetually maintained in SCEIS. The SCEIS website is restricted with authorized login. For copies of all SCDOT public records, please send a request to SCDOT's FOIA Officer at FOIA@dot.state.sc.us
FY2022	Bank Transparency & Accountability Report	Proviso 117.80	Disclosure of transactions on the agency account for the prior fiscal year.	September of 2021	Annually	South Carolina state agency or agencies	Available on agency's website	<a href="https://www.scdot.org/performance/pdf/reports/SCDOT_Bank_Account_Transparency.pdf?v=2">https://www.scdot.org/performance/pdf/reports/SCDOT_Bank_Account_Transparency.pdf?v=2</a>	Amend	Proviso 117.79
FY2022	C-Fund Expenditures	§12-28-2740	C-Fund Expenditures for previous fiscal year.	January of 2022	Annually	Legislative entity or entities	Available on another website	<a href="https://www.scdot.org/performance/pdf/C_Report20-21.pdf">https://www.scdot.org/performance/pdf/C_Report20-21.pdf</a>	No Change	
FY2022	Comprehensive Permanent Improvement Program (CPIP)	§2-47-55	Exempt from 2-47-55 reporting by Proviso 117.68(D) but internally used as a planning document.	October of 2021	Annually	Legislative entity or entities	Available on agency's website	Page 14 of <a href="https://www.admin.sc.gov/budget/cpip">https://www.admin.sc.gov/budget/cpip</a>	No Change	
FY2022	Comprehensive Rail Plan	Section 57-3-30(B)	Provides a comprehensive state rail plan for passenger and freight railroads and infrastructure services.		Every Five years	Legislative entity or entities AND South Carolina state agency or agencies	Available on agency's website	<a href="https://www.scdot.org/Multimodal/pdf/SC_MTP_Rail_Plan_FINAL.pdf">https://www.scdot.org/Multimodal/pdf/SC_MTP_Rail_Plan_FINAL.pdf</a>	No Change	Report was approved by USDOT Federal Railroad Administration in November 2020. This comprehensive plan is initiated every five years; the next report will be due November 2025.

FY2022	Debt Collection Reports	Proviso 117.33	Report of outstanding debt and methods used to collect.	February of 2022	Annually	Legislative entity or entities AND South Carolina state agency or agencies	Available on agency's website	<a href="https://www.scdot.org/performance/pdf/reports/Debt%20Collection%20Report.pdf">https://www.scdot.org/performance/pdf/reports/Debt%20Collection%20Report.pdf</a>	No Change	
FY2022	Discrimination Plan	Proviso 117.13	Report of agency employment data containing the total number of persons employed and/or promoted in each job group, by race and sex.	February of 2022	Annually	South Carolina state agency or agencies	Available on another website	<a href="https://scstatehouse.gov/reports/HumanAffairsComm/SCHAC%20Report%20to%20the%20General%20Assembly%202022.pdf">https://scstatehouse.gov/reports/HumanAffairsComm/SCHAC%20Report%20to%20the%20General%20Assembly%202022.pdf</a>	No Change	
FY2022	Employee Bonuses Report	Proviso 117.53	Report of agency employees that receive bonuses each year with amount and source of the bonus.	June of 2022	Annually	Legislative entity or entities AND South Carolina state agency or agencies	Available on another website	<a href="https://www.sceis.sc.gov/">https://www.sceis.sc.gov/</a>	Amend	Proviso 117.52. SCEIS captures employee bonus information that is perpetually updated. The SCEIS website is restricted with authorized login. For copies of all SCDOT public records, please send a request to SCDOT's FOIA Officer at: FOIA@dot.state.sc.us
FY2022	Feasibility Studies for sidewalk, bike and HOV lanes	§57-3-780	For new or expansion of existing infrastructure the agency will make a written determination whether it is financially and physically feasible to include high occupancy vehicle lanes (in metropolitan areas), pedestrian walkways or sidewalks, and bicycle lanes or paths.	June of 2022	Other	South Carolina state agency or agencies	Hard copy available upon request	<a href="https://www.scdot.org/projects/public-involvement-portal.aspx">https://www.scdot.org/projects/public-involvement-portal.aspx</a>	No Change	Each project reviews the feasibility of such options on a case-by-case basis. The Programs and Projects are available for viewing on SCDOT's Public Involvement Portal.
FY2022	Fines and Fees Report	Proviso 117.71	Promote accountability and transparency.	September of 2021	Annually	Legislative entity or entities	Available on agency's website	<a href="https://www.scdot.org/performance/pdf/reports/FeesandFinesReport.pdf">https://www.scdot.org/performance/pdf/reports/FeesandFinesReport.pdf</a>	Amend	Proviso 117.70
FY2022	Indefinite Delivery of Contracts Report	Section 11-35-3310	Quarterly report of architectural-engineering and land-surveying services.		Quarterly	South Carolina state agency or agencies	Available on another website		Amend	Indefinite delivery contract requirements were changed under Act 41 (2019-2020), section 49, changing quarterly requirements to an as-needed basis. Internally, a contract log is maintained and can be provided as needed.
FY2022	Minority Business Enterprise Utilization Plan	§11-35-5240(2)	Procurement Contracts.	July of 2021	Annually	Governor or Lt. Governor	Hard copy available upon request	<a href="https://www.scdot.org/performance/pdf/reports/MBE%20Plan%202021-2022%20Final.pdf">https://www.scdot.org/performance/pdf/reports/MBE%20Plan%202021-2022%20Final.pdf</a>	No Change	
FY2022	Office of Public Transit Report	§57-3-40(C) and Proviso 117.69	Combined with "Transit Progress Report" to show a progress report containing planning and coordination efforts.	January of 2022	Annually	Legislative entity or entities	Available on agency's website	<a href="https://www.scdot.org/performance/pdf/reports/2021-Public-Transit-Annual-Report.pdf">https://www.scdot.org/performance/pdf/reports/2021-Public-Transit-Annual-Report.pdf</a>	Amend	Proviso 117.68 Also referenced as the Mass Transit Report in statute.
FY2022	Online Transaction Register	§57-3-755 and Proviso 117.80	Complete record of funds expended.	January of 2022	Monthly	South Carolina state agency or agencies	Available on another website	<a href="https://applications.sc.gov/Spendi ngTransparency/MonthlyExpenditureMain.aspx">https://applications.sc.gov/Spendi ngTransparency/MonthlyExpenditureMain.aspx</a>	No Change	
FY2022	Personnel Organization Chart	Proviso 117.46	Agency organization chart of Personnel. Revised as needed through the year.	June of 2022	Annually	South Carolina state agency or agencies	Available on agency's website	<a href="https://www.scdot.org/inside/org-chart.aspx">https://www.scdot.org/inside/org-chart.aspx</a>	Amend	Proviso 117.45

FY2022	Procurement Card Report	Section 1-1-1040, Proviso 117.81	Monthly report of all monthly procurement card transactions.	June of 2022	Monthly	Other	Available on agency's website	<a href="https://cg.sc.gov/sites/cg/files/Documents/Fiscal%20Transparency/Monthly%20Charge%20Card%20Usage/2022/CCU-June2022.pdf">https://cg.sc.gov/sites/cg/files/Documents/Fiscal%20Transparency/Monthly%20Charge%20Card%20Usage/2022/CCU-June2022.pdf</a>	Amend	Proviso 117.80
FY2022	Project Priority List	Section 57-1-370, Proviso 84.9	Part of Act 114 /Roads Bill where the project priority list is published.	June of 2022	Monthly	Other	Available on agency's website	<a href="https://www.scdot.org/projects/ten-year-plan.aspx">https://www.scdot.org/projects/ten-year-plan.aspx</a>	No Change	
FY2022	Rail Plan Analysis	§57-3-30(A)(5)	State railroad corridor preservation, revitalization, and comprehensive rail plan for passenger, freight, and infrastructure services.	January of 2022	Annually	Legislative entity or entities	Available on agency's website	<a href="https://www.scdot.org/performance/pdf/reports/2021-Rail-Plan-Report.pdf">https://www.scdot.org/performance/pdf/reports/2021-Rail-Plan-Report.pdf</a>	No Change	
FY2022	Recommendations for Restructure of Agency	§1-30-10 (G)(1)	Provides detailed and comprehensive recommendations for the purposes of merging or eliminating duplicative or unnecessary divisions, programs, or personnel within each department to provide a more efficient administration of government services. This is addressed in the Annual Accountability Report.		Annually	Governor or Lt. Governor AND Legislative entity or entities	Provided to LSA for posting online		No Change	Senate Oversight and House Oversight confirmed January 11, 2022, that no report was due at this time. The House Oversight was revising the template; the Annual Accountability Report covers Restructuring and other relevant topics in its report.
FY2022	Recycling Report	§44-96-140(B)	Transportation solid waste reduction and general recycling.	March of 2022	Annually	South Carolina state agency or agencies	Available on another website	<a href="https://scdhec.gov/sites/default/files/media/document/SC_SolidWasteManagementAnnualReport_FY21_OR-2302_2.pdf">https://scdhec.gov/sites/default/files/media/document/SC_SolidWasteManagementAnnualReport_FY21_OR-2302_2.pdf</a>	No Change	
FY2022	Report on Disadvantaged Enterprises Program	§12-28-2930(I)	Allocation of Contracts awarded pursuant to 12-28-2930(I).	June of 2022	Annually	Governor or Lt. Governor AND Legislative entity or entities AND South Carolina state agency or agencies	Hard copy available upon request		No Change	Hard copies available upon request. For copies of SCDOT public records, please send a request to SCDOT's FOIA Officer at: FOIAInfo@dot.state.sc.us
FY2022	SCDOT's Annual Report	§57-3-760 and Proviso 117.69	Annual accomplishments, Ten Year Needs plan, Five year plan detailing traffic regulation, mass transit coordination, and all firm's contract amounts.	January of 2022	Annually	Legislative entity or entities	Provided to LSA for posting online	<a href="https://www.scdot.org/performance/pdf/reports/SCDOT_Annual_Report_2021.pdf?v=2">https://www.scdot.org/performance/pdf/reports/SCDOT_Annual_Report_2021.pdf?v=2</a>	Amend	Proviso 117.68(D)
FY2022	SCDOT-specific Recycling Report	Section 44-96-140(F)	Recycling report on compost, fly ash, ground rubber, and mixed plastics.		Annually	Governor or Lt. Governor AND Legislative entity or entities	Available on agency's website		No Change	This is the SCDOT Specific Recycling Report on compost, fly ash, ground rubber, and mixed plastics. Materials and Research Lab has no ability to track through contractors.
FY2022	Seven Year Plan	§1-30-10(G)(2)	A seven-year plan that provides initiatives and/or planned actions that implement cost savings and increased efficiencies of services and responsibilities within the projected seven-year period. Next report is due January 2022.		Other	Governor or Lt. Governor AND Legislative entity or entities	Available on agency's website		Amend	Senate Oversight and House Oversight confirmed January 11, 2022, that no report was due at this time. SCDOT is currently half-way through the SCDOT Ten-Year Plan, which provides initiatives and planned actions for a decade.
FY2022	Sole Source Procurement & Emergency Procurements	§11-35-2440 and Proviso 117.41	Combined with "Trade in Sales" Report to show procurement items. From website link, select "Report Type" to browse sole source, emergency, and unauthorized procurements.	July of 2021	Quarterly	South Carolina state agency or agencies	Available on another website	<a href="https://reporting.procurement.sc.gov/general/transparency/audit-reports">https://reporting.procurement.sc.gov/general/transparency/audit-reports</a>	No Change	

FY2022	Statements of Economic Interest	§8-13-1110 and §8-13-1140	Statements of Economic Interest.	March of 2022	Annually	South Carolina state agency or agencies	Available on another website	ethicsfiling.sc.gov/public/statement-economic-interests	No Change	
FY2022	Statewide Strategic Information Technology Plan Implementation	Proviso 117.110	Agency plan for information technology and information security.		Annually	South Carolina state agency or agencies	Hard copy available upon request		No Change	Plan is not final.
FY2022	Statewide Strategic Personnel Budgeting	Proviso 117.152	Human resources and personnel related budget requests.		Annually	Legislative entity or entities AND South Carolina state agency or agencies	Available on another website		Remove	Proviso 117.143 is pursuant to "an agency that receives personal services funding in an amount greater than that received pursuant to the Appropriations Act." SCDOT is funded from the "Other" category (not appropriations) and is therefore exempt from this statute.
FY2022	Trade in Sales	§11-35-3830	Combined with "Sole Source Procurement & Emergency Procurements" Report to show procurement items. From website link, select "Report Type" to browse sole source, emergency, and unauthorized procurements.	July of 2021	Quarterly	South Carolina state agency or agencies	Available on another website	https://reporting.procurement.sc.gov/general/transparency/audit-reports	No Change	
FY2022	Transit Progress Report	§57-3-210(B)(2) and Proviso 117.69	Combined with "Office of Public Transit Report" to show a progress report containing planning and coordination efforts.	January of 2022	Annually	Legislative entity or entities	Available on agency's website	https://www.scdot.org/performance/pdf/reports/2021-Public-Transit-Annual-Report.pdf	Amend	Provision 117.68(D)
FY2022	Transportation Asset Management Plan	Section 57-1-380	Report on objectives and performance measures for the preservation and improvement of the State Highway System.	January of 2022	Annually	Legislative entity or entities AND South Carolina state agency or agencies	Provided to LSA for posting online	https://www.scdot.org/performance/pdf/reports/TAMP.pdf AND Page 10 of https://www.scdot.org/performance/pdf/reports/FY21_SCDOT_Accountability_Report.pdf?v=2	Amend	The TAMP document is revised every four years; the last posting is August 2019. Annual updates are provided in the Annual Accountability Report and in the Annual Report.
FY2022	Travel Report	§117.26	Travel Report for agency for prior fiscal year.	November of 2021	Annually	South Carolina state agency or agencies	Available on another website	https://cg.sc.gov/sites/cg/files/Documents/Publications%20and%20Reports/Travel%20Reports/FY21TravelReport.pdf	Amend	Proviso 117.26
FY2022	Vendor Report	§57-1-430(D)	Complete list of all companies doing business with the department and the amount spent on these contracts. This information is shown in the Annual Vendor Report and as part of the Agency's Annual Report.	January of 2022	Annually	Governor or Lt. Governor AND Legislative entity or entities AND South Carolina state agency or agencies	Available on agency's website	https://www.scdot.org/performance/pdf/reports/SCDOT_Annual_Report_2021.pdf?v=2 AND https://www.scdot.org/performance/pdf/reports/Vendor-Payments-Report.pdf?v=2	No Change	