



South Carolina's Interstate System

**ROAD
WORK
AHEAD**

Interstates in SC

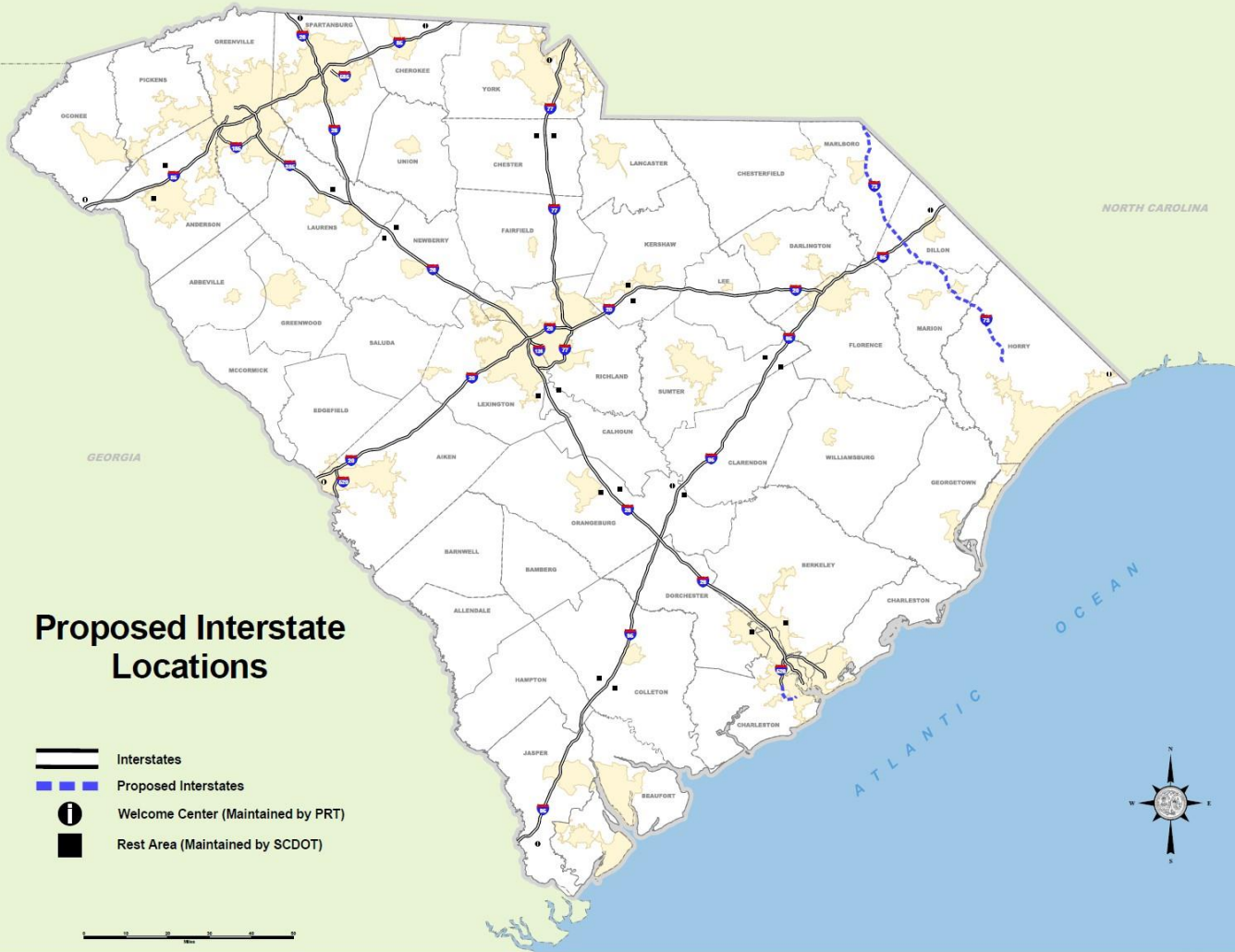
As of Dec 31, 2018

851 centerline miles
3,846 lane miles

Carries 30% of the daily
traffic load in the state

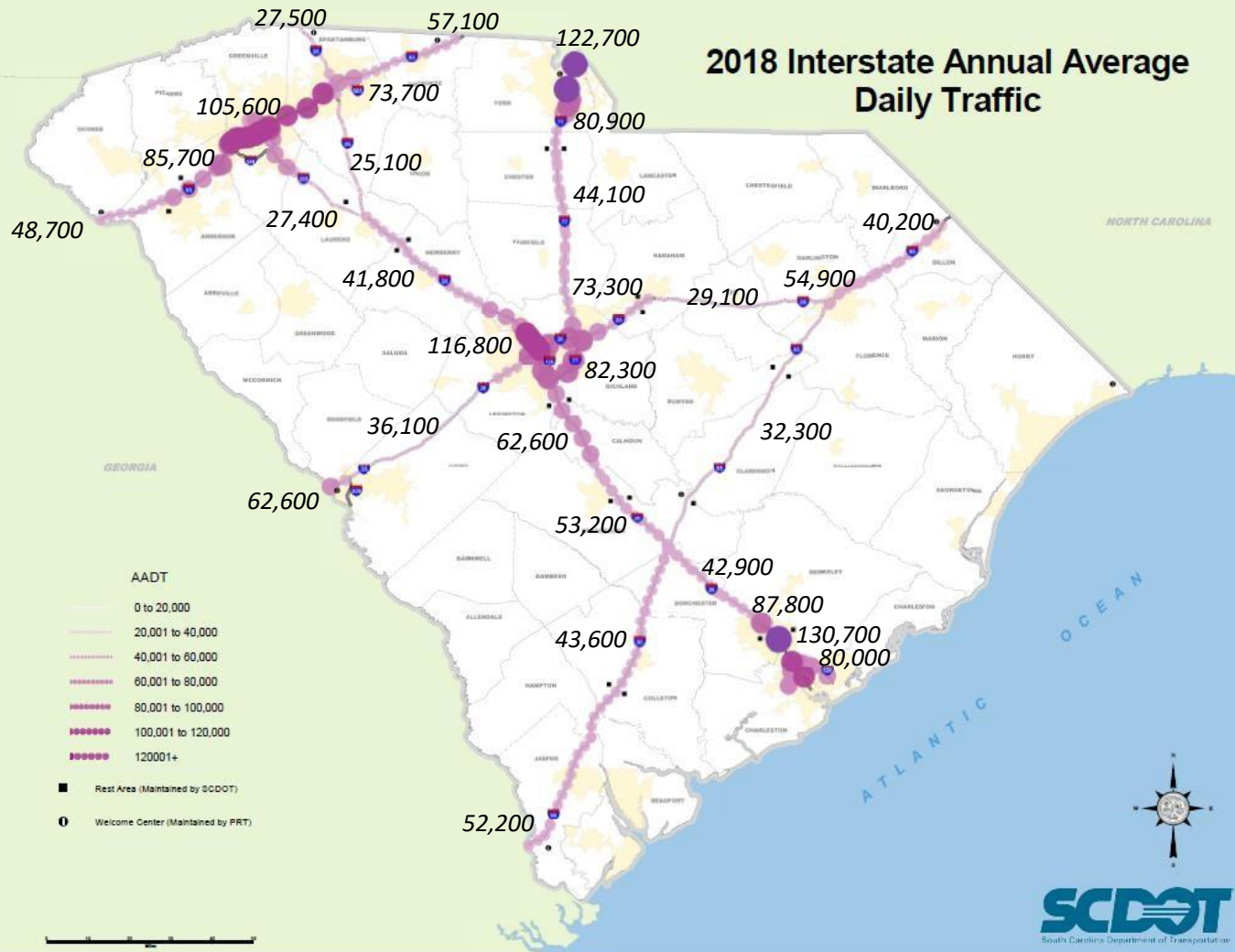
Proposed Interstate Locations

-  Interstates
-  Proposed Interstates
-  Welcome Center (Maintained by PRT)
-  Rest Area (Maintained by SCDOT)



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2018 Interstate Annual Average Daily Traffic



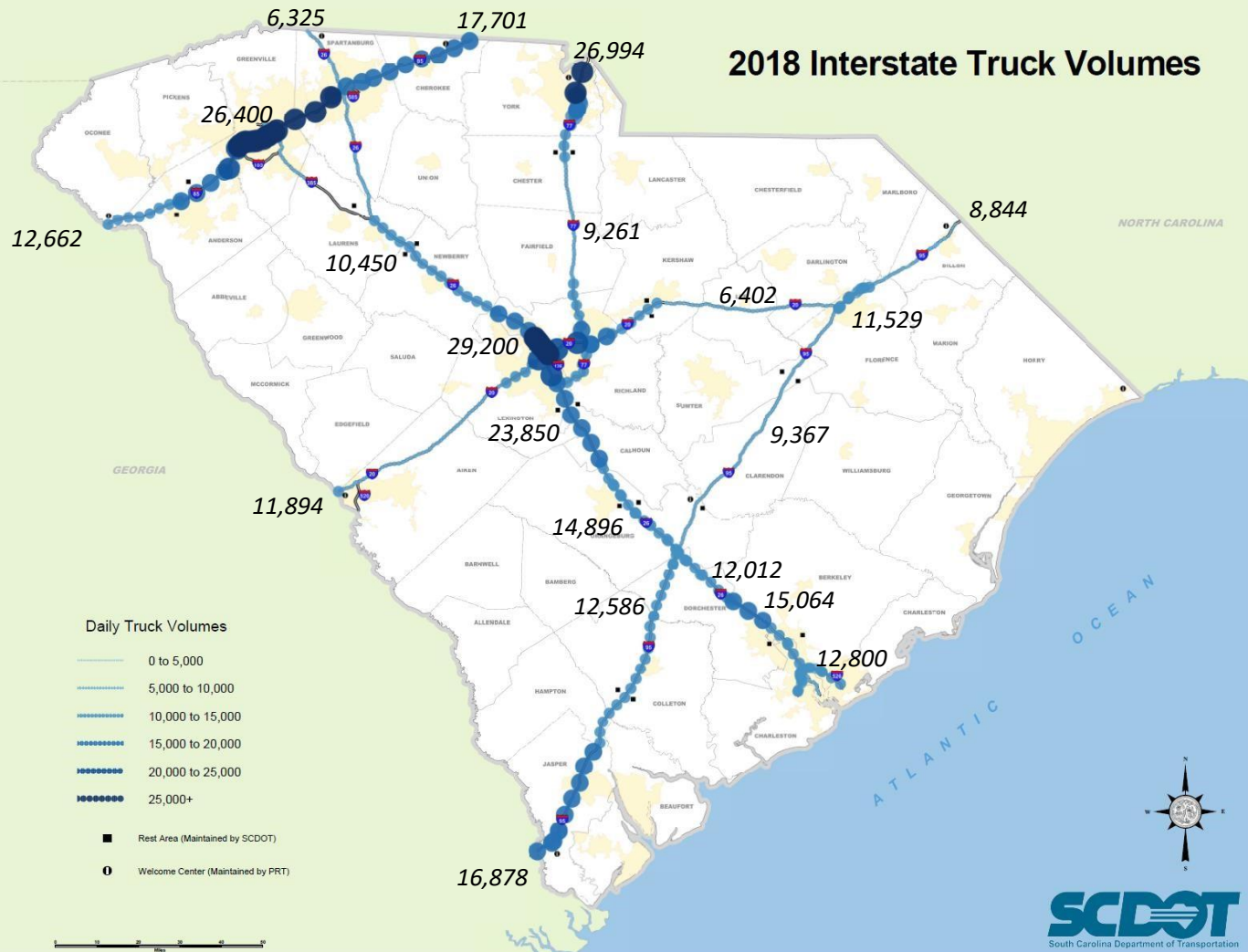
Critical Pinch Points
385/85 interchange
Malfunction Junction
26/526 interchange

**Each pinch point carries
 > 200,000 vehicles per day**

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SCDOT
 South Carolina Department of Transportation

2018 Interstate Truck Volumes

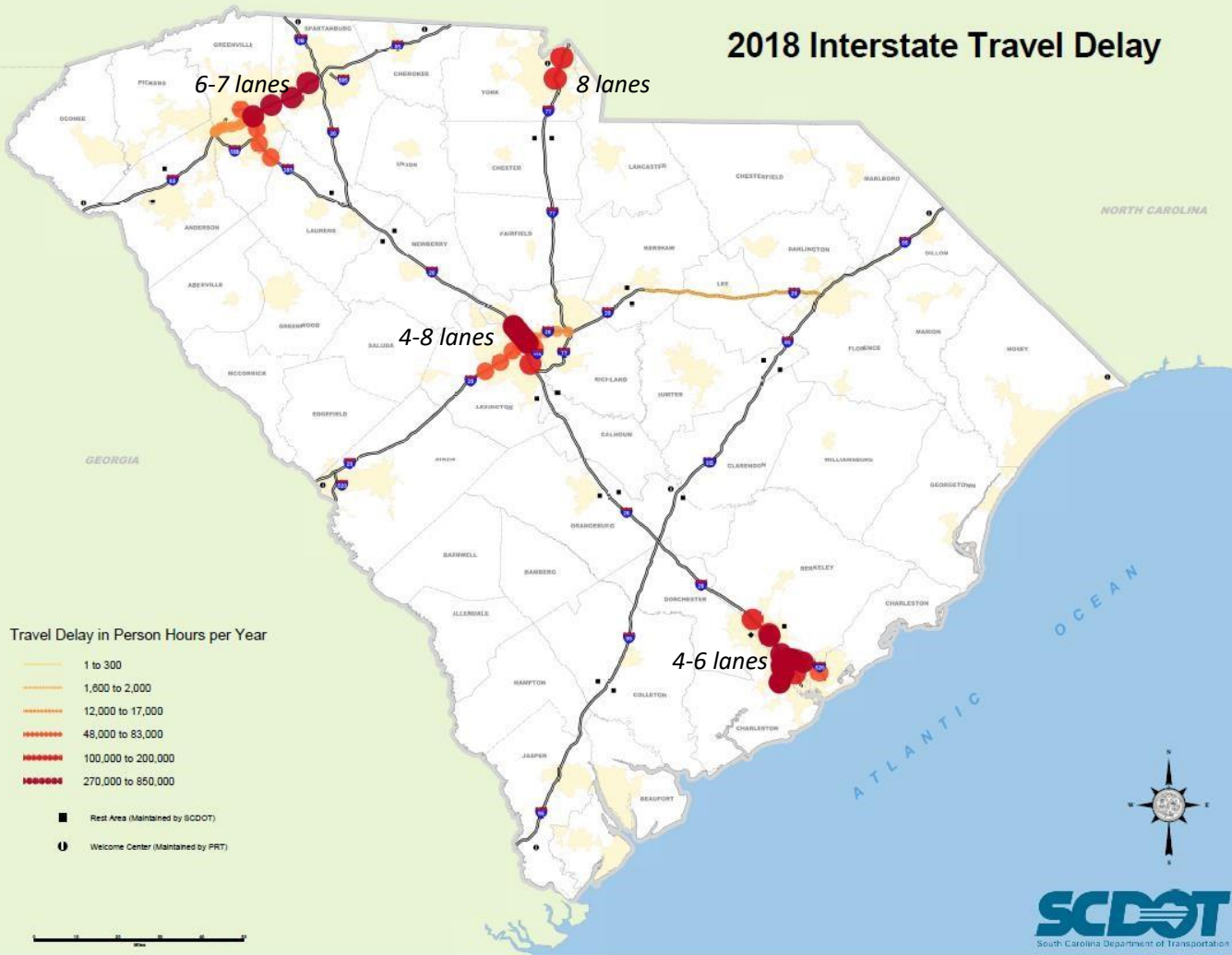


The I-85 Corridor carries high truck volumes

The movement of freight from Savannah influences I-95 and I-26 volumes

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2018 Interstate Travel Delay



Daily Congestion is concentrated in the Urban Areas

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SCDOT Interstate Widening Project Prioritization Processes



Interstate Project Prioritization Processes

Urban Regions

Focuses Heavily on Traffic Volumes



Was the only methodology SCDOT utilized in selecting interstate widening projects since the implementation of Act 114 in 2007 through October 2018.

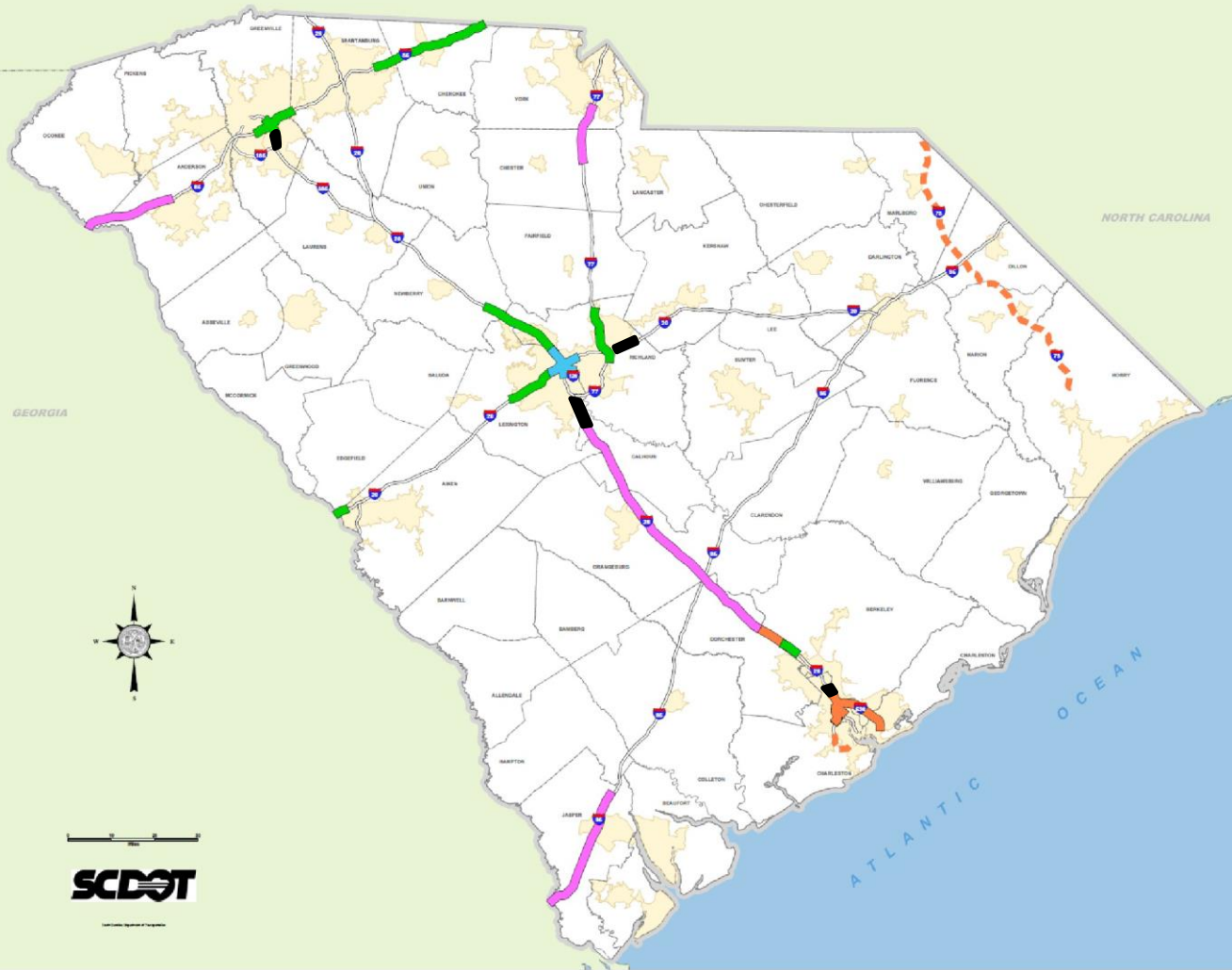
Rural Areas

Focuses Heavily on the Movement of Freight by Truck



A new, additional interstate widening program implemented by the SCDOT Commission in October 2018 in order to target rural freight corridors.





■ ≈\$300M in Widening
2007-2014

Since the Passage of Act 98

■ ≈\$1.9B Advanced to
Construction

■ ≈\$1.6B Nearing
Construction

■ > \$3 Billion Under
Development

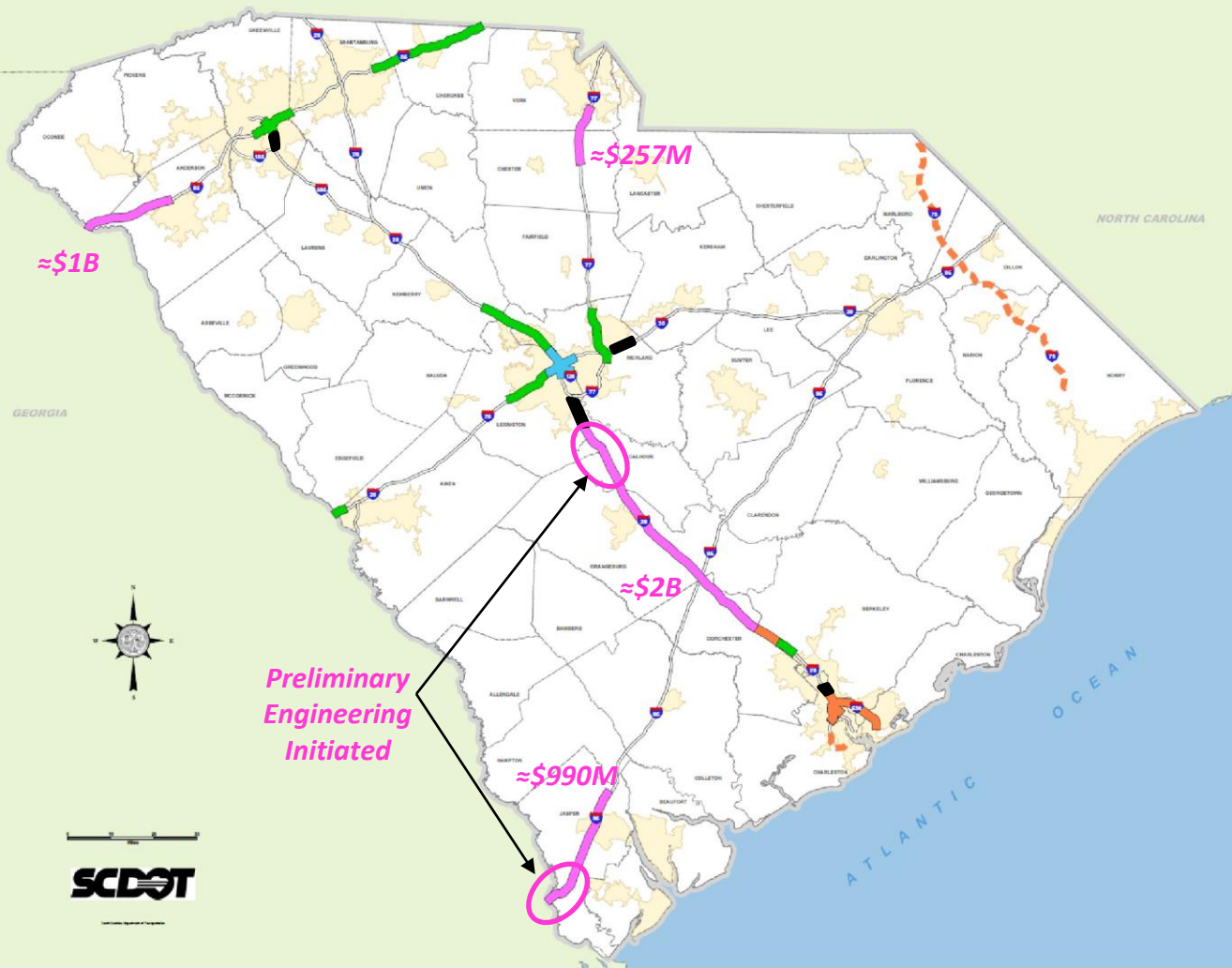
■ > \$4 Billion in Rural
Freight Priorities Identified

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**Rural Freight Priority
Projects Advancing
within the
10-Year Plan**

**\$300M – 400M for
widening the first 8 miles
of I-95 at the Georgia
Border**

**\$375M – 475M for
extending the widening
of I-26 south of Columbia
for 14 miles**



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Interstate Widening Program Progress

PROJECT	Estimate	Spent	Remaining	Preliminary Engineering	Construction	Substantially Complete
I-85/I-385 Interchange Improvement Greenville County	\$296.8 M	\$253.4 M	\$43.3 M		✓	
I-77 Widening (I-20 to Killian Rd) Richland County	\$96.7 M	\$92.5 M	\$4.2 M			✓
I-20 Widening (US 378 to Longs Pond Rd) Lexington County	\$117.9 M	\$65.3 M	\$52.6 M		✓	
I-85 Widening (Phase I & II) Cherokee and Spartanburg Counties	\$511.1 M	\$188.9 M	\$322.2 M		✓	
I-85 Widening (Phase III) Cherokee County	\$226.6 M	\$27.5 M	\$199.1 M		✓	
I-26 Widening (Jedburg Rd to Nexton Pkwy) Berkeley County	\$53.5 M	\$5.5 M	\$48.0 M		✓	
I-20 Widening (GA Line to Exit 1) Aiken County	\$50.0 M	\$25.0 M	\$25.0 M		✓	
I-20/I-26/I-126 (Carolina Crossroads) Lexington and Richland Counties	\$1,615.0 M	\$27.2 M	\$1,587.8 M	✓		
I-26 Widening (SC 27 to Jedburg Rd) Berkeley County	\$180.3 M	\$1.7 M	\$178.6 M	✓		
I-26 Widening (SC 202 to US 176) Newberry, Richland, and Lexington Counties	\$532.0 M	\$5.4 M	\$526.6 M		✓	
I-85 over Rocky Creek Bridge Greenville County	\$44.0 M	\$0.4 M	\$43.6 M	✓		
I-26/I-526 Improvements Charleston and Berkeley Counties	TBD	TBD	TBD	✓		



Interstate Funding



Federal Funding

The interstate system is a state-owned, operated and maintained network.

The state may elect to allocate federal funds to the interstate system as part of its overall, annual federal funding pie.

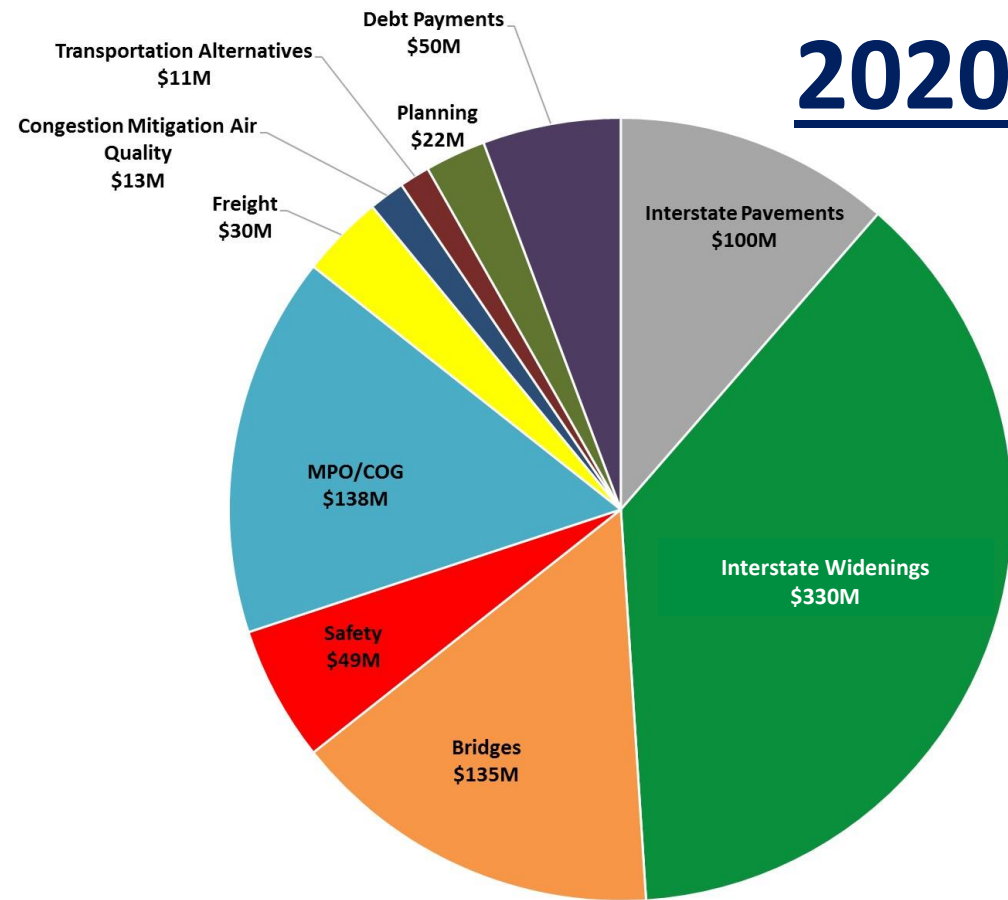


2020 Federal Funding Pie

≈\$730M in Federal Funds plus
≈\$145M in required Matching Funds

**Approximately half of SC's Federal Funds
have been directed to the Interstate System**

**The movement of any additional Federal Funding
to the Interstates would require a reduction in
other programs such as the Bridge, Safety or
MPO/COG Programs**



State Funding

The interstate system is a state-owned, operated and maintained network.

Prior to the passage of Act 98 of 2013, the interstate widening program was almost exclusively funded via SC's limited federal funds.

Act 98 jump-started several backlogged projects by initially directing \$50M in General Funds to SCDOT to supplement the interstate widening program.



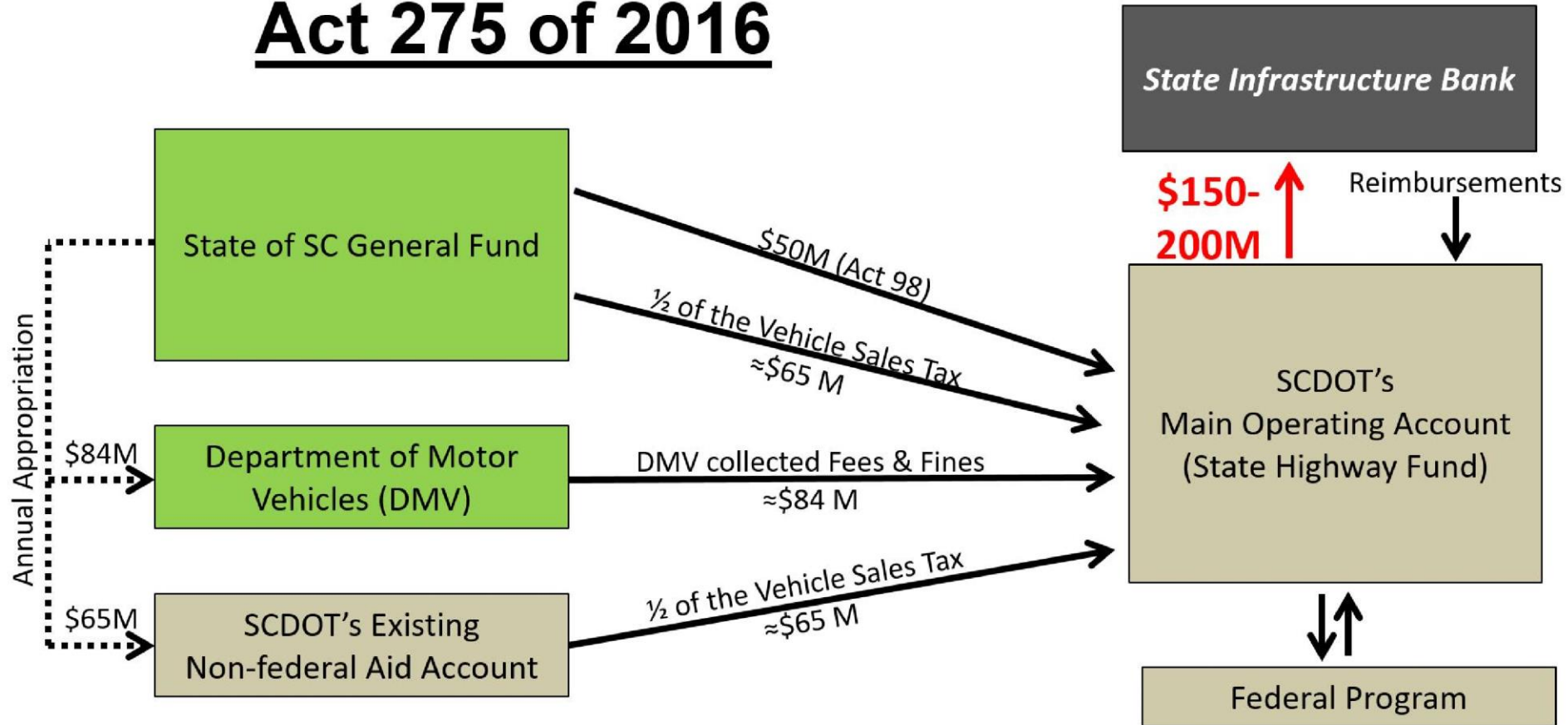
State Funding

Next...

Act 275 of 2016 redirected ≈\$84M in DMV fees to SCDOT and moved the 80% portion of the \$300 vehicle sales tax to dedicate it to transportation.



Act 275 of 2016



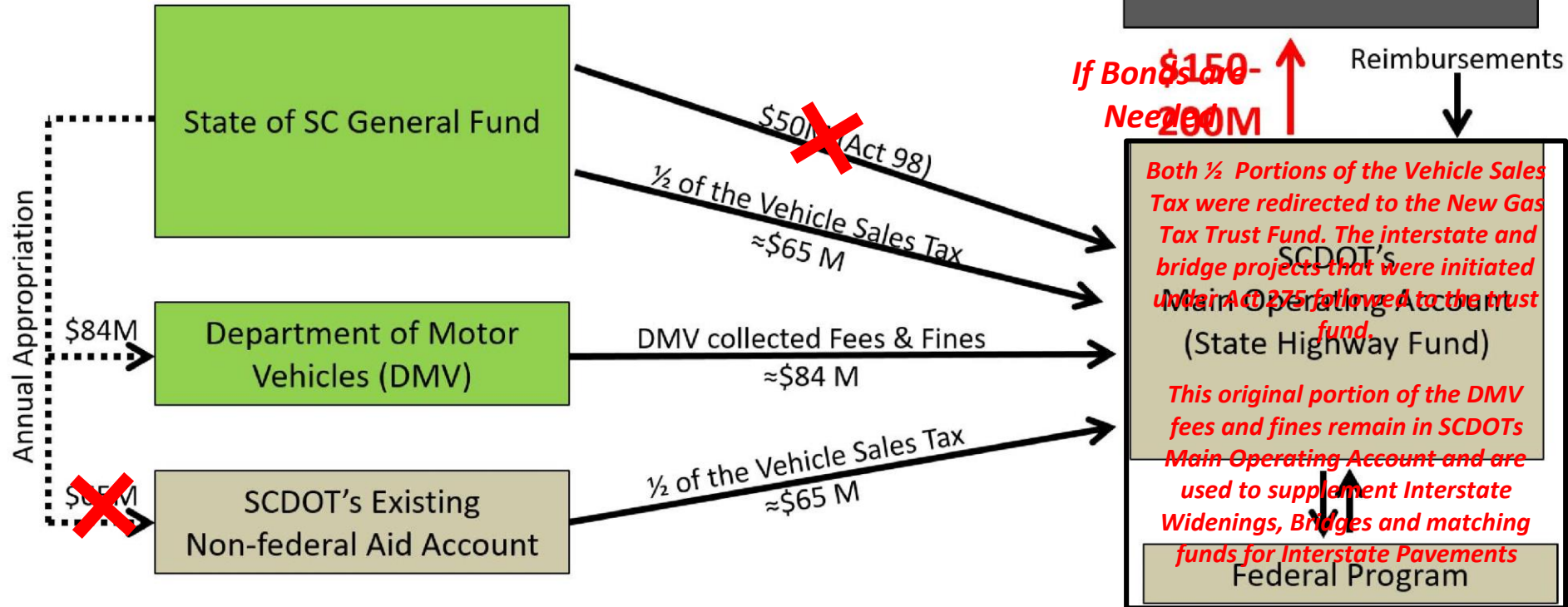
State Funding

Then...

Act 40 of 2017 (Roads Bill) eliminated the Act 98 revenue stream, made further revisions to Act 275 and increased other fees and taxes for road and bridge work.



Act 40 Changes to Act 275 & 98





Projected Act 40 Increased Revenues for SCDOT

[illegible]

Estimated NET Impact for DOT	\$75	\$148	\$198	\$251	\$302	\$383	\$500	\$502	\$505	\$507
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Act 40 Financials Are Complicated

- Created a Trust Fund Account for the New Revenues dedicated to SCDOT.
- Reduced or Eliminated \approx \$100M of other State Revenues dedicated to SCDOT.
- Swept \approx \$140M of other Existing SCDOT Revenues into the New Trust Fund. This inflates the values of the trust fund, but the project expenditures associated with these revenues have followed over to the Trust Fund.



SFY 18-19 Revenue Component: Detailed Information

In Millions, Through June 30, 2019*

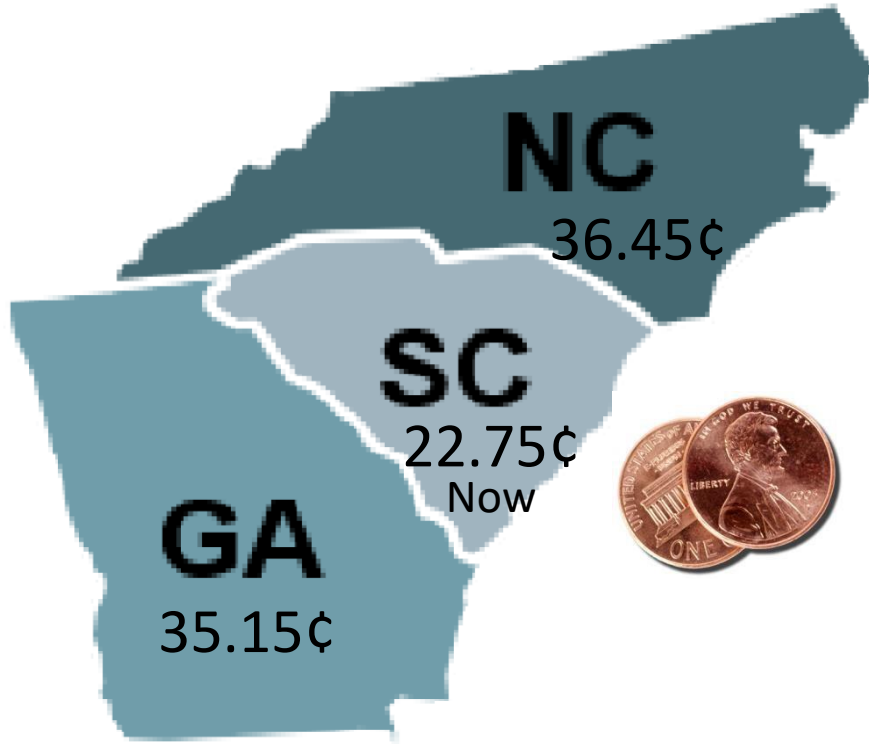
New Gas Tax Trust Fund	Year 2 Revenue Projection SFY18-19	SFY 18-19 YTD Actuals Thru June 30, 2019	Variance Actuals-Projections
Gasoline Portion of the Gas Tax Increase @ 4 cents (2 cents per year for 6 years)	\$120	\$109.50	(\$10.50)
Diesel Portion of the Gas Tax Increase @ 4 cents (2 cents per year for 6 years)	\$34	\$34.08	\$0.08
Registration Fee (\$16 increase)	\$26	\$37.64	\$11.64
Hybrid Vehicles / Alternative Vehicles	\$1	\$1.54	\$0.54
Road Use Fee Large Commercial Motor Vehicles	\$4	\$1.38	(\$2.62)
Infrastructure Maintenance Fee aka Vehicle Sales Tax (New Portion generated from increasing \$300 cap to \$500)	\$69	\$86.40	\$17.40
Refundable Tax Credit	(\$20)	(\$12.70)	\$7.30
CTC Donor Bonus Transfer from DOT (Act 40 Revisions)	(\$21)	(\$17.60)	\$3.40
Act 40: Roads Bill Revenues	\$213	\$240.24	\$27.24
Existing SCDOT Funds now swept into the New Gas Tax Trust Fund: Act 275 Original Vehicle Sales Tax (80% of the first \$300 portion)	\$140	\$175.43	\$35.43
Interest	\$0	\$6.35	\$6.35
Sales and Use Tax	\$2	\$4.00	\$2.00
Existing SCDOT Revenues swept into the New Gas Tax Trust Fund Account	\$142	\$185.77	\$43.77
TOTAL New Gas Tax Trust Fund Revenues	\$355	\$426.01	\$71.01



The 10-Year Plan



Year 3 of the Phased-in 12¢ Gas Tax Increase



**1¢ generates
≈ \$34 Million**

New Gas Tax Trust Fund

As of Aug 31, 2019

\$451M Cash Balance

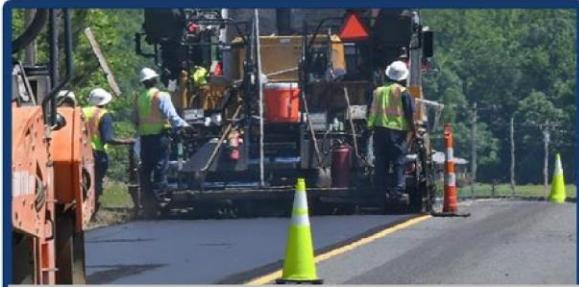


\$311M in road work completed

\$787M in road work under contract

> \$ 1 Billion in Road Work

>\$1Billion in New Gas Tax Trust Funds Invested in:



\$724M Pavements



\$117M Rural Road Safety



\$11M Additional Bridges



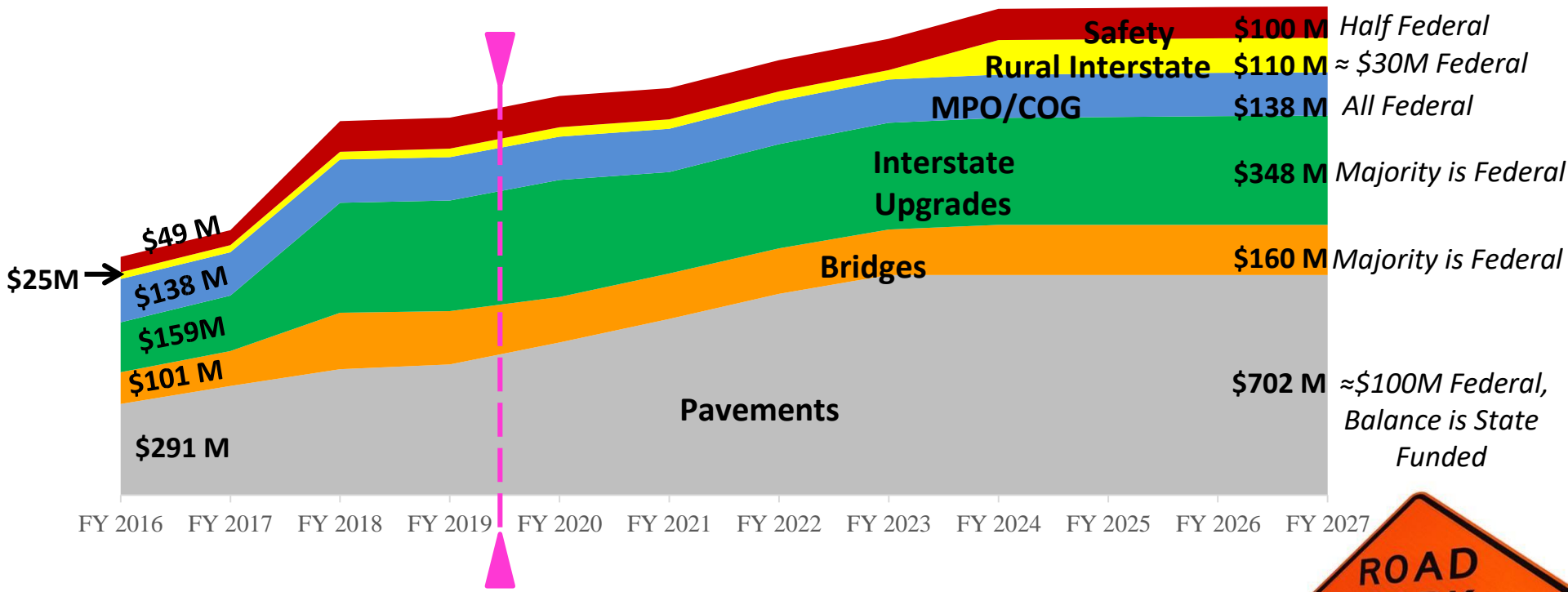
\$246M Interstate Widening



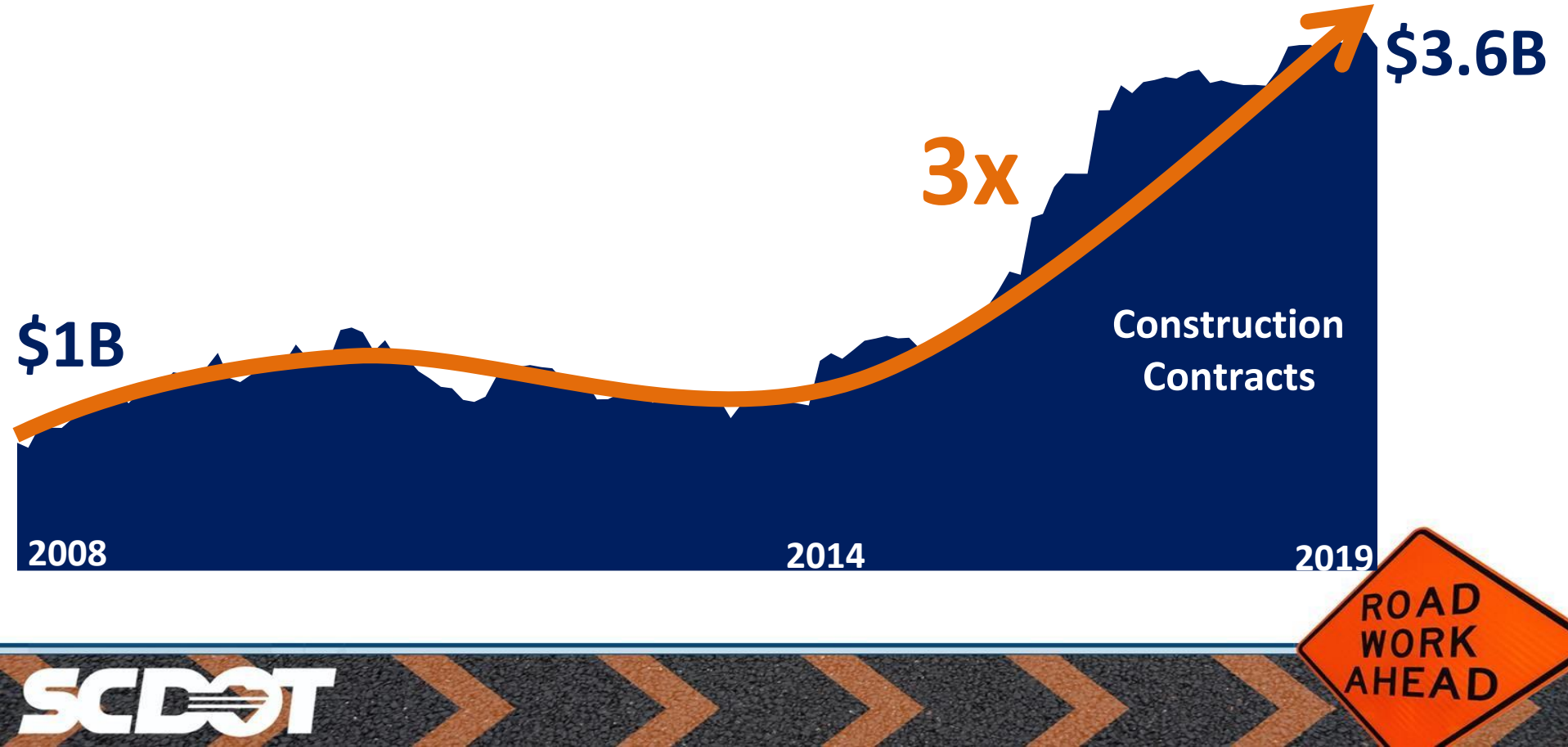
***The New Gas Tax Trust Fund along with
Federal Funds and other state funds
support SCDOT's 10-Year Plan***



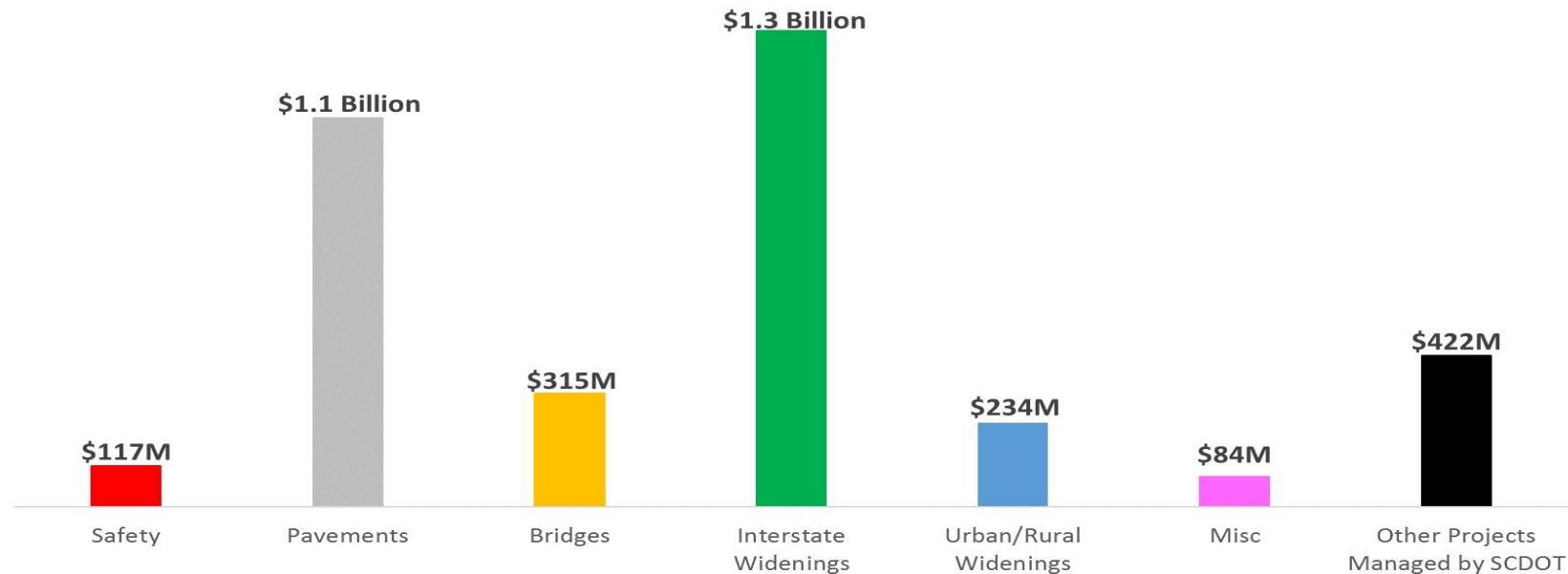
The 10-Year Plan Investment Areas: All Funds Combined



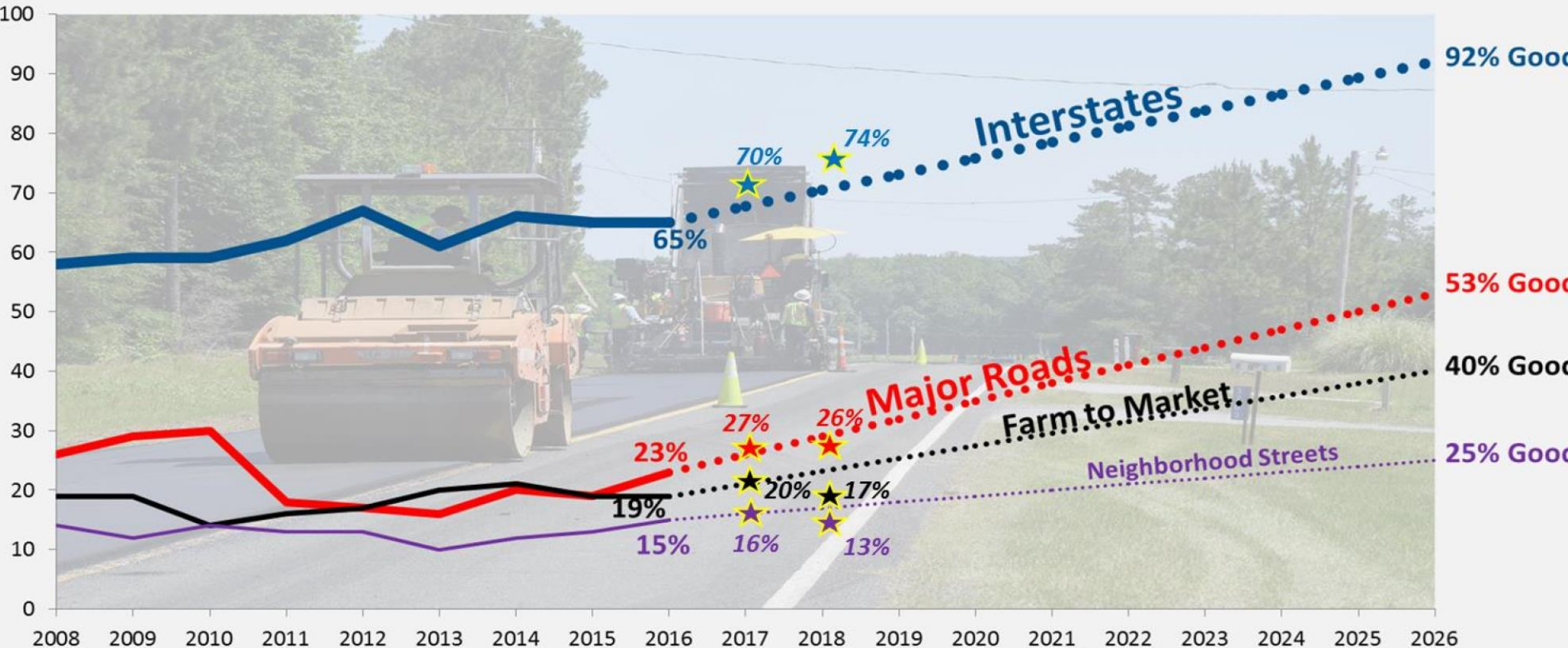
A Historic Level of Roadwork is Underway



The details behind the \$3.6B in Roadwork Underway

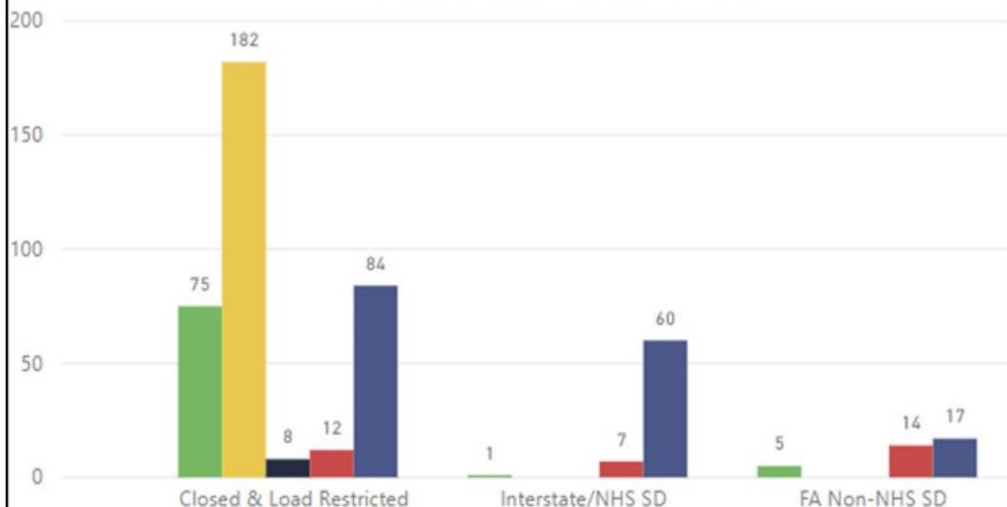


Pavement Program Progress (On Target)

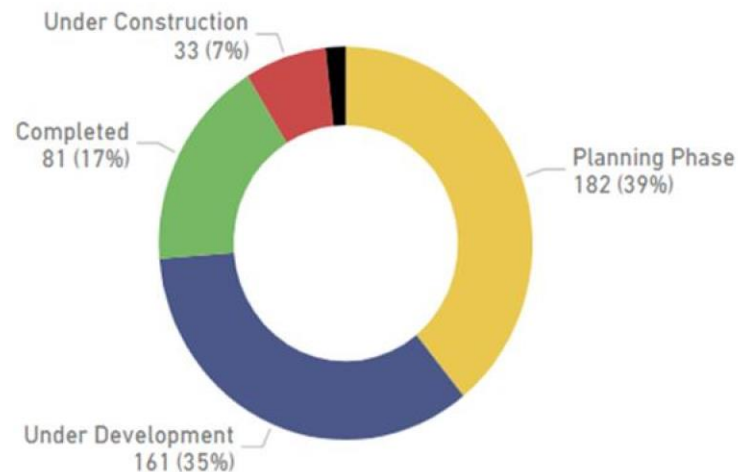


Bridge Program Performance (On Target)

Number of Bridges by Type & Status



Detailed Status of Bridges in 10 Year Plan



Your Complete Resource for South Carolina's Transportation System



WORK ZONE SAFETY

Work Zone Safety 2019

A work zone is a designated portion of the roadway or right-of-way where maintenance or construction activities occur.

[Work Zone Safety 2019 >](#)


Road Conditions at a Glance

View traffic cameras and get up to date traffic information with our 511 site.

[Go to 511 >](#)


Public Involvement Portal

A new way to find project information. Discover what projects and improvements SCDOT is making in your area.

[Public Involvement Portal >](#)


New Gas Tax Funds

See how the money is being used to fund \$1 Billion in road and bridge work across the state.

[Funding Road Work >](#)
