

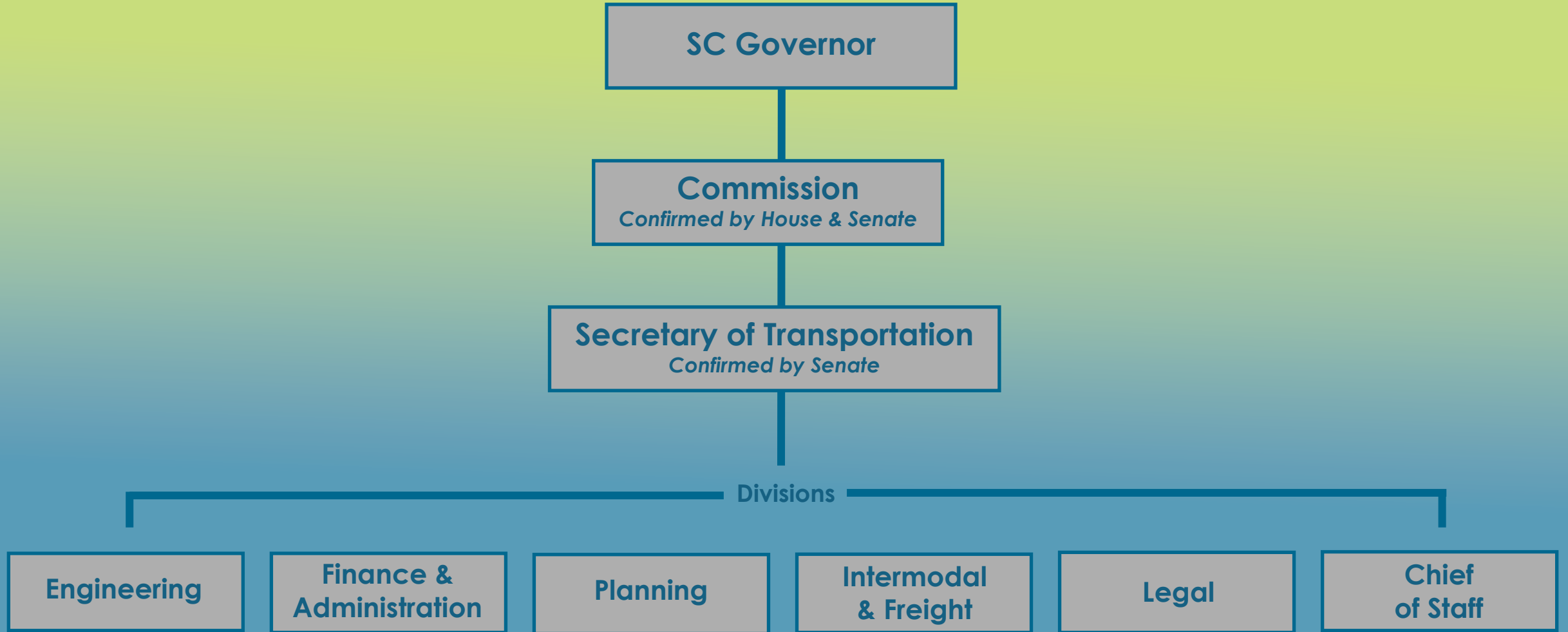


Organizational Review Subcommittee

SCDOT



Organizational Chart



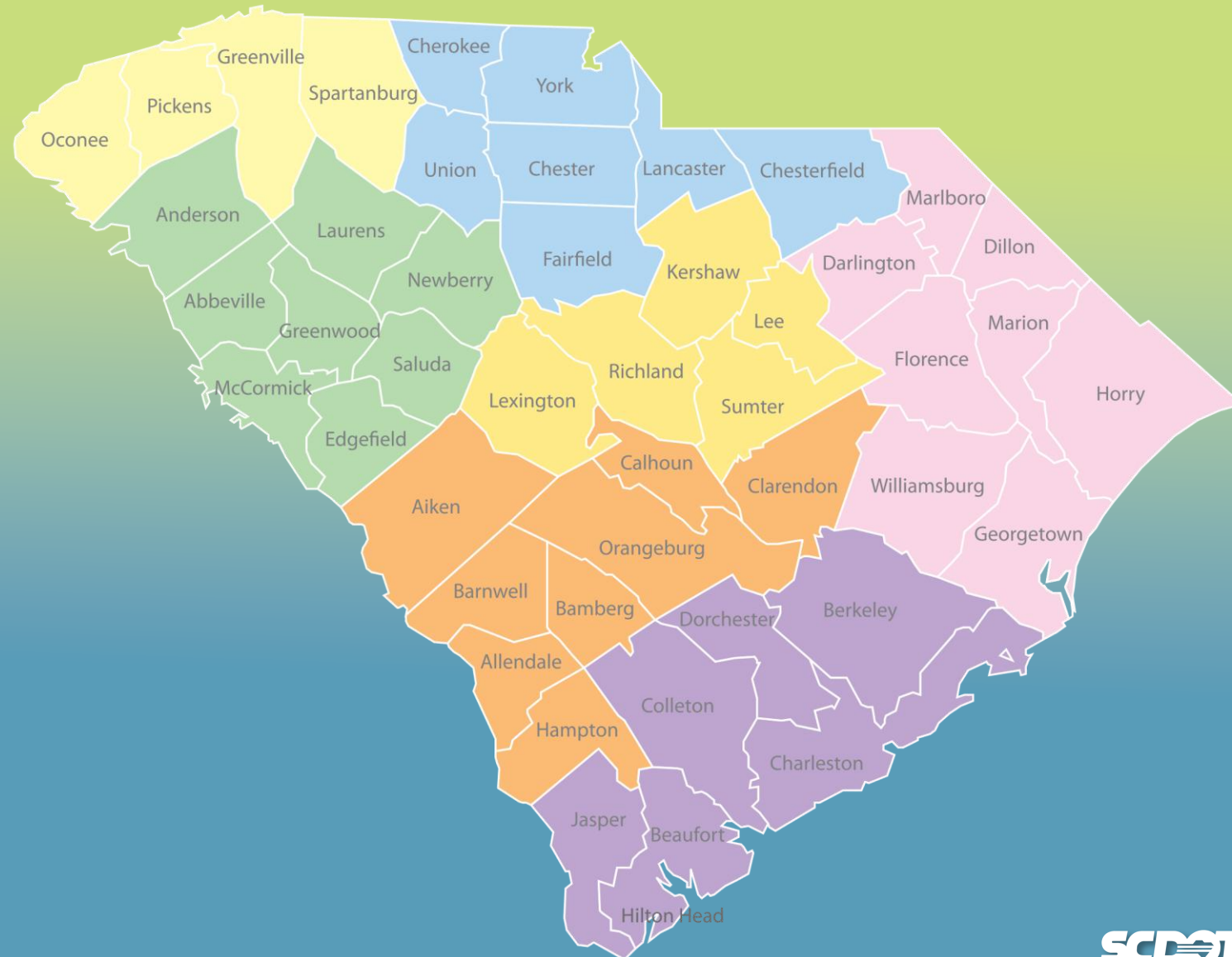
Role of the Commission

- Set priorities for infrastructure investments
- Add to and delete roads from the state-owned system
- Road dedications and road naming
- Consider State Infrastructure Bank decisions
- Select the Secretary of Transportation



SCDOT District Offices

- Each District is led by a **District Engineering Administrator**.
- District offices include maintenance, traffic, permit and construction functions.
- Each County has a local maintenance and construction office.
- In addition, SCDOT manages 5 traffic management centers and SHEP personnel across the state.



Proposed Updates to Structure

Codify Deputy Secretary Roles

- Primarily updates language to reflect current organizational practices.
- Distinguishes between the Deputy Secretary for Planning and the Deputy Secretary for Intermodal and Freight Programs.
- Appoints the Deputy Secretary for Planning to the Coordinating Council for Transportation and Mobility to significantly improve transportation planning in South Carolina.

Strengthen Internal Audit Function

- Updates the background requirements for the Chief Internal Auditor to include Certified Internal Auditor and Certified Fraud Examiner certifications.
- Expands the role of the audits to include the department's activities, assets, and personnel ensuring SCDOT is operating efficiently and effectively.
- Provides that the Chief Internal Auditor will make audit reports available to the Secretary of Transportation and that all audit reports will be made public following their completion.

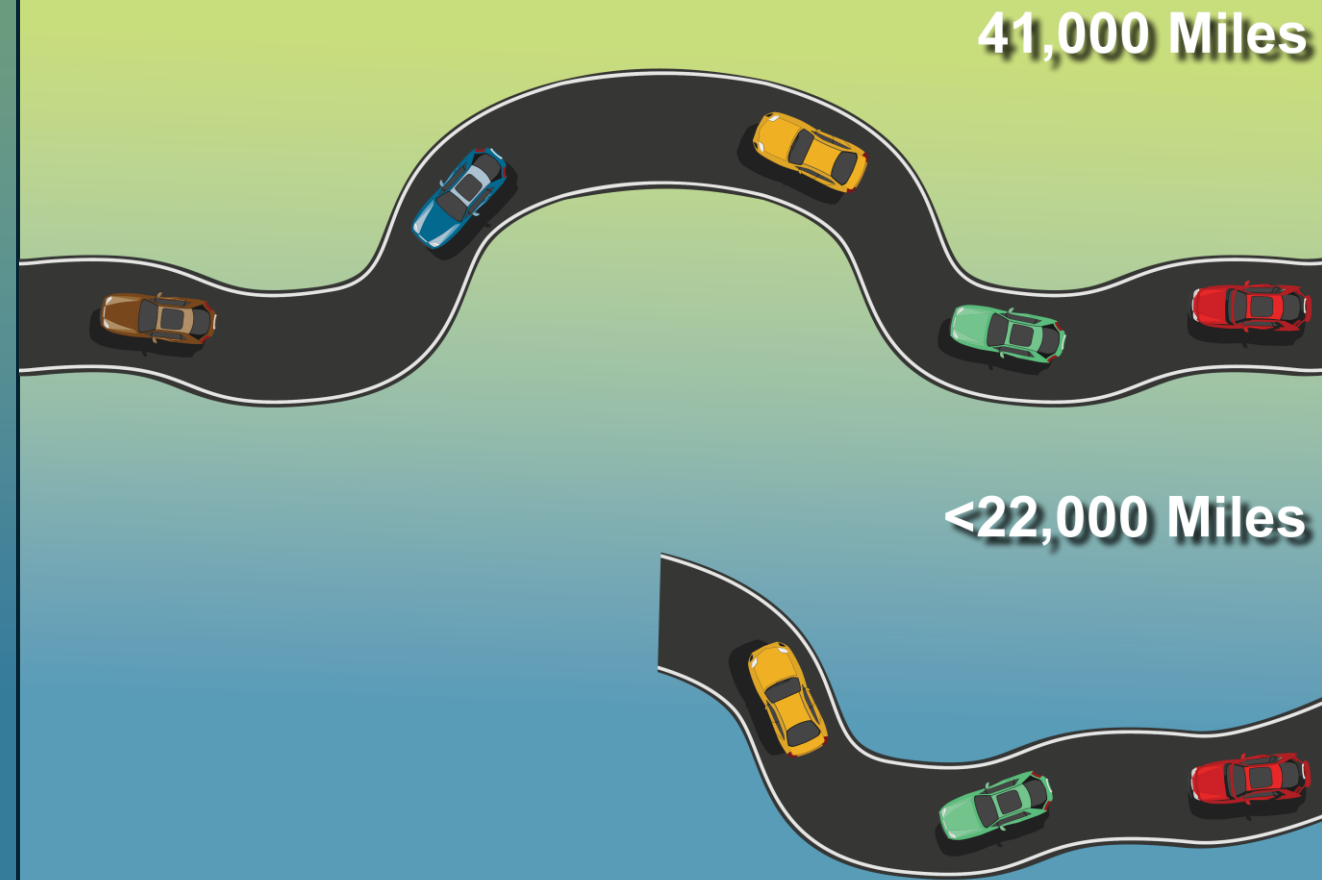
Coordinating Council for Transportation & Mobility

- Develops coordinated transportation plans and policy for the state of South Carolina.
- Provides a significant role in the creation of Metropolitan Planning Organization Boundaries, Rural Transportation Districts, and approving host organizations to carry out these functions.
- Members would include the Secretary of Transportation, Director of Public Safety, Director of Motor Vehicles, Secretary of Commerce, Director of the Office of Regulatory Staff, Chairman of the State Ports Authority, Chairman of the Aeronautic Commission, the Chairman of the State Infrastructure Bank, and two regional planning appointees.



State Highway System Rationalization

- Non-essential State Highway System roads may be returned to local governments or other entities to maintain.
- Considers the ability of the local government or entity to properly maintain the roads that they voluntarily take into their system.
- Considers incentives to support local governments or other entities including financial incentives or changes to the current sales tax program to allow local governments to better control their own growth and development.



Current Project Delivery Methods

- In emergency situations, procurement and regulatory burdens are lessened, allowing SCDOT and our industry partners to move quickly to respond to a natural disaster or other emergency.
- Primary project delivery methods currently are bid-build and traditional design-build.
- Considering expansions to our current procurement authorities and project delivery methods would allow SCDOT to deliver projects more quickly and cost-effectively.

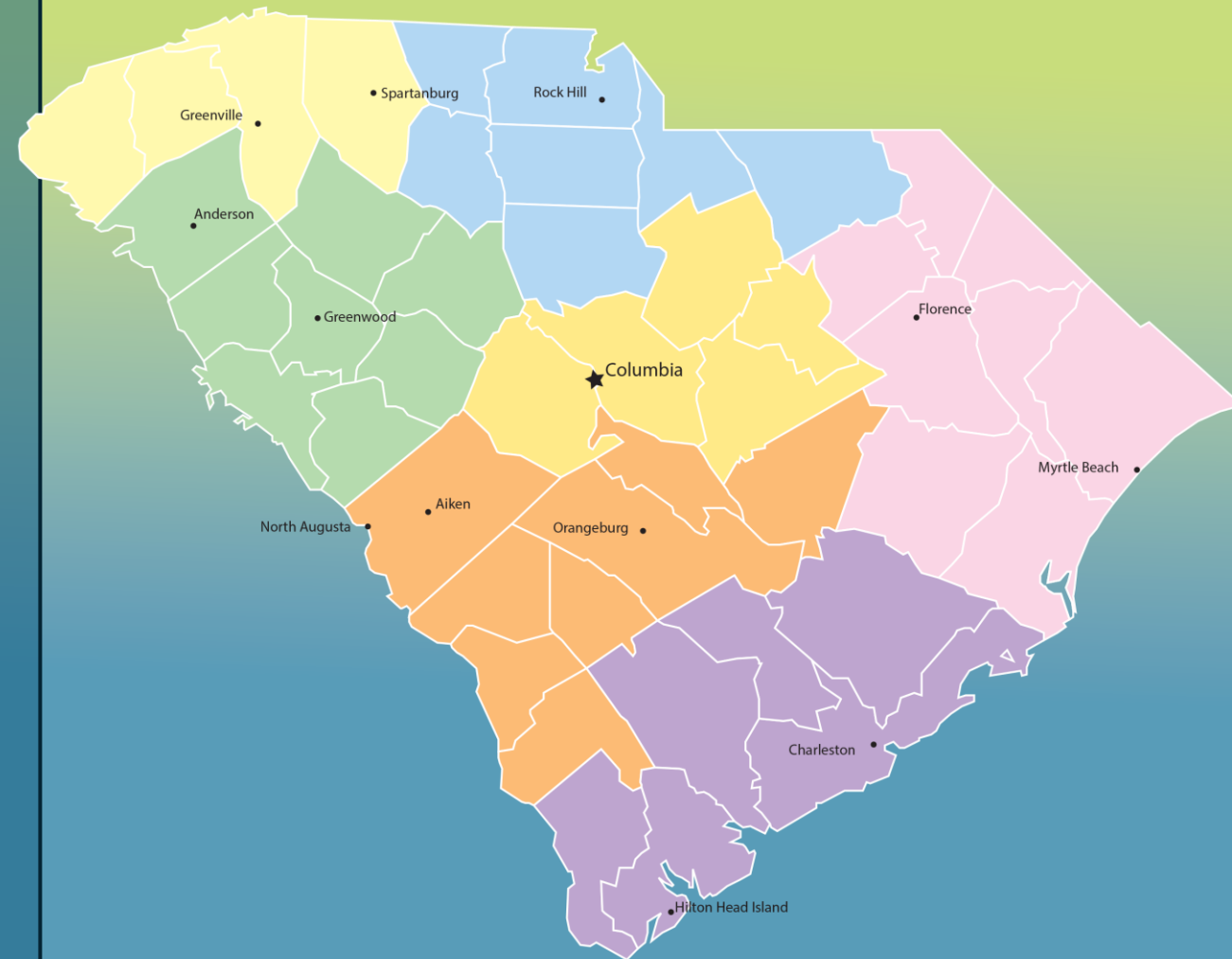


Collaborative Procurement & Project Delivery

- Expand procurement authorities to include information technology, transportation planning and financing.
- Update project delivery methods to include:
 - Phased Design-Build, requiring the contractor to establish a guaranteed maximum construction cost and minimize price escalation.
 - Construction Manager/General Contractor procedure, allowing early coordination between design and construction, optimizing schedule & cost.
- In addition to Public-Private partnerships for additional financing options, streamlining and expanding procurement gives SCDOT the most opportunity to deliver projects quickly and cost effectively.

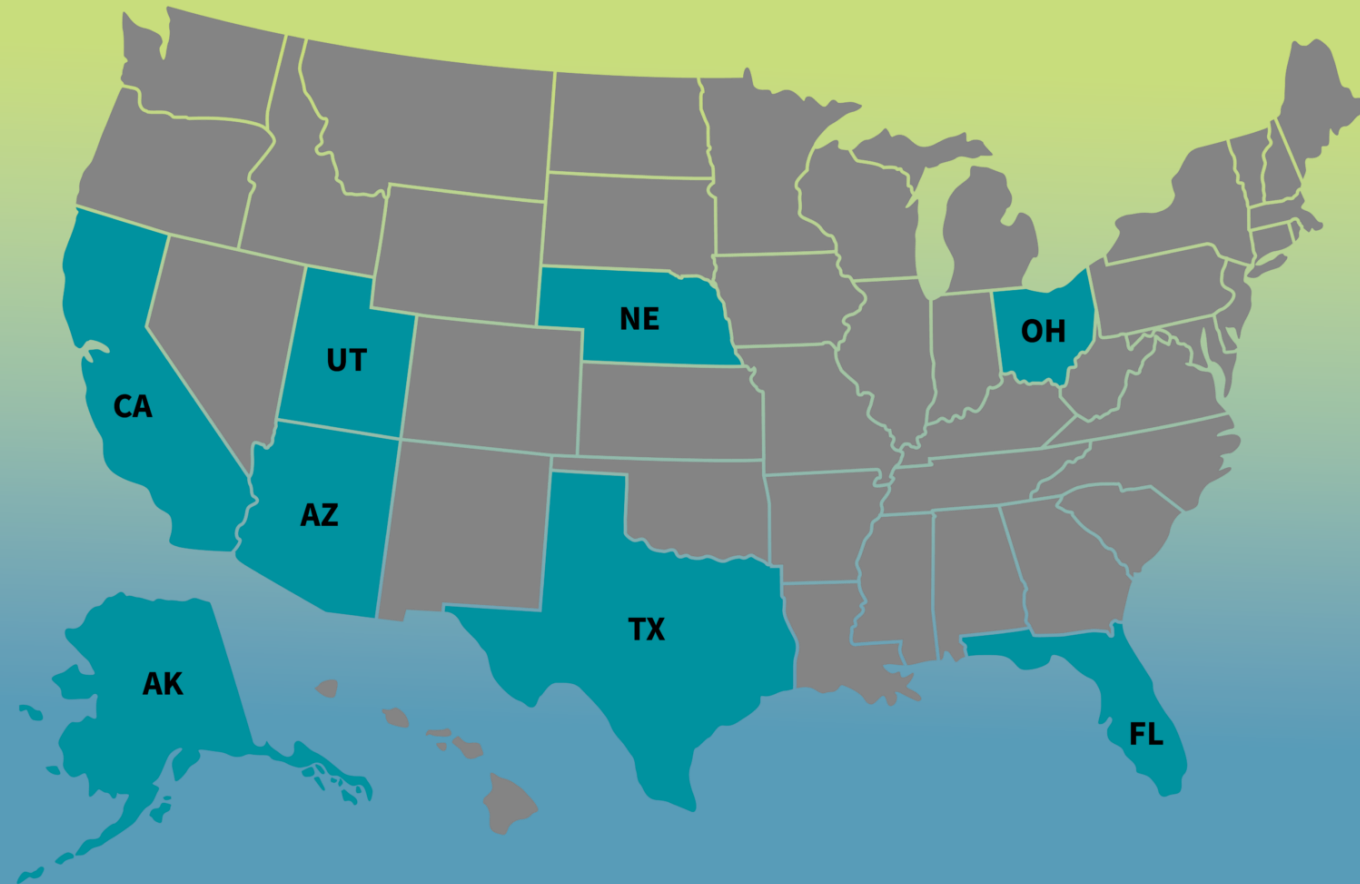
Project Acceleration & Municipal Consent

- All work performed by the Department on state highways within a municipality requires the consent and approval of the proper municipal authorities except in emergent situations.
- Recommend implementing a 180-day window for written consent before acquiring right-of-way to prevent unreasonable delays.
- Failure to provide consent would be considered acceptance, and disapproval would result in the cancelation of the project.
- Municipalities should not be able to conditionally approve work.



NEPA Assignment

- Allows states to control their own destiny and significantly speed up the project delivery process.
- In a typical environmental process without additional Federal regulations, it takes 3-5 years to get a project through the environmental process. With complex federal involvement, it can take 15-20 years.
- The Trump Administration has committed to helping states reduce regulatory burdens and navigate NEPA assignment more efficiently.



Questions

