



Introduction

*Presented by: Christy Hall, P.E.
Secretary of Transportation*

SCDOT

South Carolina Department of Transportation

Overview

- SCDOT's finances are very complex.
- The federal program influences how and what SCDOT does.
- The Statewide Transportation Improvement Plan (STIP) and the Annual State (Maintenance) Plan have to be understood in order to understand the Commission's funding priorities.
- SCDOT's annual budget approved by the General Assembly includes both anticipated federal reimbursements & state generated funds.

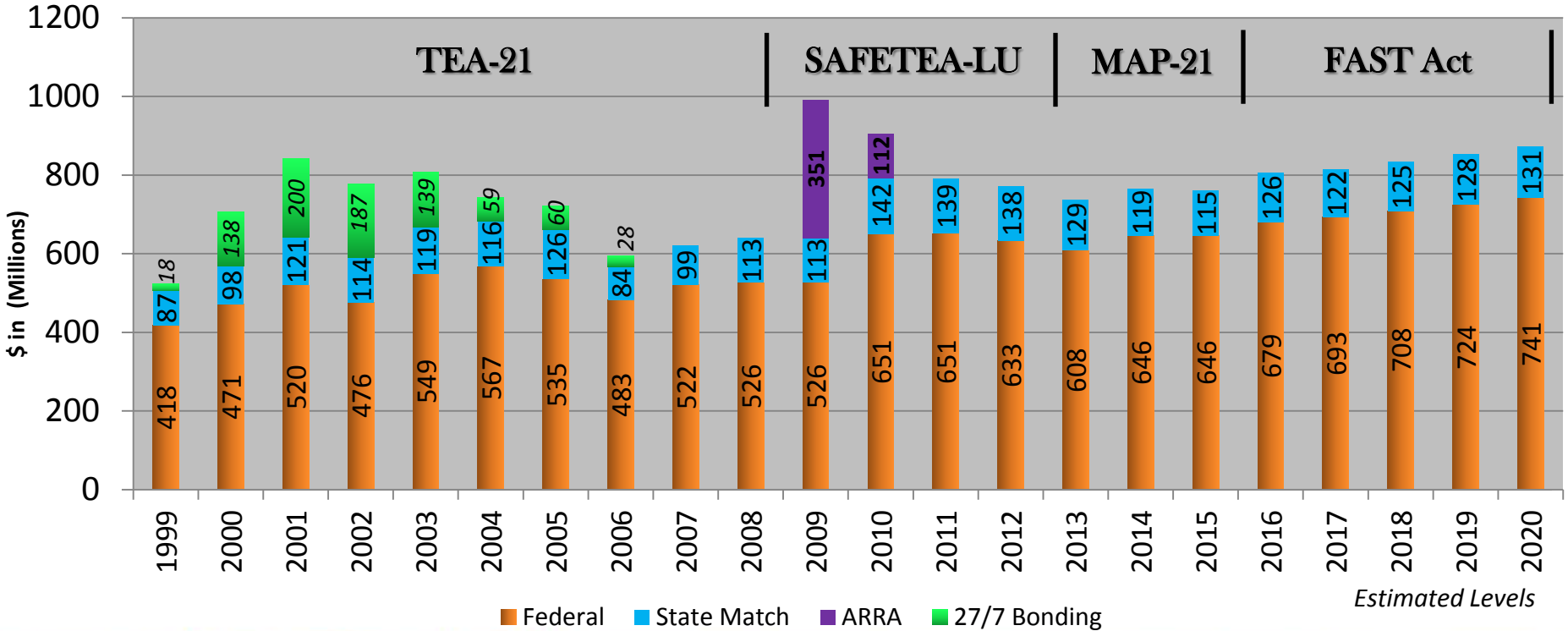


SCDOT Finances

- SCDOT is heavily dependent on Motor fuel revenues both at the state and federal level.
- Approximately half of SCDOT's annual budget is supported by federal reimbursements for eligible activities. *It is not an all-you-can-eat buffet nor is the cash provided upfront each federal fiscal year.*
- The flow of federal reimbursements is controlled by project activity levels and timing of projects.



Federal Program Levels



SCDOT Finances

- When SCDOT says “draw down all of the federal money available” it means that we have obligated or committed all of the available federal authority for that given federal fiscal year. *It does not mean cash deposited.*
- The federal funds SCDOT receives are mostly comprised of federal gas taxes that are collected in South Carolina.

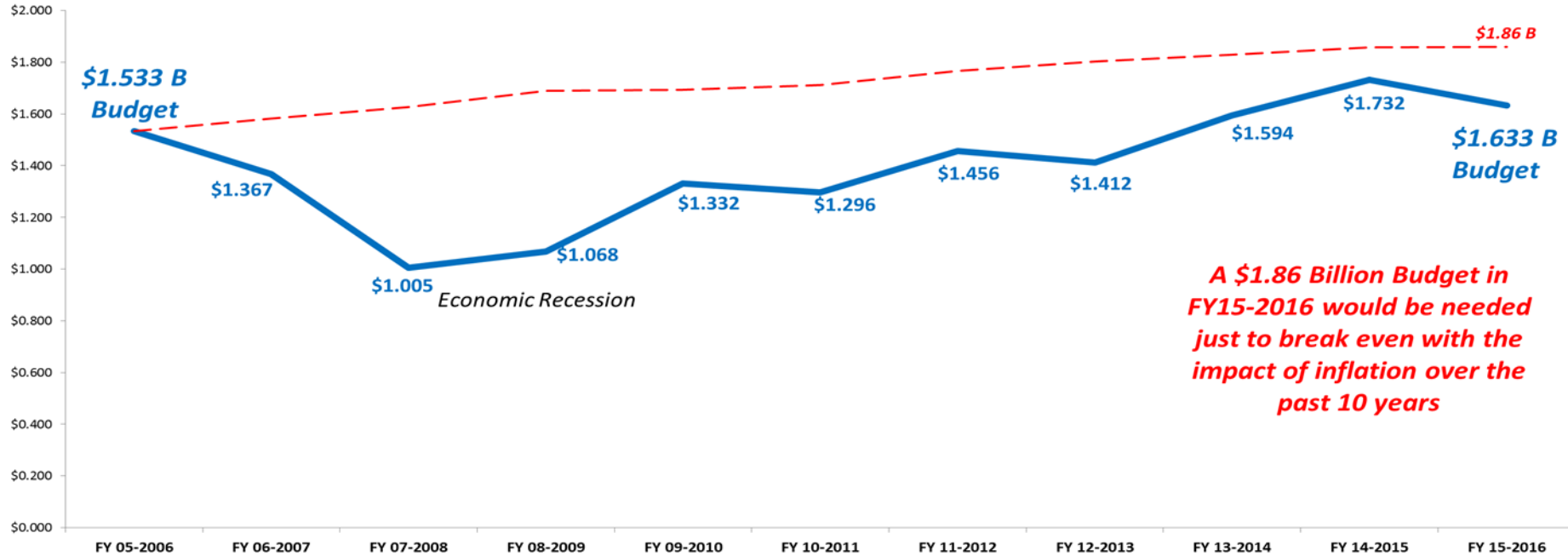


SCDOT Finances

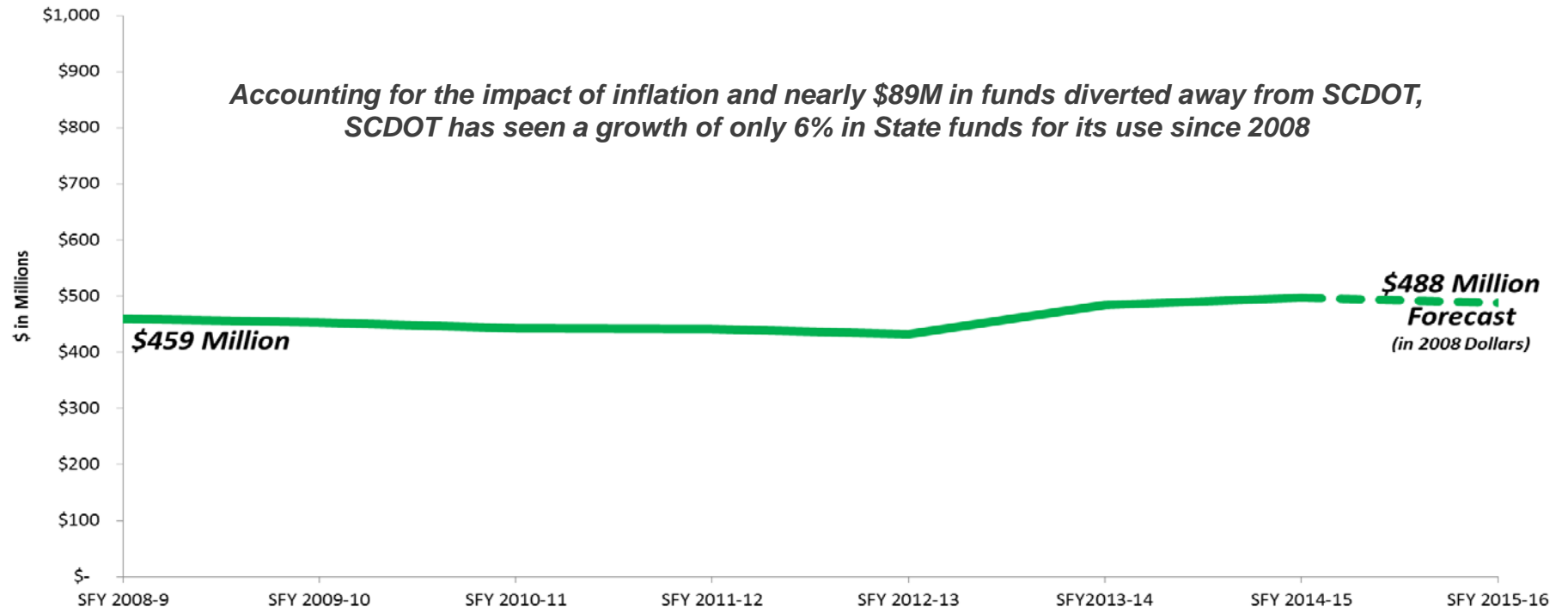
- State funding for SCDOT has not kept pace with inflation.
- The purchasing power of a \$1 from 1987 has eroded to 47¢.
- The annual budget the General Assembly approves typically includes very little General Fund revenues dedicated to SCDOT.
- The annual budget for SCDOT is driven primarily by the timing of projects, especially those in the federal aid program.



SCDOT Budget: 10 Year History



Growth in State Funds Since 2008



SCDOT Finances

- There are strings with both Federal and State funding.
- The Federal Program is placing an emphasis on the National Highway System: All SC Interstates and about 10% of our Primary Routes.
- Additional State funding over the past several years has been directed to the Non-Federal Aid Fund, State Infrastructure Bank and County Transportation Committees.

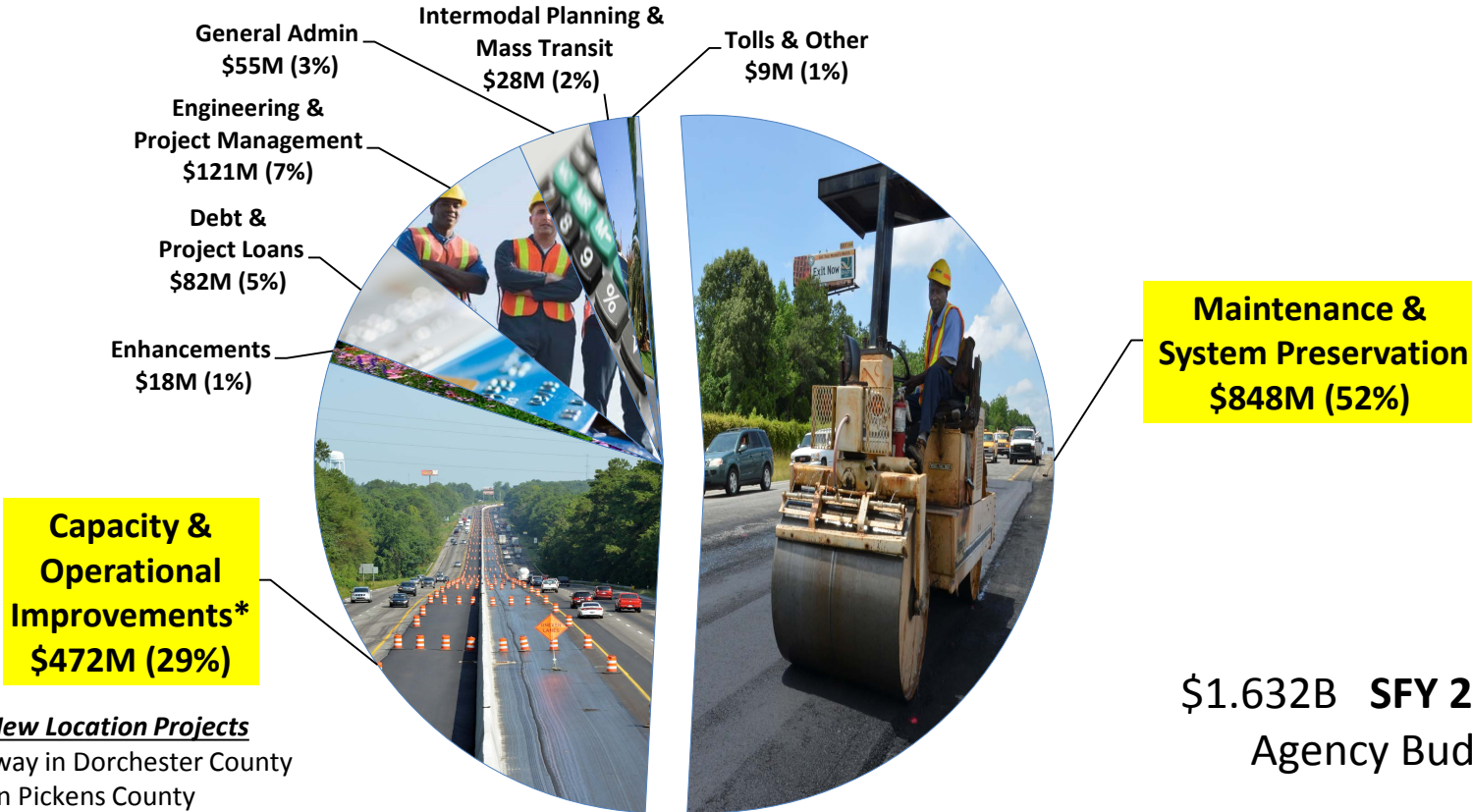


SCDOT Finances

This “book end” approach to funding the state’s infrastructure will continue to allow our critically important Primary system (both urban & rural) to decay.

	<i>Center Line Miles</i> <i>(as of Dec 31, 2014)</i>	<i>Lane Miles</i> <i>(as of Dec 31, 2014)</i>
Interstate	851	3,796
<i>Carries 47% of the Traffic</i>	9,471	23,896
Federal Aid Secondary	10,413	21,405
Non Federal Aid Secondary	20,657	41,416
State System Total	41,392	90,513

Where is SCDOT spending existing \$?



**\$14M (<1%) in New Location Projects*
 Berlin Myers Parkway in Dorchester County
 SC 153 Extension in Pickens County

\$1.632B SFY 2015-16
Agency Budget

Maintenance

Simply put, SCDOT defines maintenance as *the repair and upkeep of the existing transportation system.*

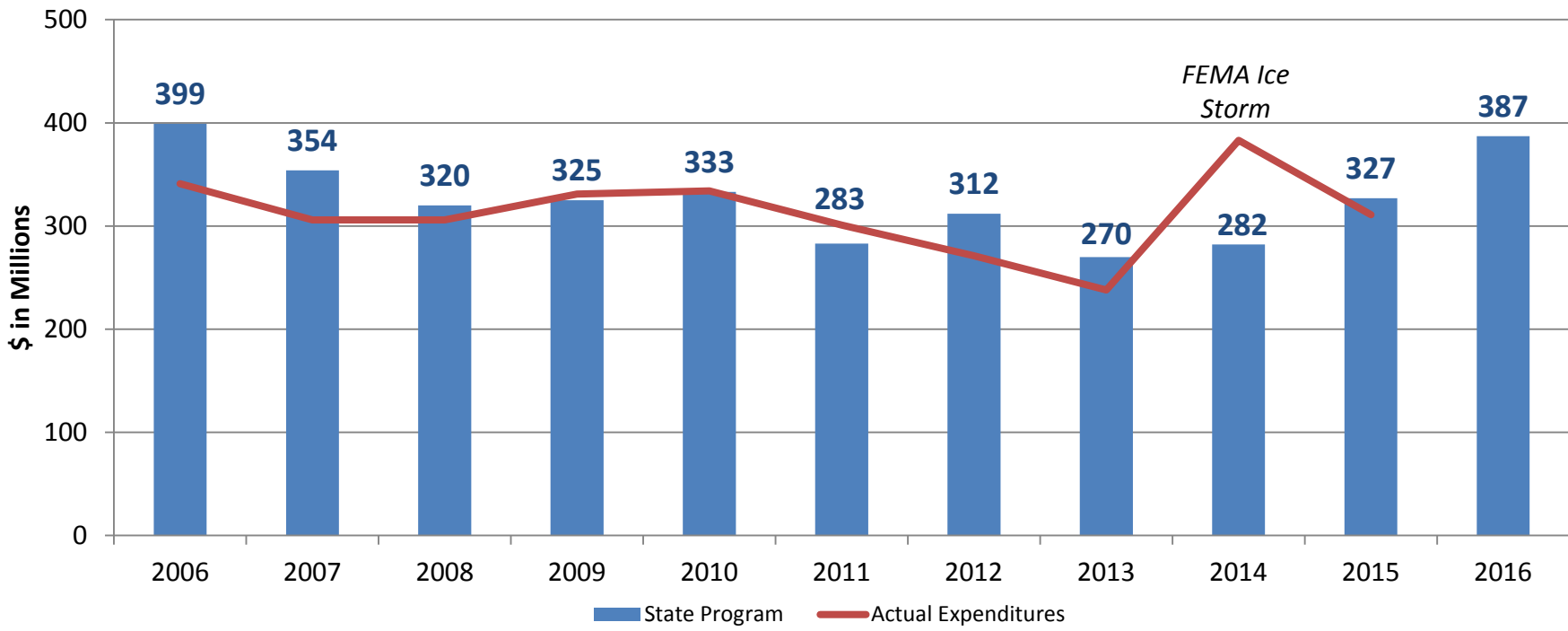
It includes items such as the day-to-day activities our Maintenance forces do in the field (mowing, pot hole patching, shoulder and ditch work), all of our resurfacing, pavement rehabilitation and reconstruction work and all bridge replacement projects.

We do not include in our maintenance figures any road widening projects, new location roadways, safety projects or any congestion mitigation projects.



State (Maintenance) Plan Budget: 10 year History

State Funded Routine Maintenance and ACT 98 Resurfacing



Maintenance Definitions

This state working definition is different from the Accounting definition of Maintenance.

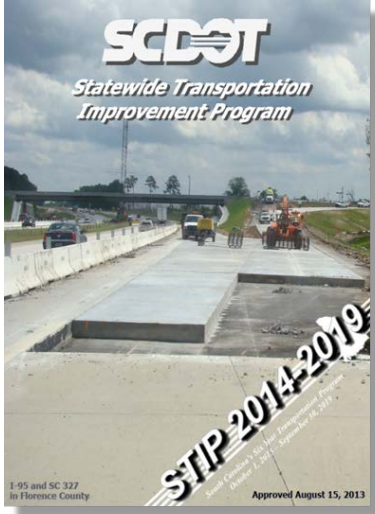
In the Accounting arena, any road or bridge project that exceeds a cost of \$500,000 is capitalized and reflected as such in our financial statements and reported to FHWA as a capital outlay. Many of our bridge replacement projects and resurfacing and rehabilitation projects exceed this threshold and are categorized by our accountants, in accordance with government accounting standards, as a capital project. This can be confusing if the financial statements or FHWA tables are used to describe how the agency prioritizes its spending.



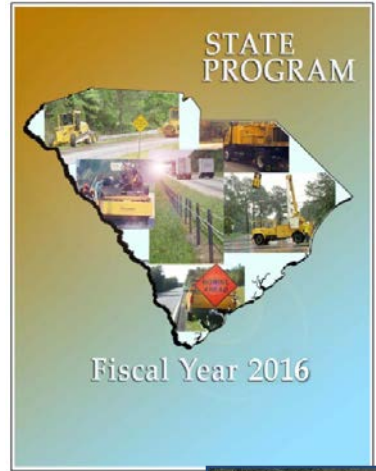
Putting the Pieces Together



16.75¢ per gallon State
18.4¢ per gallon Federal



ACT 114 Project Ranking & Prioritization





Governance

*Presented by: Mike Wooten,
Commission Chairman
Christy Hall, P.E.
Secretary of Transportation*

SCDOT

South Carolina Department of Transportation

Commission

- Plans and prioritizes projects
- Approves annual budget
- Approves contracts over \$500,000 or to entities who have received that amount
- Approves consulting contracts
- Approves sale of surplus property
- Approves roads to be added or deleted from the State Highway System
- Awards federal enhancement grants
- Appoints Internal Auditor
- Approves resurfacing, curb cuts, traffic signals, bike lanes, and certain construction



Secretary of Transportation

- Administers the day to day affairs of SCDOT
- Appoints and supervises the Deputy Secretaries of Engineering, Finance, and Planning.
- Approves routine operations, maintenance, and emergency repairs
- Oversees projects approved by the Commission from conceptual phase to end of construction
- Prepares annual budget for SCDOT
- Carries out policies of Commission



STATUTORY RESPONSIBILITIES OF COMMISSION

Code Citation	Responsibility	May	Shall	Must
57-1-350	Commission operations			
	- <u>may</u> adopt an official seal	X		
	- <u>shall</u> adopt its own rules and procedures		X	
	- <u>shall</u> elect a chairman		X	
	- <u>may</u> select additional Commission officers	X		
	- <u>must</u> be reimbursed for official expenses as provided in the annual general appropriations act.			X
57-1-360	Chief Internal Auditor			
	- Commission <u>must</u> appoint a chief internal auditor			X
	- Commission <u>must</u> appoint such other professional, administrative, technical, and clerical personnel <u>as it deems necessary</u> for the chief internal auditor to discharge his or her duties			X
	- Commission <u>shall</u> set the salary for the Chief Internal Auditor		X	
	- Commission <u>must</u> provide appropriate office space within the headquarters building and facility services for the Chief Internal Auditor and his or her staff			X
57-1-360	Other staff			
	- Commission <u>must</u> appoint such other professional, administrative, technical and clerical personnel <u>as it deems necessary</u> in the proper discharge of the Commission's duties and responsibilities			X
57-1-370	Miscellaneous duties			
	- Commission <u>must</u> develop the long-range Statewide Transportation Plan ("Long Range Plan") (min 20 yrs) consistent with federal laws and regulations and <u>may</u> revise the plan from time to time			X
	- Commission <u>must</u> develop the Statewide Transportation Improvement Program ("STIP") in accordance with federal laws and regulations			X
	- Commission <u>shall</u> establish a priority list of projects		X	
	- Commission <u>shall</u> establish a state comprehensive plan for preservation and improvement of existing State highway system for projects supported solely with state funds			X
	- Commission has the authority to award federal enhancement grants to the extent permitted by federal law	X		
	- Commission <u>must</u> give its prior authorization to any consulting contracts advertised for or awarded by SCDOT and authorize selection of consultants by SCDOT personnel			X
	- Commission <u>must</u> authorize roads to be added or removed from the State highway system			X

Code Citation	Responsibility	May	Shall	Must
57-1-370 (cont'd)	- Commission <u>shall</u> conduct public hearings regarding road projects where required by federal regulations		X	
	- Commission <u>shall</u> promulgate regulations for applying project prioritization criteria		X	
	- Commission <u>must</u> give prior authorization to sale of surplus property			X
	- Commission <u>must</u> approve SCDOT's annual budget			X
	- Commission <u>must</u> give prior authorization to the dedication or naming of highway facilities			X
	- Commission <u>must</u> give prior authorization to SCDOT's entering into contracts in excess of \$500,000			X
	- Commission <u>must</u> give prior authorization to SCDOT's entering into contracts in a given fiscal year with an entity that has already received at least \$500,000 in contracts in that fiscal year			X
	- Commission <u>must</u> review and approve any request made for resurfacing, installation of new signals, curb cuts on primary roads, bike lanes, or construction projects under \$10M and certify that the request is needed based upon objective and quantifiable factors before work may proceed			X
57-1-470	Review of Secretary's actions on requests for routine operation and maintenance and emergency repairs			
	- Commission <u>must</u> review and make findings as to whether the request for routine operation, maintenance and emergency repair requests by the Secretary meet the needs of the public based upon objective and quantifiable standards			X
1-3-245	Reporting unexcused absences A member of a state commission or committee who has three consecutive unexcused absences from regularly scheduled meetings held by the particular commission or committee <u>is considered removed</u> from the commission or committee and a vacancy is created. The chairman of the commission or committee immediately <u>shall</u> notify the Governor or appropriate appointing authority of the member's three consecutive unexcused absences and of the resulting vacancy		X	
57-3-10	Establishing SCDOT divisions DOT <u>must</u> consist of three principal divisions: 1)Construction, Engineering and Planning, 2)Finance, and 3) Mass Transit. Commission <u>may</u> establish others.	X		
57-3-50	Establishing Highway Districts Commission <u>may</u> establish such highway districts as, in its opinion, shall be necessary. The Commission, every 10 years, <u>must</u> review the number of districts and make needed changes.		X	X

Code Citation	Responsibility	May	Shall	Must
57-5-10	State Highway System The State highway system <u>shall</u> mean the system of state highways as now constituted consisting of the roads...together with the roads, streets and highways heretofore added to the state highway system by the Commission of the Department of Transportation...and such roads...hereafter added to the system pursuant to law.”		X	
57-5-30	Primary road system <u>shall</u> be determined by Commission – not to exceed 10,000 miles.			X
57-5-50	Commission <u>may</u> transfer any route or section of route from the secondary system to the primary system and vice versa.	X		
57-5-90	Commission <u>may</u> establish beltlines and spurs. The total length of beltlines and spurs to be constructed or established <u>shall</u> not exceed 2 miles per fiscal year in each county. Mileage per county <u>shall</u> be cumulative.	X		X
57-5-710	The Commission <u>shall</u> determine the order of construction work among the counties within each highway district in a fair and equitable manner.			X
57-3-700	Agents for County With the Commission’s approval, county officials <u>may</u> designate SCDOT as agent of the county for right-of-way acquisitions.		X	
57-5-1350	Toll roads - Commission <u>may</u> make a request to the state Budget and Control Board for the issuance of turnpike bonds. - Request <u>may</u> be in the form of a resolution adopted at a regular or special meeting of the Commission			X
57-5-1630	Extension of construction contracts No construction contract may be extended to include work not contemplated in the original award, <u>unless approved in advance by the Commission</u> , except within the limitations imposed by the contract. EXCEPT, Director <u>may</u> make the decision <u>subject to approval by the Commission at the next succeeding meeting</u> .		X	

Code Citation	Responsibility	May	Shall	Must
57-11-280	State Highway Bonds Commission <u>is authorized</u> to request the State Budget and Control Board to issue State highway Bonds. This authorization is made in the form of a written request <u>from the Commission</u> to the Budget and Control Board.	X		
57-13-10	Bridges Commission <u>may</u> cooperate with adjoining states in construction, etc. of bridges across waters which constitute state boundaries.	X		
57-13-20	<u>With approval of the Commission</u> , any county may provide funds for purchase of Interstate bridges and the county shall be entitled to reimbursement.	X		
57-13-40	Commission <u>may</u> permit any person, county or municipality to construct toll bridges on any roads of the state highway system.	X		
57-13-50	No permit for toll bridges <u>shall</u> be issued by the Commission until the terms and conditions affecting the permit have been advertised in at least five daily newspapers of this state, and formal notice has been given to and approved by the legislative delegation.		X	
57-13-90	Commission <u>shall not</u> construct any bridge of insufficient width.		X	
56-5-1980	Controlled access highways - Commission, by resolution or order entered in its minutes, <u>may</u> regulate or prohibit the use of any controlled-access roadway or highway. -Commission, when adopting such resolutions, <u>shall</u> erect and maintain traffic-control devices on the controlled-access highway.	X		
57-25-150	Outdoor Advertising -Commission <u>shall</u> issue permits for the erection and maintenance of specific outdoor advertising signs, consistent with national standards. (These signs include official signs and notices, public utility warning and informational signs, and signs and notices of service clubs and religious organizations). -Commission <u>shall</u> promulgate regulations governing the issuance of permits and standards for size, spacing, and lighting of the signs and their messages.		X	

Code Citation	Responsibility	May	Shall	Must
	- Commission <u>shall</u> promulgate regulations governing the issuance of permits which include mandatory maintenance of signs. (This has been accomplished through Regulation 63-338 et.seq.)		X	
57-25-690	Commission <u>may</u> allow for the placement of information signs in the Department's right of way.	X		
57-25-200	Commission <u>may</u> enter into agreements with other governmental authorities to control outdoor advertising.	X		
57-25-210	Commission is <u>not</u> required to spend funds for the removal of signs until federal funds are made available to the state.			
Ethics				
57-1-40	<u>No</u> commissioner <u>shall</u> accept or agree to accept, receive or agree to receive, or ask or solicit, either directly or indirectly any 1) monies, 2) anything of value, 3) political appointment, 4) employment – offered with the intent to influence. A person found guilty of violating this provision is guilty of a felony and <u>must</u> be imprisoned not more than five years and shall be disqualified forever from holding office in this State		X	X
2-17-80	<u>No</u> public official <u>shall</u> solicit or receive anything of value from a lobbyist or anyone acting on behalf of a lobbyist, unless the thing of value is also furnished to the general public on the same terms.		X	
2-17-90	<u>No</u> public official <u>may</u> accept lodging, transportation, entertainment, food, meals, beverages or an invitation to a function paid for by a lobbyist's principal, unless: a) it is a function to which the entire commission is invited; and b) the public official reports it on his Statement of Economic Interests.		X	
8-13-705	A public official <u>may not</u> , directly or indirectly, knowingly ask, demand, exact, solicit, seek accept, assign, receive, or agree to receive anything of value for himself or for another person in return for being influenced in the discharge of his official responsibilities.		X	
8-13-100	"Anything of value" includes, but is not limited to, meals, lodging, transportation, entertainment, food, beverages, money, or contributions.			

Code Citation	Responsibility	May	Shall	Must
8-13-1110	<p>“Anything of value” does not include: 1) promotional items that do not exceed \$10 in value; 2) a personalized plaque or trophy with a value of no more than \$150; 3) educational material directly related to the public official or employee’s official responsibilities; 4) an honorary degree; 5) promotional or marketing items offered to the general public on the same terms without regard to status as a public official.</p> <p>A public member who serves on a state commission <u>must</u> file a Statement of Economic Interest with the State Ethics Commission annually by April 15th.</p> <p><u>No</u> public official <u>may</u> take the oath of office or enter upon the duties of his position unless he has filed a Statement of Economic Interest.</p>			X
8-13-710	<p>A public official who is required to file a Statement of Economic Interest who accepts anything of value worth twenty-five (\$25) dollars or more in a day and anything of value worth two hundred (\$200) dollars or more in the aggregate in a calendar year <u>must</u> report the gift on his Statement of Economic Interest if there is reason to believe that:</p> <ul style="list-style-type: none"> a) the donor would not have given the gift but for the public official’s position; b) the donor has or is seeking to obtain contractual or other business or financial relationships with the Department; c) conducts operations or activities which are regulated by the Department. 			X
8-13-700	<p><u>No</u> public official <u>may</u> knowingly use his official office to obtain an economic interest for himself, a member of his immediate family, an individual with whom he is associated, or a business with whom he is associated.</p>		X	
8-13-720	<p><u>No</u> public official <u>may</u> solicit or receive any money in addition to that received by the public official in his official capacity for advice or assistance given in the course of his employment as a public official.</p>		X	
8-13-725	<p><u>No</u> public official <u>may</u> use or disclose confidential information gained in the course of or by reason of his official responsibilities in a way that would affect an economic interest held by him, a member of his immediate family, an individual with whom he is associated or a business with whom he is associated.</p>		X	
8-13-730	<p><u>No</u> person <u>shall</u> serve as an official of a governmental regulatory agency that regulates any business with which that person is associated.</p>		X	

Code Citation	Responsibility	May	Shall	Must
8-13-740	<p>A public official, a person with whom he is associated, or a business with whom he is associated <u>may not</u> knowingly represent a person before the agency for which the public official has official responsibility except:</p> <ul style="list-style-type: none"> a) as required by law; or b) before a court under the unified judicial system. <p>This rule does not apply to:</p> <ul style="list-style-type: none"> a) purely ministerial matters which do not require discretion on behalf of the governing entity b) representation in the course of the public official's official duties c) representation by the public official in matters relating to the public official's personal affairs or affairs of the public official's immediate family 		X	
8-13-750	<p><u>No</u> public official <u>may</u> cause the employment, appointment, promotion, transfer, or advancement of a family member to a state office that the public official supervises or manages.</p>		X	
8-13-755	<p>A former public official <u>may not</u> for a period of one year after terminating public service:</p> <ul style="list-style-type: none"> a) serve as a lobbyist or represent clients before the agency for which he formerly served in a matter in which he directly and substantially participated during his public service; or b) accept employment if the employment: <ul style="list-style-type: none"> 1) is from a person who is regulated by the agency he formerly served; and 2) involves a matter in which the public 3) official directly and substantially participated. 		X	
8-13-765	<p><u>No</u> person <u>may</u> use governmental personnel, equipment, materials, or an office building in an election campaign.</p>		X	

STATUTORY RESPONSIBILITIES OF SECRETARY OF TRANSPORTATION

Code Citation	Responsibility	May	Shall	Must
57-1-430	Affirmative duties			
	- Carry out policies of the Commission			X
	- Administer the day to day affairs of SCDOT			X
	- Direct the implementation of the Statewide Transportation Improvement Program (STIP) and the statewide mass transit plan			X
	- Ensure the timely completion of all projects undertaken by SCDOT and routine operation and maintenance requests, and emergency repairs			X
	- Represent SCDOT in its dealings with other State Agencies, local governments, special districts, and the federal government			X
	- Prepare an annual budget for SCDOT which must be approved by the Commission before becoming effective			X
57-1-440	Hiring legal counsel			
	- Exclusive authority to employ a chief counsel and such staff attorneys and support staff as necessary	X		
	- Select outside counsel		X	
57- 1-450	Appointing division directors			
- Shall appoint a director for each statutory division who serves at the pleasure of the Secretary and recommend their salary			X	
57-1-460	Routine Operation, Maintenance and Emergency Repairs			
- Evaluate and approve the routine operation and maintenance requests or emergency requests that are needed for existing roads and bridges that are not included in the STIP			X	
57-1-470	Routine Operation, Maintenance and Emergency Repairs			
	- At each Commission meeting, provide a detailed written report of all:			X
	1) requests since the last meeting for routine operation and maintenance and emergency repairs, the Secretary's decision, and a status report			
	2) pending projects approved by the Commission pursuant to 57-1-370(N) and the status of those projects, if there has been any material change			
	- Cooperate with Commission request for further investigation of these matters			X

Code Citation	Responsibility	May	Shall	Must
57-1-500	Training - Provide a workshop of at least two biennial contact hours concerning ethics and the Administrative t Procedures Act for Commissioners, the Secretary, the Chief Internal Auditor and senior management - Provide a workshop of at least two biennial contact hours concerning ethics for all other SCDOT employees		X	
57-5-340	Sale or other disposition of real estate - Commission and Secretary shall convey by deed, signed by the Secretary and the Director of the Division of Finance and Administration any real estate disposed of as surplus property		X	
57-5-1620	Construction contracts: In cases of emergencies, as determined by the Secretary, SCDOT may employ contractors, etc. without advertising, BUT all cases shall be reported in detail and made public at the next Commission meeting.	X		X
57-5-1630	No construction contract may be extended to include work not contemplated in the original award, <u>unless approved in advance by the Commission</u> , except within the limitations imposed by the contract. EXCEPT, the Secretary <u>may make the decision subject to approval by the Commission at the next succeeding meeting.</u>	X		
	Ethics			
57-1-40	<u>No</u> commissioner <u>shall</u> accept or agree to accept, receive or agree to receive, or ask or solicit, either directly or indirectly any 1) monies, 2) anything of value, 3) political appointment, 4) employment – offered with the intent to influence. A person found guilty of violating this provision is guilty of a felony and <u>must</u> be imprisoned not more than five years and shall be disqualified forever from holding office in this State		X	X
2-17-80	<u>No</u> public official <u>shall</u> solicit or receive anything of value from a lobbyist or anyone acting on behalf of a lobbyist, unless the thing of value is also furnished to the general public on the same terms.		X	
2-17-90	<u>No</u> public official <u>may</u> accept lodging, transportation, entertainment, food, meals, beverages or an invitation to a function paid for by a lobbyist’s principal, unless: a) it is a function to which the entire commission is invited; and b) the public official reports it on his Statement of Economic Interests.		X	

Code Citation	Responsibility	May	Shall	Must
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8-13-100	<p>“Anything of value” includes, but is not limited to, meals, lodging, transportation, entertainment, food, beverages, money, or contributions.</p> <p>“Anything of value” does not include: 1) promotional items that do not exceed \$10 in value; 2) a personalized plaque or trophy with a value of no more than \$150; 3) educational material directly related to the public official or employee’s official responsibilities; 4) an honorary degree; 5) promotional or marketing items offered to the general public on the same terms without regard to status as a public official.</p>			
8-13-1110	A public member who serves on a state commission <u>must</u> file a Statement of Economic Interest with the State Ethics Commission annually by April 15th.			X
	<u>No</u> public official <u>may</u> take the oath of office or enter upon the duties of his position unless he has filed a Statement of Economic Interest.		X	
8-13-710	<p>A public official who is required to file a Statement of Economic Interest who accepts anything of value worth twenty-five (\$25) dollars or more in a day and anything of value worth two hundred (\$200) dollars or more in the aggregate in a calendar year <u>must</u> report the gift on his Statement of Economic Interest if there is reason to believe that:</p> <ul style="list-style-type: none"> a) the donor would not have given the gift but for the public official’s position; b) the donor has or is seeking to obtain contractual or other business or financial relationships with the Department; c) conducts operations or activities which are regulated by the Department. 			X
8-13-700	<u>No</u> public official <u>may</u> knowingly use his official office to obtain an economic interest for himself, a member of his immediate family, an individual with whom he is associated, or a business with whom he is associated.		X	
8-13-720	<u>No</u> public official <u>may</u> solicit or receive any money in addition to that received by the public official in his official capacity for advice or assistance given in the course of his employment as a public official.		X	

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8-13-730	<u>No</u> person <u>shall</u> serve as an official of a governmental regulatory agency that regulates any business with which that person is associated.		X	
8-13-740	A public official, a person with who he is associated, or a business with whom he is associated <u>may not</u> knowingly represent a person before the agency for which the public official has official responsibility except: a) as required by law; or b) before a court under the unified judicial system. This rule does not apply to: a) purely ministerial matters which do not require discretion on behalf of the governing entity b) representation in the course of the public official's official duties c) representation by the public official in matters relating to the public official's personal affairs or affairs of the public official's immediate family		X	
8-13-750	<u>No</u> public official <u>may</u> cause the employment, appointment, promotion, transfer, or advancement of a family member to a state office that the public official supervises or manages.		X	
8-13-755	A former public official <u>may not</u> for a period of one year after terminating public service: a) serve as a lobbyist or represent clients before the agency for which he formerly served in a matter in which he directly and substantially participated during his public service; or b) accept employment if the employment: 1) is from a person who is regulated by the agency he formerly served; and 2) involves a matter in which the public 3) official directly and substantially participated.		X	
8-13-765	<u>No</u> person <u>may</u> use governmental personnel, equipment, materials, or an office building in an election campaign.		X	



Revenues

*Presented by: Brian W. Keys,
Dep. Secretary for Finance and
Administration*

SCDOT

South Carolina Department of Transportation

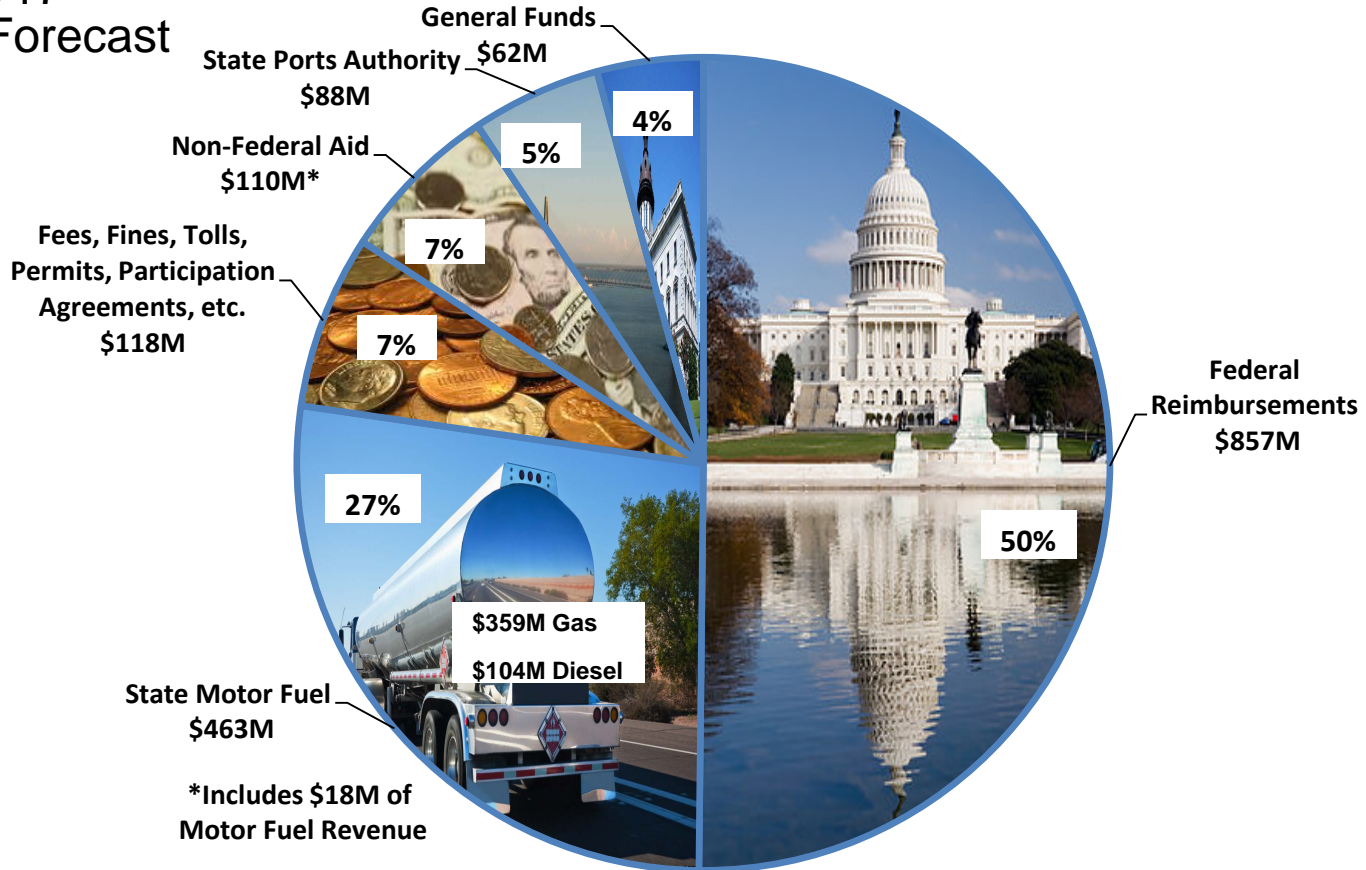
February 2016

Proposed Budget for SFY 2016/17

Sources of Revenue

SFY 2016/17

\$1,698M Forecast



Federal Revenue Component

SFY 2016/17 Forecast

Federal Reimbursements

Subject to annual Congressional Budget Appropriation

Based on eligible project expenditures

Average reimbursement rate of 88% on eligible activities

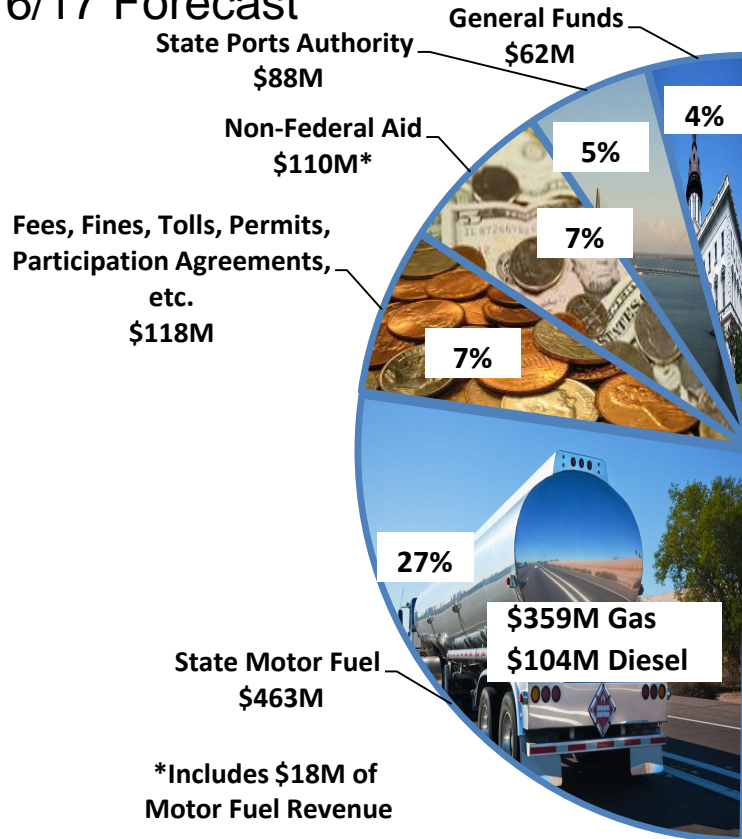
Typically this level of project activity would require an equivalent of \$133M in matching funds



**\$857 Million
Total Federal**

State Revenue Components

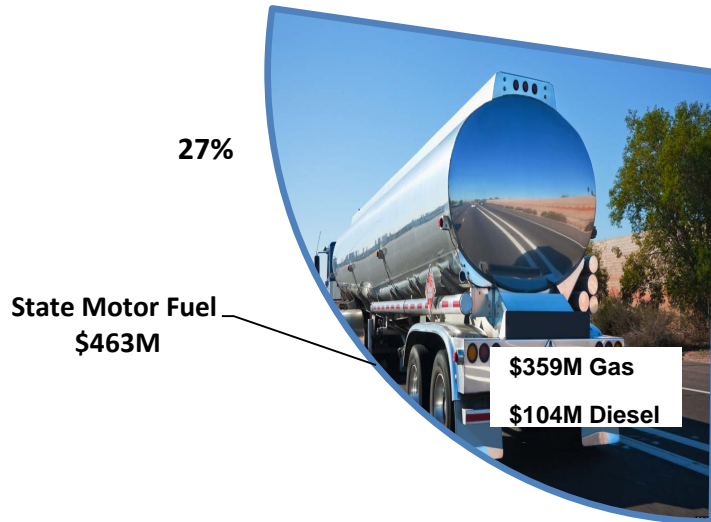
SFY 2016/17 Forecast



\$841 Million
Total State

State Revenue Components

SFY 2016/17 Forecast



State Motor Fuel Component

\$601.1M Forecasted Gross Collections

- \$ 8.5M Dept. of Revenue Deductions
- \$ 17.8M DHEC SUPERB Fund 0.05 cents/Gal
- \$ 0.9M Dept. of Agriculture 10% of 0.25 cents
- \$ 3.7M DNR Watercraft fund 1% of .013 cents
- \$ 74.3M CTC Transportation 2.66 cents/Gal

\$495.9M Transmitted to SCDOT

- \$ 14.9M Less International Fuel Tax Agreement

\$481.0M State Motor Fuel Revenue for SCDOT

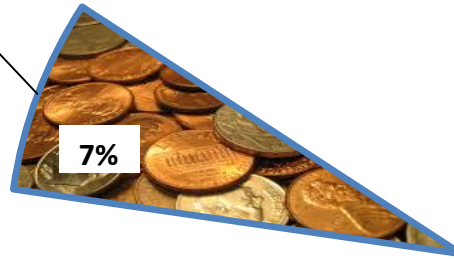
- \$ 18.0M Directed Portion for Non-Federal Aid Secondary System

\$463.0M State Motor Fuel Forecasted for SCDOT Federal-Aid Program Match & Operations and SCTIB 1¢ Gasoline Equivalent Transfer (\$29.0M)

State Revenue Components

SFY 2016/17 Forecast

Fees, Fines, Tolls, Permits,
Participation Agreements,
etc.
\$118M



Fees, Tolls, etc.

Significant items include:

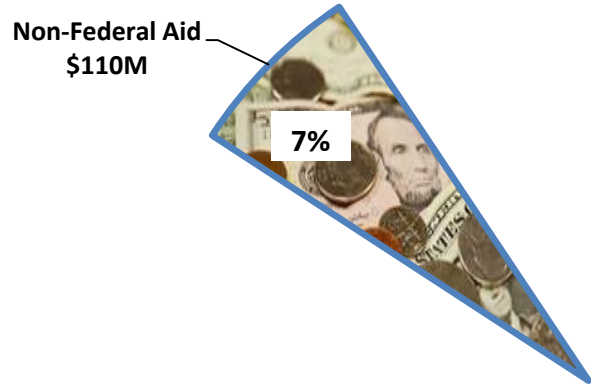
- \$90M SCTIB Interstate Projects Reimbursements
- \$10M Participation Agreements with Counties & Other Municipalities
- \$ 9M Cross Island Parkway Toll Revenues
- \$ 7M Sale of Services
- \$ 4M SCTIB Exchange Payments
- \$ 3M Sale of Goods
- \$ 3M Oversize/Overweight Permits
- \$ 2M Interest on Investments

Includes Funding Transfers for the following:

- \$(9.5M) CTC Donor Bonus
- \$(3.0M) PRT Welcome Center Funding

State Revenue Components

SFY 2016/17 Forecast



Non-Federal Aid

Comprised of Act 176 and Act 98 funds for use on non-federally eligible state roads.

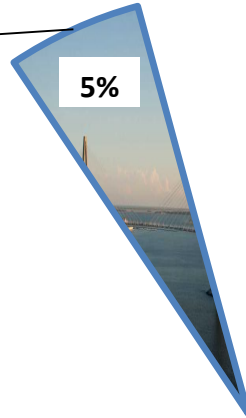
Significant items include:

- \$ 18M Motor Fuel Revenue
- \$ 61M Act 98 Car Sales Tax
- \$ 14M Motor Vehicle License Fees
- \$ 8M Petroleum Inspection Tax
- \$ 4M Electric Power Tax

State Revenue Components

SFY 2016/17 Forecast

State Ports Authority
\$88M

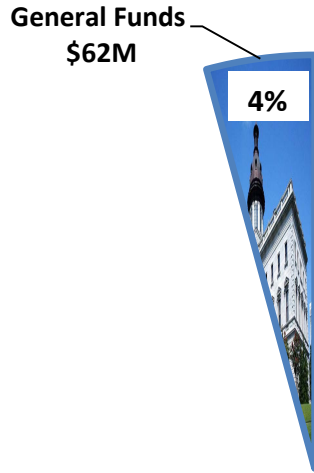


State Ports Authority

Funds received from the State Ports Authority to reimburse SCDOT for payments in the construction of the Port Access Road.

State Revenue Components

SFY 2016/17 Forecast



General Funds

\$50M Act 98 SCTIB Funds Transfer

\$ 9M Act 98 Bridge Match

\$ 3M State Appropriations- SCPRT Welcome Centers



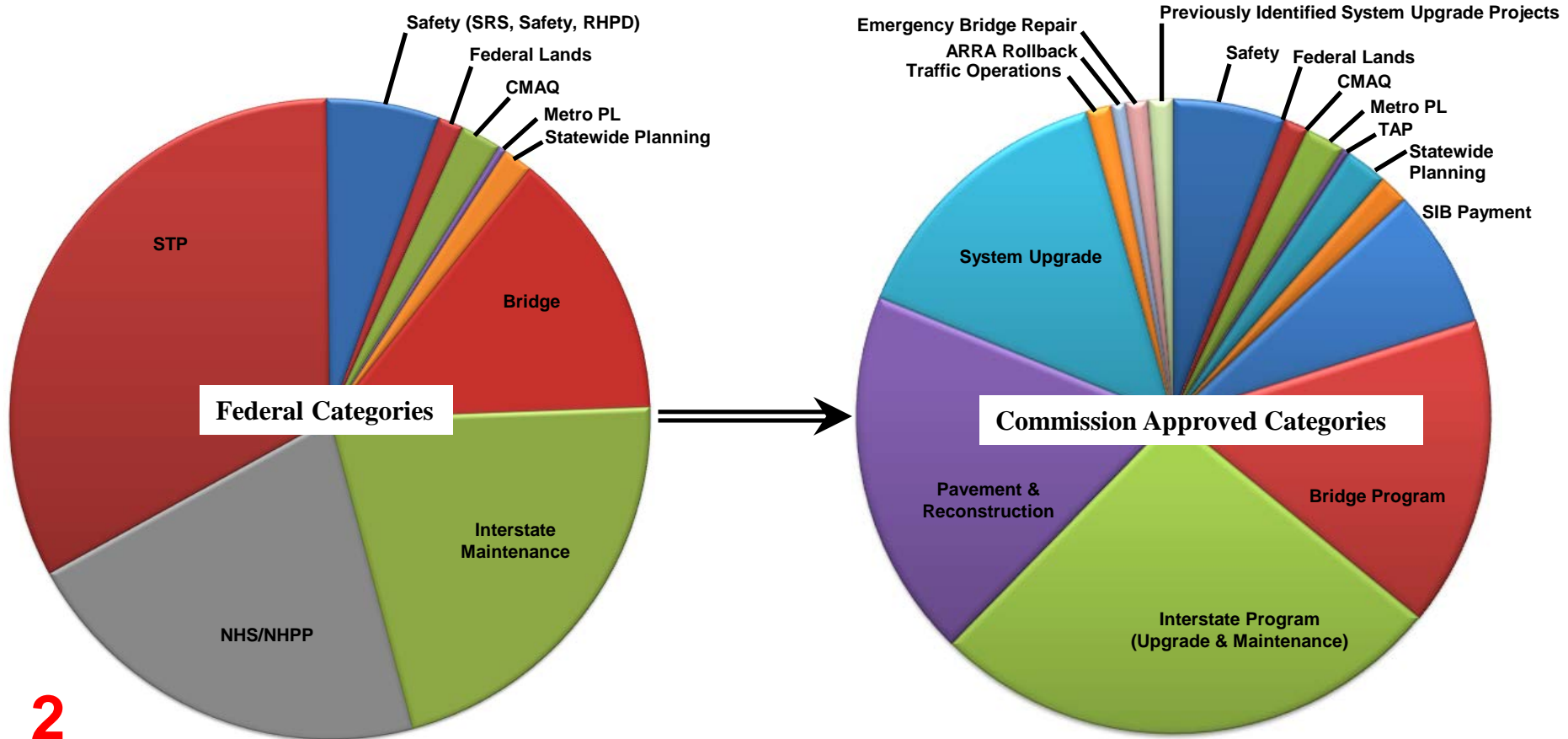
Federal Aid Program/FAST Act

*Presented by: Ron Patton,
Dep. Secretary for Intermodal Planning*

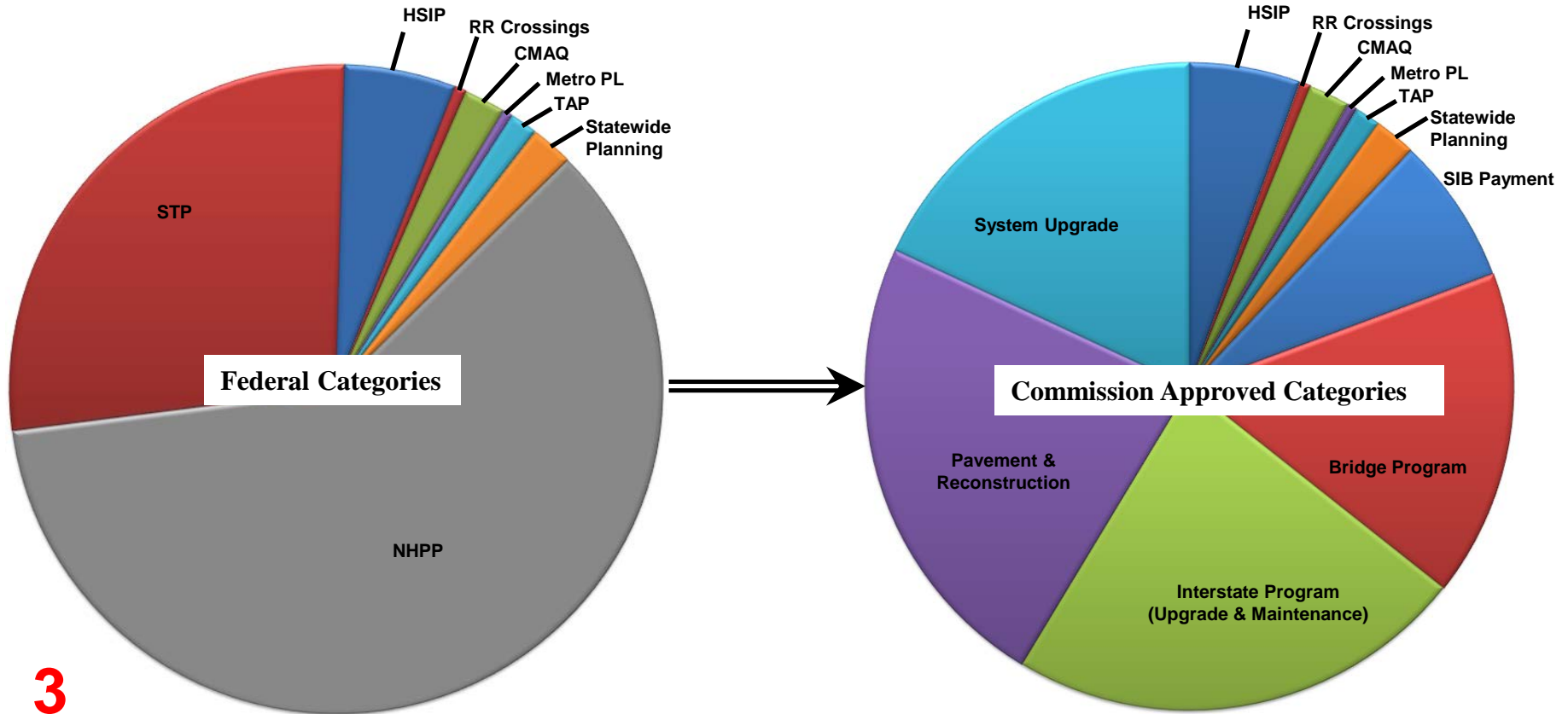
SCDOT

South Carolina Department of Transportation

SAFETEA-LU Highway Funding Plan

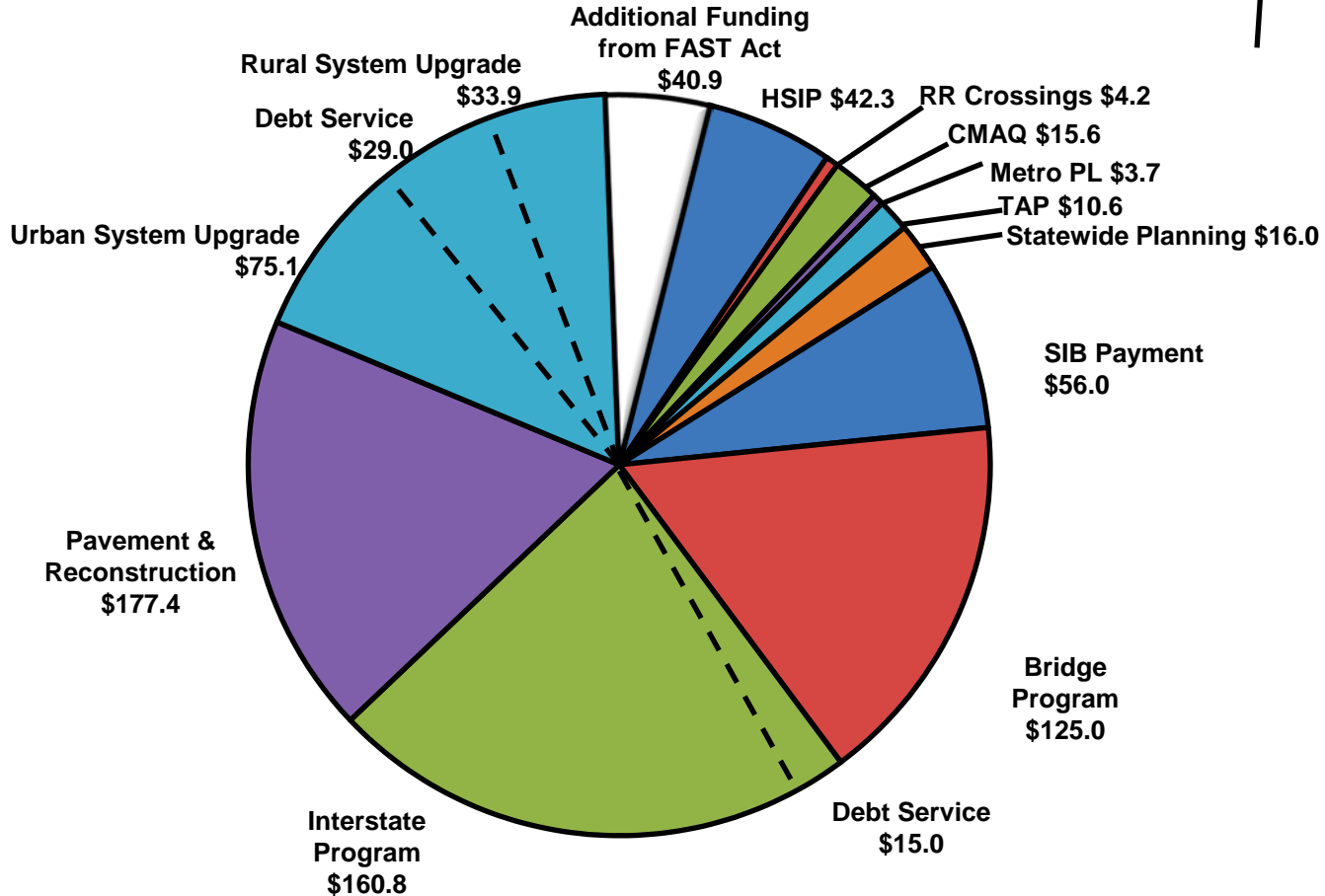


MAP-21 Highway Funding Plan



S.C. FAST Act STIP Categories

Federal Aid Program



National Emphasis on Performance Management

- Federal legislation (MAP 21, FAST Act) requires state DOT's to implement performance-based programming.
- Sets performance standards for the nation's priority networks (Interstates and National Highway System).
- Substandard performance could result in the loss of flexibility when utilizing federal funds.
- Enhancing the movement of freight to support the national economy.



Key National Performance Areas for the Interstate and NHS

- Safety (all public roads)
- Infrastructure condition (sets minimum standards for pavements and bridges)
- System Performance (delay)
- Freight Movement (reliability)



Structure of the Federal-Aid Program

- Early federal transportation legislation (ISTEA, TEA-21) provided federal apportionments by numerous categories associated with specific eligibility requirements, i.e. bridge replacement funding and interstate maintenance.
- The Federal-Aid Program was streamlined in MAP-21 and the FAST Act to allow more local flexibility to address state needs.
- The budget structure of the Statewide Transportation Improvement Program (STIP) is based on the federal categories and also includes programs that reflect SCDOT emphasis areas and processes.



FAST Act Overview

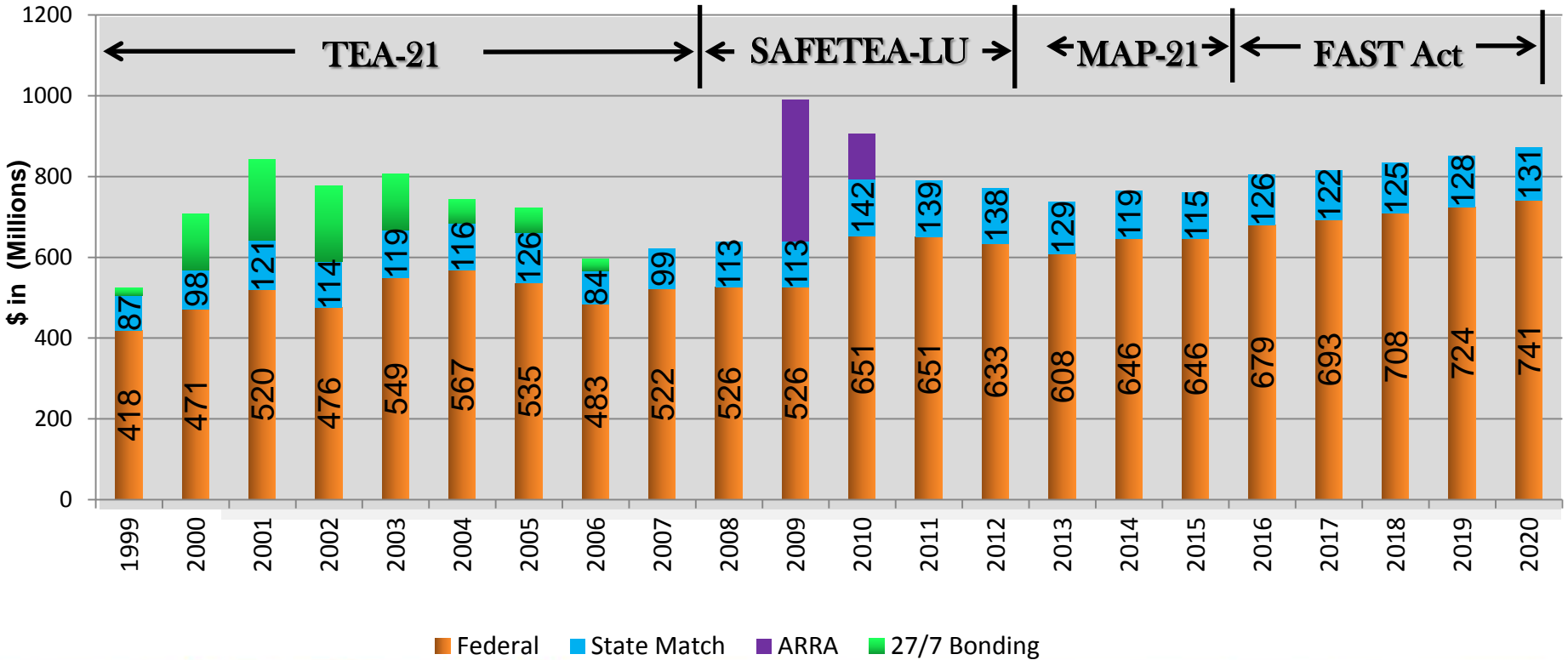
Funding Certainty for Five Years

- Contract Authority Provided for highway, highway safety, and transit programs between FY 2016 and 2020. A general 5% increase in federal funding occurs from FY 2015 to FY 2016 (\$33M more to S.C.), with an average estimated increase of 2% annually from FY 2017 to FY 2020 (additional \$15-17M each year).
- \$305 billion in total funding Nationally; \$281 billion guaranteed from the Highway Trust Fund.
- Modest increase in Federal funding levels, slightly higher than rate of inflation.



Federal-Aid Funding Trends

FFY 1999-2020



A Multimodal Program Platform

- Proportionate funding increases for both highway and transit programs.
- Formula-based National Freight Program to support highway freight movement.



FAST Act's Policy Priorities

- Streamlined project delivery through an improved review and permitting process that can lower costs and bring benefits to users sooner.
- Continuation of performance-based program implementation as enacted in MAP-21.



Revenue and Financing

- \$70 billion of General Funds transferred to HTF under FAST.
- After 2020, average annual shortfall in HTF will reach about \$20 billion.



Freight

- Creates a National Multimodal Freight Network which includes a National Highway Freight Network consisting of all Interstate Highways, an additional 41,000 primary freight network highway miles identified under MAP-21, and other State-identified highway segments.
- Establishes a new formula-based National Highway Freight Program funded at \$6.2 billion Nationally; flexibility of these dollars within a State is related to its share of miles on the Primary Highway Freight System.
- Requires all States using formula dollars to complete a State Freight Plan, either standalone or part of a State's long-range transportation plan; the plans must be updated every 5 years.



Freight

- Creates the Nationally Significant Freight and Highway Projects discretionary grant program designed for major highway and freight projects funded at \$4.5 billion Nationally.
- Though funded out of the HTF, certain non-highway projects are eligible to receive portions of the NHFP and NSFHP dollars.



Program and Project Delivery

- Expands environmental streamlining measures to rail projects.
- Eases Federal audit process requirements for States with Federal NEPA assignment, and gives States more input in audit process.
- Increases delegation of certain federal responsibilities to states.



Planning

Minor Changes to the Performance-based Planning Process

- Requires long-range transportation plans to consider public ports and freight shippers.
- Encourages consideration of intermodal facilities that support intercity buses as part of the metropolitan and statewide planning process.

Freight Planning

- State DOTs must develop a multimodal State Freight Plan.



Performance Management/Asset Management

Performance Management

- No new performance measures.
- Reporting cycles and penalties: Reduces reporting cycle from one to two before penalties are imposed.
- Safety data collection on rural roads.
- Achievement of freight performance targets.
- Establishes performance data support program.

Asset Management

- No changes



Performance Measures

ESTIMATED FINAL RULE MAKING DATES

(updated 1/19/2015)

Rule	Final Rule Expected
Safety Performance Measure	2016
Highway Safety Improvement Program	2016
FHWA/FTA Metropolitan and Statewide Planning	2016
CMAQ Weighting Factors	2016
Planning and Environmental Linkage	2016
Pavement/Bridge Performance Measure <i>Proposed Minimum Conditions for Pavement and Bridge</i> <ul style="list-style-type: none">▪ <5% poor Pavement on Interstate▪ <10% Deficient Bridge Deck Area on NHS	2016
Asset Management Plan	2016
System Performance Measure	Unknown (Q2 2018)
(FTA) National Transit Safety Program	Unknown
(FTA) Transit Asset Management Plans	Unknown (Q4 2016)
(FTA) Transit Agency Safety Plans	Unknown

Public Transportation

- Similar to SAFETEA-LU, FAST once again authorizes new competitive grant programs for bus and bus facilities.
- Creates mechanisms to pool resources for transit providers by enabling cooperative procurements and leasing for small urban and rural systems.
- Domestic content requirement under Buy America is increased from 60 to 65 percent in 2018, and to 70 percent in 2020.



Challenges

- FAST provides \$57.5 billion for highways and transit annually. Adjusted for inflation, this is \$16 billion short of the Highway Trust Fund's purchasing power in 1993.
- Demands on the transportation system will only continue to grow based on increases in total vehicle miles traveled, urban congestion, transit use, freight movement, and volatile weather patterns.



Challenges

- Safety educational activities are now ineligible under the Highway Safety Improvement Program.
- Long-term, sustainable funding for transportation is yet to be achieved. Because the bill relies on \$70 billion of General Fund support, the expected annual gap between Highway Trust Fund income and spending in 2021 is expected to reach \$20 billion each year.





Development of the Statewide Transportation Improvement Program (STIP)

*Presented by: Ron Patton,
Dep. Secretary for Intermodal Planning*



South Carolina Department of Transportation

Requirements

- Federal law requires every state to develop a transportation improvement program to identify planned projects, anticipated schedules, budgets, and federal funding allocations
- A STIP is a resource for the public that provides information about transportation priorities for the state and their communities.
- The STIP provides FHWA and FTA the basis for authorizing federal participation in transportation projects



Requirements

- The STIP shall be fiscally constrained to demonstrate a balance between anticipated revenues and planned expenditures
- The STIP shall include surface transportation projects proposed for funding under Title 23 and Title 49 U.S.C
- All projects in the STIP shall be consistent with state and local long-range planning goals and objectives



The STIP in South Carolina

- SCDOT's STIP covers six years and is updated every three years
- The latest STIP was adopted by the Commission in 2013 to reflect budgeting and planned project programming from Federal Fiscal Year 2014 to Federal Fiscal Year 2019
- The STIP includes all federally funded programs and projects as well as non-federally funded projects that are regionally significant
- The STIP was developed cooperatively between SCDOT, FHWA, FTA, MPOs, COGs, and transit operators



The STIP in South Carolina

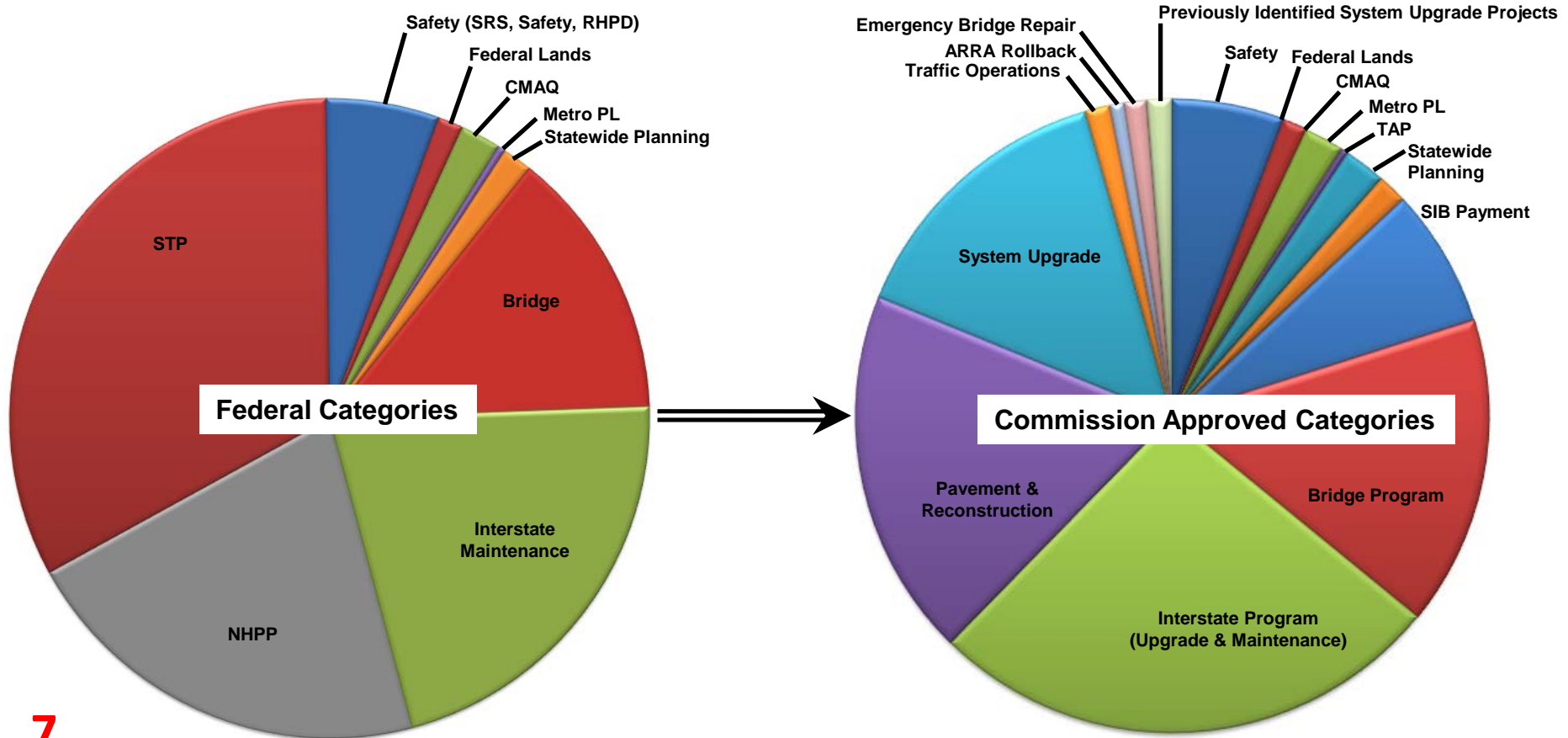
- The STIP budget for FY 16, based on the federal authorization and state match for SC is approximately \$805 million, which includes \$679 million in federal funding and \$126 million in required state/local match
- The STIP budget is reviewed each year for adjustment as annual federal authorizations are approved by Congress
- Federal funding is authorized through eight primary programs, which are then distributed in the STIP by state defined categories to reflect emphasis areas for improvement in SC



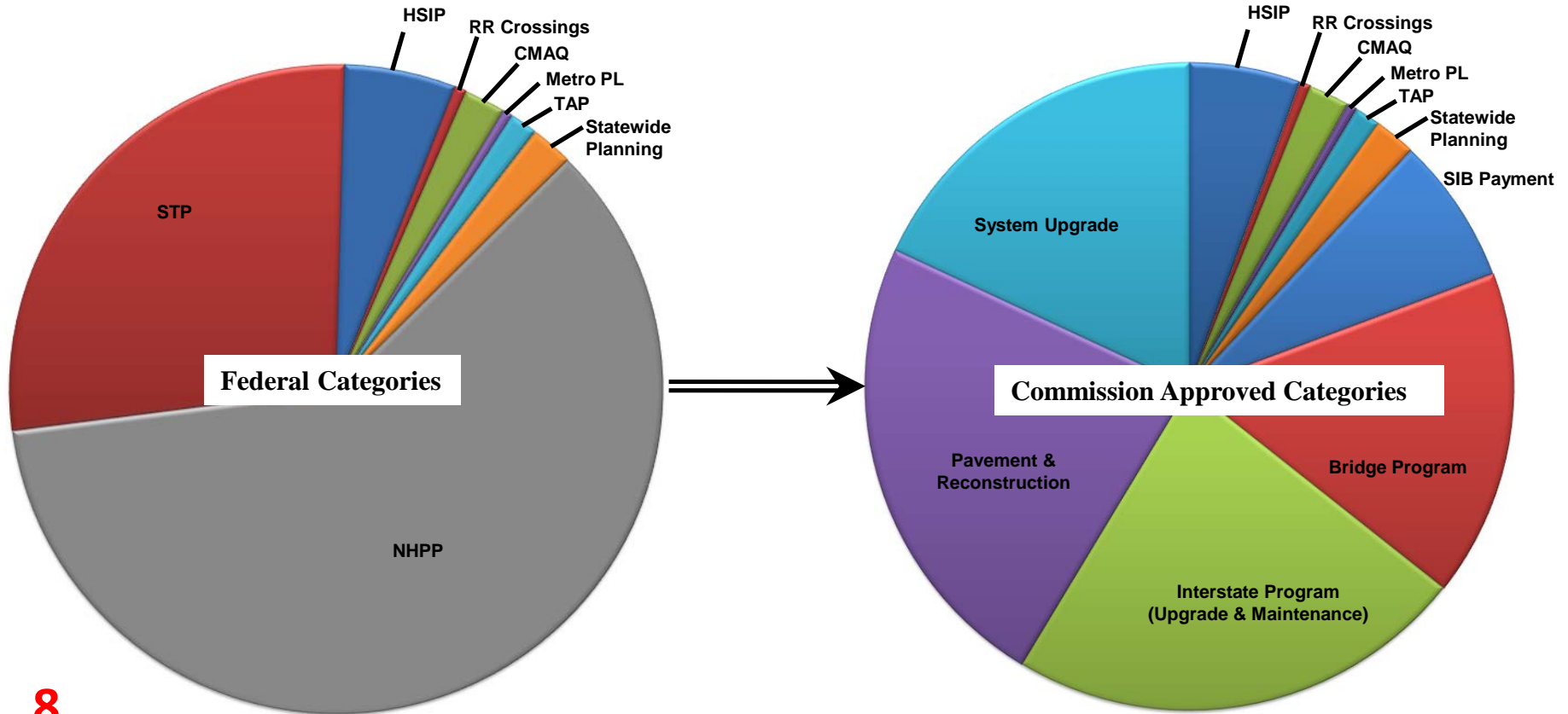
Structure of the Federal-Aid Program

- Early federal transportation legislation (ISTEA, TEA-21) provided federal apportionments by numerous categories associated with specific eligibility requirements, i.e. bridge replacement funding and interstate maintenance.
- The Federal-Aid Program was streamlined in MAP-21 and the FAST Act to allow more local flexibility to address state needs.
- The budget structure of the Statewide Transportation Improvement Program (STIP) is based on the federal categories and also includes programs that reflect SCDOT emphasis areas and processes.

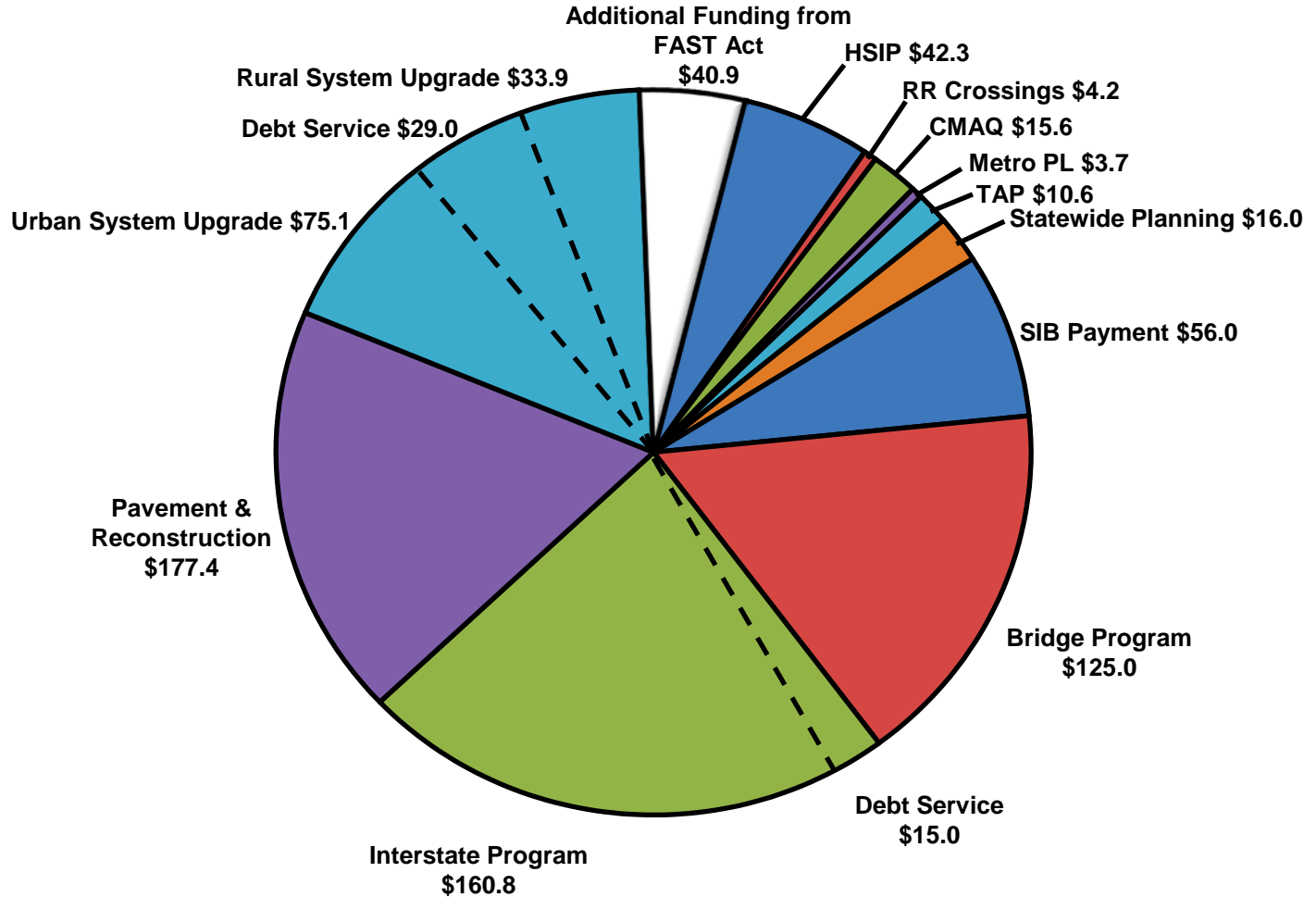
SAFETEA-LU Highway Funding Plan



MAP-21 Highway Funding Plan

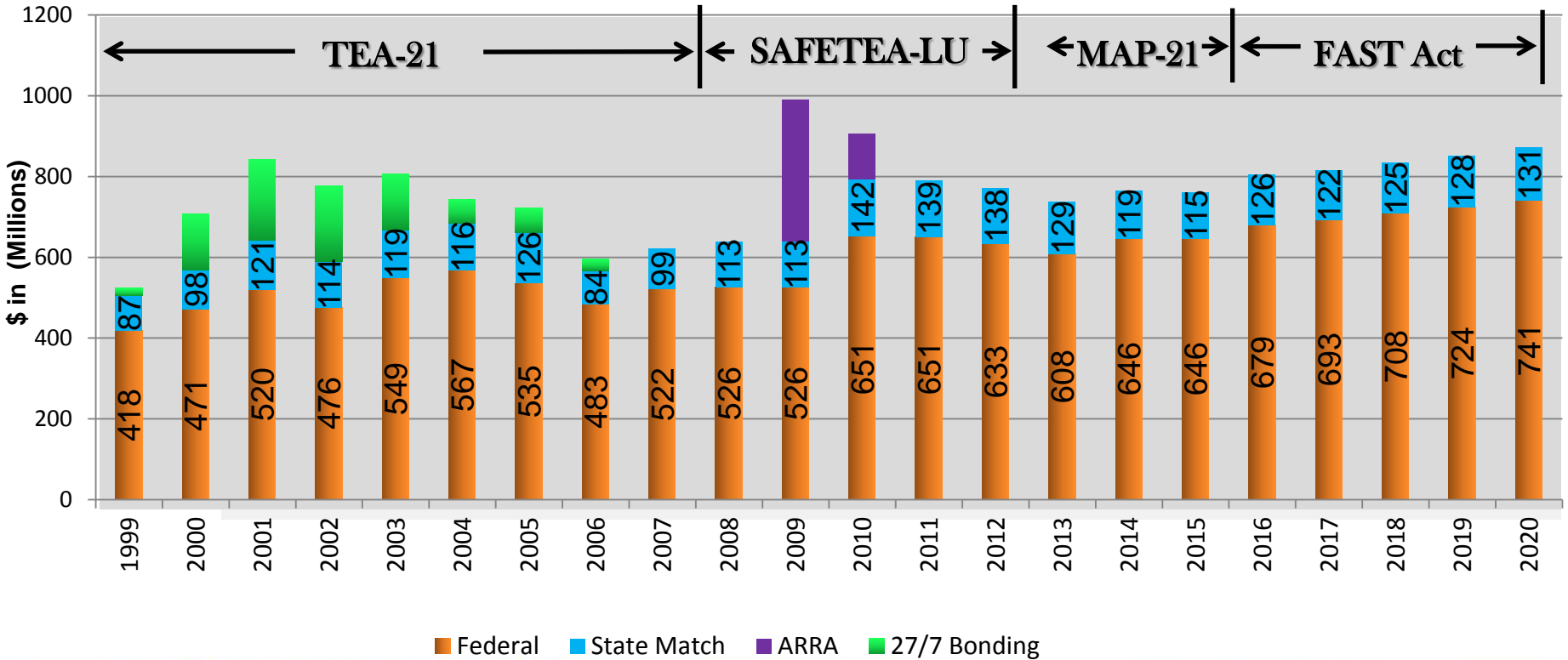


S.C. FAST Act STIP Categories – Federal Aid Program

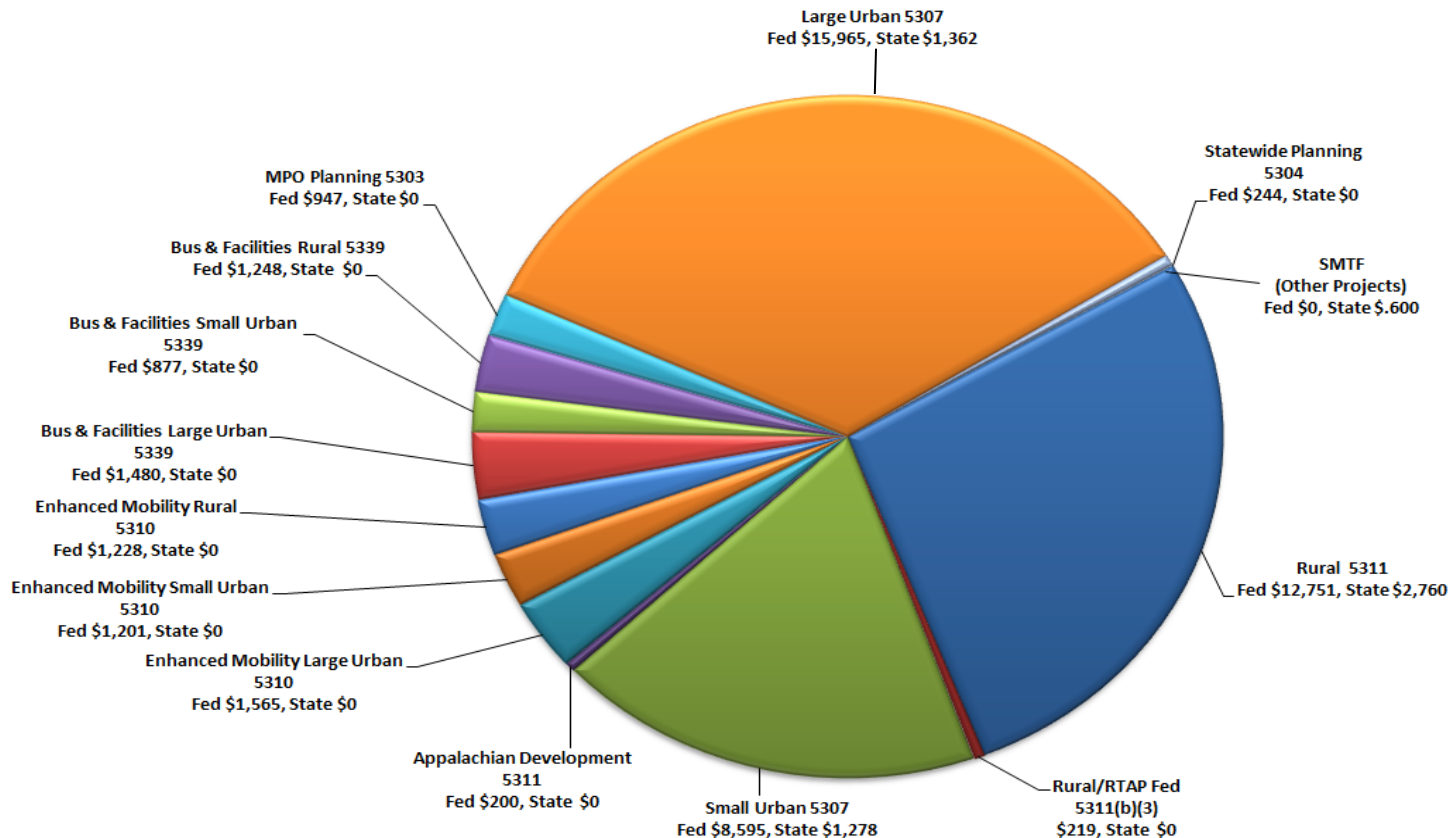


Federal-Aid Funding Trends

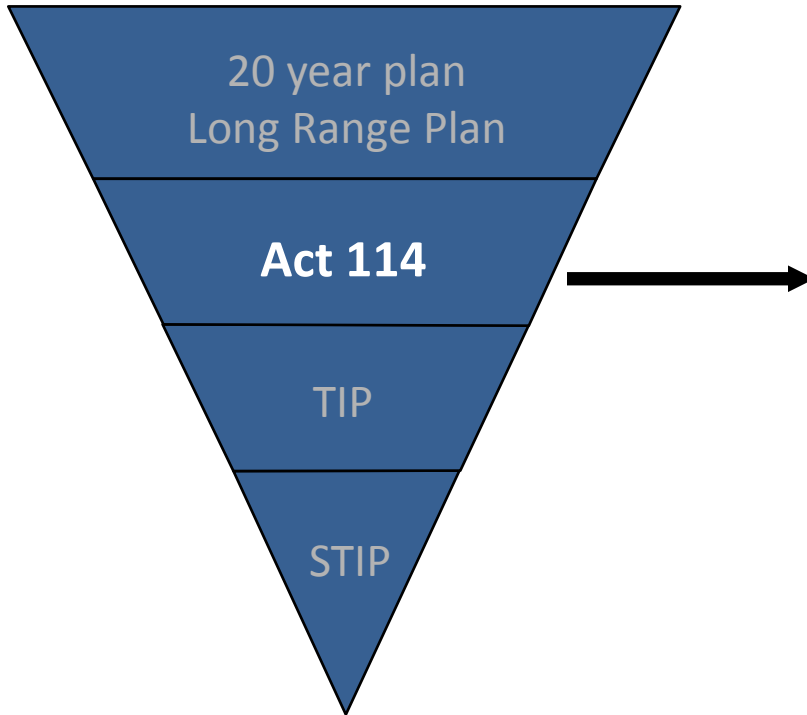
FFY 1999-2020



South Carolina STIP Categories Mass Transit



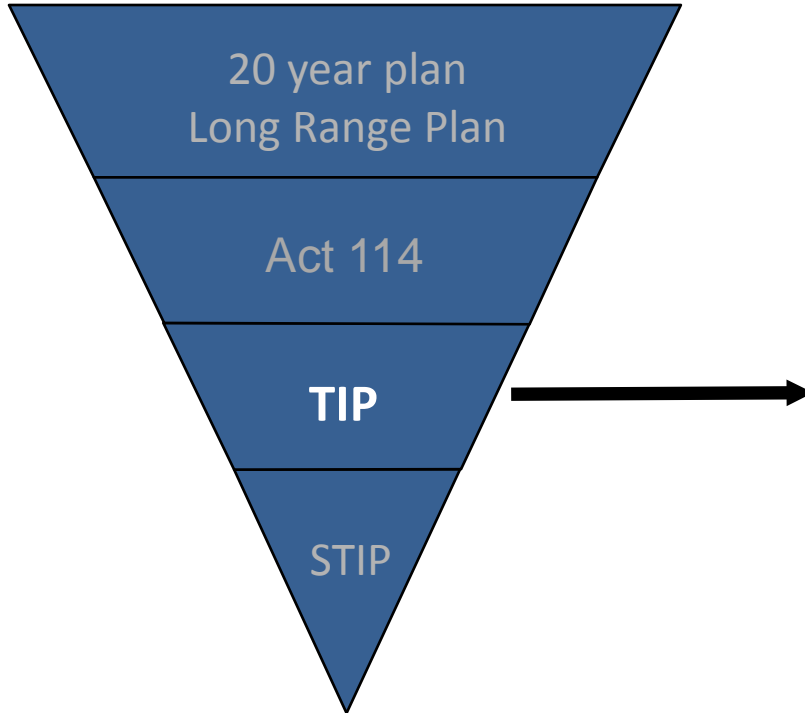
Planning Process



- Act 114 is used to prioritize candidate projects prior to inclusion in the TIPs and STIP
- Act 114 Criteria include: Economic Development, Land Use Plans, Alternative Solutions, Environmental Impacts, Safety, Truck Traffic, Financial Viability, Congestion, Pavement Conditions



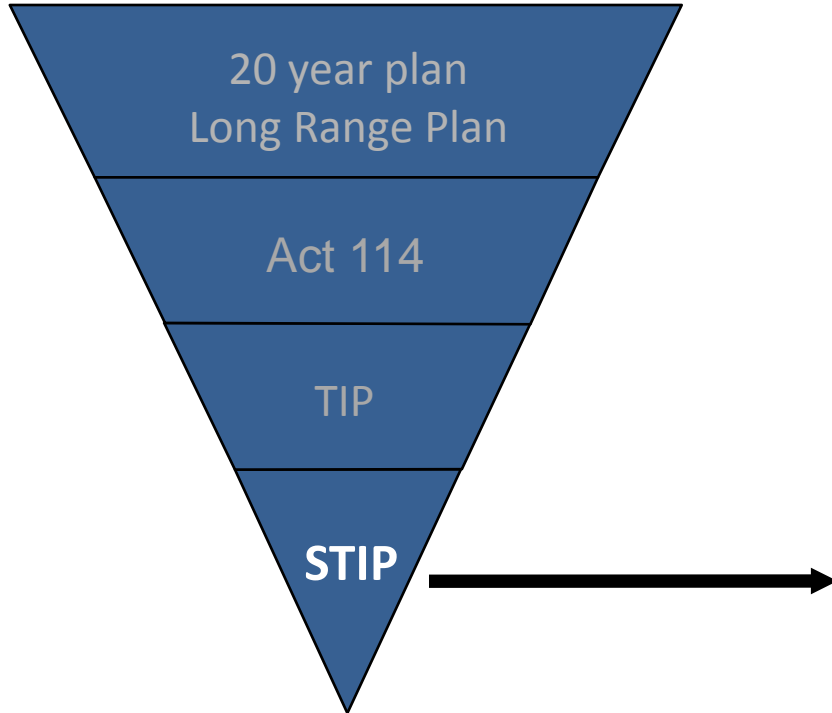
Planning Process



- Projects within urbanized areas that are receiving federal funds must first be included in the MPO TIP
- TIPs are companion planning documents to the STIP, but reflect projects specific to the local MPO
- All projects included in local MPO TIPs, as well as rural project priorities identified by COGs, are included in the STIP



Planning Process



Interpreting Project Information in the STIP

- For each project the STIP must include a description of work by phase and estimated cost
- The funding schedule reflects the anticipated timeframe for obligating federal funds to initiate work by phase

Project			MPO / COG	STIP Category	Federal Program	FY 2014 Planned	FY 2015 Planned	FY 2016 Planned	FY 2017 Planned	FY 2018 Planned	FY 2019 Planned	Total Project Cost	Remaining Cost
Description	Length	Rank											
US 17 Bypass (Shetland to Backgate) (Widen to 6 lanes)		GSATS-24	GSATS	System Upgrade	STIP			500 P	500 R	3,000 C			

Identifies the improvement with a project name, project Description, project length and project rank

Project priority based on Program Category (See STIP Terms)

Identifies the state program to develop/complete the project

Identifies the fiscal year a phase of work will be planned (See STIP Terms)

Identifies the total (federal portion plus match) amount of funds it will take to complete the project

Identifies what region of the state the improvement is located. MPOs are located in urban portions of the state while the COG regions encompass the regions outside the MPO boundaries

Identifies the federal program to develop/complete the project (See STIP Terms)

Cost in \$1,000s

Phase of Work

Identifies the amount of funds it will take to complete the project after the six-year plan

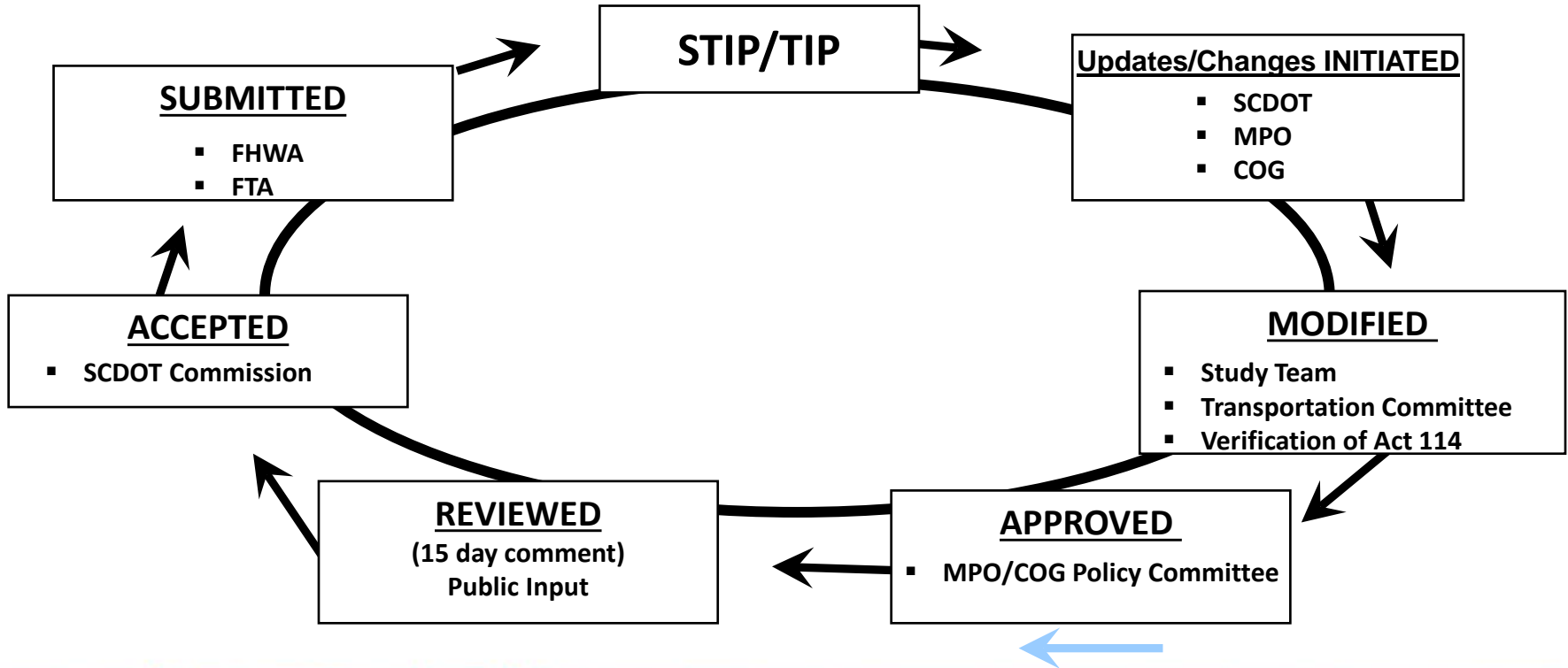


STIP Amendment Process

- The STIP is continually updated to reflect the latest budget and project information
- STIP Revisions are approved monthly by the SCDOT Commission and submitted to FHWA and FTA for final approval
- Changes to the STIP must be coordinated with the MPOs
- Public involvement is a federal requirement for developing and modifying the STIP. Public notification and a 15-day comment period is used to solicit and document feedback for major changes to the STIP



STIP Amendment Process



Future Considerations for the STIP

- The next update to SCDOT's STIP will occur in the Summer of 2016 and reflect the latest budgeting and planned project programming for FY 2017-2022
- SCDOT will implement an E-STIP in the fall to transition the STIP to a database system and link with other financial systems
- MAP-21 required the integration of performance management in all MPO TIPs and state STIPs. These requirements are also required in the recently approved FAST Act. Final national guidance is still pending from FHWA.



<http://www.scdot.org/inside/stip.aspx>

QUESTIONS



The background is a collage of transportation-related images. On the left, a yellow Terex machine is being operated by workers in safety vests. In the center, a road sign with the text 'ROAD AHEAD' is visible. On the right, a white bus is shown on a ramp. The overall scene is set against a dark blue background.

ACT 114 Project & Prioritization

*Presented by: Ron Patton, P.E.
Dep. Secretary for Intermodal Planning*

SCDOT
South Carolina Department of Transportation

Pre-Act 114 Project Ranking

- Pre-Act 114 project ranking processes based on asset condition and congestion.
- Interstate interchanges based solely on volume-to-capacity to define congestion. Geometrics also a consideration.
- Interstate mainline assessment based on projected congestion.
- MPO and COG project ranking varied, but based on each area's respective congestion needs.



Act 114 of 2007 Prioritization Criteria

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



Act 114 of 2007 Criteria

- financial viability
- public safety
- potential for economic development
- traffic volume and congestion
- truck traffic
- pavement quality index
- environmental impact
- alternative transportation solutions
- consistency with local land use plans



How Are Priority Lists Developed?

- As stated in Act 114 of 2007, the lists must be established “...to the extent permitted by federal laws and regulations, taking into consideration at least the following criteria”.
- Federal funding to all states from the ISTEA, TEA-21 and the SAFETEA-LU Highway Bills brought in federal funding via various formula programs including; bridge, safety, interstate maintenance, Congestion Mitigation Air Quality (CMAQ), and a few additional smaller programs.
- In addition, there were two large programs, the National Highway System (NHS) program, which was only eligible to be spent on NHS routes, and the Surface Transportation Program (STP), that was flexible to be spent on all federal aid eligible routes.

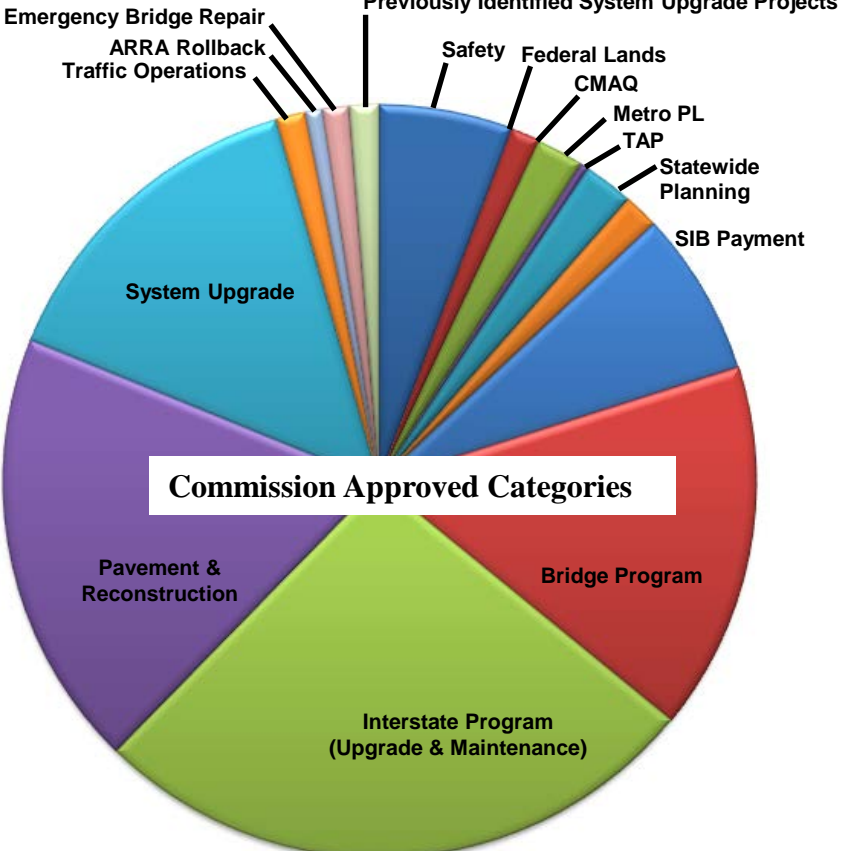
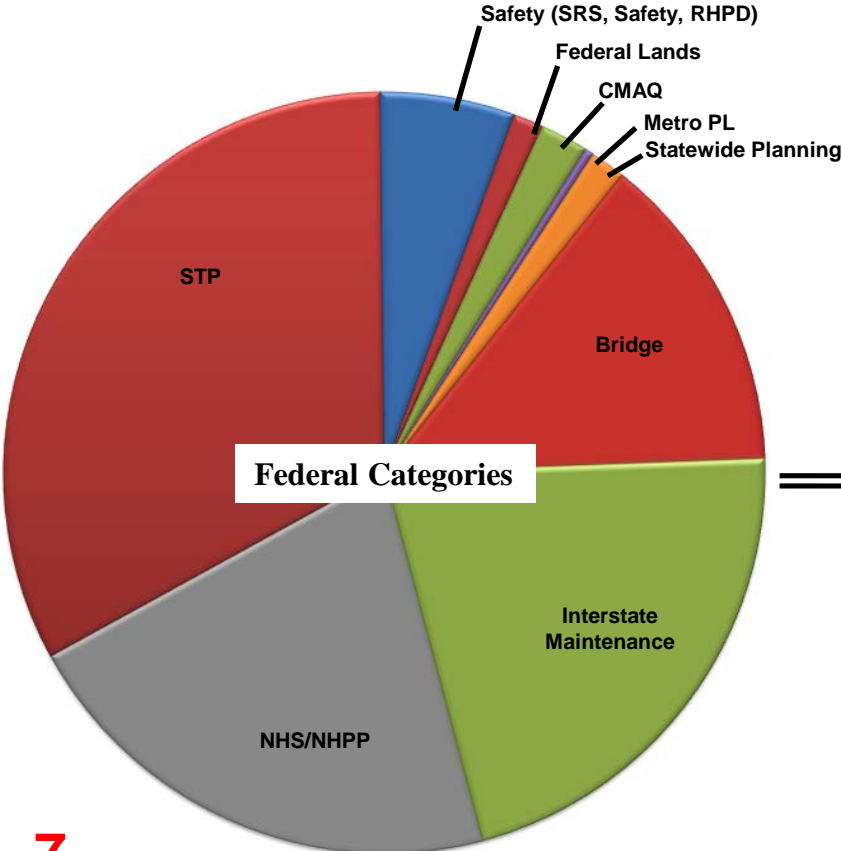


How Are Priority Lists Developed?

- The federal funds from these Highway Bills were translated into Commission approved Statewide Transportation Improvement Program (STIP) Categories based on the formula programs, which are tied to the federal “purpose and need” requirement which must be justified in the federal National Environmental Policy Act (NEPA) document necessary for all federally funded projects.
- MAP-21 and the current FAST Act reduced the number of formula categories, and also changed the National Highway System (NHS) program to the National Highway Performance Program. The new FAST Act also increases the NHPP program amounts. The NHPP funds can only be spent of NHPP eligible routes. The purpose and need requirements related to the NEPA process mentioned above, still apply.



SAFETEA-LU Highway Funding Plan



Act 114 Programs



BRIDGE Program

Bridge replacements ranked statewide by Networks:
Interstate/NHS, Non-NHS Primary and Secondary, and Off-System

Current Process

- Pontis (75%, 750 pts)
 - Structural Condition
 - Traffic Status
 - Average Daily Traffic (ADT)
 - Average Daily Truck Traffic Percentage (ADTT %)
 - Detour Length
- Engineering Judgment Criteria (25%, 250 pts)

Updated Process

- Pontis (67%, 1000 pts)
 - Structural Condition
 - Traffic Status
 - Average Daily Traffic (ADT)
 - Average Daily Truck Traffic Percentage (ADTT %)
 - Detour Length
- Engineering Judgment Criteria (33%, 500 pts)



Bridge Replacement

Interstate/NHS, Non-NHS Primary and Secondary, and Off-System

- Engineering Judgment Criteria in Updated Process (33%, 500 points):
 - Route continuity and river basin upgrades – (125 points)
 - System network – (100 points)
 - Freight network – (50 points)
 - Strategic network – (50 points)
 - District repair feasibility, including contract repair – (75 points)
 - Improved emergency services and emergency evacuation routes – (75 points)
 - School bus routes – (50 points)
 - Known commercial routes – (50 points)
 - Future economic development (residential/commercial) – (25 points)



Interstate Pavement Criteria

Current Process

- Pavement condition – 65%
- Average daily traffic rates – 10%
- Average daily truck traffic rates – 10%
- Pavement maintenance costs – 10%
- Location and significance to the community/local businesses – 5%

Updated Process

No changes recommended



NHS Pavement Selection Criteria

NHS funding allocation and pavement needs ranked statewide

Current Process

- Included as part of the Federal Aid Pavement Improvement Program

Updated Process

- Pavement condition – (65%)
- Average daily traffic – (15%)
- Average daily truck traffic – (5%)
- *State Freight Network* – (5%)
- *Strategic Corridor Network* – (5%)
- Functional Classification – (5%)



NHS Pavement Program Funding Allocation

Current Process

- Included as part of the Federal Aid Pavement Improvement Program

Proposed Process

- Funding will not be allocated to the counties for the NHS pavement improvement and preservation program
- NHS routes will be ranked on a statewide basis and funded accordingly



Non-NHS Pavement Selection Criteria

(Includes Primary and Secondary Federal-Aid Network)

Funding allocation and pavement needs based on county level process

Current Process

- **Condition**
 - Pavement condition (65%)
 - Average daily traffic (15%)
 - Location and significance to the community and local businesses (10%)
 - Average daily truck traffic (5%)
 - Pavement maintenance costs (5%)
- **Engineering Judgement**
(used to select from candidate pool)

Updated Process

- **Condition**
 - Pavement condition – (65%)
 - Average daily traffic – (15%)
 - Average daily truck traffic – (5%)
 - *State Freight Network* – (5%)
 - *Strategic Corridor Network* – (5%)
 - Functional Classification - (5%)
- **Engineering Judgement**
(used to select from candidate pool)



Non-NHS Pavement Selection Criteria

(Includes Primary and Secondary Federal-Aid Network)

Engineering Judgement

Current Process

- Districts use the following engineering judgement criteria to prioritize road segments from a pool of qualified candidates:
 - Potential for economic development
 - Presence of schools and businesses
 - Route importance to the community

Updated Process

- Districts use the following engineering judgement criteria to prioritize road segments from a pool of qualified candidates:
 - Potential for economic development
 - Presence of schools and businesses
 - Route importance to the community



Non-NHS Pavement Program Funding Allocation

(Includes Primary and Secondary Federal-Aid Network)

Current Process (unchanged)

- Funding allocated to counties based on DVMT and Needs
- DVMT weighted 50%
- Needs weighted 50%



Non-Federal Aid Pavement Selection Criteria

Funding allocation and pavement needs based on county level process

Current Process

- **Condition**
 - Pavement condition (65%)
 - Average daily traffic (15%)
 - Location and significance to the community and local businesses (10%)
 - Average daily truck traffic (5%)
 - Pavement maintenance costs (5%)
- **Engineering Judgement** (used to select from candidate pool)

Updated Process

- **Condition**
 - Pavement condition – (65%)
 - Average daily traffic – (15%)
 - Average daily truck traffic – (5%)
 - *State Freight Network* – (5%)
 - *Strategic Corridor Network* – (5%)
 - Functional Classification - (5%)
- **Engineering Judgement** (used to select from candidate pool)



Non-Federal Aid Pavement Selection Criteria

Engineering Judgement

Current Process

- Districts use the following engineering judgement criteria to prioritize road segments from a pool of qualified candidates:
 - Potential for economic development
 - Presence of schools and businesses
 - Route importance to the community

Updated Process

- Districts use the following engineering judgement criteria to prioritize road segments from a pool of qualified candidates:
 - Potential for economic development
 - Presence of schools and businesses
 - Route importance to the community



Non-Federal Aid Pavement Program Funding Allocation

Current Process (unchanged)

- Funding allocated to counties based on Lane Miles, DVMT and Needs
- Lane Miles 63.75%, DVMT 11.25 %, and Needs weighted 25%



Interstate Upgrade Criteria

Current Process

- Volume to Capacity – 30%
- Public Safety – 20%
- Truck Traffic – 10%
- Pavement Condition – 10%
- Financial Viability – 10%
- Environmental Impacts – 10%
- Economic Development – 10%

Updated Process

- Volume to Capacity (35%)
 - (current traffic density and projected V/C)
- Economic Development – (15%)
 - (REMI – Assessment of economic return)
- Public Safety – (10%)
- Truck Traffic – (10%)
 - (Truck Percentage/Density and Projected Density)
- *Port Significance* – (10%)
 - (Freight bottlenecks as identified in the State Freight Plan)
- *Border Crossing/continuity* – (10%)
- Financial Viability – (5%)
- Pavement Condition – (3%)
- Environmental Impacts – (2%)
- Alternative Transportation Solutions –
Confirmed in NEPA Process
- Consistency with Local Land Use Plans –
Confirmed in STIP Process



Interstate Interchange Criteria

Current Process

Interactive Interchange Management System (IIMS) 80%

- Passenger Vehicle Travel Time
- Truck Vehicle Travel Time
- Passenger Vehicle Delay
- Truck Vehicle Delay
- Passenger Vehicle Distance
- Truck Vehicle Distance
- Truck Vehicle Time
- Truck Detour Distance
- Design Related Fatal crashes
- Design Related Personal Injury, Property Damage Crashes
- Other Fatal, Personal Injury, and Property Damage Crashes

Non-IIMS Considerations

- Environmental Impacts – 10%
- Economic Development – 10%

*Interchange rankings supplement mainline rankings. Highly ranked interchanges are generally improved in conjunction with a mainline improvement

Updated Process

Interactive Interchange Management System (IIMS) – (65%)

- Passenger Vehicle Travel Time
- Truck Vehicle Travel Time
- Passenger Vehicle Delay
- Truck Vehicle Delay
- Passenger Vehicle Distance
- Truck Vehicle Distance
- Truck Vehicle Time
- Truck Detour Distance
- Design Related Fatal crashes
- Design Related Personal Injury, Property Damage Crashes
- Other Fatal, Personal Injury, and Property Damage Crashes

Non-IIMS Considerations

- Economic Development – (10%)
(based on mainline economic score)
- *Freight Significance* – (10%)
- *Interstate to interstate Connection* – (10%)
- Environmental Impacts – (5%)
- Alternative Transportation Solutions
– Confirmed in NEPA Process
- Consistency with Local Land Use Plans
– Confirmed in STIP Process



MPO/COG Widening Criteria

State Ranking Template

Current Process

- Traffic Volume and Congestion – 35%
- Public Safety – 15%
- Financial Viability – 10%
- Economic Development – 10%
- Truck Traffic – 10%
- Pavement Quality Index – 10%
- Environmental Impact – 10%
- Alternative Transportation Solutions – Yes/No
- Consistency with Local Land Use Plans – Yes/No

Updated Process

- Traffic Volume and Congestion – (35%)
 - (current and future ADT)
- *Located on a Priority Network (NHS, Freight, Strategic Corridor) – (25%)*
- Public Safety – (10%)
- Economic Development – (10%)
 - (TDL ranking tool)
- Truck Traffic – (10%)
- Financial Viability – (5%)
- Pavement Quality Index – (3%)
- Environmental Impact – (2%)
- Alternative Transportation Solutions – Confirmed in NEPA Process
- Consistency with Local Land Use Plans – Confirmed in STIP Process

*For establishing a statewide ranking of MPO and COG capacity projects as required by Act 114.



New Location Roadway Criteria

State Ranking Template

Current Process

- Traffic Volume and Congestion – 45%
- Economic Development – 20%
- Environmental Impact – 15%
- Financial Viability – 20%
- Alternative Transportation Solutions – Yes/No
- Consistency with Local Land Use Plans – Yes/No

Updated Process

- Traffic Volume and Congestion – (40%)
(Delay Benefit)
- Economic Development – (20%)
(REMI/TDL Tool)
- Environmental Impact – (15%)
- Connectivity to a Priority Network – (15%)
- Financial Viability – (10%)
- Alternative Transportation Solutions – Confirmed in NEPA Process
- Consistency with Local Land Use Plans – Confirmed in STIP Process



Intersection Criteria

Statewide Ranking Template

Current Process

- Traffic Volume and Congestion – 25%
- Public Safety - 20%
- Economic Development – 10%
- Truck Traffic – 15%
- Environmental Impact – 10%
- Traffic Status – 20%
- Alternative Transportation Solutions – Yes/No
- Consistency with Local Land Use Plans – Yes/No

Updated Process

- Traffic Volume and Congestion – (25%)
- Public Safety – (20%)
- Geometric/Alignment Status – (20%)
- Truck Traffic – (15%)
- Located on a Priority Network – (10%)
- Economic Development – (8%)
(TDL Tool)
- Environmental Impact – (2%)
- Alternative Transportation Solutions
– Confirmed in NEPA Process
- Consistency with Local Land Use Plans
–Confirmed in NEPA Process





Expenditures

*Presented by: Brian W. Keys,
Deputy Secretary for Finance and
Administration*



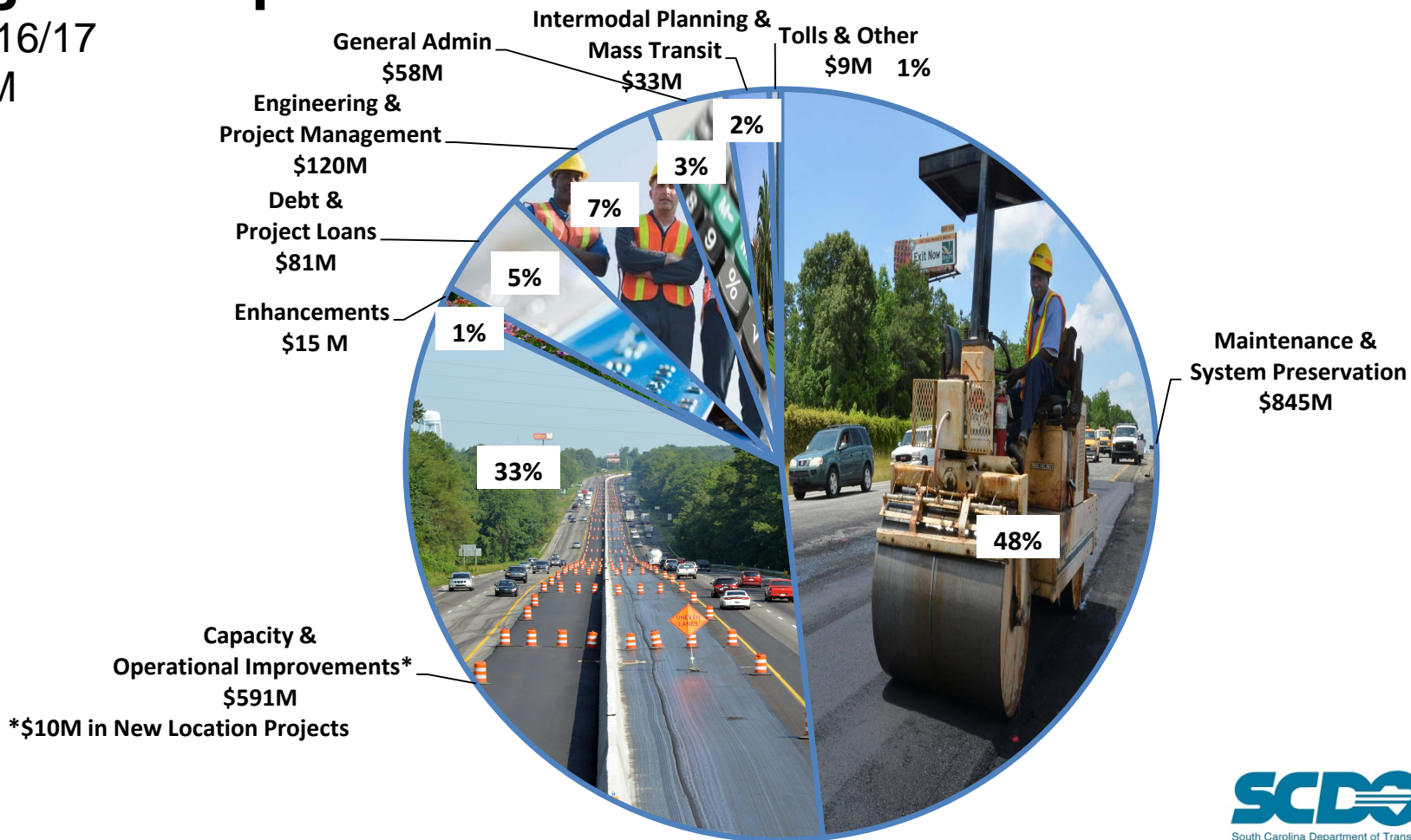
South Carolina Department of Transportation

February 2016

Budgeted Expenditures

SFY 2016/17

\$1,752M



Budgeted Expenditures

SFY 2016/17

Maintenance & System Preservation

\$268M Federal-Aid Pavement Rehab & Resurfacing

\$179M Federal-Aid Bridges

\$139M Field Maintenance Personnel
Services/Fringe

\$131M Field Maintenance Materials and
Equipment

\$128M Non-Federal Aid Pavement Rehab &
Resurfacing



\$845 Million
**Total Maintenance &
System Preservation**

Budgeted Expenditures

SFY 2016/17

\$591 Million
Total Capacity &
Operational Improvements*



Capacity & Operational Improvements

\$212M Federal-Aid Road Widening & New Location*

\$187M Federal-Aid Highway Operational &
Safety Improvements

\$ 88M State Ports Authority Port Access Road

\$ 50M SCTIB ACT 98 Funds Transfer

\$ 25M Federal-Aid Other Operating

\$ 29M SCTIB 1¢ Gasoline Equivalent

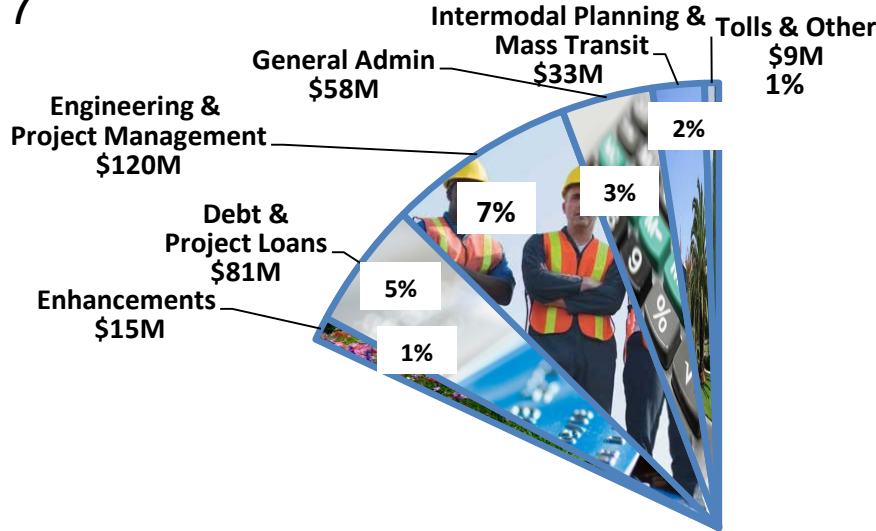
*Includes \$10M in New Location Projects:

\$9M Berlin Myers Parkway in Dorchester County

\$1M SC 153 Extension in Pickens County

Budgeted Expenditures

SFY 2016/17



Enhancements

\$ 15M Enhancements

Debt & Project Loans

\$ 81M Project Debt Service

Engineering & Project Management

\$120M Engineering & Project Management including Fringe

General Administration

\$ 50M General Administration including Fringe
\$ 8M Land & Buildings

Intermodal Planning & Mass Transit

\$ 33M Intermodal Planning & Mass Transit including Fringe

Uses of State Funding

\$841 Million Forecasted from all Non-Federal Sources

- \$303M** {
- Statutorily Allocated:**
- \$ 128M for the Non-Federal Aid Secondary System
 - \$ 88M for the Port Access Road
 - \$ 50M sent to the State Infrastructure Bank (ACT 98)
 - \$ 29M sent to the State Infrastructure Bank (1 cent equivalent)
 - \$ 8M for the Cross Island Toll Road Operation & Bond Payments
-
- \$ 64M for Debt Service and Allocations
 - \$270M for Routine (Field) Maintenance including Fringe
 - \$133M for Federal-Aid Program Match
 - \$ 90M for Engineering & Project Management including Fringe
 - \$ 11M for Intermodal Planning and Mass Transit including Fringe
 - \$ 27M for General Administration including Fringe
 - \$ 8M for Facility Repairs & Improvements

Outstanding Debt

(as of June 30, 2015)

Total Outstanding Debt Service (7/1/2014)	MPO/COG Interstate	Cross Island Parkway	Other State & CTC	SIB-Hwy 17	SIB-Conway Bypass II	SIB-Ravenel Bridge	SIB-Multi Project	Agency Total Outstanding
Principal	249,242,125	18,006,755	7,341,305	69,851,845	26,604,370	95,333,333	58,324,423	524,704,156
Interest	42,563,070	3,240,245	1,320,374	39,702,671	3,162,297	-0-	10,842,244	100,830,901
Total	291,805,195	21,247,000	8,661,679	109,554,517	29,766,667	95,333,333	69,166,667	625,535,057

SFY 2016/17 Debt Service Schedule

(Excludes SIB 1 cent equivalent and \$50M transfer)

Total Debt Service SFY 2015/16	MPO/COG Interstate	Cross Island Parkway	Other State & CTC	SIB-Hwy 17	SIB-Conway Bypass II	SIB-Ravenel Bridge	SIB-Multi Project	Agency Total Debt Service
Principal	40,162,511	2,425,898	1,026,531	2,003,898	6,598,296	8,000,000	7,606,367	67,823,500
Interest	10,021,978	720,654	288,104	2,975,853	1,001,704	0	2,393,633	17,401,926
Total	50,184,489	3,146,552	1,314,634	4,979,751	7,600,000	8,000,000	10,000,000	85,225,426

TOTAL DEBT SERVICE BY STATE YEAR - Principal & Interest

	Bonds			Project Loans				
SFY	MPO, COG, Interstate	Cross Island	Other State & CTC Passthrough	Highway 17 (SIB)	SIB - Conway Bypass (II)	SIB - Ravenel Bridge	SIB - Multi-Project	Total
2016	51,948,773	3,209,639	1,375,467	4,979,751	7,600,000	8,000,000	10,000,000	87,113,630
2017	50,184,489	3,146,552	1,314,634	4,979,751	7,600,000	8,000,000	10,000,000	85,225,426
2018	49,510,771	3,086,921	1,317,134	4,979,751	7,600,000	8,000,000	10,000,000	84,494,576
2019	48,842,967	3,024,127	1,303,586	4,979,751	6,966,667	8,000,000	10,000,000	83,117,098
2020	35,370,991	2,949,363	1,044,298	4,979,751		8,000,000	10,000,000	62,344,403
2021	35,434,593	2,968,788	1,049,281	4,979,751		8,000,000	10,000,000	62,432,412
2022	10,256,664	2,861,610	781,476	4,979,751		8,000,000	9,166,667	36,046,167
2023	10,255,947		475,803	4,979,751		8,000,000		23,711,501
2024				4,979,751		8,000,000		12,979,751
2025				4,979,751		8,000,000		12,979,751
2026				4,979,751		8,000,000		12,979,751
2027				4,979,751		7,333,333		12,313,084
2028				4,979,751				4,979,751
2029				4,979,751				4,979,751
2030				4,979,751				4,979,751
2031				4,979,751				4,979,751
2032				4,979,751				4,979,751
2033				4,979,751				4,979,751
2034				4,979,751				4,979,751
2035				4,979,751				4,979,751
2036				4,979,751				4,979,751
2037				4,979,751				4,979,751
2038	-	-		-	-	-	-	-
	291,805,195	21,247,000	8,661,679	109,554,517	29,766,667	95,333,333	69,166,667	625,535,057

SCDOT 1 Cent Gas Tax Equivalent Payments to SIB

SFY	Amount	
1998	15,750,000	Actual
1999	16,161,483	Actual
2000	22,511,880	Actual
2001	22,191,703	Actual
2002	22,707,285	Actual
2003	23,113,973	Actual
2004	24,166,756	Actual
2005	24,261,572	Actual
2006	24,784,367	Actual
2007	25,583,579	Actual
2008	25,678,313	Actual
2009	25,189,382	Actual
2010	25,671,014	Actual
2011	25,857,527	Actual
2012	26,075,472	Actual
2013	26,691,667	Actual
2014	26,534,357	Actual
2015	27,977,997	Actual
2016	27,600,000	Estimate Based on SFY 2015 Actual
2017	27,600,000	Estimate Based on SFY 2016 with No Growth

SCDOT Preliminary Bonding Capacity Analysis for SFY2015/16

State Highway Bonds Capacity Calculations

2013-2014 Budgetary General Fund revenues pledged for highway bonds (Motor Vehicle License Fees)		\$	11,233,527
2013-2014 other revenues pledged for highway bonds:			
Gasoline Tax	\$	424,711,383	
Fuel Oil Tax	\$	100,684,417	
Motor Vehicle License Fees - Infrastructure Bank	\$	104,997,825	
Total other revenues pledged for highway bonds:		\$	630,393,625
2013-2014 revenues pledged for highway bonds		\$	641,627,152
15% of 2013-2014 revenues pledged for highway bonds (bonding capacity)		\$	96,244,073
Less: maximum annual debt service for highway bonds (2014 Debt Service)		\$	56,533,941
		\$	39,710,132
Remaining Bonding Capacity	@ 85%	\$	33,753,612
	@ 80%	\$	31,768,105

<u>Additional Obligations not Included in Legal Debt Margin Calculation</u>	<u>Annual Payment</u>
SIB- Highway 17 Project Loan	\$ 4,979,751
SIB-Conway Bypass II Project Loan	\$ 7,600,000
SIB-Ravenel Bridge Project Loan	\$ 8,000,000
SIB Multiproject Loan	\$ 10,000,000
SIB 1 Cent Equivalent Revenue Transfer	\$ 26,400,000