



South Carolina Department of Transportation

The background is a collage of transportation-related images. On the left, a yellow construction vehicle, possibly a grader, is parked on a dirt road. In the center, a road curves through a lush green forest. On the right, a white truck is shown from a high angle, with its trailer and wheels visible. A large, stylized eagle with its wings spread is superimposed over the center of the collage. The text "RESPONSE TO LAC REVIEW" is written in large, white, bold, sans-serif capital letters across the middle of the collage.

# RESPONSE TO LAC REVIEW

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

# General Comments

- ✓ Agree with the vast majority of the agency-specific recommendations.
- ✓ Recognize that SCDOT needs to continue to improve its transparency, processes and archive data effectively.
- ✓ Leadership Team at SCDOT will utilize the audit as a roadmap to continue with implementing positive changes for the agency.

**Slide #2**

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# Four major themes in LAC Review

- No financial mismanagement was identified at the Agency.
- The prioritization and ranking processes associated with Act 114 are complex.
- SCDOT is tasked with managing a transportation system in a state of disrepair with revenues that have not kept pace with rising construction costs.
- Unclear lines of authority and turnover have led to shifting or unstable priorities.

**Slide #3**



# Prioritization & Ranking Process

- Very complex.
- SCDOT and the LAC have a difference of opinion on this issue.
- SCDOT is prioritizing and ranking in accordance with the Legislatively approved Regulations.

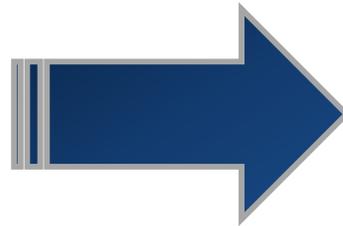
**Slide #4**

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# Prioritization Process: 2 step process

## *Step 1*

Allocation of funding to distinct, project categories



## *Step 2*

Ranking of projects within those categories

## Federal Program Categories

- Bridges
  - *Replacement*
  - *Rehabilitation*
- CMAQ
- Interstate
  - *Pavement Rehabilitation*
  - *Pavement Preservation*
  - *Interchanges*
  - *Capacity / Widenings*
- Railroad Crossings
- Safety
- System Upgrade (*MPO/COG Programs*)
- Transportation Alternatives
- Recreational Trails (*pass thru to PRT*)
- Earmarks
- **Pavement & Reconstruction\*** (*aka Federal Aid Resurfacing*)

## State Funded Program

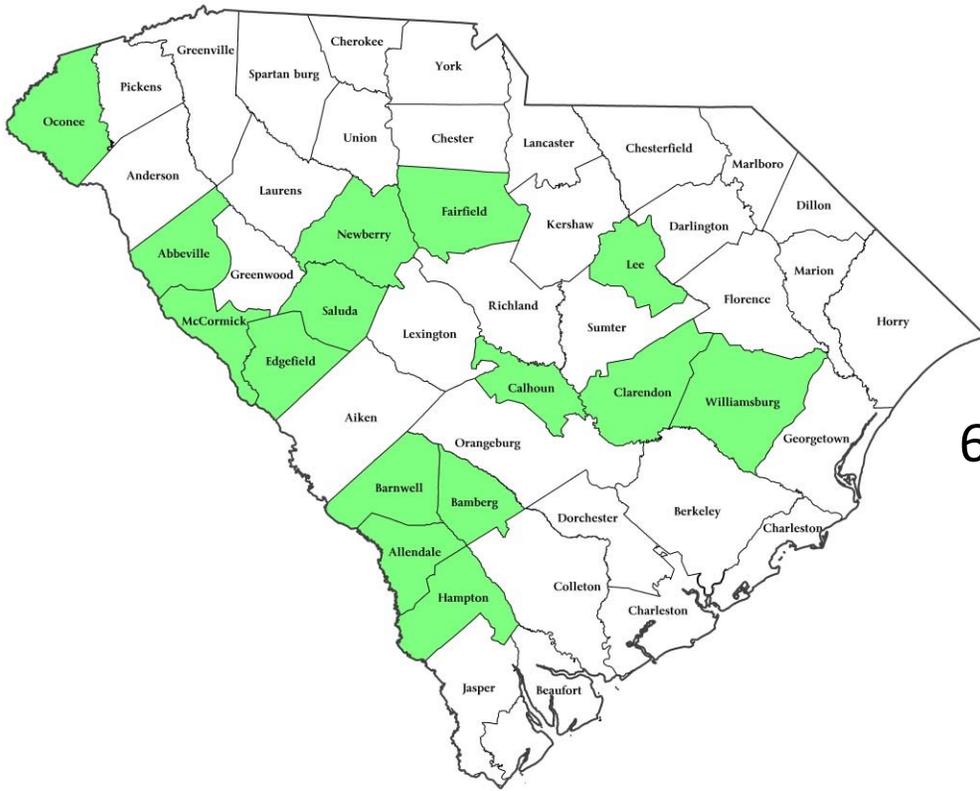
- Earmarked or Restricted Funds
- **Non-Federal Aid Bridge Replacements**
- **Non-Federal Aid Resurfacing\***
- **Day-to-Day field Maintenance\***

\*County/District distributions  
made in lieu of statewide

**Slide #6**

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# Why are the paving projects not ranked on a statewide basis?



These 15 counties received \$0 from the Federal-Aid Resurfacing Program in either 2007 or 2008, when SCDOT was using a statewide ranking for paving projects.

6 of the counties received \$0 for both years.

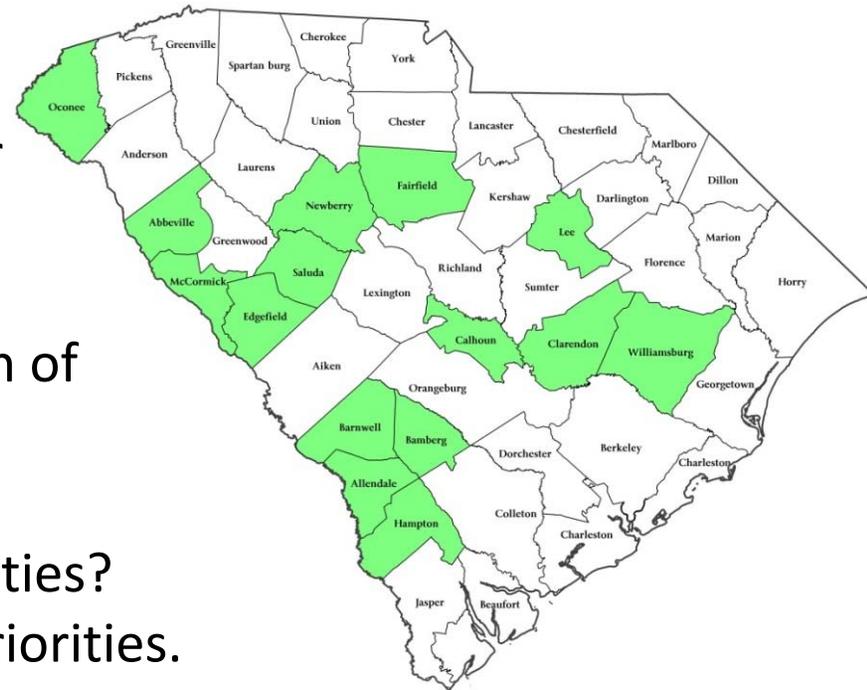
SCDOT modified its approach to ensure all counties received paving dollars.

**Slide #7**

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# Why does SCDOT not use a single list of ranked projects?

- The Regulations that were put into place in 2008 were developed to align with the Federal Program.
- Restricted Funds. There are directed uses for some of the funds, including state dollars.
- Does not provide for an equitable distribution of paving funds.
- Would a single ranking list really reflect priorities? No, the funding allocations reflect the true priorities.



**Slide #8**



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# Planned path forward

- Improve the way we communicate the priorities, both in funding allocations and with the individual ranking lists. In particular, draw the connection between the two.
- Simplify the information as much as possible, but have the details available for drill-down for those who want to review the specifics.
- Develop and publish a “work plan.”
- Implement the TAMP (Transportation Asset Management Plan) for both the federal and state road and bridge programs. Establish system condition and performance targets.

**Slide #9**

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# Investment Scenarios: Recurring Funds

Investment Scenarios for Various Additional Funding Levels

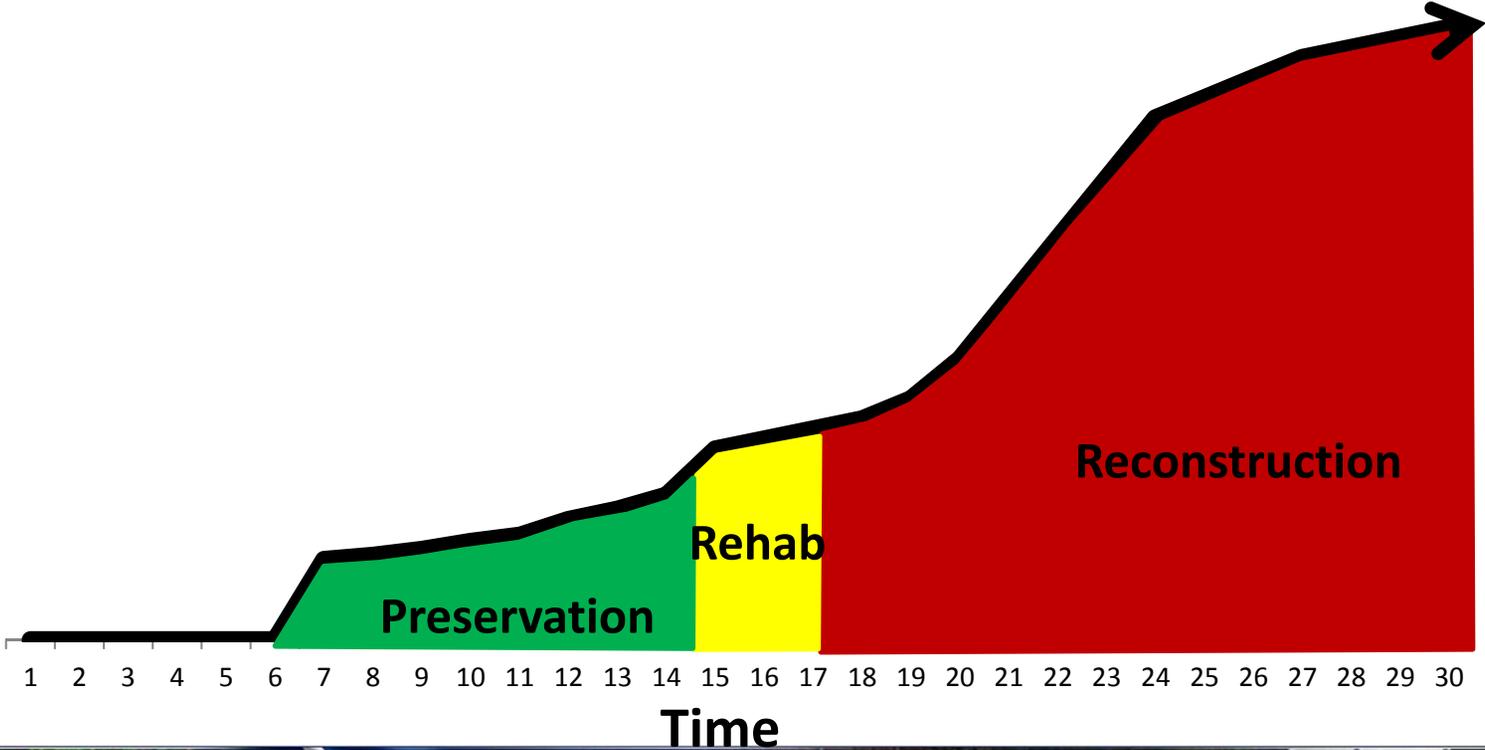
		Additional \$200M Investment		Additional \$400M Investment		Additional \$600M Investment		Additional \$800M Investment	
Condition / Performance	2014 Condition	Additional Annual Investment	10 year Target	Additional Annual Investment	10 year Target	Additional Annual Investment	10 year Target	Additional Annual Investment	10 year Target
Interstate Pavements	66% GOOD	\$30	Stop the Decay	\$65	95% GOOD	\$65	95% GOOD	\$65	95% GOOD
Primary Pavements	20% GOOD	\$40	Stop the Decay	\$95	35% GOOD	\$150	50% GOOD	\$150	50% GOOD
FA Secondary Pavements	21% GOOD	\$25	Stop the Decay	\$25	Stop the Decay	\$50	40% GOOD	\$50	40% GOOD
NFA Secondary Pavements	12% GOOD	-	% Good currently improving 1-2% annually	-	% Good currently improving 1-2% annually	-	% Good currently improving 1-2% annually	\$50	30% GOOD
Interstate/Primary Bridges	66% Good & 9.5% Structurally Deficient	\$24	Stop the Decay	\$99	Reduce Structurally Deficient Bridges on Interstates & Primaries by 50%	\$174	Eliminate Structurally Deficient Bridges on Interstates & Primaries	\$174	Eliminate Structurally Deficient Bridges on Interstates & Primaries
Secondary System Bridges									
Routine (Field) Maintenance	Services at LOS D	\$89	Achieve LOS C	\$89	Achieve LOS C	\$89	Achieve LOS C	\$89	Achieve LOS C
Reduce Congestion		-	Unaddressed	\$27	Address Pinchpoints	\$52	Address Pinchpoints & Limited Widening	\$202	Over 10 years, target widening of 70 miles of Interstate & 85 miles of Primaries/Secondaries
		<b>\$208</b>		<b>\$400</b>		<b>\$605</b>		<b>\$805</b>	



Slide #10



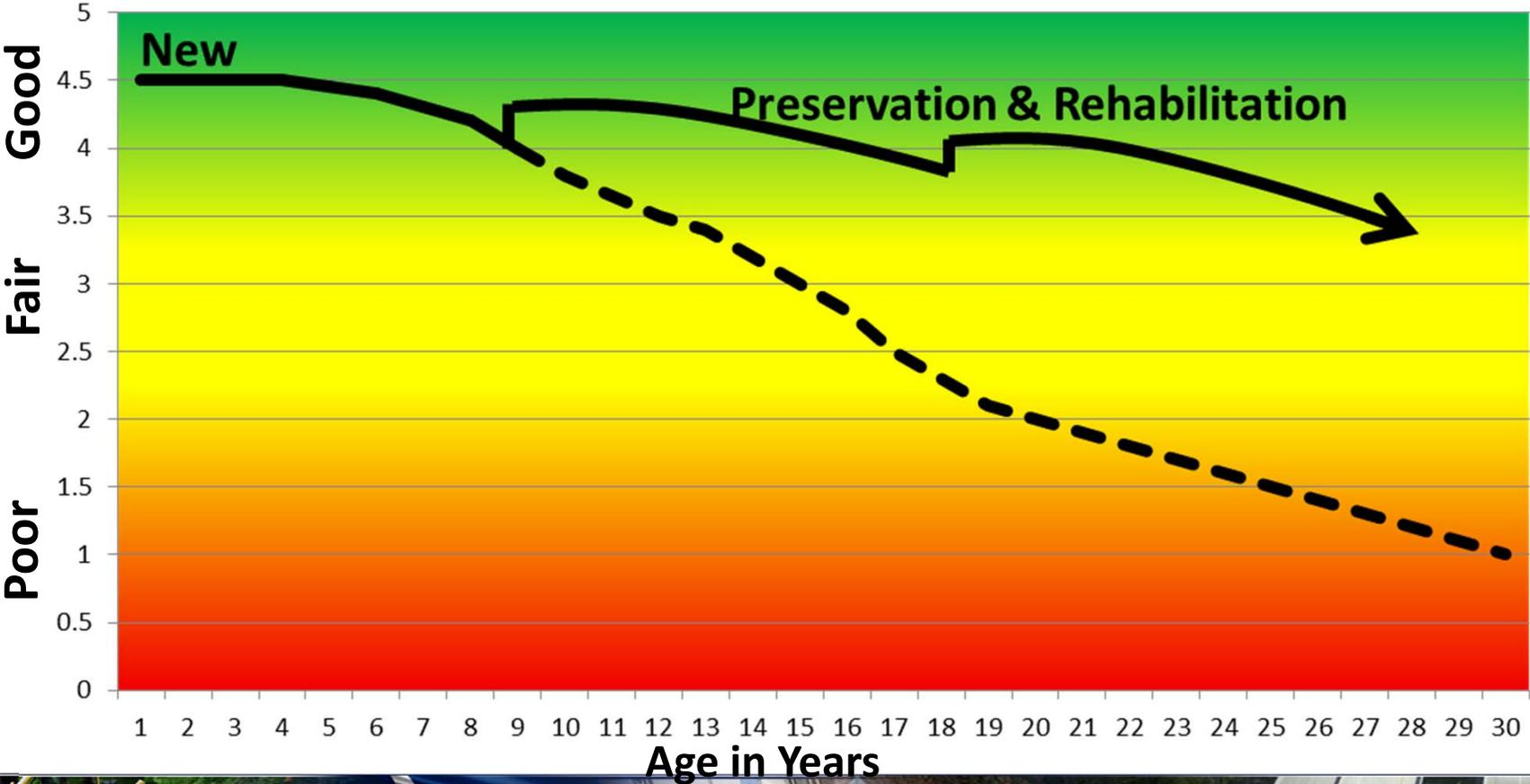
# Cost of Deferred Maintenance



**Slide#11**



# Pavement Decay Curve



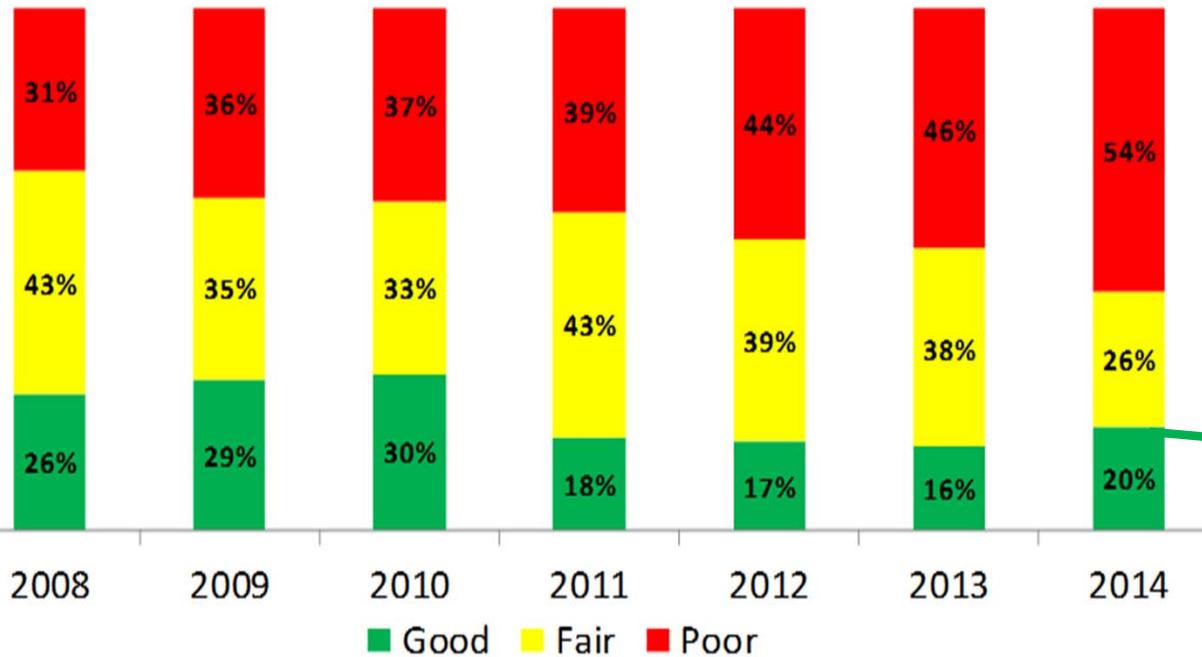
Slide#12

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# SC's Primary System

9471 CL Miles  
Carries 47% of the  
State's Traffic

Pavement Conditions



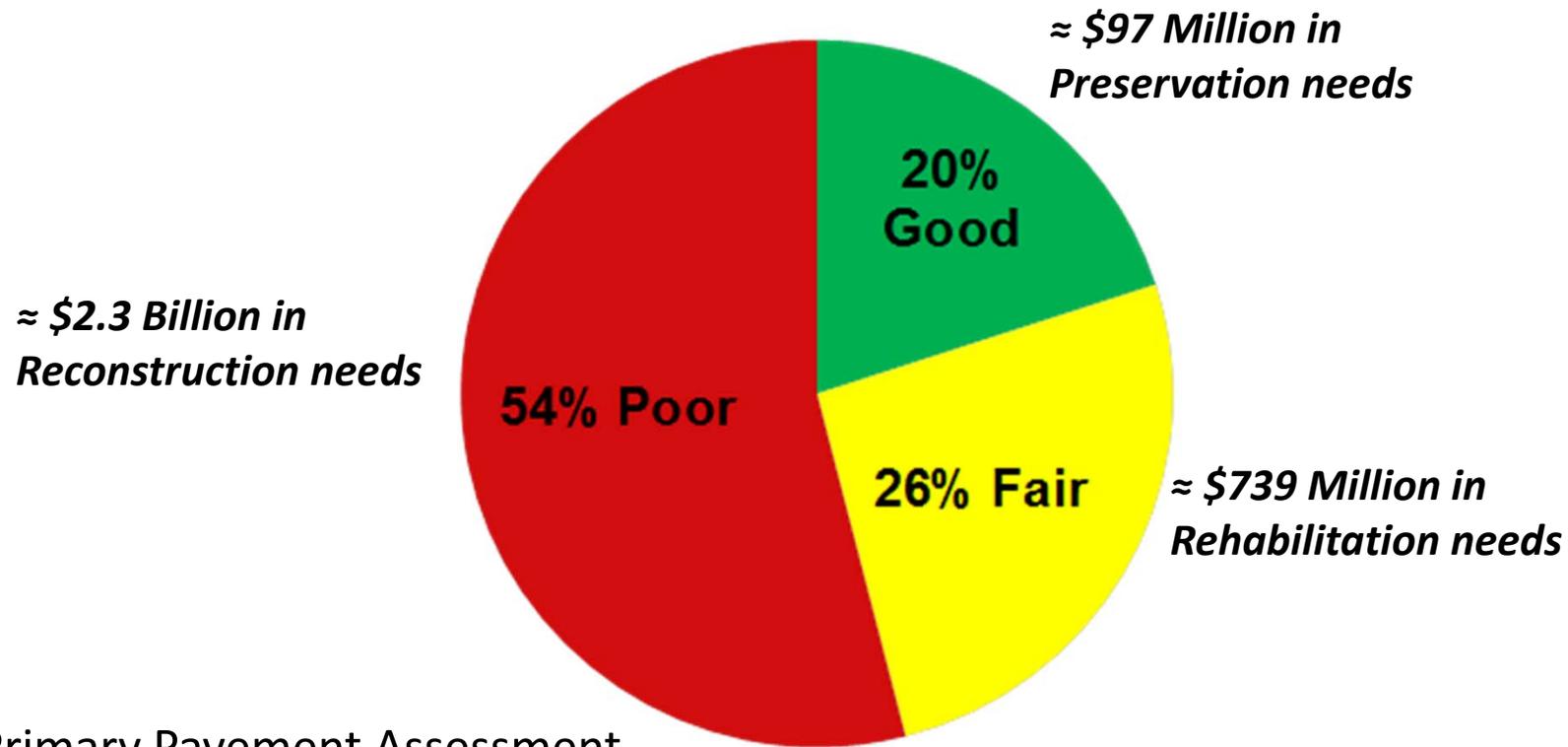
*10 Year Forecast:  
Significantly Erode*

*% Good to Decline to ≈10%*

**Slide #13**

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# Pavement Treatments Needed for Primaries

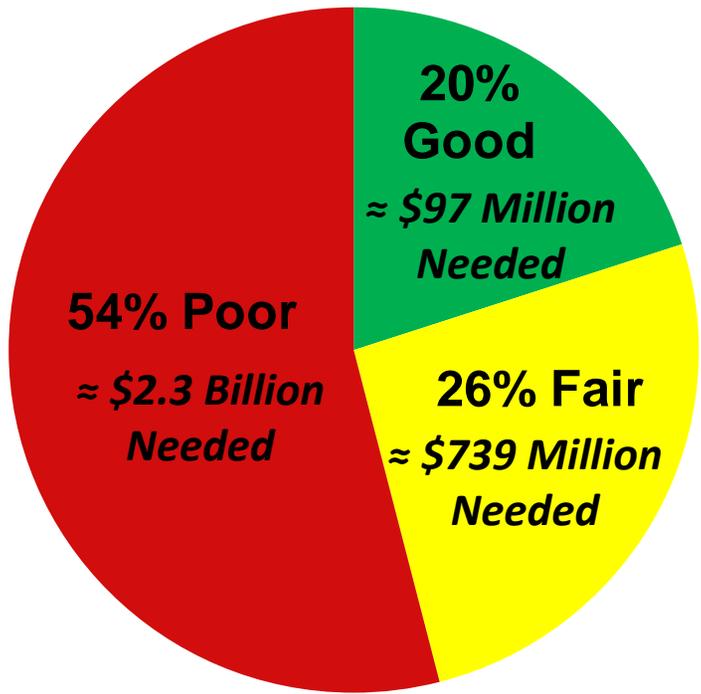


2014 Primary Pavement Assessment

**Slide#14**

**SCDOT**

# How do you allocate \$104 Million in available pavement treatment funds given this level of need?



*SCDOT uses a blended approach to touch all categories, using Engineering judgment and first in the nation training requirements.*

2014 Primary Pavement Assessment

**Slide#15**



# Looking Ahead

- **SCDOT Leadership Team will use this audit to continue to build upon improvements we had previously identified.**
- **Migrate to performance based management. Implement the TAMP to draw connection between resourcing and system condition/performance.**
- **Work with Governor and Legislature to address items of critical importance for the agency.**

**Slide#16**

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