



Revenue and Fiscal Subcommittee

SCDOT

The Take Away



SCDOT relies on a mix of Federal Aid and State Funds, each with their own restrictions and allowed uses.



SCDOT strategically applies the funds to projects where it makes the most sense and where SCDOT can get the biggest bang for its buck.

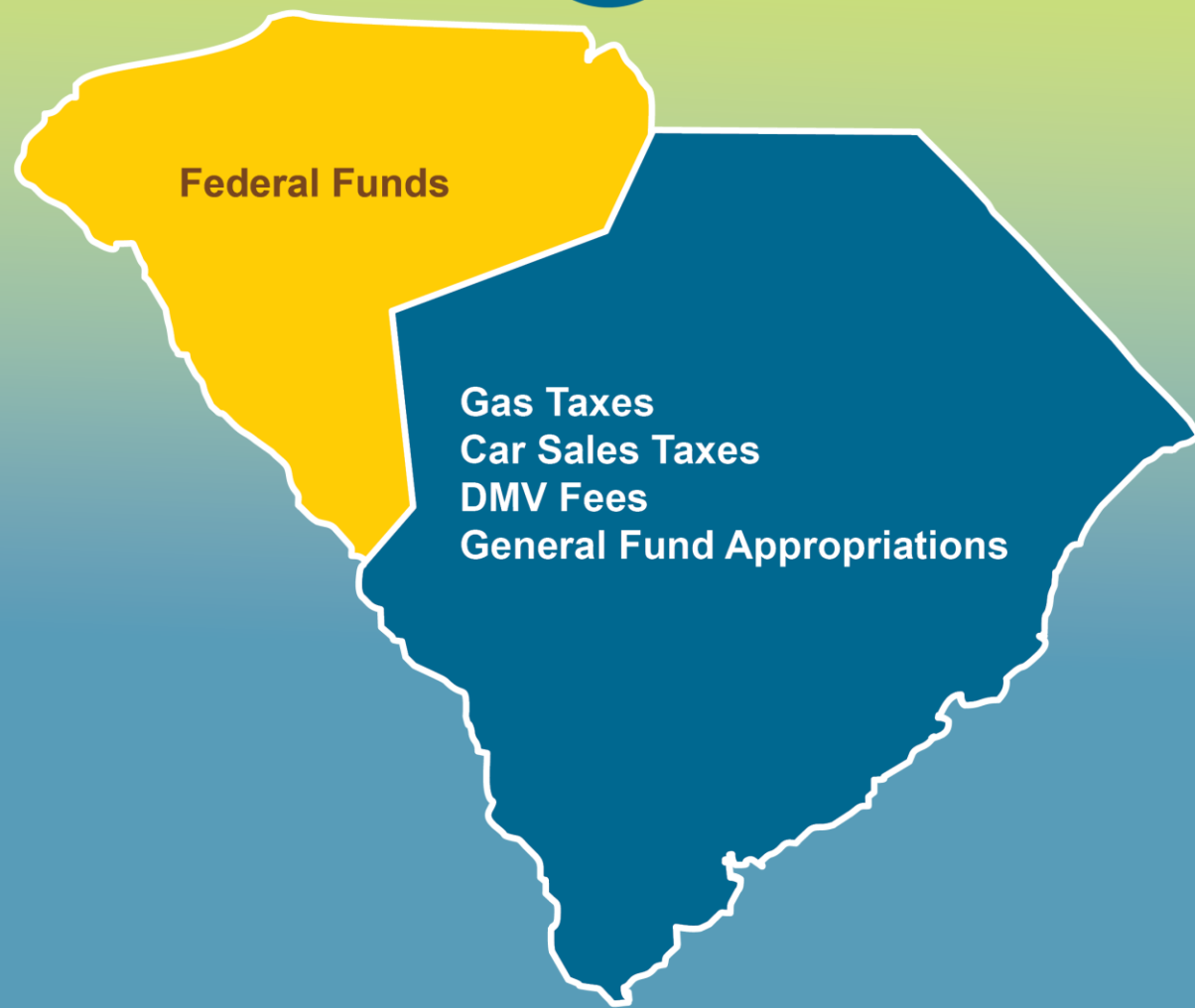


SCDOT uses the STAMP, the 10-Year Plan, the STIP, and the Annual Budget to guide priorities and put funds into action.

Revenues

40%
FEDERAL FUNDS

60%
STATE FUNDS



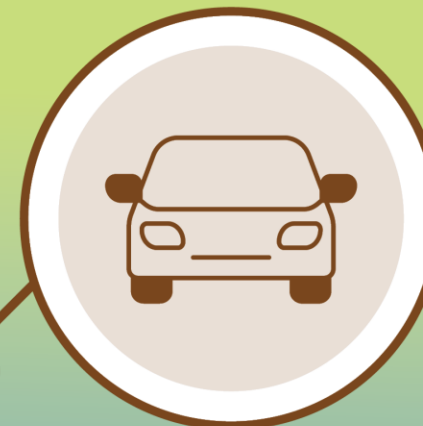
SCDOT Big 4 State Revenues

GAS
TAX



1

CAR
SALES TAX



2

SCDOT

4



GENERAL FUND
APPROPRIATIONS

3

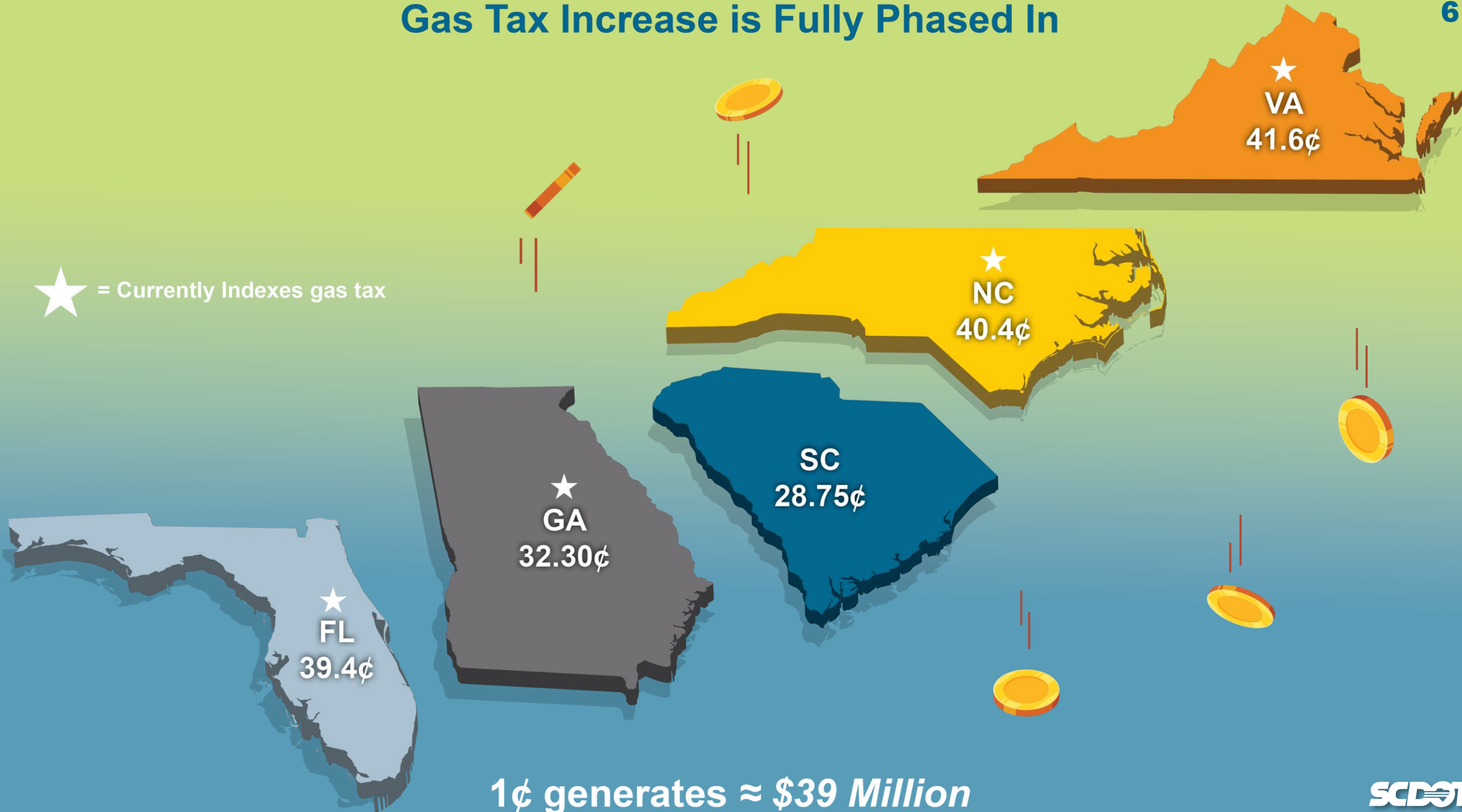


REGISTRATIONS
AND LICENSES

Gas Tax Increase is Fully Phased In

6

★ = Currently Indexes gas tax



1¢ generates ≈ \$39 Million

Use of the 28.75¢ State Motor Fuel User Fee (SFY25-26 Budget)

7



≈ 6¢ (\$232M) for Required Transfers to Other Entities

3.99¢ to CTCs, 1¢ to SIB, remainder split between DHEC,
DNR Watercraft Fund, Tax Credits, etc.



≈ 10¢ (\$389M) for New Gas Tax Trust Fund

Restricted by law for Paving, Rural Road Safety,
Interstates, and Bridges.



≈ 10¢ (\$389M) for Field Maintenance

≈ \$205M for Highway Worker Salary/Benefits

≈ \$184M for Mowing, Contracts, Asphalt, etc.



≈ 2¢ (\$73M) for Federal Match

Match on prior federal funding level (\$733M)
before 30% increase in new Infrastructure Law.



≈ <1¢ for Other Projects and Programs

SCDOT Federal Aid

SCDOT receives ~\$1B in federal aid annually distributed by formula and program.

Reauthorized about every five years. Current funding bill is the Infrastructure Investment and Jobs Act which ends September 30, 2026.

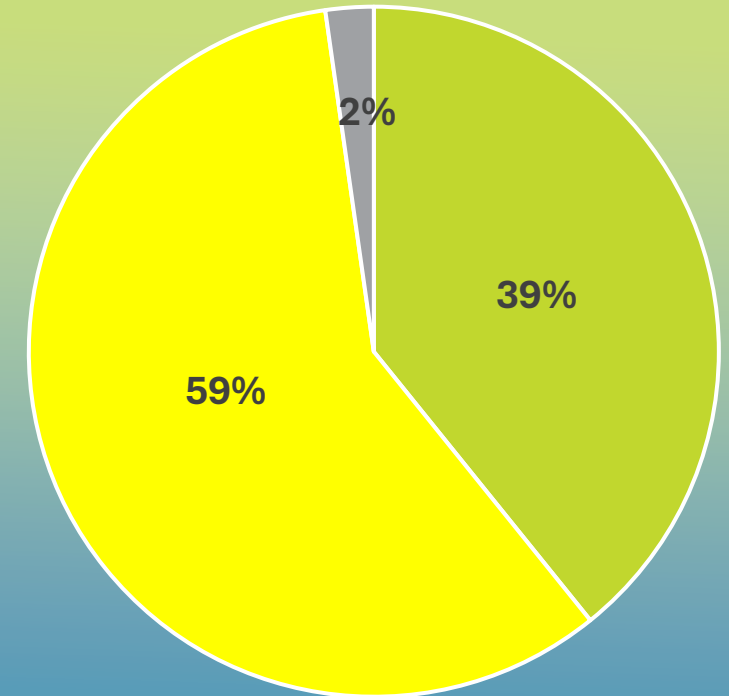
Funds are received based on reimbursement and require state match of 10-20% depending on project.

Has the most strings and restrictions associated and generally allocated to more complex projects.



FY 2026 Estimated Revenues - \$2.755B

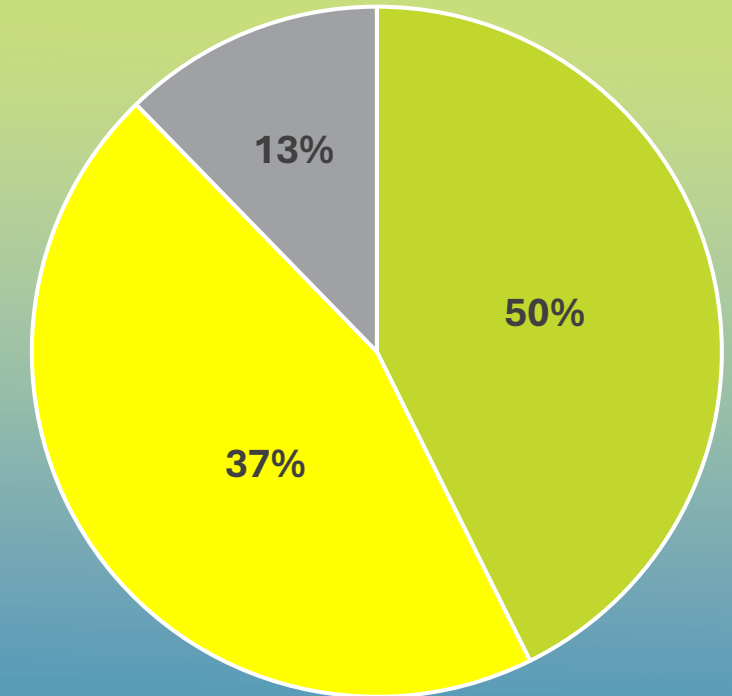
Federal Reimbursements	\$1.080B
State Revenues	\$1.613B
Partner Projects	\$62M
Total Budgeted Revenues	\$2.755B



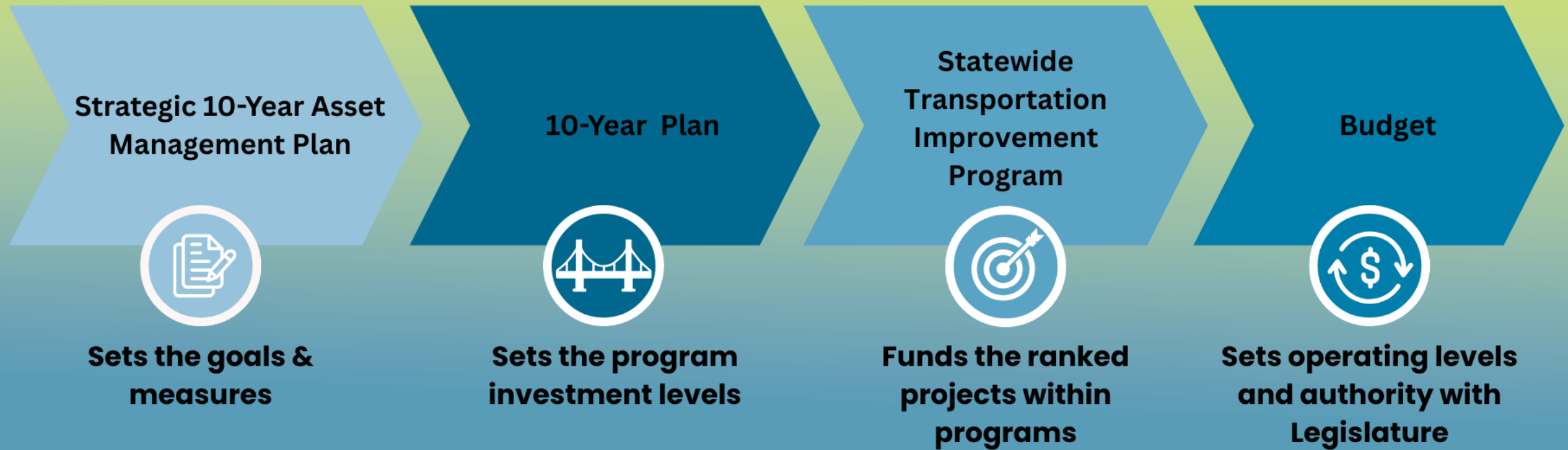
Expenditures

FY 2026 Recurring Expenditures - \$2.755B

Maintenance & System Preservation	\$1.387B
Capacity & Operational Improvements	\$1.013B
Remaining Operations	\$355M
Total Budgeted Expenditures	\$2.755B



How Does SCDOT Allocate Funds?



10-Year Plan Accomplishments

RURAL ROAD SAFETY

The completed projects have seen a 20% reduction in Fatal and Serious Injury crashes

1209 miles



PAVING

Paving projects are being accomplished in every county of the State

9709 miles



BRIDGES

Bridges must continue to be a major focus and an area for additional investment

431 bridges



INTERSTATES

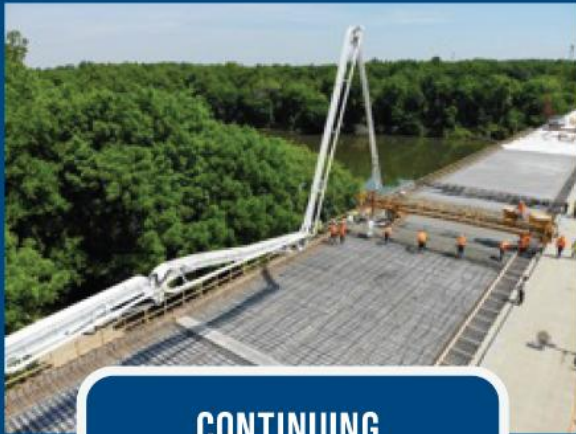
Work is underway on nearly every interstate in the State

121 miles

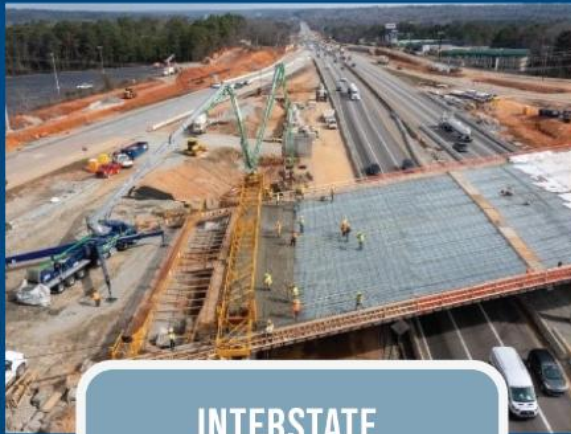


MOMENTUM 2050

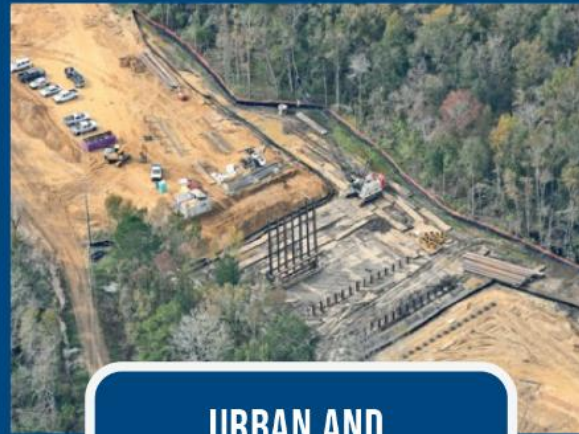
Moving South Carolina Forward



**CONTINUING
SYSTEM RECOVERY**



**INTERSTATE
INVESTMENT**



**URBAN AND
RURAL MOBILITY**



**SUPPORTING
MULTIMODAL PARTNERS**

Challenges

Diminishing Buying Power

IN FY 17 - 18, 1 CENT OF
THE GAS TAX BOUGHT

114

MILES OF 2-LANE
RESURFACING

IN FY 23 - 24, 1 CENT OF
THE GAS TAX BOUGHT

89

MILES OF 2-LANE
RESURFACING

IN FY 24 - 25, 1 CENT OF
THE GAS TAX BOUGHT

87

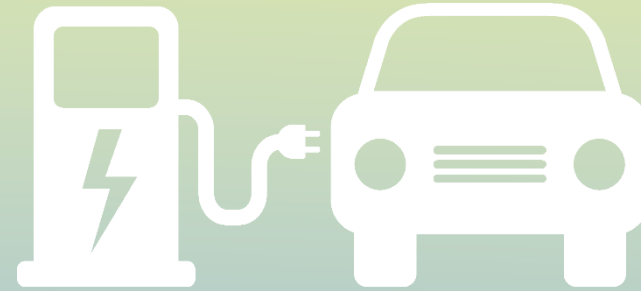
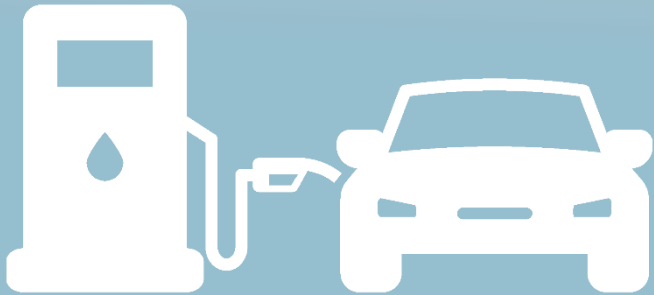
MILES OF 2-LANE
RESURFACING

Revenues are Flat, Expenses are Increasing

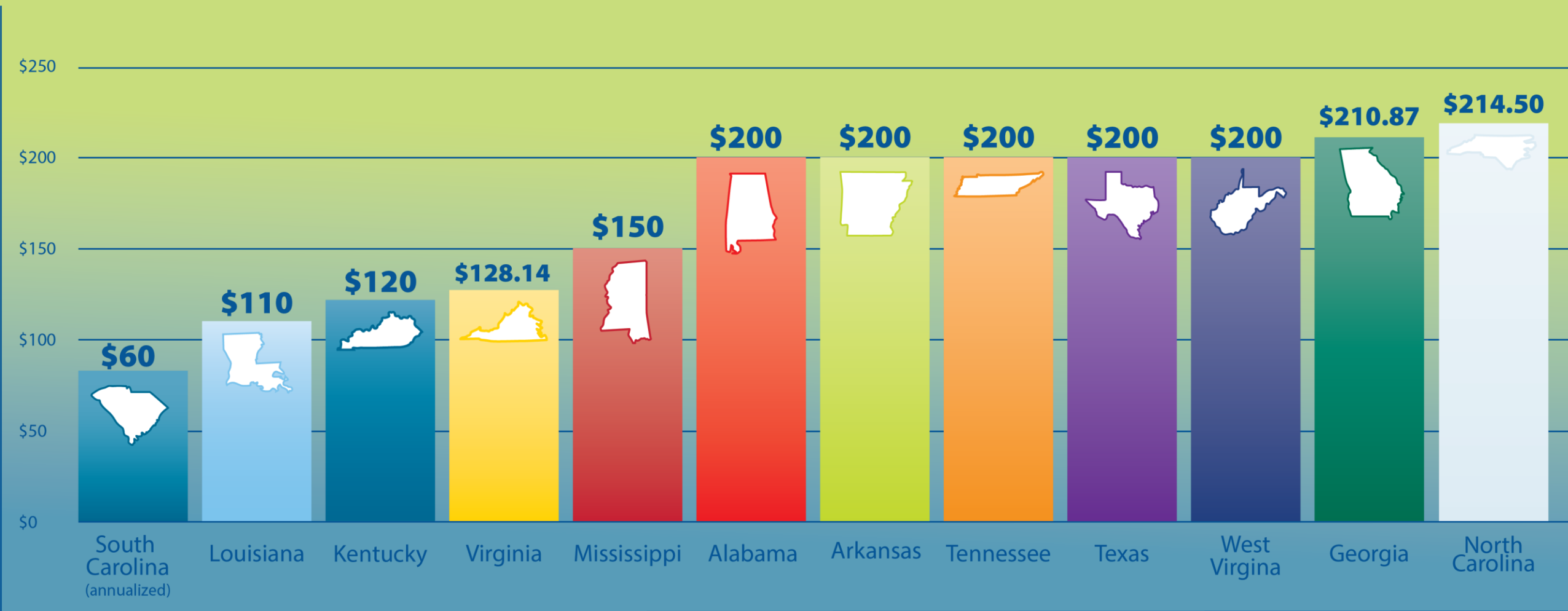


What Internal Combustion Vehicles Pay versus Electric Vehicles

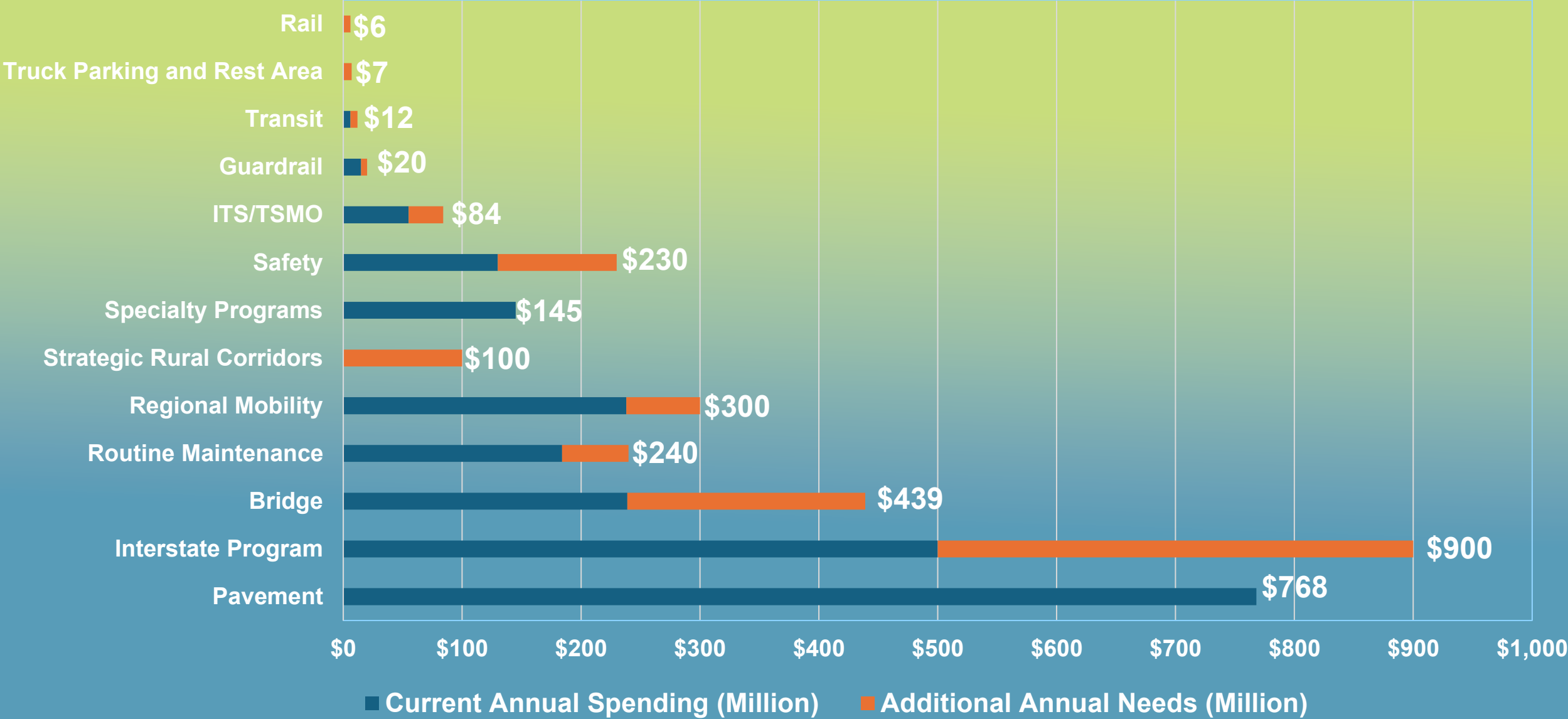
Pays
\$200+
per year to support
the system



PAYS
\$60
per year to support
the system

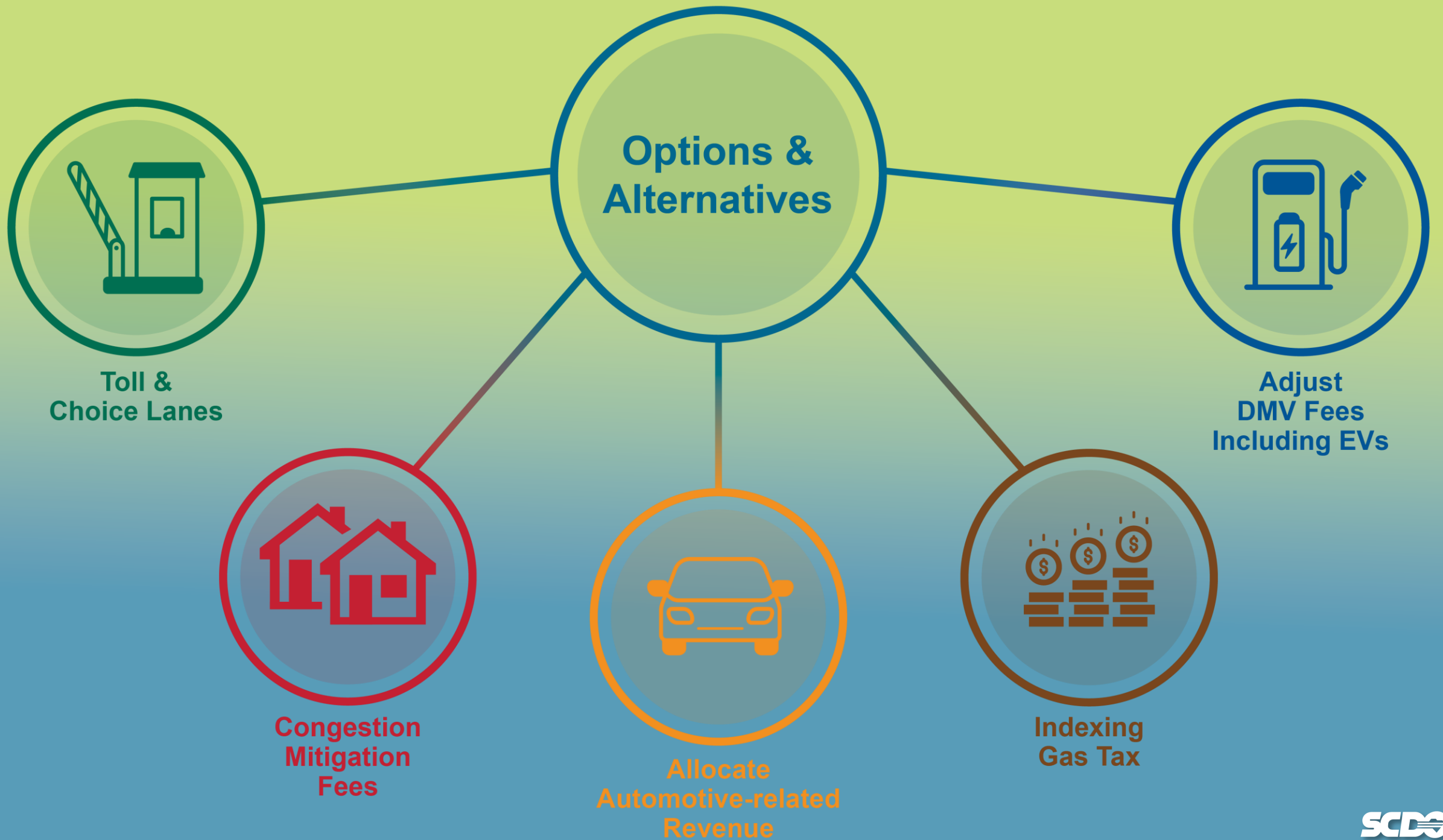


Momentum 2050 Annual Needs



A background image showing construction workers in high-visibility vests and hard hats working on a road. A large paving machine is in the center, with workers standing around it. One worker in the foreground is using a long-handled broom to smooth the newly laid asphalt. The scene is outdoors with trees in the background.

Options and Alternatives



Questions

