

2026 Annual Accountability Report

Department of Transportation

Agency Code: U120

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AGENCY NAME:	Department of Transportation		
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AGENCY'S DISCUSSION AND ANALYSIS

With the passage of the SCDOT Modernization Bill in May of 2026, the South Carolina Department of Transportation (SCDOT) is changing the way we do business to deliver better projects faster for the people of South Carolina. This new legislation aims to help the agency tackle the challenges we are facing – notably continued rapid population growth, congestion, and the ongoing pressures of cost escalation and inflation. It is important to note that the new legislation is providing the Department with new tools, and not with new revenue sources, to help us address these challenges.

Agency leadership worked closely together with the General Assembly and the Governor to prepare for new legislation and to ensure we are positioned to quickly implement the new tools provided including procurement improvements, reducing regulatory burdens, and expanding our infrastructure with innovative financing and project delivery structures. While it is an important and transformative step for South Carolina, there will continue to be needs as we go forward to fully bridge the gap between our current road and bridge network and what we need to deliver for future generations.

SCDOT continues to face inflationary pressures. In FY 2017-2018, one penny of the gas tax bought the equivalent of approximately 114 miles of 2-lane resurfacing. In FY 2025-2026, that same penny only provides approximately 83.5 miles of 2-lane resurfacing. While the rising costs have leveled out, they are not declining. At the same time, revenues remain flat, or in some cases, even decrease slightly. SCDOT must prepare to address the continued demands on our system, considering these ongoing market pressures, as we develop our next strategic plan under the leadership of the new Governor.

At the federal level, legislation for surface transportation reauthorization is being considered, known as the BUILD America 250 Act. The legislation aims to preserve the core of the federal-aid program formula structure, but we do not anticipate additional federal funding. There is a possibility that federal funding will decline from the levels of the previous surface transportation reauthorization legislation, Infrastructure Investment and Jobs Act (IIJA). At the time of this report, surface transportation is operating under a continuing resolution.

The agency remains committed to the Governor, the General Assembly and the people of South Carolina to carry forward a shared vision for the future of transportation in the state while continuing to plan, construct, maintain and operate the fourth largest state-maintained highway system in the nation.

Strategic 10-Year Plan

As we enter the final phase of the 10-year plan implemented with SC Act 40, we are delivering on the promises of the 2017 roads bill, which focused on recovering the state's road and bridge network from more than 30 years of deferred maintenance.

In alignment with the 2017 roads bill, and to focus on addressing those maintenance issues, the current 10-year plan, which will conclude at the end of 2027, was designed around four key issues: rural road safety, paving, bridges, and interstates. The **rural road safety program**, which aims to improve roadway safety on our rural corridors, has 1,265 miles of improvements underway or completed. Of the projects completed, SCDOT has measured a 30% reduction in fatal and serious injury crashes. The vast majority of the increase in the motor fuel user fee goes toward paving projects. **Paving** projects are underway in all 46 counties in the state, and since 2017, nearly one quarter of the entire state highway network has been put under contract to be repaved.

With an additional $200 million in non-recurring funds from the General Assembly, SCDOT is continuing to make progress addressing the deficient bridges in South Carolina. In 2017, the goal was to replace or rehabilitate 465 bridges. With the continued additional investment from the General Assembly, the goal was increased to 550 **bridges** and 489 have already advanced to construction or been completed. Addressing deficient bridges remains a significant challenge. Over 2,400 of the state's 8,400 bridges are more than 60 years old. At the time of this report, approximately 78 bridges are closed and another 674 are load restricted. Continued, sustained investment will be necessary to address this long-term challenge. **Interstates** are the arteries of commerce for South Carolina and the region. Almost a third of the traffic is carried on the state's 800 miles of interstate. Interstate improvement and expansion projects are taking place across the state with more than 128 miles under contract or completed already.



Figure 1 10-Year Plan Progress as of September 2026

Modernization and the Road Ahead

Prior to the implementation of the SCDOT Modernization Bill, SCDOT proactively implemented measures to improve project delivery and prepare the organization to respond in a rapidly changing landscape. This year, the agency undertook a comprehensive review of its regulations and proposed a **30% reduction in outdated regulations**. With the passage of the new legislation, we will further streamline and refine the necessary regulations. This year, SCDOT also completed a **Six-Sigma review of the encroachment permit process** and successfully deployed a new permit portal this summer. Additional advancements in technology continue including the modernization of our asset management systems and a data governance review as the agency begins the implementation of artificial intelligence designed to streamline processes and systems. Additional language in the bill includes:

- **Accountability and Governance**: The new legislation makes the agency a cabinet agency, abolishing the Commission and making the Secretary of Transportation a direct report to the Governor of South Carolina. SCDOT has begun the process of revising our policies, procedures, and regulations to reflect these new governance changes effective January 1, 2027.
- **National Environmental Policy Act (NEPA) Assignment**: The current federal administration has been supportive of our state-led efforts to reduce unnecessary regulatory burdens, and NEPA assignment will

allow the agency to take responsibility for our own environmental permitting decisions, speeding up the process, while ensuring the integrity of the environmental process. In July 2026, the Attorney General granted sovereign immunity – a critical next step in allowing the state to move forward in the process with the federal government.

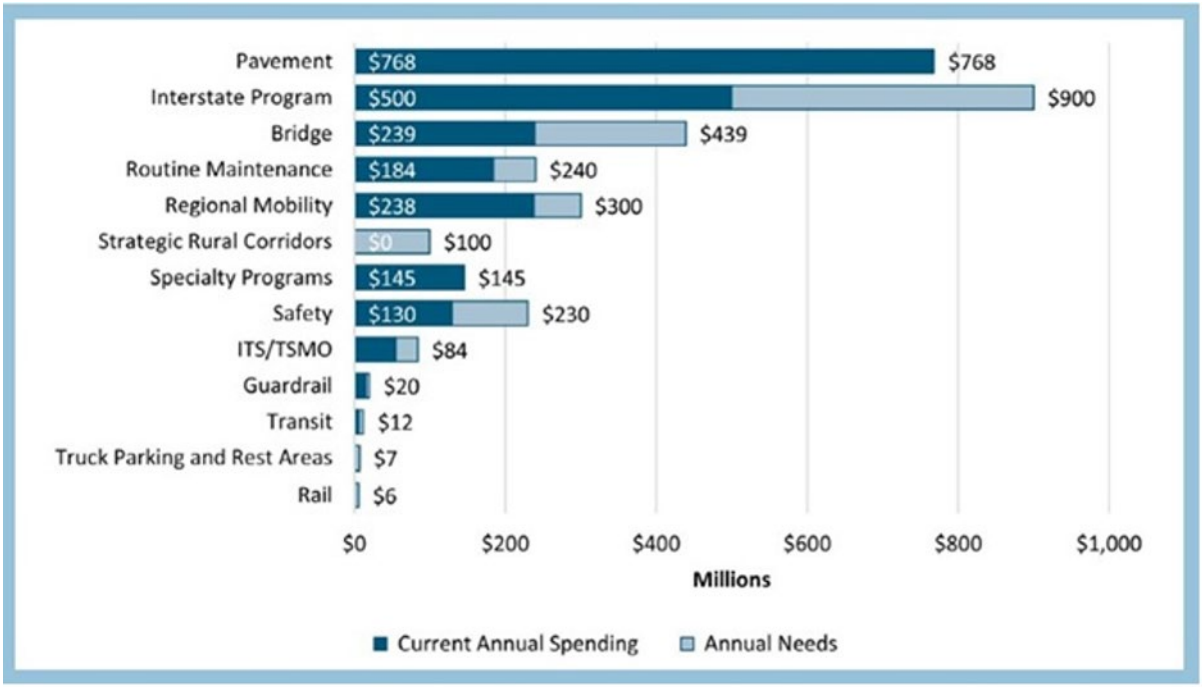
- **Choice Lanes**: Choice lanes, also known as express lanes or managed lanes, give drivers the option to pay a toll in exchange for a reliable travel time. Successful projects have demonstrated that choice lanes provide a benefit to all drivers, even those that do not pay the toll to use the lanes. SCDOT is currently working to establish a Public Private Partnership (P3) Office to manage potential choice lane projects – these projects will be for new lanes and capacity projects only. SCDOT also received a $1 million federal grant to study opportunities for private sector solutions designed to implement these large projects more quickly.
- **Procurement Improvements**: The modernization legislation included additional procurement authorities aimed at making the agency more efficient and helping us tackle our most complex projects.

Momentum 2050

Momentum 2050 is SCDOT's plan for the future of the state's multimodal transportation network. Through the planning process, the focus is on four key areas as we begin to build the foundation for the next 10-year plan:

- **Continue system recovery**. SCDOT will continue to build upon the gains made in recovering the system's transportation network since the implementation of the roads bill in 2017. Those investments must continue to include pavements, bridges, road safety, and interstate improvements. With the challenges of inflation, dollars originally programmed for expanding the system may need to be redirected to routine maintenance to ensure we do not lose the progress we have made.
- **Expand the freight network**. SCDOT will continue to focus on interstate corridors not only to expand and improve freight access, but to ensure that every South Carolinian has access to jobs, education and health care.
- **Improve urban and rural mobility**. South Carolina is the nation's fastest-growing state. Rapid growth is adding additional strain on the system and causing congestion issues in areas across the state. Local governments make development decisions that impact the state's transportation system and this growth is causing challenges for developers and local government entities alike – at the end of the day, additional funding can help address the issue, but a comprehensive regional mobility strategy is necessary to make meaningful change.
- **Develop strong partnerships with other transportation providers**. SCDOT already works closely with the Ports Authority, Palmetto Railways and numerous other public and private partners. SCDOT will continue its partnership with these entities and expand its outreach continue streamlining our efforts to develop consistent and cohesive multimodal transportation plans.

Momentum 2050 also considers the need for increased investment to deliver on an ambitious plan. The figure on the following page shows current annual spending by program compared to what is needed annually to implement the *Momentum 2050* goals. SCDOT will continue to work together with the Governor and the General Assembly to invest and plan for the future of transportation in South Carolina.



Momentum2050 Summary of Current Annual Spending and Additional Annual Needs

SIGNIFICANT PROJECT UPDATES & AGENCY SUCCESSES

While the agency continued to deliver meaningful projects and reach milestones on projects across the state, here are a few highlights from this reporting period.

BRIDGES: In May of 2026, SCDOT reopened the **Old Vaucluse Road bridge** over I-20 in Aiken County after it was closed following a tanker collision in June of 2025. This project was a demonstration of the strong partnerships in South Carolina that allowed the agency to quickly respond and to rebuild a critical bridge in under a year.



Image 1 Old Vaucluse Road Bridge, May 2026

SCDOT broke ground on the I-95 bridges over Lake Marion, a critical freight and passenger artery along the East Coast. The agency was awarded $175 million in discretionary grant funding to replace **four bridges on I-95 over**

Lake Marion. The project will allow the four bridges, originally constructed in 1968, with narrow shoulders and roadway approaches, to be rebuilt into one bridge with two 12-foot travel lanes in both the southbound and northbound direction.



Image 2 State and Federal Officials break ground on I-95 over Lake Marion

SCDOT was awarded $23.5 million in a competitive BUILD grant award from USDOT to replace **18 total bridges across 9 counties** including Berkeley, Colleton, Darlington, Dorchester, Florence, Georgetown, Horry, Marion and Williamsburg counties. Many of these bridges are between 50 and 100 years old and are currently closed or load restricted. The procurement process is underway with design and construction anticipated to begin in 2027. SCDOT completed two emergency bridge packages repairing and replacing bridges damaged from Hurricane Helene. This marked the full completion of the **Helene bridge replacement packages**.

INTERSTATE CAPACITY: SCDOT continues to hit major project milestones on **interstate improvement projects** across the state. Phases 1 and 2, along with significant safety clearing, have been completed on the **Carolina Crossroads project** in the Midlands. The new interchange design has already proven effective by separating I-26 and I-126 traffic earlier in the commute and reducing congestion at one of the project's most complex merge points. This year, Phase 3C, which includes the replacement of the I-20 bridges over the Saluda River and CSX railroad, along with widening on I-20 began construction.



Image 3 Carolina Crossroads Project

Work is underway on **I-95 widening and improvements**. The project, in conjunction with the Georgia Department of Transportation, will widen and improve 10 miles of I-95 from the Savannah River to US 278. Construction this year included building access roads near Exit 8 and work on the bridges at the Savannah River, Sand Island Swamp, and SC 46.

Significant progress has been made on the **I-95 and I-26 interchange**. Work this year has included the construction of two new high-speed flyover ramps that will give drivers a safer and more efficient way to move between I-26 and I-95. Construction is on track to be completed by the summer of 2027.



Image 4 I-95/I-26 Interchange Progress

SAFETY: In May 2026, SCDOT broke ground on the **Columbia Avenue Corridor Improvement** project in Chapin. Key improvements include the installation of divided medians to improve traffic safety and reduce conflict points with two new roadway alignments to improve traffic flow and reduce congestion.

SCDOT celebrated the completion of the **700 Crosswalks project** in August of 2026, marking the improvement of more than 700 crosswalks across the Lowcountry as a part of a regional pedestrian safety initiative and a continued commitment to roadway safety for all users – including vulnerable road users, bicyclists and pedestrians.

SCDOT also expanded the State Highway Emergency Program (SHEP) operations to cover the I-95 corridor between mile markers 1-18 in a **new Jasper County SHEP region**. The expansion will enhance safety and improve incident response times for drivers traveling through one of South Carolina's busiest freight and travel corridors. This year marks 30 years of SHEP service to the state of South Carolina.



Image 5 SHEP Service Providers

These are just a few projects of the many underway around the state that are making a major impact in South Carolina. Safety remains the agency's number one priority and every project has a safety component. The Department, in partnership with the Department of Public Safety, marked another milestone this year in **declining roadway fatalities**. While even one death on our roadways is too many, these efforts are making demonstrable progress in reducing fatal and serious injury crashes in South Carolina. Thanks to the efforts between law enforcement and SCDOT, South Carolina no longer has the nation's highest rural road fatality rate.

REGIONAL MOBILITY: The Department completed the **widening of US 17 in Jasper County** and opened it to traffic in July. The project widened 4.1 miles of US 17 from two-lane roadway to a four-lane divided highway extending from the state line with Georgia to US 315. This is a critical corridor for freight movement in the region, commuter traffic, and serves as an important hurricane evacuation route.

SCDOT also embarked on a comprehensive, planning-level **transportation study of the Interstate 85 corridor**, setting the stage for significant transportation improvements in the Anderson-Greenville-Spartanburg area. Separately from, but in coordination with this comprehensive planning study of the Interstate 85 corridor, the Upstate Logistics and Industrial Corridor Study is underway to identify practical, implementable transportation solutions for congestion relief on the selected highways and local roads in the study area which includes Greenville and Spartanburg counties. These roads are critical to the movement of people and goods in this area of the Upstate, which continues to experience job growth as well as increased daily travel and freight activity.

The Department continues to focus on **employee success and leadership development**. The agency streamlined and revamped the internal Leadership Education and Development (LEAD) program and sent several employees to the state's certified public manager program. SCDOT has made major strides in our recruitment and retention and though there are still challenges, we are continuing to see a positive shift, especially in our field offices. Our vacancy rate in our field units remains steady with around 80% of positions filled.

INTERNAL AND EXTERNAL FACTORS AFFECTING PERFORMANCE

There are challenges that are not unique to the agency that continue to impact our ability to deliver projects. Some of those factors include disaster response - depending on the severity of any individual hurricane or winter storm season, SCDOT may spend weeks or even months focusing efforts on cleanup and restoration.

As discussed above, the two main challenges to project delivery facing SCDOT are the pressures from inflation and the rapid and continued population growth. These challenges have impacts on our ability to adequately maintain the current system while building capacity needed for the future. While we anticipate meeting the paving goals on interstate and primary roads, challenges remain on funding the lesser traveled secondary routes that often do not rank as high on priority lists. There will be a point at which SCDOT will have to divert funding from building additional capacity to deal with growth and congestion to ensure we're adequately maintaining all parts of our system.

In addition to the challenge with routine maintenance and catching up on the deferred backlog, major projects are also being impacted by inflation. SCDOT is pursuing three major interstate corridor projects. All have seen dramatic cost increases between 2022 and 2026:

1. I-26 Between Columbia and Charleston: $2.02 billion to $3.03 billion, or a 50% increase
2. I-95 Between Georgia and Point South: $977 million to $2.27 billion, or a 132% increase
3. Carolina Crossroads (Malfunction Junction): $2.062 billion to $2.751 billion, or a 33% increase

RISK ASSESSMENT AND MITIGATION STRATEGIES

The agency uses risk management strategies to help identify and mitigate potential threats. SCDOT combats risks within the agency's control and works to mitigate them before they become unmanageable. While the agency has no control over external risks, the agency works with stakeholders to stay abreast of challenges while developing plans that may be necessary to expedite responses.

With increased investments from the General Assembly, SCDOT has reached an approximately $6 billion construction program, yet continues to need more strategic investments to accommodate growing infrastructure demands amidst rising prices and continued population growth.

Transportation planning and the further development of a road and bridge network for South Carolina involves a number of entities at the state, federal and local levels and layers of planning and implementation for road projects.

The Federal Highway Administration, U.S. Department of Transportation, and Federal Transit Administration all impact SCDOT from a federal level. Both SCDOT and the State Infrastructure Bank are invested in transportation on a state level, and the local level includes County Transportation Committees (CTCs), Metropolitan Planning Organizations (MPOs), Councils of Government (COGs), municipalities, counties and public transit providers.

With so many different organizations involved in the planning, development and delivery of infrastructure in South Carolina, increased coordination is needed to streamline project delivery and get work accomplished more efficiently.

To mitigate the above, SCDOT recommends:

1. Continue to consider sustainable revenue streams that offset the diminished buying power of gasoline taxes, particularly revenue streams that promote fairness among roadway users regardless of vehicle power source as well as those that disperse the impact of roadway changes following economic development initiatives and population increases.
2. Seek opportunities to improve transportation planning at all levels of government, including opportunities to right-size the state highway network through partnerships with local entities.

3. Embrace the tools provided in recent legislation to modernize SCDOT and deliver projects more effectively. The agency will continue to pursue choice lanes, NEPA assignment, new procurement tools, and all available avenues to provide a better transportation system.

STAMP UPDATE

SCDOT fulfills state (Section 57-1-380) and federal (23 CFR Part 515.9) requirements to develop and implement an asset management plan, referred to as the "STAMP." The 2025 annual update on plan achievements is on the following page.

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Strategic 10-Year Asset Management Plan (STAMP) Performance Targets

							Year Eight					
	Baseline		2016 Baseline		10-Year Target		2025 Interim Target		2025 Actual Performance		Annual Funding	Commission Approval
Pavements	Centerline Miles	% VMT	% Good	% Poor	% Good	% Poor	% Good	% Poor	% Good	% Poor		
Interstate	851	30%	65%	11%	**92%**	3%	89%	4%	**82%**	**5%**	$150M	9/2025
Primary	9,476	47%	23%	55%	**53%**	30%	50%	33%	**44%**	**38%**	$347M	
Non-Interstate NHS	2,749	27%	28%	45%	**72%**	16%	68%	19%	**52%**	**27%**	$107M	
Non-NHS Primaries	6,765	21%	20%	61%	**48%**	37%	45%	39%	**40%**	**44%**	$240M	
FA Eligible Secondary	10,300	17%	19%	52%	**40%**	35%	38%	37%	**33%**	**43%**	$140M	
Non-FA Eligible Secondary	20,596	6%	15%	55%	**25%**	45%	24%	46%	**13%**	**55%**	$82M	
Total Average Annual Funding - Pavements											**$719M**	
Bridge Structures		**% VMT**										
Interstate/NHS (by #)	1,780	56%	48%	6%	**66%**	0%	64%	1%	**36%**	**4%**	$108M	9/2025
(by sq ft deck Area)*	40.6M		42%	4%	**60%**	0%	58%	1%	**34%**	**5%**		
FA Non-NHS (by #)	3,873	37%	46%	11%	**41%**	11%	42%	11%	**35%**	**7%**	$174M	
(by sq ft deck Area)*	25.7M		50%	10%	**41%**	15%	42%	15%	**36%**	**5%**		
Off-System (by #)	2,792	7%	40%	9%	**36%**	10%	36%	10%	**33%**	**10%**	$34M	
(by sq ft deck Area)*	7.7M		51%	7%	**44%**	10%	45%	10%	**41%**	**7%**		
Bridges												
Bridge Inspection											$25M	9/2025
Bridge Reactionary Maintenance											$30M	
Bridge Maintenance											$23M	
Bridge Repair											$45M	

Bridge Programs**		10-Year Target	2025 Interim Target	2025		
Prioritized Bridge Project List for 10-Year Plan	465 bridges	550 bridges	372	**464**		
Total Average Annual Funding - Bridges					**$439M**	**9/2025**

Safety			10-Year Target		2020-2024 Target		2020-2024 Actual			
Fatalities (Statewide)	890	5-Year Rolling Average	**1139**	5-Year Rolling Average	1079	5-Year Rolling Average	**1088**	**5-Year Rolling Average**	**$231M**	**9/2025 (Funding)**
Fatality Rate	1.75		**1.90**		1.87		**1.86**			**03/2022 (10-yr Target)**
Number of Serious Injuries	3194		**2731**		2549		**2648**			
Serious Injury Rate	6.30		**4.56**		4.41		**4.52**			
Non-Motorized Fatalities & Serious Injuries	376		**469**		454		**473**			
Safety Emphasis Area: Roadway Departures										
Rural Road Safety Program									$146 M	9/2025
Interstate Safety Program									$15M	
Roadway Departure Mitigation Program									$15M	
Safety Emphasis Area: Intersections & Other High-Risk Locations										
Intersection Safety Projects									$20M	9/2025
Railroad Safety Projects									$5M	
Work Zone Enforcement									Included in Project	
Target Zero Law Enforcement Teams									Previously Allocated	
Road Safety Assessments & Implementation									$17M	9/2025
Safety Emphasis Area: Vulnerable Roadway Users										
Pedestrian & Bicycle Safety Projects									$10M	9/2025
Safety Data Analytics										
Safety Data Analytics									$3M	9/2025
Total Average Annual Funding - Safety									**$231M**	**9/2025**
Total Average Annual Funding (Pavement, Bridge, Safety)									**$1.39B**	**9/2025**

Pavement condition based on Pavement Quality Index (PQI).

*Bridge conditions based on Federal Metrics.

**Bridge Program numbers are bridges complete and under construction.

Rev. September 4, 2026

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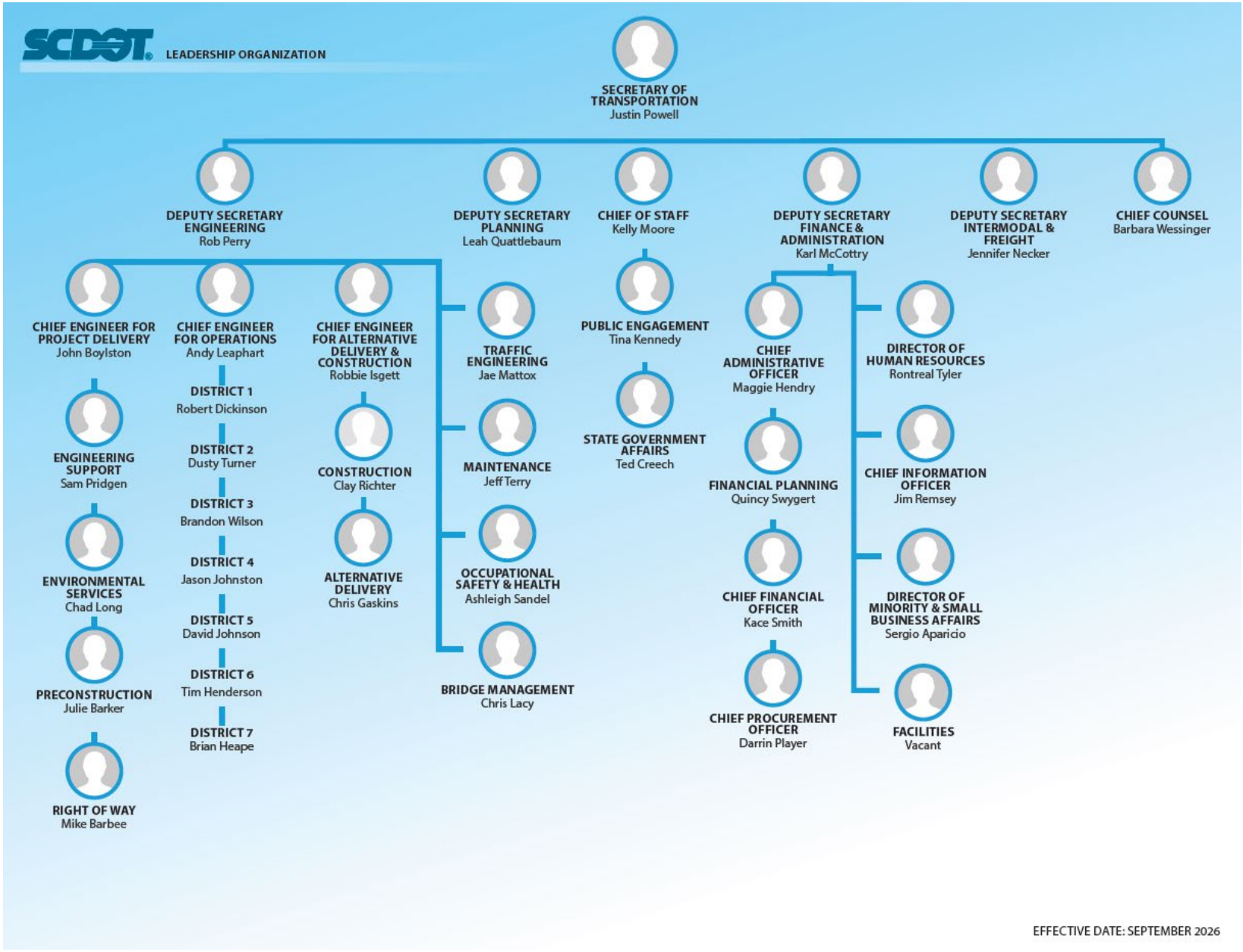
SCDOT WORKERS MEMORIAL

Each year, SCDOT takes time to remember the boundless courage, enduring faithfulness, and steadfast commitment of our fallen employees who fulfilled the mission of SCDOT. A memorial wall dating back to the 1920s is in front of SCDOT Headquarters in Columbia and honors employees killed while working on the highways, as well as those who died on the job of natural causes. We are profoundly grateful for their innumerable contributions to maintaining the transportation infrastructure of this great state and are humbled by their unwavering dedication to answer the call to service. They are always in our thoughts and will forever remain in our hearts.

We are grateful to report that no SCDOT workers lost their lives in the line of duty during the year of this submission.

Agency Name:	Department of Transportation		
Agency Code:	U120	Section:	84

AGENCY ORGANIZATIONAL CHART



2026

Reorganization and Compliance

as submitted for the Accountability Report by:

U120 - DEPARTMENT OF TRANSPORTATION

Primary Contact

First Name	Last Name	Role/Title	Email Address	Phone
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Secondary Contact

First Name	Last Name	Role/Title	Email Address	Phone
Susan	Johnson	Office of Secretary of Transportation	JohnsonSC@scdot.gov	803-737-1381

Agency Mission	**Adopted in:**	**2018**

SCDOT connects communities and drives our economy through the systemic planning, construction, maintenance, and operation of the state highway system and the statewide intermodal transportation and freight system.

Agency Vision	**Adopted in:**	**2018**

It is SCDOT's vision to rebuild our transportation system over the next decade in order to provide adequate, safe, and efficient transportation services for the movement of people and goods in the Palmetto State.

Recommendations for reorganization requiring legislative change:

None

Agency intentions for other major reorganization to divisions, departments, or programs to allow the agency to operate more effectively and efficiently in the succeeding fiscal year:

None

Significant events related to the agency that occurred in FY2026

Description of Event	Start	End	Agency Measures Impacted	Other Impacts
No significant events affected performance measures.				

Is the agency in compliance with S.C. Code Ann. § 2-1-220, which requires submission of certain reports to the Legislative Services Agency for publication online and the State Library? (See also S.C. Code Ann. § 60-2-20).	Yes
Reason agency is out of compliance: (if applicable)	
Is the agency in compliance with various requirements to transfer its records, including electronic ones, to the Department of Archives and History? See the Public Records Act (S.C. Code Ann. § 30-1-10 through 30-1-180) and the South Carolina Uniform Electronic Transactions Act (S.C. Code Ann. § 26-6-10 through 26-10-210).	Yes
Does the law allow the agency to promulgate regulations?	Yes
Law number(s) which gives the agency the authority to promulgate regulations:	**Section 57-3-110 (8)**
Has the agency promulgated any regulations?	Yes
Is the agency in compliance with S.C. Code Ann. § 1-23-120 (J), which requires an agency to conduct a formal review of its regulations every five years?	Yes

(End of Reorganization and Compliance Section)

FY2026

Strategic Plan Results

as submitted for the Accountability Report by:

U120 - DEPARTMENT OF TRANSPORTATION

Goal 1 Improve Safety Programs and Outcomes in our High Risk Areas.

Goal 2 Maintain and Preserve our Existing Transportation Infrastructure.

Goal 3 Improve SCDOT program delivery to increase the efficiency and reliability of our road and bridge network.

Perf. Measure Number	Description	Base	Target	Actual	Value Type	Desired Outcome	Time Applicable	Calculation Method	Data Source	Data Location	Stakeholder Need Satisfied	Primary Stakeholder	State Funded Program Number Responsible	Notes
1.1	**Improve Non-Interstate rural roads with tailored and targeted safety solutions to address roadway departure incidents throughout the State.**										**State Objective: Maintaining Safety, Integrity and Security**			
1.1.1	Miles of Rural Roads treated - 1250 miles of rural roads treated by close of calendar year 2027.	1,209	1,250	1,265	Count	Equal to or greater than	State Fiscal Year	Per centerline mile.	Road Inventory.	Traffic Engineering - Internal P2S (Project Programming System) and Excel.	Direct benefit to customers, allows safety measures to be addressed and implemented.	Motoring public.	2000.034500X000	
1.2	**Improve selected intersections and other high risk locations with tailored and targeted safety projects throughout the State.**										**State Objective: Maintaining Safety, Integrity and Security**			
1.2.1	Number of Intersections and/or High Risk Locations addressed - 125 Intersections and/or High Risk Locations addressed (let to construction) by close calendar year 2027.	199	125	209	Count	Equal to or greater than	State Fiscal Year	Per identified intersection.	Road Inventory.	Traffic Engineering - Internal P2S (Project Programming System) and Excel.	Direct benefit to customers, allows safety measures to be addressed and implemented.	Motoring public.	2000.034500X000	
1.3	**Focus on vulnerable road users with an emphasis on targeted pedestrian and bicycle safety projects throughout the State.**										**State Objective: Maintaining Safety, Integrity and Security**			
1.3.1	Number of Pedestrian and Bicycle Safety Projects completed - 100 Pedestrian and Bicycle Safety Projects completed (let to construction)by close calendar year 2027.	16	100	24	Count	Equal to or greater than	State Fiscal Year	Per bike/ped projects.	Road Inventory.	Traffic Engineering - Internal P2S (Project Programming System) and Excel.	Direct benefit to customers, allows safety measures to be addressed and implemented.	Motoring public.	2000.034500X000	The Pedestrian and Bicycle safety locations increased by 8 for a total of 24 projects and an additional 17.5 miles of Bike and Pedestrian improvements.
2.1	**Increase responsiveness to customer service requests for routing maintenance by improving SCDOT's reliability on resolving reported maintenance issues.**										**State Objective: Maintaining Safety, Integrity and Security**			
2.1.1	Annual average of percentage of routine maintenance work requests resolved within 30 days - 75% resolved within 30 days in each county, each state fiscal year.	89%	75%	86%	Percent complete	Equal to or greater than	State Fiscal Year	Number of routine maintenance request tracked daily.	Telephone calls, web input, and safety list.	Maintenance - Internal HMMS (Highway Maintenance Management System)	Direct benefit to customers, allows safety measures to be addressed and implemented.	Motoring public.	2001.050000.000	
2.2	**Increase the % of Good (as defined in 23 CFR 490.313) Pavements on the road network across the state by utilizing the STAMP to drive outcomes on system and asset condition.**										**State Objective: Maintaining Safety, Integrity and Security**			

Perf. Measure Number	Description	Base	Target	Actual	Value Type	Desired Outcome	Time Applicable	Calculation Method	Data Source	Data Location	Stakeholder Need Satisfied	Primary Stakeholder	State Funded Program Number Responsible	Notes
2.2.1	Percentage of Pavements in Good Condition - Interstates (851 total miles) to 92% Good by end of year 2027.	80%	92%	82%	Percent	Equal to or greater than	Calendar Year	Road Inventory.	Inventory list.	Maintenance - Internal HPMS (Highway Pavement Management System) and Pavement Profilers (from Traffic Engineering vans).	Direct benefit to customers, allows safety measures to be addressed and implemented.	Motoring public.	2001.050000.000	SCDOT remains on track to meet the paving goals in the 10-year plan with nearly one quarter of the entire state network having pavement improvements since the implementation of the roads bill in 2017. The main challenge continues to be inflation
2.2.2	Percentage of Pavements in Good Condition - Primary System (9,475 total miles) to 53% Good by end of year 2027.	41%	53%	44%	Percent	Equal to or greater than	Calendar Year	Road Inventory.	Inventory list.	Maintenance - Internal HPMS (Highway Pavement Management System) and Pavement Profilers (from Traffic Engineering vans).	Direct benefit to customers, allows safety measures to be addressed and implemented.	Motoring public.	2001.050000.000	SCDOT remains on track to meet the paving goals in the 10-year plan with nearly one quarter of the entire state network having pavement improvements since the implementation of the roads bill in 2017. The main challenge continues to be inflation
2.2.3	Percentage of Pavements in Good Condition - Federal Aid (FA) Secondaries (10,422 total miles) to 40% Good by end of year 2027.	30%	40%	33%	Percent	Equal to or greater than	Calendar Year	Road Inventory.	Inventory list.	Maintenance - Internal HPMS (Highway Pavement Management System) and Pavement Profilers (from Traffic Engineering vans).	Direct benefit to customers, allows safety measures to be addressed and implemented.	Motoring public.	2001.050000.000	SCDOT remains on track to meet the paving goals in the 10-year plan with nearly one quarter of the entire state network having pavement improvements since the implementation of the roads bill in 2017. The main challenge continues to be inflation.
2.2.4	Percentage of Pavements in Good Condition - Non-Federal Aid (NFA) Secondaries (20,524 total miles) to 25% Good by end of year 2027.	18%	25%	13%	Percent	Equal to or greater than	Calendar Year	Road Inventory.	Inventory list.	Maintenance - Internal HPMS (Highway Pavement Management System) and Pavement Profilers (from Traffic Engineering vans).	Direct benefit to customers, allows safety measures to be addressed and implemented.	Motoring public.	2001.050000.000	These pavement improvements reflect our non-federal aid secondary system and we anticipate we will be delayed beyond 2027 in meeting this goal. The primary challenge is the size of the entire state system at 41,000 miles combined with significant increases in construction costs. These roads are often the last to be prioritized because of low traffic volumes relative to the rest of the system.
2.3	**Delivery of the bridge program and prioritization of the load restricted bridge list by utilizing the STAMP to drive outcomes on system and asset condition.**									**State Objective:**	**Maintaining Safety, Integrity and Security**			
2.3.1	Reduce the number of closed bridges on all networks, reduce the number of posted bridges on Interstate and Primary Routes and Address the number of posted bridges on the Secondary System.	416	500	489	Count	Equal to or less than	State Fiscal Year	Closed Bridge List	Maintenance, Pre-Construction, & Alternative Delivery	Pre-construction and Maintenance - Internal BMO (Bridge Maintenance Office) software, RIMS (Road Inventory Maintenance System), AASHTOWare BrM (Bridge Management) software.	Direct benefit to customers, allows safety measures to be addressed and implemented.	Motoring public.	2001.050000.000	
2.4	**Improve the statewide routine maintenance investment through mowing, sweeping and litter pickup on the state system.**									**State Objective:**	**Maintaining Safety, Integrity and Security**			

Perf. Measure Number	Description	Base	Target	Actual	Value Type	Desired Outcome	Time Applicable	Calculation Method	Data Source	Data Location	Stakeholder Need Satisfied	Primary Stakeholder	State Funded Program Number Responsible	Notes
2.4.1	Cycles of maintenance investment on our transportation system - 12 cycles of litter pick up on interstate routes annually.	12	12	12	Count	equal to or greater than	Calendar year	MAP assessment data.	Inventory list.	Maintenance - Internal MAP (Maintenance Assessment Program) in SQL database.	Direct benefit to customers, allows safety measures to be addressed and implemented.	Motoring public.	2001.050000.000	
2.4.2	Cycles of maintenance investment on our transportation system - 6 cycles of mowing on interstate and primary routes annually.	6	6	6	Count	equal to or greater than	Calendar year	MAP assessment data.	Inventory list.	Maintenance - Internal MAP (Maintenance Assessment Program) in SQL database.	Direct benefit to customers, allows safety measures to be addressed and implemented.	Motoring public.	2001.050000.000	
2.4.3	Cycles of maintenance investment on our transportation system - 4 cycles of mowing on secondary routes annually.	4	4	4	Count	equal to or greater than	Calendar year	MAP assessment data.	Inventory list.	Maintenance - Internal MAP (Maintenance Assessment Program) in SQL database.	Direct benefit to customers, allows safety measures to be addressed and implemented.	Motoring public.	2001.050000.000	There is an ongoing vegetation management pilot program on the interstates. The pilot is intended to support pollinator habitat while reducing mechanical mowing cycles through a more effective integrated roadside vegetation management approach. This includes strategically timed herbicide applications to control undesirable vegetation and woody growth, promote beneficial flowering species, and reduce the frequency and extent of mowing required to maintain the right of way.
2.4.4	Cycles of maintenance investment on our transportation system - 12 cycles of interstate barrier wall sweeping annually.	24	12	12	Count	equal to or greater than	Calendar year	MAP assessment data.	Inventory list.	Maintenance - Internal MAP (Maintenance Assessment Program) in SQL database.	Direct benefit to customers, allows safety measures to be addressed and implemented.	Motoring public.	2001.050000.000	
2.5	**Increase competition by growing the number of South Carolina contractors capable of bidding on road and bridge work by enhancing the network of small business that are ready and willing to assist the agency to meet its infrastructure goals.**									**State Objective: Maintaining Safety, Integrity and Security**				
2.5.1	Number of certified Disadvantaged Business Enterprises (DBEs) and Small Business Enterprises (SBEs) that receive technical training, business development, management assistance through SCDOT on an annual basis - Serve a minimum of 125 DBE and SBE firms that align with the Agency's needs annually.	197	125	90	Count	equal to or greater than	State fiscal year	Number of firms receiving training.	Attendee list from trainings.	Minority & Small Business Affairs - Internal DBE tracking system and Federal Highway Administration (FHWA) monthly reports.	Indirect benefit to customers, increasing knowledge/skills and potential new partnerships to be implemented.	DBEs and SBEs that work as Contractors and Sub-contractors.	0506.010000.000	A total of 90 certified DBE firms received technical training, business development and management assistance through the SCDOT Business Development Center prior to the implementation of the pause in the DBE program associated with the Interim Final Rule from the Federal Government on October 3, 2025. SCDOT is currently working through the recertification process and will update this metric in the next annual report as the new changes to the program are fully implemented.
2.6	**Decrease the number of mass transit vehicles in poor condition on our roadways by utilizing the STAMP to drive outcomes on system and asset condition.**									**State Objective: Maintaining Safety, Integrity and Security**				
2.6.1	Percent of SCDOT titled public transit vehicles operating past their useful life - maintain the number of SCDOT titled public transit vehicles operating past their useful life at 40% or less.	30%	40%	64%	Percent	Equal to or less than	State Fiscal Year	Actual number of public transit vehicles operating past the prescribed useful life divided by the total number of vehicles.	Inventory list.	Intermodal & Freight Programs - Internal TAMS (Transit Asset Management System)	Direct benefit to customers, allows safety measures to be addressed and implemented.	Transit riders.	4003.000000.000	In the prior year, data was self-reported but ultimately validated through a consultant-led process that took place this year. The data may vary from year to year due to factors such as vehicle dispositions, maintenance and condition, self-reporting, and the continued aging of fleets when funding is not available annually for vehicle replacements.
3.1	**Improve the reliability of the movement of people and goods across the major portions of our road network by targeting three (3) specific bottlenecks at system to system interchanges.**									**State Objective: Public Infrastructure and Economic Development**				

Perf. Measure Number	Description	Base	Target	Actual	Value Type	Desired Outcome	Time Applicable	Calculation Method	Data Source	Data Location	Stakeholder Need Satisfied	Primary Stakeholder	State Funded Program Number Responsible	Notes
3.1.1	On-time delivery of critical interstate-to-interstate interchanges improvement projects - Carolina Cross Roads I-26/I-126/I-20 System to System Interchange.	31%	27%	36.60%	Percent complete	Complete	State Fiscal Year	Utilizing project milestones in contract or approved by SCDOT.	Road Inventory.	Planning, Construction, Preconstruction, and Alternative Delivery - P2S software, AWP software, and internal records on 5 Phases of the project for substantially complete and final complete.	Direct benefit to customers, allows safety measures to be addressed and implemented.	Motoring public.	2000.034500X000	This percentage is calculated through the first quarter of 2026 in accordance with ARPA reporting requirements.
3.2	**Improve interstate capacity by widening interstates in rural areas for economic development, evacuation purposes and reliability through the Rural Interstate Freight Network Mobility Improvement Plan.**									**State Objective: Public Infrastructure and Economic Development**				
3.2.1	Implement the Rural Interstate Freight Network Mobility Improvement Plan - deliver the Rural Interstate Freight Network Mobility Improvement Plan through completion of interstate capacity widenings in rural areas of the state.	4	5	4	Count	Equal to or greater than	State Fiscal Year	Utilizing project milestones in contract or approved by SCDOT.	Road Inventory.	Planning, Construction, Preconstruction, and Alternative Delivery - P2S software, AWP software, and internal records on 5 Phases of the project for substantially complete and final complete.	Direct benefit to customers, allows safety measures to be addressed and implemented.	Motoring public.	2000.034500X000	The rural interstate improvements remain on schedule and we anticipate an additional project letting in 2027 on I-26.
3.3	**Increase SCDOT's reliability of delivering projects on-time and on-budget in accordance with the Agency's 10-Year Program Delivery Plan.**									**State Objective: Public Infrastructure and Economic Development**				
3.3.1	Percent of available funding authorized within the Fiscal Year for Interstate Widening and Bridge projects - 100% on an annual basis.	100%	100%	100%	Percent	Complete	State Fiscal Year	Utilizing project milestones in contract or approved by SCDOT.	Road Inventory.	Planning, Construction, Preconstruction, and Alternative Delivery - P2S software, AWP software, and internal records on 5 Phases of the project for substantially complete and final complete.	Direct benefit to customers, allows safety measures to be addressed and implemented.	Motoring public.	2000.035000X000	
3.3.2	Percent of projects completed on time and within construction budget annually - 80% or more on all contracts that have completed construction or are within the contract time an annual basis.	81.25%	80%	79.92%	Percent complete	Equal to or greater than	State Fiscal Year	Utilizing project milestones in contract or approved by SCDOT.	Site Manager and AASHTOWare	Construction - Site Manager, AASHTOWare, ACCESS, and Excel.	Indirect benefit to customers, allows projects to be completed on-time and on-budget.	Contractors and Sub-contractors.	2004.010000.000	The primary reason for delayed contracts in this reporting period is due to the completion of final pavement markings. Paving is generally completed on-time, followed by the installation of final pavement markings.
3.3.3	Percent of projects completed on time and within construction budget annually - 90% or more on all contracts that have completed construction or are within budget on an annual basis.	72.60%	90%	68.56%	Percent	Equal to or greater than	State Fiscal Year	Utilizing project milestones in contract or approved by SCDOT.	Site Manager and AASHTOWare	Construction - Site Manager, AASHTOWare, ACCESS, and Excel.	Indirect benefit to customers, allows projects to be completed on-time and on-budget.	Contractors and Sub-contractors.	2004.010000.000	The primary discrepancy between the actual number and the target can be attributed to change-orders, overruns, and price adjustments related to fuel and liquid asphalt indexes.
3.4	**Improve the reliability of the movement of people and goods across the major portions of our road network by utilizing Transportation System Management and Operations (TSMO).**									**State Objective: Public Infrastructure and Economic Development**				
3.4.1	Number of miles addressed for the Statewide ITS (Fiber, Cameras, Message Boards) to support Traffic Management Centers (TMC) through TSMO to address congestion management - 30 miles.	547.21	575	623	Count	Equal to or greater than	State Fiscal Year	Per centerline mile.	Statewide Inventory of ITS (fiber, cameras, and message boards).	Traffic Engineering - Internal P2S (Project Programming System) and Excel.	Direct benefit to customers, allows safety measures to be addressed and implemented.	Motoring public.	2004.010000.000	

Perf. Measure Number	Description	Base	Target	Actual	Value Type	Desired Outcome	Time Applicable	Calculation Method	Data Source	Data Location	Stakeholder Need Satisfied	Primary Stakeholder	State Funded Program Number Responsible	Notes
3.5	**Improve the reliability of the movement of people and goods across the major portions of our road network by targeting known congestion areas.**									**State Objective: Public Infrastructure and Economic Development**				
3.5.1	Average time to clear travel lanes for traffic incidents along our Incident Management Zones (IMZ) - 20 minutes or less.	0.80	20	17.34	Count	Equal to or less than	State Fiscal Year	Time measurement (in seconds, minutes, and hours.) Measured from detection to roadway clearance.	Traffic Management Center cameras and SHEP (State Highway Emergency Program) trucks.	Traffic Engineering - Palguide software.	Direct benefit to customers, allows safety measures to be addressed and implemented.	Motoring public.	2004.010000.000	
3.6	**Revision and implementation of the MPO/COG Program to the Regional Mobility Program to drive data driven and accountable planning for regional project selection.**									**State Objective: Public Infrastructure and Economic Development**				
3.6.1	Number of regional mobility program analyses completed by SCDOT with goal of completing 21 (all MPOs and COGs) by end of 2027	4	21	6	Count	Complete	State Fiscal Year	Number of plans complete.	Planning and Individual MPO and COG websites.	Planning.	Direct benefit to customers, allows safety measures to be addressed and implemented.	Motoring public.	4003.000000.000	SCDOT has completed regional mobility analyses for 6 regions and all remaining 15 regions are currently under development. We anticipate completing all 21 analyses in the current year and removing this metric following that completion.
3.7	**Provide safe multimodal travel options for all users in accordance with SCDOT's Complete Streets Policy.**									**State Objective: Maintaining Safety, Integrity and Security**				
3.7.1	Percent completion of MPOs/COGs development of bike/pedestrian plans with goal of all MPO/COG plans completed by end 2027	10%	100%	60%	Percent	Complete	State Fiscal Year	Number of plans complete.	Planning and Individual MPO and COG websites.	Planning.	Direct benefit to customers, allows safety measures to be addressed and implemented.	Motoring public.	4003.000000.000	SCDOT has 3 pilot programs progressing toward completion. We anticipate removing this metric following the completion of the 3 pilot programs in the coming year.
3.8	**Expedite the environmental permitting process for road and bridge projects by increasing SCDOT's reliability of delivering projects on-time and on-budget.**									**State Objective: Public Infrastructure and Economic Development**				
3.8.1	Statewide Implementation of SCDOT's Advanced Mitigation Strategy - Secure mitigation availability for 80% of all projects within the 10-year plan by June 30, 2027.	80%	80%	95%	Percent	Equal to or greater than	State Fiscal Year	Watershed mitigation strategy.	State and local topography maps and GIS.	Environmental Management - Internal GIS software.	Indirect benefit to customers, allows safety measures to be addressed and implemented.	Army Corp. of Engineers, SCDOT Staff, and Motoring public.	2004.010000.000	
3.9	**Minimize project delays through coordination with wet utilities subject to Section 57-5-880**									**State Objective: Public Infrastructure and Economic Development**				
3.9.1	Total number of relocations subject to 57-5-880 for which SCDOT paid relocation costs since 2019	190	235	228	Count	Equal to or greater than	State Fiscal Year	171/4 (years since Act 36 passed) = 43 relocations on average/year *1.5 to account for an increase in funding for bridges in SFY25 = 64 additional relocations estimates: 171+64=235	ROW Office	ROW Office	Value of Act 36 of 2019, compliance with 57-5-880 reporting requirements; Utility Providers	Utility providers, Legislature, Motoring public	Dependent on project	The primary discrepancy between the actual number and the target number can be attributed to schedule changes in the project development process, especially on major projects.
3.9.2	Total funds paid by SCDOT to relocate wet utilities pursuant to Section 57-5-880 since 2019	$71,700	$91,000,000	$86,270,000	Dollar Amount	Equal to or greater than	State Fiscal Year	$66m/4 (years since Act 36 passed) = 16.5m/year spent *1.5 to account for an increase in funding for bridges in SFY24 = $24.75m estimated increase in spending = $91m	ROW Office	ROW Office	Value of Act 36 of 2019, compliance with 57-5-880 reporting requirements; Utility Providers	Utility providers, Legislature, Motoring public	Dependent on project	The primary discrepancy between the actual number and the target number can be attributed to schedule changes in the project development process, especially on major projects.

Strategic Plan Development

FY2027

as submitted for the Accountability Report by:

U120 - DEPARTMENT OF TRANSPORTATION

Goal 1 Improve Safety Programs and Outcomes in our High Risk Areas.

Goal 2 Maintain and Preserve our Existing Transportation Infrastructure.

Goal 3 Improve SCDOT program delivery to increase the efficiency and reliability of our road and bridge network.

Perf. Measure Number	Description	Base	Target	Value Type	Desired Outcome	Time Applicable	Calculation Method	Data Source	Data Location	Stakeholder Need Satisfied	Primary Stakeholder	State Funded Program Number Responsible	Notes
1.1	**Improve Non-Interstate rural roads with tailored and targeted safety solutions to address roadway departure incidents throughout the State.**									**State Objective: Maintaining Safety, Integrity and Security**			
1.1.1	Miles of Rural Roads treated - 1250 miles of rural roads treated by close of calendar year 2027.	1,209	1,250	Count	Equal to or greater than	State Fiscal Year	Per centerline mile.	Road Inventory.	Traffic Engineering - Internal P2S (Project Programming System) and Excel.	Direct benefit to customers, allows safety measures to be addressed and implemented.	Motoring public.	2000.034500X000	
1.2	**Improve selected intersections and other high risk locations with tailored and targeted safety projects throughout the State.**									**State Objective: Maintaining Safety, Integrity and Security**			
1.2.1	Number of Intersections and/or High Risk Locations addressed - 125 Intersections and/or High Risk Locations addressed (let to construction) by close calendar year 2027.	199	125	Count	Equal to or greater than	State Fiscal Year	Per identified intersection.	Road Inventory.	Traffic Engineering - Internal P2S (Project Programming System) and Excel.	Direct benefit to customers, allows safety measures to be addressed and implemented.	Motoring public.	2000.034500X000	
1.3	**Focus on vulnerable road users with an emphasis on targeted pedestrian and bicycle safety projects throughout the State.**									**State Objective: Maintaining Safety, Integrity and Security**			
1.3.1	Number of Pedestrian and Bicycle Safety Projects completed - 100 Pedestrian and Bicycle Safety Projects completed (let to construction)by close calendar year 2027.	16	100	Count	Equal to or greater than	State Fiscal Year	Per bike/ped projects.	Road Inventory.	Traffic Engineering - Internal P2S (Project Programming System) and Excel.	Direct benefit to customers, allows safety measures to be addressed and implemented.	Motoring public.	2000.034500X000	The Pedestrian and Bicycle safety locations increased by 8 for a total of 24 projects and an additional 17.5 miles of Bike and Pedestrian improvements.
2.1	**Increase responsiveness to customer service requests for routing maintenance by improving SCDOT's reliability on resolving reported maintenance issues.**									**State Objective: Maintaining Safety, Integrity and Security**			
2.1.1	Annual average of percentage of routine maintenance work requests resolved within 30 days - 75% resolved within 30 days in each county, each state fiscal year.	89%	75%	Percent complete	Equal to or greater than	State Fiscal Year	Number of routine maintenance request tracked daily.	Telephone calls, web input, and safety list.	Maintenance - Internal HMMS (Highway Maintenance Management System)	Direct benefit to customers, allows safety measures to be addressed and implemented.	Motoring public.	2001.050000.000	

Perf. Measure Number	Description	Base	Target	Value Type	Desired Outcome	Time Applicable	Calculation Method	Data Source	Data Location	Stakeholder Need Satisfied	Primary Stakeholder	State Funded Program Number Responsible	Notes
2.2	**Increase the % of Good (as defined in 23 CFR 490.313) Pavements on the road network across the state by utilizing the STAMP to drive outcomes on system and asset condition.**									**State Objective: Maintaining Safety, Integrity and Security**			
2.2.1	Percentage of Pavements in Good Condition - Interstates (851 total miles) to 92% Good by end of year 2027.	80%	92%	Percent	Equal to or greater than	Calendar Year	Road Inventory.	Inventory list.	Maintenance - Internal HPMS (Highway Pavement Management System) and Pavement Profilers (from Traffic Engineering vans).	Direct benefit to customers, allows safety measures to be addressed and implemented.	Motoring public.	2001.050000.000	SCDOT remains on track to meet the paving goals in the 10-year plan with nearly one quarter of the entire state network having pavement improvements since the implementation of the roads bill in 2017. The main challenge continues to be inflation
2.2.2	Percentage of Pavements in Good Condition - Primary System (9,475 total miles) to 53% Good by end of year 2027.	41%	53%	Percent	Equal to or greater than	Calendar Year	Road Inventory.	Inventory list.	Maintenance - Internal HPMS (Highway Pavement Management System) and Pavement Profilers (from Traffic Engineering vans).	Direct benefit to customers, allows safety measures to be addressed and implemented.	Motoring public.	2001.050000.000	SCDOT remains on track to meet the paving goals in the 10-year plan with nearly one quarter of the entire state network having pavement improvements since the implementation of the roads bill in 2017. The main challenge continues to be inflation
2.2.3	Percentage of Pavements in Good Condition - Federal Aid (FA) Secondaries (10,422 total miles) to 40% Good by end of year 2027.	30%	40%	Percent	Equal to or greater than	Calendar Year	Road Inventory.	Inventory list.	Maintenance - Internal HPMS (Highway Pavement Management System) and Pavement Profilers (from Traffic Engineering vans).	Direct benefit to customers, allows safety measures to be addressed and implemented.	Motoring public.	2001.050000.000	SCDOT remains on track to meet the paving goals in the 10-year plan with nearly one quarter of the entire state network having pavement improvements since the implementation of the roads bill in 2017. The main challenge continues to be inflation.
2.2.4	Percentage of Pavements in Good Condition - Non-Federal Aid (NFA) Secondaries (20,524 total miles) to 25% Good by end of year 2027.	18%	25%	Percent	Equal to or greater than	Calendar Year	Road Inventory.	Inventory list.	Maintenance - Internal HPMS (Highway Pavement Management System) and Pavement Profilers (from Traffic Engineering vans).	Direct benefit to customers, allows safety measures to be addressed and implemented.	Motoring public.	2001.050000.000	These pavement improvements reflect our non-federal aid secondary system and we anticipate we will be delayed beyond 2027 in meeting this goal. The primary challenge is the size of the entire state system at 41,000 miles combined with significant increases in construction costs. These roads are often the last to be prioritized because of low traffic volumes relative to the rest of the system.

Perf. Measure Number	Description	Base	Target	Value Type	Desired Outcome	Time Applicable	Calculation Method	Data Source	Data Location	Stakeholder Need Satisfied	Primary Stakeholder	State Funded Program Number Responsible	Notes
2.3	**Delivery of the bridge program and prioritization of the load restricted bridge list by utilizing the STAMP to drive outcomes on system and asset condition.**									**State Objective: Maintaining Safety, Integrity and Security**			
2.3.1	Reduce the number of closed bridges on all networks, reduce the number of posted bridges on Interstate and Primary Routes and Address the number of posted bridges on the Secondary System.	416	500	Count	Equal to or less than	State Fiscal Year	Closed Bridge List	Maintenance, Pre-Construction, & Alternative Delivery	Pre-construction and Maintenance - Internal BMO (Bridge Maintenance Office) software, RIMS (Road Inventory Maintenance System), AASHTOWare BrM (Bridge Management) software.	Direct benefit to customers, allows safety measures to be addressed and implemented.	Motoring public.	2001.050000.000	
2.4	**Improve the statewide routine maintenance investment through mowing, sweeping and litter pickup on the state system.**									**State Objective: Maintaining Safety, Integrity and Security**			
2.4.1	Cycles of maintenance investment on our transportation system - 12 cycles of litter pick up on interstate routes annually.	12	12	Count	equal to or greater than	Calendar year	MAP assessment data.	Inventory list.	Maintenance - Internal MAP (Maintenance Assessment Program) in SQL database.	Direct benefit to customers, allows safety measures to be addressed and implemented.	Motoring public.	2001.050000.000	
2.4.2	Cycles of maintenance investment on our transportation system - 6 cycles of mowing on interstate and primary routes annually.	6	6	Count	equal to or greater than	Calendar year	MAP assessment data.	Inventory list.	Maintenance - Internal MAP (Maintenance Assessment Program) in SQL database.	Direct benefit to customers, allows safety measures to be addressed and implemented.	Motoring public.	2001.050000.000	
2.4.3	Cycles of maintenance investment on our transportation system - 4 cycles of mowing on secondary routes annually.	4	4	Count	equal to or greater than	Calendar year	MAP assessment data.	Inventory list.	Maintenance - Internal MAP (Maintenance Assessment Program) in SQL database.	Direct benefit to customers, allows safety measures to be addressed and implemented.	Motoring public.	2001.050000.000	There is an ongoing vegetation management pilot program on the interstates. The pilot is intended to support pollinator habitat while reducing mechanical mowing cycles through a more effective integrated roadside vegetation management approach. This includes strategically timed herbicide applications to control undesirable vegetation and woody growth, promote beneficial flowering species, and reduce the frequency and extent of mowing required to maintain the right of way.

Perf. Measure Number	Description	Base	Target	Value Type	Desired Outcome	Time Applicable	Calculation Method	Data Source	Data Location	Stakeholder Need Satisfied	Primary Stakeholder	State Funded Program Number Responsible	Notes
2.4.4	Cycles of maintenance investment on our transportation system - 12 cycles of interstate barrier wall sweeping annually.	24	12	Count	equal to or greater than	Calendar year	MAP assessment data.	Inventory list.	Maintenance - Internal MAP (Maintenance Assessment Program) in SQL database.	Direct benefit to customers, allows safety measures to be addressed and implemented.	Motoring public.	2001.050000.000	
2.5	**Increase competition by growing the number of South Carolina contractors capable of bidding on road and bridge work by enhancing the network of small business that are ready and willing to assist the agency to meet its infrastructure goals.**								**State Objective:**	**Maintaining Safety, Integrity and Security**			
2.5.1	Number of certified Disadvantaged Business Enterprises (DBEs) and Small Business Enterprises (SBEs) that receive technical training, business development, management assistance through SCDOT on an annual basis - Serve a minimum of 125 DBE and SBE firms that align with the Agency's needs annually.	197	125	Count	equal to or greater than	State fiscal year	Number of firms receiving training.	Attendee list from trainings.	Minority & Small Business Affairs - Internal DBE tracking system and Federal Highway Administration (FHWA) monthly reports.	Indirect benefit to customers, increasing knowledge/skills and potential new partnerships to be implemented.	DBEs and SBEs that work as Contractors and Sub-contractors.	0506.010000.000	A total of 90 certified DBE firms received technical training, business development and management assistance through the SCDOT Business Development Center prior to the implementation of the pause in the DBE program associated with the Interim Final Rule from the Federal Government on October 3, 2025. SCDOT is currently working through the recertification process and will update this metric in the next annual report as the new changes to the program are fully implemented.
2.6	**Decrease the number of mass transit vehicles in poor condition on our roadways by utilizing the STAMP to drive outcomes on system and asset condition.**								**State Objective:**	**Maintaining Safety, Integrity and Security**			
2.6.1	Percent of SCDOT titled public transit vehicles operating past their useful life - maintain the number of SCDOT titled public transit vehicles operating past their useful life at 40% or less.	30%	40%	Percent	Equal to or less than	State Fiscal Year	Actual number of public transit vehicles operating past the prescribed useful life divided by the total number of vehicles.	Inventory list.	Intermodal & Freight Programs - Internal TAMS (Transit Asset Management System)	Direct benefit to customers, allows safety measures to be addressed and implemented.	Transit riders.	4003.000000.000	In the prior year, data was self-reported but ultimately validated through a consultant-led process that took place this year. The data may vary from year to year due to factors such as vehicle dispositions, maintenance and condition, self-reporting, and the continued aging of fleets when funding is not available annually for vehicle replacements.
3.1	**Improve the reliability of the movement of people and goods across the major portions of our road network by targeting three (3) specific bottlenecks at system to system interchanges.**								**State Objective:**	**Public Infrastructure and Economic Development**			

Perf. Measure Number	Description	Base	Target	Value Type	Desired Outcome	Time Applicable	Calculation Method	Data Source	Data Location	Stakeholder Need Satisfied	Primary Stakeholder	State Funded Program Number Responsible	Notes
3.1.1	On-time delivery of critical interstate-to-interstate interchanges improvement projects - Carolina Cross Roads I-26/I-126/I-20 System to System Interchange.	30.70%	27%	Percent complete	Complete	State Fiscal Year	Utilizing project milestones in contract or approved by SCDOT.	Road Inventory.	Planning, Construction, Preconstruction, and Alternative Delivery - P2S software, AWP software, and internal records on 5 Phases of the project for substantially complete and final complete.	Direct benefit to customers, allows safety measures to be addressed and implemented.	Motoring public.	2000.034500X000	This percentage is calculated through the first quarter of 2026 in accordance with ARPA reporting requirements.
3.2	**Improve interstate capacity by widening interstates in rural areas for economic development, evacuation purposes and reliability through the Rural Interstate Freight Network Mobility Improvement Plan.**									**State Objective: Public Infrastructure and Economic Development**			
3.2.1	Implement the Rural Interstate Freight Network Mobility Improvement Plan - deliver the Rural Interstate Freight Network Mobility Improvement Plan through completion of interstate capacity widenings in rural areas of the state.	4	5	Count	Equal to or greater than	State Fiscal Year	Utilizing project milestones in contract or approved by SCDOT.	Road Inventory.	Planning, Construction, Preconstruction, and Alternative Delivery - P2S software, AWP software, and internal records on 5 Phases of the project for substantially complete and final complete.	Direct benefit to customers, allows safety measures to be addressed and implemented.	Motoring public.	2000.034500X000	The rural interstate improvements remain on schedule and we anticipate an additional project letting in 2027 on I-26.
3.3	**Increase SCDOT's reliability of delivering projects on-time and on-budget in accordance with the Agency's 10-Year Program Delivery Plan.**									**State Objective: Public Infrastructure and Economic Development**			
3.3.1	Percent of available funding authorized within the Fiscal Year for Interstate Widening and Bridge projects - 100% on an annual basis.	100%	100%	Percent	Complete	State Fiscal Year	Utilizing project milestones in contract or approved by SCDOT.	Road Inventory.	Planning, Construction, Preconstruction, and Alternative Delivery - P2S software, AWP software, and internal records on 5 Phases of the project for substantially complete and final complete.	Direct benefit to customers, allows safety measures to be addressed and implemented.	Motoring public.	2000.035000X000	
3.3.2	Percent of projects completed on time and within construction budget annually - 80% or more on all contracts that have completed construction or are within the contract time an annual basis.	81.25%	80%	Percent complete	Equal to or greater than	State Fiscal Year	Utilizing project milestones in contract or approved by SCDOT.	Site Manager and AASHTOWare	Construction - Site Manager, AASHTOWare, ACCESS, and Excel.	Indirect benefit to customers, allows projects to be completed on-time and on-budget.	Contractors and Sub-contractors.	2004.010000.000	The primary reason for delayed contracts in this reporting period is due to the completion of final pavement markings. Paving is generally completed on-time, followed by the installation of final pavement markings.

Perf. Measure Number	Description	Base	Target	Value Type	Desired Outcome	Time Applicable	Calculation Method	Data Source	Data Location	Stakeholder Need Satisfied	Primary Stakeholder	State Funded Program Number Responsible	Notes
3.3.3	Percent of projects completed on time and within construction budget annually - 90% or more on all contracts that have completed construction or are within budget on an annual basis.	72.60%	90%	Percent	Equal to or greater than	State Fiscal Year	Utilizing project milestones in contract or approved by SCDOT.	Site Manager and AASHTOWare	Construction - Site Manager, AASHTOWare, ACCESS, and Excel.	Indirect benefit to customers, allows projects to be completed on-time and on-budget.	Contractors and Sub-contractors.	2004.010000.000	The primary discrepancy between the actual number and the target can be attributed to change-orders, overruns, and price adjustments related to fuel and liquid asphalt indexes.
3.4	**Improve the reliability of the movement of people and goods across the major portions of our road network by utilizing Transportation System Management and Operations (TSMO).**									**State Objective: Public Infrastructure and Economic Development**			
3.4.1	Number of miles addressed for the Statewide ITS (Fiber, Cameras, Message Boards) to support Traffic Management Centers (TMC) through TSMO to address congestion management - 30 miles.	547.21	575	Count	Equal to or greater than	State Fiscal Year	Per centerline mile.	Statewide Inventory of ITS (fiber, cameras, and message boards).	Traffic Engineering - Internal P2S (Project Programming System) and Excel.	Direct benefit to customers, allows safety measures to be addressed and implemented.	Motoring public.	2004.010000.000	
3.5	**Improve the reliability of the movement of people and goods across the major portions of our road network by targeting known congestion areas.**									**State Objective: Public Infrastructure and Economic Development**			
3.5.1	Average time to clear travel lanes for traffic incidents along our Incident Management Zones (IMZ) - 20 minutes or less.	0.80	20.00	Count	Equal to or less than	State Fiscal Year	Time measurement (in seconds, minutes, and hours.) Measured from detection to roadway clearance.	Traffic Management Center cameras and SHEP (State Highway Emergency Program) trucks.	Traffic Engineering - Palguide software.	Direct benefit to customers, allows safety measures to be addressed and implemented.	Motoring public.	2004.010000.000	
3.6	**Revision and implementation of the MPO/COG Program to the Regional Mobility Program to drive data driven and accountable planning for regional project selection.**									**State Objective: Public Infrastructure and Economic Development**			
3.6.1	Number of regional mobility program analyses completed by SCDOT with goal of completing 21 (all MPOs and COGs) by end of 2027	4	21	Count	Complete	State Fiscal Year	Number of plans complete.	Planning and Individual MPO and COG websites.	Planning.	Direct benefit to customers, allows safety measures to be addressed and implemented.	Motoring public.	4003.000000.000	SCDOT has completed regional mobility analyses for 6 regions and all remaining 15 regions are currently under development. We anticipate completing all 21 analyses in the current year and removing this metric following that completion.
3.7	**Provide safe multimodal travel options for all users in accordance with SCDOT's Complete Streets Policy.**									**State Objective: Maintaining Safety, Integrity and Security**			

Perf. Measure Number	Description	Base	Target	Value Type	Desired Outcome	Time Applicable	Calculation Method	Data Source	Data Location	Stakeholder Need Satisfied	Primary Stakeholder	State Funded Program Number Responsible	Notes
3.7.1	Percent completion of MPOs/COGs development of bike/pedestrian plans with goal of all MPO/COG plans completed by end 2027	10%	100%	Percent	Complete	State Fiscal Year	Number of plans complete.	Planning and Individual MPO and COG websites.	Planning.	Direct benefit to customers, allows safety measures to be addressed and implemented.	Motoring public.	4003.000000.000	SCDOT has 3 pilot programs progressing toward completion. We anticipate removing this metric following the completion of the 3 pilot programs in the coming year.
3.8	**Expedite the environmental permitting process for road and bridge projects by increasing SCDOT's reliability of delivering projects on-time and on-budget.**								**State Objective:**	**Public Infrastructure and Economic Development**			
3.8.1	Statewide Implementation of SCDOT's Advanced Mitigation Strategy - Secure mitigation availability for 80% of all projects within the 10-year plan by June 30, 2027.	80%	80%	Percent	Equal to or greater than	State Fiscal Year	Watershed mitigation strategy.	State and local topography maps and GIS.	Environmental Management - Internal GIS software.	Indirect benefit to customers, allows safety measures to be addressed and implemented.	Army Corp. of Engineers, SCDOT Staff, and Motoring public.	2004.010000.000	
3.9	**Minimize project delays through coordination with wet utilities subject to Section 57-5-880**								**State Objective:**	**Public Infrastructure and Economic Development**			
3.9.1	Total number of relocations subject to 57-5-880 for which SCDOT paid relocation costs since 2019	190	235	Count	Equal to or greater than	State Fiscal Year	171/4 (years since Act 36 passed) = 43 relocations on average/year *1.5 to account for an increase in funding for bridges in SFY25 = 64 additional relocations estimates: 171+64=235	ROW Office	ROW Office	Value of Act 36 of 2019, compliance with 57-5-880 reporting requirements; Utility Providers	Utility providers, Legislature, Motoring public	Dependent on project	The primary discrepancy between the actual number and the target number can be attributed to schedule changes in the project development process, especially on major projects.
3.9.2	Total funds paid by SCDOT to relocate wet utilities pursuant to Section 57-5-880 since 2019	$71,700	$91,000,000	Dollar Amount	Equal to or greater than	State Fiscal Year	$66m/4 (years since Act 36 passed) = 16.5m/year spent *1.5 to account for an increase in funding for bridges in SFY24 = $24.75m estimated increase in spending = $91m	ROW Office	ROW Office	Value of Act 36 of 2019, compliance with 57-5-880 reporting requirements; Utility Providers	Utility providers, Legislature, Motoring public	Dependent on project	The primary discrepancy between the actual number and the target number can be attributed to schedule changes in the project development process, especially on major projects.

Budget Data

2026

as submitted for the Accountability Report by:

U120 - DEPARTMENT OF TRANSPORTATION

State Funded Program No.	State Funded Program Title	Description of State Funded Program	(Actual) General	(Actual) Other	(Actual) Federal	(Actual) Total	(Projected) General	(Projected) Other	(Projected) Federal	(Projected) Total
0502.050000.000	Land & Buildings	Statewide facilities, district offices, sign shop, lab, and land (i.e. right-of-way).	$ -	$ 2,320,113.00	$ -	$ 2,320,113.00	$ -	$ 3,000,000.00	$ -	$ 3,000,000.00
0506.010000.000	General	Provide support services needed to facilitate the delivery of SCDOT's mission.	$ -	$ 66,275,041.00	$ -	$ 66,275,041.00	$ -	$ 99,031,472.00	$ -	$ 99,031,472.00
2000.030100.000	Engineering - Construction	Construction and repair of the statewide road maintenance program.	$ 2,195,000.00	$ 85,308,827.00	$ -	$ 87,503,827.00	$ -	$ -	$ -	$ -
2000.031000X000	SIB One Cent Equivalent	SC Code of Laws Section 11-43-160 requires an annual contribution to the SCTIB produced by one cent per gallon of gasoline sold.	$ -	$ 42,165,778.00	$ -	$ 42,165,778.00	$ -	$ 41,394,584.00	$ -	$ 41,394,584.00
2000.033000X000	Other Operating Other	Construction and repair of the statewide road maintenance program.	$ 9,366,773.00	$ 84,247,799.00	$ -	$ 93,614,572.00	$ 7,413,399.00	$ 178,707,970.00	$ -	$ 186,121,369.00
2000.033500X000	Permanent Improvement Bridges	Construction and repair of the statewide bridge program.	$ 35,832,606.00	$ 364,987,764.00	$ -	$ 400,820,370.00	$ 23,022,898.00	$ 238,764,673.00	$ -	$ 261,787,571.00
2000.034000X000	Perm Impr Rehabilitation & Resurfacing	Construction and repair of the statewide resurfacing program.	$ 2,315,711.00	$ 820,043,797.00	$ -	$ 822,359,508.00	$ 14,647,828.00	$ 719,000,000.00	$ -	$ 733,647,828.00
2000.034500X000	Perm Impr Operational & Safety Improvements	Construction and repair of the statewide safety improvement program. (turning lanes, lane markings etc.)	$ 52,634,802.00	$ 772,230,250.00	$ 93,076,594.00	$ 917,941,646.00	$ 32,289,976.00	$ 422,815,823.00	$ 7,500,000.00	$ 462,605,799.00

State Funded Program No.	State Funded Program Title	Description of State Funded Program	(Actual) General	(Actual) Other	(Actual) Federal	(Actual) Total	(Projected) General	(Projected) Other	(Projected) Federal	(Projected) Total
2000.035000X000	Perm Impr Widenings & New Locations	Construction and repair of the statewide widening program. (capacity projects etc.)	$ 16,275,204.00	$ 226,051,390.00	$ 27,585,343.00	$ 269,911,937.00	$ 36,502,144.00	$ 682,916,989.00	$ -	$ 719,419,133.00
2000.035500X000	Perm Impr Enhancements	Construction and repair of the statewide enhancement program. (sidewalks, bike lanes etc.)	$ 1,379,904.00	$ 14,221,045.00	$ -	$ 15,600,949.00	$ 6,123,755.00	$ 36,756,444.00	$ -	$ 42,880,199.00
2001.050000.000	Highway Maintenance	Routine maintenance of statewide roads, bridges, buildings, and rights-of-way, as well as work requests received.	$ 2,879,134.00	$ 316,966,611.00	$ -	$ 319,845,745.00	$ 3,120,866.00	$ 328,497,828.00	$ -	$ 331,618,694.00
2004.010000.000	Engr-Admin & Proj Mgmt	Core engineering project management to support the statewide delivery of the highway program.	$ -	$ 134,990,666.00	$ -	$ 134,990,666.00	$ 600,000.00	$ 145,363,951.00	$ -	$ 145,963,951.00
3006.000000.000	Toll Operations	Annual debt service and operations of Cross Island Parkway.	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -
3500.150000X000	Other Operating Other	Operating expenses for maintenance activities and contracts on non federal aid secondary roads.	$ -	$ 20,958,789.00	$ -	$ 20,958,789.00	$ -	$ 11,125,000.00	$ -	$ 11,125,000.00
3501.050000X000	Other Operating Bridges Minor Repair	Operating expenses for maintenance activities and contracts on non federal aid secondary roads.	$ -	$ 1,891,030.00	$ -	$ 1,891,030.00	$ -	$ -	$ -	$ -
3501.100000X000	Other Operating Rehabilitation & Resurfacing	Operating expenses for maintenance activities and contracts on non federal aid secondary roads.	$ -	$ 86,883,915.00	$ -	$ 86,883,915.00	$ -	$ -	$ -	$ -
4003.000000.000	Mass Transit	Intermodal Planning for aid for transit services, equipment and operating expenses.	$ -	$ 18,665,766.00	$ 8,054,009.00	$ 26,719,775.00	$ 114,540.00	$ 41,170,728.00	$ 27,000,000.00	$ 68,285,268.00
9500.050000.000	State Employer Contributions	State employer contribution and total fringe benefits.	$ -	$ 134,967,300.00	$ -	$ 134,967,300.00	$ 150,000.00	$ 138,233,514.00	$ -	$ 138,383,514.00

State Funded Program No.	State Funded Program Title	Description of State Funded Program	(Actual) General	(Actual) Other	(Actual) Federal	(Actual) Total	(Projected) General	(Projected) Other	(Projected) Federal	(Projected) Total
9800.040400X000	Overmnt Victory Trail	Proviso 118.19(86)wwww	$ -	$ -	$ -	$ -	$ 325,000.00	$ -	$ -	$ 325,000.00
9800.050200X000	Town of Arcadia Lakes	Proviso 118.19(93)(tt)	$ -	$ -	$ -	$ -	$ 500,000.00	$ -	$ -	$ 500,000.00
9800.900100X000	Tourism Congestion - Hwy 90	Proviso 118.19(93)(ee)	$ -	$ -	$ -	$ -	$ 900,000.00	$ -	$ -	$ 900,000.00
9807.130000X000	Lexington County Maintenance Complex Construction	Proviso 118.17 (2014) $100,000 for SCDOT Lexington County Maint Complex.	$ -	$ -	$ -	$ -	$ 100,000.00	$ -	$ -	$ 100,000.00
9808.180000X000	Bridge Repair and Rehab	Proviso 118.20(11)(B)(3)	$ 29,877,422.00	$ -	$ -	$ 29,877,422.00	$ 70,122,578.00	$ -	$ -	$ 70,122,578.00
9809.290000X000	Interchg Justification	Proviso 118.18(B)(76)	$ -	$ -	$ -	$ -	$ 999,321.00	$ -	$ -	$ 999,321.00
9811.280000X000	Five Points	Proviso 118.18(B)(76)	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -
9811.710000X000	York Cty - Transportation	Proviso 118.20(11)(B)(95)	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -
9812.680000X000	SCDOT - Old Buncombe	Proviso 118.20(11)(B)(95)	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -
9812.700000X000	Williamsburg Cty - Soccee	Proviso 118.20(11)(B)(95)	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -
9813.270000X000	Forest Lake Place Bridge	Proviso 118.18(B)(76)	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -

State Funded Program No.	State Funded Program Title	Description of State Funded Program	(Actual) General	(Actual) Other	(Actual) Federal	(Actual) Total	(Projected) General	(Projected) Other	(Projected) Federal	(Projected) Total
9813.470000X000	Highway 90 Improvements	Proviso 118.19(94)k	$ 5,000.00	$ -	$ -	$ 5,000.00	$ 6,995,000.00	$ -	$ -	$ 6,995,000.00
9814.600000X000	City of Greenville-East	Proviso 118.20(11)(B)(95)	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -
9814.660000X000	Lexington Couty - Caulks	Proviso 118.20(11)(B)(95)	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -
9814.670000X000	Locust Hill Road	Proviso 118.20(11)(B)(95)	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -
9814.720000X000	Bridge Modernization		$ -	$ -	$ -	$ -	$ 200,000,000.00	$ -	$ -	$ 200,000,000.00
9815.490000X000	Pickens - Highway 183	Proviso 118.19(84)m	$ 1,163,671.00	$ -	$ -	$ 1,163,671.00	$ 8,833,764.00	$ -	$ -	$ 8,833,764.00
9815.610000X000	City of Greenville - INF	Proviso 118.20(11)(B)(95)	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -
9815.620000X000	City of Travelers Rest	Proviso 118.20(11)(B)(95)	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -
9815.650000X000	Horry County - Augusta Pl	Proviso 118.20(11)(B)(95)	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -
9816.460000X000	Elevate SC 22 over Waccamaw	Proviso 118.19(94)(j)	$ 133,893.00	$ -	$ -	$ 133,893.00	$ 29,473,510.00	$ -	$ -	$ 29,473,510.00
9816.500000x000	Southern Evacuation Lifeline	Proviso 118.19(94)(n)	$ -	$ -	$ -	$ -	$ 5,000,000.00	$ -	$ -	$ 5,000,000.00

State Funded Program No.	State Funded Program Title	Description of State Funded Program	(Actual) General	(Actual) Other	(Actual) Federal	(Actual) Total	(Projected) General	(Projected) Other	(Projected) Federal	(Projected) Total
9816.530000X000	Bridge Acceleration Fund	Proviso 118.22(B)(3)	$ 29,135,969.00	$ -	$ -	$ 29,135,969.00	$ 70,750,595.00	$ -	$ -	$ 70,750,595.00
9816.540000X000	Rural Road Safety Program	Proviso 118.22(B)(3)	$ 46,989,596.00	$ -	$ -	$ 46,989,596.00	$ 65,270,522.00	$ -	$ -	$ 65,270,522.00
9816.560000X000	City of Belton - Sidewalk	Proviso 118.20(11)(B)(95)	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -
9816.570000X000	City of Columbia - Bridge	Proviso 118.20(11)(B)(95)	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -
9816.580000X000	City of Columbia - Five Points	Proviso 118.20(11)(B)(95)	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -
9816.640000X000	Historical Sol Legare	Proviso 118.20(11)(B)(95)	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -
9817.240000X000	Rest Areas	Proviso 118.16 (2020) $4,000,000 for rest area renovations.	$ 354,430.00	$ -	$ -	$ 354,430.00	$ 43,128,767.00	$ -	$ -	$ 43,128,767.00
9817.260000X000	Historic T Bridge Gaffney	Proviso 118.18(B)(76)	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -
9817.330000X000	City of York Lincoln	Proviso 118.19(97)	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -
9817.440000X000	Devine Street Corridor and Access	Proviso 118.20(11)(B)(95)	$ 211,600.00	$ -	$ -	$ 211,600.00	$ 3,226,962.00	$ -	$ -	$ 3,226,962.00
9817.590000X000	City of Columbia - Quit	Proviso 118.20(11)(B)(95)	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -

State Funded Program No.	State Funded Program Title	Description of State Funded Program	(Actual) General	(Actual) Other	(Actual) Federal	(Actual) Total	(Projected) General	(Projected) Other	(Projected) Federal	(Projected) Total
9817.690000X000	Town of Ravenel - Pub	Proviso 118.20(11)(B)(95)	$ -	$ -	$ -	$ -	$ 576,000.00	$ -	$ -	$ 576,000.00
9818.320000X000	Rural Interstates	Proviso 118.19(65)	$ 122,029,026.00	$ -	$ -	$ 122,029,026.00	$ 11,607,204.00	$ -	$ -	$ 11,607,204.00
9818.630000X000	Greenville Cty - Brckn	Proviso 118.20(11)(B)(95)	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -
9819.550000X000	Charleston Cty - Hwy 61	Proviso 118.20(11)(B)(95)	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -
9820.250000X000	Litter	Proviso 118.18(B)(59)	$ -	$ -	$ -	$ -	$ 1,055,453.00	$ -	$ -	$ 1,055,453.00
9820.380000X000	Columbia Assembly Railway	Proviso 118.19(94)(b)	$ -	$ -	$ -	$ -	$ 15,000,000.00	$ -	$ -	$ 15,000,000.00
9821.360000X000	Left Lane Driver	Proviso 118.19(97)	$ -	$ -	$ -	$ -	$ 41,662.00	$ -	$ -	$ 41,662.00
9821.420000X000	Easley Traffic Congestion	Proviso 118.19(94)(f)	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -
9822.310000X000	Palmetto Trail Hwy 301	Proviso 118.18(B)(76)	$ -	$ -	$ -	$ -	$ 142,735.00	$ -	$ -	$ 142,735.00
9808.180000X000	Bridge Modernization	Proviso 118.22(60)(a)	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -
2001.050000.000	Off-State Litter	Proviso 118.22(60)(b)	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -
2000.030100.000	Hurricane Helene	Proviso 118.22(60)(c)	$ 10,510,496.00	$ -	$ -	$ 10,510,496.00	$ 24,489,504.00	$ -	$ -	$ 24,489,504.00

State Funded Program No.	State Funded Program Title	Description of State Funded Program	(Actual) General	(Actual) Other	(Actual) Federal	(Actual) Total	(Projected) General	(Projected) Other	(Projected) Federal	(Projected) Total
			$ 363,290,237.00	$ 3,193,175,881.00	$ 128,715,946.00	$ 3,685,182,064.00	$ 682,523,983.00	$ 3,086,778,976.00	$ 34,500,000.00	$ 3,803,802,959.00

2026

Legal Data

as submitted for the Accountability Report by:

U120 - DEPARTMENT OF TRANSPORTATION

Law number	Jurisdiction	Type	Description	Purpose the law serves:	Notes:	Changes made during FY2026
US Code of Laws: Title 23	Federal	Statute	Federal Statutes applicable to federally funded highway programs.	Requires a service	Administer federally funded highway projects and programs. August 16, 2022 amended to add § 177 through § 179 - Neighborhood access and equity grant program, environmental review implementation funds, and low carbon transportation materials grant. [NOTE: September 2026, no comprehensive rewrite or major reauthorization of Title 23 of the United States Code (Highways) has been passed into public law during the ongoing 119th Congressional Session (2025–2026). The foundational framework of Title 23 remains anchored by the Infrastructure Investment and Jobs Act (IIJA) passed in late 2021]	No Change
US Public Law 112-141	Federal	Statute	MAP -21 - Moving Ahead for Progress in the 21st Century - Federal Highway Funding Bill.	Funding agency deliverable(s)		No Change
US Public Law 114-94	Federal	Statute	FAST Act - Fixing America's Surface Transportation Act - Federal Highway Funding Bill.	Funding agency deliverables(s)		No Change
US Public Law 117-58	Federal	Statute	Infrastructure Investment and Jobs Act (IIJA - aka The Bipartisan Infrastructure Law (BIL)) ; Public Law 117-58, known as the Infrastructure Investment and Jobs Act (IIJA) or the Bipartisan Infrastructure Law, was enacted on November 15, 2021, and authorized federal surface transportation and infrastructure programs through September 30, 2026.	Funding agency deliverables(s)	Historic investments in the transportation sector: improving public safety and climate resilience.	No Change

Law number	Jurisdiction	Type	Description	Purpose the law serves:	Notes:	Changes made during FY2026
US Public Law 119-21	Federal	Statute	OBBBA - One Big Beautiful Bill Act of 2025 (OBBBA), Public Law 119-21	Funding agency deliverable(s)	Passed on July 4, 2025, the OBBBA added a new Section 112 to NEPA, titled “Project Sponsor Opt-in Fees for Environmental Reviews”.	Added
	Federal		BUILD America 250 Act - HR 8870. - PENDING - Building Unrivaled Infrastructure and Long-term Development for America's 250th Act or the BUILD America 250 Act		PENDING IN CONGRESS	
42 USC 4321, et seq.	Federal	Statute	National Environmental Policy Act of 1969.	Requires a manner of delivery	During the 119th Congressional Session (2025–2026), Congress officially amended the National Environmental Policy Act (NEPA), codified at 42 U.S.C. § 4321 et seq., through Section 60026 of the One Big Beautiful Bill Act of 2025 (OBBBA), Public Law 119-21; Passed on July 4, 2025, the OBBBA added a new Section 112 to NEPA, titled “Project Sponsor Opt-in Fees for Environmental Reviews	Amended
49 US Code, Title 49, Subtitle III	Federal	Statute	Section 5301, et seq. - Public Transportation.	Requires a service	Administer federally funded highway projects and programs. [NOTE: Possible changes to Section 5301 if BUILD America 250 Act passes]	No Change

Law number	Jurisdiction	Type	Description	Purpose the law serves:	Notes:	Changes made during FY2026
23 Code of Federal Regulations	Federal	Regulation	Federal Regulations applicable to federally funded highway programs.	Requires a service	Administer federally funded highway projects and programs. Part 680 added (National electric vehicle infrastructure standards and requirements) and Part 1300 added (Uniform procedures for state highway safety grant program). 2026 - 7/3/2025 - 24 changes to section 23 CFR 771 - Environmental Impact and Related Procedures' 7/15/2025 3 sections changed under 23 CFR Part 1300 - National Highway Traffic Safety Administration, Uniform Procedures for State Highway Safety Grant Programs; 8/21/2025 and 9/22/2025: 1 section change un 23 CFR 630 - Engineering and Traffic Operations - preconstruction procedures - advance construction; 10/20/2025 - 11 sections changed under 23 CFR Section 972 - Fish and Wildlife Service Management Systems; 3/5/2026- 1 section changed under 23 CFR Part 655- Traffic Operations; 6/10/2026- 6 sections changed under 23 CFR 633- contract provision engineering and traffic operations - uniform procedures for state highway safety grant programs; 6/11/2026 and	Amended
33 CFR Parts 325	Federal	Regulation	US Army Corps of Engineer Permits.	Requires a manner of delivery	During the 119th Congressional session (2025–2026), the primary change impacting 33 CFR Part 325 is the formal removal and replacement of its National Environmental Policy Act (NEPA) procedures. Specifically, the U.S. Army Corps of Engineers (USACE) moved these regulations out of Appendix B of Part 325 and established a brand-new framework under 33 CFR Part 333; Creation of Part 333: All NEPA compliance processing for Department of the Army permits has transitioned to an standalone, updated interim final rule under 33 CFR Part 333.	Amended
33 CFR Parts 332	Federal	Regulation	Compensatory Mitigation Requirements.	Requires a manner of delivery		No Change
33 USC 1344, et seq.	Federal	Regulation	Clean Water Act of 1977.	Requires a manner of delivery		No Change

Law number	Jurisdiction	Type	Description	Purpose the law serves:	Notes:	Changes made during FY2026
40 CFR 230	Federal	Regulation	404(b) (1) Permits.	Requires a manner of delivery	[NOTE: Possible changes if the SPEED Act (H.R. 4776) and PERMIT Act (H.R.3898)]	No Change
49 Code of Federal Regulations	Federal	Regulation	Federal regulations applicable to federally funded transportation programs.	Requires a service	Delivery of Federal- aid Highway and Transit Programs.	No Change
SC Code 11-43-167 (Act 275 of 2016)	State	Statute	Revenue from additional Fines & Fees to State-Funded Resurfacing Program.	Requires a service	DOT must allocate revenues to State-funded Resurfacing program.	No Change
SC Code 48-1-100, et seq.	State	Statute	S. C. Pollution Control Act.	Requires a manner of delivery	The changes to Section 48-1-100(B) and (C) were enacted to finalize the restructuring of the former Department of Health and Environmental Control (DHEC), replacing it with the newly created Department of Environmental Services (DES).	Amended
SC Code 48-14-10, et seq.	State	Statute	S. C. Storm water Management and Sediment Reduction Act.	Requires a manner of delivery		No Change
SC Code 48-18-10, et seq.	State	Statute	Erosion and Sediment Reduction Act.	Requires a manner of delivery		No Change
SC Code 48-20-10, et seq.	State	Statute	S. C. Mining Act.	Requires a manner of delivery	Changes were to DHEC Restructuring Alignment: The main purpose of H. 4189 was to conform a vast layout of state statutes to the previous historical restructuring of the Department of Health and Environmental Control (DHEC).	Amended

Law number	Jurisdiction	Type	Description	Purpose the law serves:	Notes:	Changes made during FY2026
SC Code 48-39-10, et seq.	State	Statute	SC Coastal Zone Management Act.	Requires a manner of delivery		No Change
SC Code 56-11-500	State	Statute	Road tax to State Highway Fund.	Funding agency deliverable(s)		No Change
SC Code of Law: 1-30-10(G)(1)	State	Statute	Restructuring Report Department reports giving detailed and comprehensive recommendations for the purposes of merging or eliminating duplicative or unnecessary divisions, programs, or personnel within each department to provide a more efficient administration of government services.	Report our agency must/may provide		No Change
SC Code Section 44-96-140	State	Statute	Recycling programs of state government; state procurement policy; report of the Department of Transportation.	Report our agency must/may provide		No Change
SC Code Section 11-35-5240	State	Statute	Minority Business Enterprise (MBE) Utilization Plan.	Report our agency must/may provide	Executive Order 2025-40: Governor Henry McMaster signed an order directing state agencies to halt the execution of race-based procurement set-asides, instructing them to bypass provisions like Section 11-35-5240 pending legislative repeal	Suspended

Law number	Jurisdiction	Type	Description	Purpose the law serves:	Notes:	Changes made during FY2026
SC Code Section 12-28-2740	State	Statute	Distribution of gasoline user fee among counties also referred to as C-Fund. Includes apportionments, formula distribution, and requirements for expenditure of funds; county transportation committees.	Requires a service	Allocation of C funds to counties; administration of C funds for some counties; approval of countywide and regional transportation plans; review of compliance with certain aspects of C fund law. 2026 CHANGES UNDER MODERIZATION BILL: "C" Fund Allocation Increase: Under Subsection (A), the portion of the gasoline user fee deposited with the State Treasurer for distribution among counties increased from 2.66 cents per gallon to 3.99 cents per gallon. County Transportation Committee Roles: The amendment overhauled provisions relating to the powers, responsibilities, and oversight of County Transportation Committees (CTCs).Revenue Procedures: It revised the financial and operational procedures required for utilizing and expending "C" fund revenues. State Highway Expenditure Exemptions: Coupled with new road alignment laws (Section 57-5-105), if a county takes over all non-essential state roads within its borders, its CTC is exempted from the standard requirement to spend a fixed percentage (such as 25%) of its "C" funds exclusively on the	Amended
SC Code Section 12-28-2930	State	Statute	State set-asides for small businesses owned and controlled by socially and economically ethnic minorities (MBEs) and disadvantaged females (WBEs).	Report our agency must/may provide	[NOTE: Executive Order 2025-40: Governor Henry McMaster signed an order directing state agencies to halt the execution of race-based procurement set-asides, instructing them to bypass provisions like Section 11-35-5240 pending legislative repeal]	No Change
SC Code Section 8-13-1110 (12)	State	Statute	Persons required to file statement of economic interests	Report our agency must/may provide		No Change
SC Code Sections 1-30-10(G)(1) and (G) (2)	State	Statute	Restructuring Report and Seven Year Cost Savings Plan that provides initiatives and/or planned actions that implement cost savings and increased efficiencies of services and responsibilities within the projected seven year period.	Report our agency must/may provide		No Change

Law number	Jurisdiction	Type	Description	Purpose the law serves:	Notes:	Changes made during FY2026
SC Code Sections 57-5-820 and 830	State	Statute	Consent required for highway work within municipalities.	Requires a service	Coordination with municipalities on improvements to state highways within the municipality. 2026 AMENDMENT: Section 57-5-820 (Approval of plans/project) Amended to provide for cancellation of projects in certain circumstances and 180 days to approve municipal agreement. Section 57-5-830 (Assent of Municipality to Plans): Amended to "provide that costs caused by an unreasonable delay are the responsibility of the municipality.	Amended
SC Code Sections 57-7-50 and 210	State	Statute	Penalties for obstructions in the right of way without a permit.	Requires a service		No Change
SC Code Title 12, Chapter 28	State	Statute	Imposition and Distribution of Fuel Tax.	Funding agency deliverable(s)		No Change
SC Code Title 57	State	Statute	The entirety of Title 57 applies to the Department of Transportation. Title 57 contains the following Chapters: 1. General provisions, 3. Department of Transportation, 5. State Highway System, 7. Obstruction or Damage to Roads or Drainage, 9. Abandonment or Closing of Streets, Roads or Highways, 11. Financial Matters, 13. Provisions Affecting Bridges Only, 15. Provisions Affecting Ferries Only, 17. County Roads, Bridges, and Ferries Generally, 19. County Road Taxes and Assessments, 21. Paving Districts in Counties with City of Over 70,000, 23. Highway Beautification and Scenic Routes, 25. Outdoor Advertising and 27. Junkyard Control.	Requires a service	The systematic planning, construction, maintenance and operation of the state highway system and the development of a statewide intermodal and freight system that is consistent with the needs of the public. Article 22 - section 57-23-1160 was added in 2024 via Act No. 157 (S. 207) hence the amended note. 2026 MODERIZATION ACT 9ACT 177): BY AMENDING SECTIONS 57-1-10, 57-1-40, 57-1-430, 57-1-500, 57-3-50, 57-1-90, 57-3-210, 57-3-700, 57-5-10, 57-5-50, 57-5-90, 57-5-310, 57-5-340, 57-13-10, 57-13-20, 57-13-40, 57-13-50, 57-25-120, 57-25-140, 57-25-150, 57-25-170, 57-25-200, 57-25-210, AND 57-1-370, ALL RELATING TO THE DEPARTMENT OF TRANSPORTATION, AND ITS DUTIES AND RESPONSIBILITIES, SO AS TO MAKE CONFORMING CHANGES REGARDING THE COMMISSION; BY REPEALING SECTIONS 57-1-310, 57-1-320, 57-1-325, 57-1-330, 57-1-340, 57-1-350, AND SECTIONS 6, 7, AND 8 OF ACT 114 OF 2007 ALL RELATING TO THE CREATION AND FUNCTIONS OF THE DEPARTMENT OF TRANSPORTATION AND ITS COMMISSION; BY AMENDING SECTIONS 57-5-1320,	Amended

Law number	Jurisdiction	Type	Description	Purpose the law serves:	Notes:	Changes made during FY2026
SC Regs 61-101	State	Statute	DHEC 401 Water Quality Certifications.	Requires a manner of delivery	Changes updated new restructured SCDES and allows for separate 402 Water Quality Certification	Amended
Proviso 84.1	State	FY22-23 Proviso	Expenditure Authority Limitation.	Requires a service	Amended to authorize the department to carry forward unexpended general funds and unexpended proceeds from bond sales or loans and to expend for activities to be reimbursed from federal funds from the previous fiscal year. Authorizes the department to expend federal or contracted activities and project funds during the current fiscal year.	No Change
Proviso 84.2	State	FY22-23 Proviso	Special Fund Authorization.	Requires a service	May set up special funds with State Treasurer.	No Change
Proviso 84.3	State	FY22-23 Proviso	Secure Bonds & Insurance.	Requires a service	May secure bonds and insurance as proper and advisable.	No Change
Proviso 84.4	State	FY22-23 Proviso	Benefits.	Requires a service	SCDOT employees shall receive equal compensation increases, health insurance benefits and bonuses as provided for other state agencies; to be provided from SCDOT funds.	No Change
Proviso 84.5	State	FY22-23 Proviso	Document Fees.	Requires a service	May charge fees for documents provided to public based on actual costs and handling costs.	No Change
Proviso 84.6	State	FY22-23 Proviso	Meals in Emergency Operations.	Requires a service	Amended to also allow the department to provide meals in an event requiring the use of authority provided to the Secretary of Transportation pursuant to Section 57-5-1620.	No Change

Law number	Jurisdiction	Type	Description	Purpose the law serves:	Notes:	Changes made during FY2026
Proviso 84.7	State	FY22-23 Proviso	Rest Area Water Rates.	Not related to agency deliverable		No Change
Proviso 84.8	State	FY22-23 Proviso	Project Priority List.	Requires a service	Started in FY24-25 to publish project priority list and dept directive under numbered 84.9. Now in FY25-26 Proviso renumbered to 84.8. The previous 84.8 titled "Shop Road Farmers Market Bypass Carry Forward" in the FY 2024-25 list was deleted [NOTE: "Commission" is still reference in this proviso.]	No Change
Proviso 84.9	State	FY22-23 Proviso	General Fund Balance Carry Forward	Requires a service	Allows the DOT to carry forward unexpended funds	No Change
Proviso 84.10	State	FY22-23 Proviso	Reimbursement for Vehicle Damage.	Requires a service	Post damage claim form on website.	No Change
Proviso 84.11	State	FY22-23 Proviso	Preventive Maintenance Credit.	Not related to agency deliverable	This was 84.12 in FY24-25; in FY25-26, renumbered as 84.11 and deleted	Suspended
Proviso 84.12 11	State	FY22-23 Proviso	Emergency Meetings.	Requires a service	Must post notice of meeting to public.	Amended Proviso Number Only
Proviso 84.13 12	State	FY22-23 Proviso	CTC Donor Bonus.	Requires a service	Transfer of authorized funds to CTCs.	Amended Proviso Number Only

Law number	Jurisdiction	Type	Description	Purpose the law serves:	Notes:	Changes made during FY2026
Proviso 84.14 13	State	FY22-23 Proviso	Compensatory Payment	Not related to agency deliverable.	Added in FY21's Appropriations Act, but was not added into the AAR at the time	Amended Proviso Number Only
Proviso 84.1514	State	FY25-26 Proviso	Non-Federal Aid Highway Fund	Funding agency deliverables(s)	In the state budget finalized in August 2026, the text for Proviso 84.14 completely changed to (DOT: Non-Federal Aid Highway Fund). The previous compensatory payment provision was moved/absorbed, and Proviso 84.14 was rewritten to dictate that funds deposited into the Non-Federal Aid Highway Fund may be utilized specifically for the maintenance, repair, and overall improvement of the existing state transportation system	Amended
Proviso 84.15	State	FY25-26 Proviso	Programmed Project Viewer Dashboard	Requires a service		Added
Proviso 117.13	State	FY22-23 Proviso	Discrimination Policy.	Report our agency must/may provide		No Change
Proviso 117.20	State	FY22-23 Proviso	Subsistence Expenses and Mileage.	Not related to agency deliverable		No Change

Law number	Jurisdiction	Type	Description	Purpose the law serves:	Notes:	Changes made during FY2026
Proviso 117.21	State	FY22-23 Proviso	Organizations Receiving State Appropriations Report.	Report our agency may/must provide	Proviso 117.21 (Organizations Receiving State Appropriations Report) in South Carolina's 2025-2026 Appropriation Act includes an updated reporting requirement for non-profit organizations receiving state funds	Amended
Proviso 117.26	State	FY22-23 Proviso	Travel Report.	Report our agency must/may provide		No Change
Proviso 117.33	State	FY22-23 Proviso	Debt Collections Report.	Report our agency must/may provide		No Change
Proviso 117.41	State	FY22-23 Proviso	Sole Source Procurement.	Report our agency may/must provide		No Change
Proviso 117.45	State	FY22-23 Proviso	Organizational Charts.	Report our agency must/may provide		No Change
Proviso 117.52	State	FY22-23 Proviso	Employee Bonuses.	Not related to agency deliverable	Changed from Proviso 117.54	No Change

Law number	Jurisdiction	Type	Description	Purpose the law serves:	Notes:	Changes made during FY2026
Proviso 117.68(D) 67(D)	State	FY22-23 Proviso	Annual Report.	Report our agency may/must provide	With the 2014 restructure of AAR (limit of pages/spreadsheets), the SCDOT Annual Report and Mass Transit Annual Report cannot include relevant report information; therefore, the exemption is no longer valid. Prior was 117.68D, In FY24-25 changed to 117.67(D); 2026 - The Department of Transportation may combine their Annual Report and Mass Transit Report into their Annual Accountability Report	Amended Proviso Number Only
Proviso 117.70 69	State	FY22-23 Proviso	Fines and Fee Report.	Report our agency must/may provide	Changed from Proviso 117.71 in 2022. Proviso 117.70 is now titled "Mandatory Furlough"	Amended Proviso Number Only
Proviso 117.79 78	State	FY22-23 Proviso	Bank Account Transparency and Accountability.	Report our agency must/may provide	Proviso 117.79 is now titled "Websites" , provision 117.78 is Bank Account Transparency and Accountability	Amended Proviso Number Only
Proviso 117.80 79	State	FY22-23 Proviso	Websites.	Report our agency may/must provide	Posting of procurement card statement. (SCDOT previously referred to this as "Procurement Card Statement Reporting/Online Transaction Register.") Proviso 117.80 is now titled "Regulations"	Amended Proviso Number Only
Proviso 117.99 96	State	FY22-23 Proviso	Data Breach Notification.	Not related to agency deliverable	Changed from Proviso 117.103. This proviso is now titled "Detailed Expenditure / Revenue Reports PCC/CID. Data Breach Notification is now 117.97	Amended Proviso Number Only

Law number	Jurisdiction	Type	Description	Purpose the law serves:	Notes:	Changes made during FY2026
Proviso 117.105 101	State	FY22-23 Proviso	IT & Information Security Plans.	Report our agency must/may provide	Changed from Proviso 117.110. This proviso is now titled "Refugee Resettlement Program". IT & Information Security Plans is now found under 117.102. The current proviso matching 117.105 is Refugee resettlement program.	Amended Proviso Number Only
Proviso 117.110 106	State	FY22-23 Proviso	Statewide Strategic Information Technology Plan Implementation.	Report our agency must/may provide	Changed from Proviso 117.109. This is now "State Engineer" The previous name is found under 117.107. 117.110 is now named "state engineer".	Amended Proviso Number Only
Proviso 117.143 133	State	FY22-23 Proviso	Statewide Strategic Personnel Budgeting.	Not related to agency deliverable	Changed from Proviso 117.158 to 117.143. 117.143 in the 2025-26 list is now "fetal remains". Statewide Strategic Personnel Budgeting; Statewide budgeting was 117.137 in FY24-25 now correspond with 117.136 in FY 25-26; 2026-2027 budget completely rewrote this proviso	Amended
Proviso 118.19 (65)(97)	State	FY23-24 Proviso	Organizations Receiving State Appropriations Report.	Report our agency may/must provide	This proviso is and has been numbered under 117.21.	No Change
SC Regs 61-9, et seq.	State	Regulation	SC Pollution Control Act Regulations.	Requires a manner of delivery		No Change

Law number	Jurisdiction	Type	Description	Purpose the law serves:	Notes:	Changes made during FY2026
SC Regs 72-300, et seq.	State	Regulation	S. C. Storm Water Management Regulations.	Requires a manner of delivery		No Change
SC Regs 72-400, et seq.	State	Regulation	Erosion and Sediment Reduction Regulations.	Requires a manner of delivery		No Change
SC Code of Regulations, Chapter 63	State	Regulation	Chapter 63 of the SC Code Regulations applies to the Department of Transportation. The regulations include: 63-10 - Transportation Project Prioritization; 63-30 - Commission approval of actions; 63-100 - Secretary of Transportation Approval of Actions; 63-300 to 309 - Prequalification and Disqualification of Bidders; 63- 322 - Relocation of Displaced Persons; 63-338 - Highway Advertising Control Act; 63-361- Movement of Machinery over Highways; 63-370 - Driveways; 63-380 - Erosion Control ; 63-390 - Tandem Trailer Combinations and Other Larger Vehicle Access Control Act ; 63-700, et seq. Disadvantaged Business Enterprises Program; 63-800 - Bus Shelters; 63-900 - Scenic Byways, 63-1000 Sign requirements for petitions to close roads.	Requires a service	Detailed rules concerning the planning, construction, maintenance and operation of the state highway system.	Amended
Reg 63-390 through 397	State	Regulation	Tandem Trailer Combination and other Larger Vehicle Access Control Act	Not related to agency deliverable.		Repealed
Reg 63-700 through 718	State	Regulation	Disadvantaged Business Enterprise Program	Not related to agency deliverable.		Repealed

Law number	Jurisdiction	Type	Description	Purpose the law serves:	Notes:	Changes made during FY2026
Proviso 117.180	State		FY24-25 Proviso: Creates the Federal Funds Oversight Committee of which the SOT, or designee, is a part of. Committee explores the use of tax credits, grants, and low-cost flexible loans to invest in communities & address infrastructure needs; among other items	Board, commission, or committee on which someone from our agency must/may serve	Added in the FY24-25 Appropriations Act. Vetoed in 2025-2026 Proviso.	Suspended
Proviso 84.16 15	State		FY24-25 Proviso: DOT: Programmed Project Viewer Dashboard, Directs the DOT to research IT improvements to enhance project viewer, report progress to the General Assembly	Requires a service	This proviso is now numbered 84.16 in the 2025-26 list; this proviso is not number 84.15 in the 2026-2027 list	Amended Proviso Number Only
Proviso 117.19	State	FY25-26 Proviso	GP Per Diem rate for commission	Board, commission, or committee on which someone from our agency must/may serve	It was in FY24-25 so added it to this list	No Change

2026

Services Data

as submitted for the Accountability Report by:

U120 - DEPARTMENT OF TRANSPORTATION

Description of Service	Description of Direct Customer	Customer Name	Others Impacted by Service	Division or major organizational unit providing the service.	Description of division or major organizational unit providing the service.	Primary negative impact if service not provided.	Changes made to services during FY2026	Summary of changes to services
Assist in development of the agency mission, budget and general management of the agency.	The motoring public regardless of age, race, gender, education levels, and/or religion.	Executive Branch/State Agencies		Administration - General	Leadership and support services to facilitate the delivery of SCDOT's mission.	Road, bridge, and transit infrastructure in the state would be in state of non-repair.	No Change	
Plan and construct SCDOT statewide maintenance facilities, district offices, sign shop, lab, right-of-way and rest areas. Also, acquire and clear right-of-way for construction in accordance with federal and state laws.	The motoring public regardless of age, race, gender, education levels, and/or religion.	General Public.		Administration - Land and Buildings	Oversight of statewide maintenance facilities, district offices, sign shop, lab, and land (i.e. right-of-way).	District and county representation allows SCDOT to respond efficiently and timely to local needs, especially during inclement weather.	No Change	
Oversee and manage road and bridge projects. Also, host public road hearings for projects.	The motoring public regardless of age, race, gender, education levels, and/or religion.	General Public.		Highway Engineering - Engineering Admin & Project Management	Program funds the core engineering project management to support the statewide delivery of the highway program.	Project Management allows projects to move forward and comply with federal, state, and local laws and regulations.	No Change	
Oversee and manage road and bridge projects. Also, host public road hearings for projects.	Professional Organization.	American Council of Engineering Companies (ACEC).	General Public	Highway Engineering - Engineering Admin & Project Management	Program funds the core engineering project management to support the statewide delivery of the highway program.	Engineering proficiency and professional standards would decline. There would not be a cohesive voice for the profession in national legislative and policy debates.	No Change	

Description of Service	Description of Direct Customer	Customer Name	Others Impacted by Service	Division or major organizational unit providing the service.	Description of division or major organizational unit providing the service.	Primary negative impact if service not provided.	Changes made to services during FY2026	Summary of changes to services
Construct federal aid program and state funded resurfacing program which provides for the preservation, safety improvements, and increased mobility of federal-aid portion of the state highway system.	The motoring public regardless of age, race, gender, education levels, and/or religion.; multiple contractors and certified disadvantaged business enterprise firms that are certified and available for construction projects; professional organizations	General Public	Industry, Association of General Contractors (AGC); Portland Cement Association (PCA); SC Asphalt Paving Association (SCAPA); SC Chapter of Minority Contractors; Local governments	Highway Administration - Engineering Construction	Program funds the construction and repair of roads and bridges statewide.	Federal Aid Program uses federal funds, instead of only state funds, to move projects to move forward and comply with federal, state, and local laws and regulations.; Without DBE and SBE contractors, SCDOT would not meet required race neutral/race conscious quotas on federal projects.; Key issues related to Governmental Financial Leadership would falter and high standards for policies, regulations and education that benefit the betterment of the construction industry would weaken.; Policy, research, education, and market intelligence would decrease, as well as economic growth.; Access (contract & resource opportunities), Advocacy (legislative impact), and Contractor Readiness (training, capacity building, and growth) would decline, as well as, education that benefit the betterment of the construction industry would weaken. Federal funding is needed for construction projects. All construction projects are reimbursed after state funds are spent. Reimbursement only occurs when policies and regulations are met.	No Change	
Maintain roads, bridges, buildings, rest areas, and work requests received.	The motoring public regardless of age, race, gender, education levels, and/or religion.	General Public		Highway Administration - Highway Maintenance	Program funds the routine maintenance of statewide roads, bridges, buildings, rights of way, and rest areas.	State funding is needed for maintenance projects. Without funding maintenance projects are delayed or unfulfilled, which can be a safety hazard.	No Change	
Maintain roads, bridges, buildings, rest areas, and work requests received.	Multiple vendors and DBE vendors.	Local Govts.		Highway Administration - Highway Maintenance	Program funds the routine maintenance of statewide roads, bridges, buildings, rights of way, and rest areas.	State funding is needed for maintenance projects. Without funding vendors would not be needed.	No Change	
Annual debt service and administration.	The motoring public regardless of age, race, gender, education levels, and/or religion.	General Public		Toll Operations	Annual debt service and operations of Cross Island Parkway.	Debt service would not be fulfilled and state rating would decrease.	No Change	
Oversee statewide maintenance on non-federal aid, secondary roads across the state.	The motoring public regardless of age, race, gender, education levels, and/or religion.	General Public		Non-Federal Aid Highway Funds	Operating expenses for maintenance activities and contracts on non federal aid secondary roads.	Secondary road infrastructure would be in state of non-repair and state funding would be strained.	No Change	

Description of Service	Description of Direct Customer	Customer Name	Others Impacted by Service	Division or major organizational unit providing the service.	Description of division or major organizational unit providing the service.	Primary negative impact if service not provided.	Changes made to services during FY2026	Summary of changes to services
Oversee statewide maintenance on non-federal aid, secondary roads across the state.	The motoring public regardless of age, race, gender, education levels, and/or religion.	Local Govts.		Non-Federal Aid Highway Funds	Operating expenses for maintenance activities and contracts on non federal aid secondary roads.	Secondary road infrastructure would be in state of non-repair and state funding would be strained.	No Change	
Provide buses, cutaways, and operational functions.	The motoring public regardless of age, race, gender, education levels, and/or religion.	General Public	Counties.	Mass Transit	Intermodal Planning and allocations and aid for transit services, equipment and operating expenses.	Transit services would be non-operational and funding would be restricted.	No Change	
Provide buses, cutaways, and operational functions.	The non-motoring (transit user) public regardless of age, race, gender, education levels, and/or religion.	Local Govts.	Counties.	Mass Transit	Intermodal Planning and allocations and aid for transit services, equipment and operating expenses.	Transit services would be non-operational and funding would be restricted.	No Change	
A stable workforce and leadership team is critical to being able to reliably deliver the annual program.	State employee.	Executive Branch/State Agencies		Employee Benefits	State employer contribution and total fringe benefits for all employees.	Unstable workforce and unreliability.	No Change	

2026

Partnerships Data

as submitted for the Accountability Report by:

U120 - DEPARTMENT OF TRANSPORTATION

Type of Partner Entity	Name of Partner Entity	Description of Partnership	Change to the partnership during the past fiscal year
Local Government	10 Councils Of Government (COGs)	Identify local priorities.	No Change
Local Government	11 Metropolitan Planning Organizations (MPOs)	Identify local priorities.	No Change
Local Government	12 Public Transit Providers	Sub recipient relationship; Interagency transit coordination.	No Change

Type of Partner Entity	Name of Partner Entity	Description of Partnership	Change to the partnership during the past fiscal year
Professional Association	American Association of Highway Transportation Officials (AASHTO), American Council of Engineering Companies (ACEC), American Society of Safety Engineers (ASSE), Certified Public Manager (CPM), Governmental Finance Officers Association (GFOA), Institute of Transportation Engineers (ITE), Outdoor Advertising Association, Northeast Association of State Transportation Officials (NASTO), North Eastern Strategic Alliance (NESA), Southern Association of State Highway Transportation Officials (SASHTO), South Carolina Concrete Pavement Association (SCCPA), South Carolina For Our Roads (SC-FOR), South Carolina Trucking Association (SCTA) States for Passenger Rail (SPRC), Transportation Research Board (TRB)	Smart solutions, training, direct technical assistance, unchallenged expertise, research, safety, mobility, livability, innovation, economic and peer review.	No Change
Private Business Organization	American Red Cross	Provides training for first aid; Cardiopulmonary Resuscitation (CPR); Automated External Defibrillators (AED); blood drives.	No Change

Type of Partner Entity	Name of Partner Entity	Description of Partnership	Change to the partnership during the past fiscal year
Federal Government	Army Corps of Engineers (ACOE), Federal Highway Administration (FHWA), Federal Motor Carriers Safety Administration (FMCSA), Federal Rail Administration (FRA), Federal Transit Administration (FTA), National Cooperative Highway Research Program (NCHRP), National Highway Traffic Safety Administration (NHTSA), National Scenic Byway (NSB), United States Department of Transportation (USDOT)	Guidance, training, unchallenged expertise, research, environmental, safety, mobility, livability, innovation, legislation, regulations, and media assets.	No Change
Professional Association	Association of General Contractors (AGC),	Communication with the industry. Training opportunities.	No Change
Private Business Organization	Chambers of Commerce, Corporate Partners, Penny's-for-Progress	Locally-derived funding for road improvement projects.	No Change
Non-Governmental Organization	Cherokee Foothills National Scenic Byways (multiple chapters), Coastal Conservation League, Drayton Hall Plantation, Edisto Island Land Trust, I-73 Coalition, I-95 Coalition, Nature Conservatory, National Heritage Corridor, State Scenic Byway Program (SSBP), and South Carolina Scenic Highway Committee	Environmental impact of any new construction or maintenance project.	No Change

Type of Partner Entity	Name of Partner Entity	Description of Partnership	Change to the partnership during the past fiscal year
Higher Education Institute	Clemson University, University of South Carolina, South Carolina State University	Research, discussion, and focus group studies.	No Change
Local Government	Congressional Delegation, 7 Rural Transit Authorities (RTAs), 46 Counties, County Transportation Committees, Municipalities, Regional Economic Development Elected, and various law enforcement entities	Guidance, training, research, environmental, safety, mobility, livability, innovation, legislation, and regulations.	No Change
State Government	Department of Administration - State Fleet Maintenance	Provides AAA driver "train the trainer" for employees to train fellow employees internal, minimizing costs; report vehicle accidents for fleet.	No Change
State Government	Department of Commerce	Economic impact of highways and bridges to key outlets of commerce.	No Change
State Government	Department of Corrections	Feasibility of using inmates for litter control.	No Change
State Government	Department of Environmental Services	Environmental impact of any new construction, maintenance projects.	No Change

Type of Partner Entity	Name of Partner Entity	Description of Partnership	Change to the partnership during the past fiscal year
State Government	Department of Motor Vehicles	Develops the Highway Safety Improvement Plan and partners with SCDOT to develop and implement Target Zero Strategic Highway Safety Plan. Provides driving records for evaluating potential new hires, as well as determining the need for employee driver training or suspension of driving privileges to include third party tester training.	No Change
State Government	Department of Public Safety	Partner in developing the Highway Safety Improvement Plan and implement the Target Zero- Strategic Highway Safety Plan.	No Change
State Government	Emergency Management Division	Effectiveness in responding to and recovery for hurricanes, earthquakes, tornadoes, chemical spills, wild fires, dam failures, and winter weather advisories.	No Change
State Government	General Assembly	Oversight, resource allocation and legislation.	No Change
State Government	Governor's Office	The SC Governor's Division of Small and Minority Business includes their use of the Unified Certification Program in lieu of their state certification.	No Change
Individual	Motoring Public, Transit Riders	Tolls, vehicle usage fees, safety, and stewardship of funds.	No Change
Professional Association	National Association of Minority Contractors (SC Chapter)	Partner to identify and educate existing and potential Disadvantaged Business Enterprises (DBEs).	No Change

Type of Partner Entity	Name of Partner Entity	Description of Partnership	Change to the partnership during the past fiscal year
Federal Government	National Safety Council	Safety training and information.	No Change
Federal Government	Occupational Safety & Health Administration (OSHA)	Assists with training, provides recommendations and guidance.	No Change
Professional Association	Portland Cement Association (PCA)	Communication with the industry. Training opportunities.	No Change
Private Business Organization	Post Trauma Services	Provides counseling to employees involved in accidents and those affected by fatality or severe incident while on the job.	No Change
State Government	Public Employee Benefits Authority (PEBA)	Provides health screenings, immunizations, and mammograms for employees.	No Change
Local Government	SC Human Services Agencies	Sub recipient relationship; Interagency transit coordination.	No Change
Professional Association	South Carolina Asphalt Paving Association (SCAPA)	Communication with the industry. Training opportunities.	No Change
State Government	South Carolina Ports Authority	Economic impact of infrastructure to key outlets of commerce.	No Change

Type of Partner Entity	Name of Partner Entity	Description of Partnership	Change to the partnership during the past fiscal year
State Government	South Carolina Small Business Development Centers	Partner to conduct baseline business development assistance.	No Change
State Government	South Carolina Transportation Infrastructure Bank	Provide project financing.	No Change
Federal Government	US Department of Commerce - SC Minority Business Development Agency (MBDA)	Partner to identify and inform existing and potential Disadvantaged Business Enterprises (DBEs).	No Change
Federal Government	US Small Business Administration (SC District)	Partner for training and outreach events.	No Change
Federal Government	American Traffic Safety Services Association (ATSSA)	Provides training, tools, legislative advocacy and the resources to make roadways safer.	No Change
Professional Association	Community Transportation Association of America (CTAA)	Provides training and resources on public transportation	No Change

2026 Reports Data

as submitted for the Accountability Report by:

U120 - DEPARTMENT OF TRANSPORTATION

Report Name	Law Number (if applicable)	Summary of information requested in the report	Date of most recent submission DURING the past fiscal year	Reporting Frequency	Type of entity/entities	Method to access the report	Direct access hyperlink or agency contact (if not provided to LSA for posting online)	Changes to this report during the past fiscal year	Explanation why a report wasn't submitted
Affirmative Action Plan and Non Discrimination Plan/ Equal Employment Opportunity Progress Report	§1-13-110 and Proviso 117.13	Personnel report by race and sex; includes discrimination policy. Also referred to as EEO Progress Report.	February 2026	Annually	South Carolina state agency or agencies	Available on another website	https://www.scstatehouse.gov/reports/HumanAffairsComm/Final%202026%20Draft.pdf	No Change	SC Human Affairs Commission (SCDAC) Report to the General Assembly - see page 153 of report for SCDOT information.
Agency Accountability Report	§1-1-810, §1-1-820, Proviso 117.29, and Proviso 117.67(D)	The report "must contain the agency's or department's mission, objectives to accomplish the mission, and performance measures that show the degree to which objectives are being met." Agencies must "identify key program area descriptions and expenditures and link these to key financial and performance results measures."	June 2026	Annually	Governor or Lt. Governor AND Legislative entity or entities	Provided to LSA for posting online	https://www.scstatehouse.gov/reports/aar2025/U120.pdf	No Change	
Annual (Financial) Audit	§57-1-490(c)	Audit of agency performed by independent certified public accountant.	September 2025	Annually	Legislative entity or entities	Available on agency's website	https://www.scdot.org/content/dam/scdot-legacy/performance/pdf/reports/SCDOT%20AFS%206.30.25.pdf	No Change	
Annual Energy Conservation Report	§48-52-620	Report energy used by SCDOT for buildings.	December 2024	Annually	South Carolina state agency or agencies	Available on another website	https://energy.sc.gov/sites/energy/files/Documents/Reports/2024%20Annual%20Report%20on%20the%20Implementation%20of%20State%20Government%20Energy%20Conservation.pdf	No Change	Last posting on SC State Government Energy Conservation site is December 2024.
Bank Transparency & Accountability Report	Proviso 117.78	Disclosure of transactions on the agency account for the prior fiscal year.	September 2025	Annually	South Carolina state agency or agencies	Available on agency's website	https://www.scdot.org/content/dam/scdot-legacy/performance/pdf/SCDOT%20FY%202024-2025%20Bank%20Account%20and%20Transparency%20Accountability%20Report%20for%20internet.pdf	No Change	
C-Fund Expenditures	§12-28-2740	C-Fund Expenditures for previous fiscal year.	January 2026	Annually	Legislative entity or entities	Available on agency's website	https://www.scdot.org/content/dam/scdot-legacy/performance/pdf/reports/C-Fund-Annual-Report-FY24-25-FINAL.pdf	No Change	
Comprehensive Rail Plan	Section 57-3-30(B)	Provides a comprehensive state rail plan for passenger and freight railroads and infrastructure services.	November 2024	Every Five years	Legislative entity or entities AND South Carolina state agency or agencies	Available on agency's website	https://www.scdot.org/content/dam/scdot-legacy/travel/pdf/2024%20SC%20Statewide%20Rail%20Plan%20Update.pdf	No Change	This comprehensive plan is initiated every five years.
Debt Collection Reports	Proviso 117.33	Report of outstanding debt and methods used to collect.	February 2026	Annually	Legislative entity or entities AND South Carolina state agency or agencies	Available on agency's website	https://www.scdot.org/content/dam/scdot-legacy/performance/pdf/SCDOT%202025%20Agency%20Debt%20Collection%20Report.pdf	No Change	
Discrimination Plan	Proviso 117.13	Report of agency employment data containing the total number of persons employed and/or promoted in each job group, by race and sex.	January 2026	Annually	South Carolina state agency or agencies	Available on another website	https://www.scstatehouse.gov/reports/HumanAffairsComm/Final%202026%20Draft.pdf	No Change	SC Human Affairs Commission (SCDAC) Report to the General Assembly - see page 153 of report for SCDOT information.

Report Name	Law Number (if applicable)	Summary of information requested in the report	Date of most recent submission DURING the past fiscal year	Reporting Frequency	Type of entity/entities	Method to access the report	Direct access hyperlink or agency contact (if not provided to LSA for posting online)	Changes to this report during the past fiscal year	Explanation why a report wasn't submitted
Earmarks	Proviso 117.21	List of updates/expenditures from entities receiving money from the General Assembly which was passed through the DOT	July 2025	Annually	Legislative entity or entities AND South Carolina state agency or agencies	Available on agency's website	https://www.scdot.org/performance/EarmarkAppropriations.html	No Change	
Feasibility Studies for sidewalk, bike and HOV lanes	§57-3-780	For new or expansion of existing infrastructure the agency will make a written determination whether it is financially and physically feasible to include high occupancy vehicle lanes (in metropolitan areas), pedestrian walkways or sidewalks, and bicycle lanes or paths.	June of 2022	Other	South Carolina state agency or agencies	Hard copy available upon request	https://www.scdot.org/projects/programs-landing.html	No Change	
Minority Business Enterprise Utilization Plan	§11-35-5240(2)	Procurement Contracts.	July 2025	Annually	Governor or Lt. Governor	Hard copy available upon request.	https://www.scdot.org/content/dam/scdot-legacy/performance/pdf/reports/SMBCC%20MBE%20Utilization%20Plan%20FY%2025-26%20Signed.pdf	No Change	Executive Order from Governor signed 12/3/2025 directing changes to the code regarding reporting.
NEPA Report	§57-3-790(c)	Allows SC to waive its 11th Amendment immunity and consent to federal court lawsuits over DOT's compliance, discharge, or enforcement of National Environmental Policy Act (NEPA) responsibilities.		Annually		Available on agency's website	Agency Contact: Mr. Chad Long, Director of Environmental Services. (Email longcc@scdot.gov)	No Change	
Office of Public Transit Report	§57-3-40(C) and Proviso 117.67	Combined with "Transit Progress Report" to show a progress report containing planning and coordination efforts.	January 2024	Annually	Legislative entity or entities	Available on agency's website	https://www.scdot.org/content/dam/scdot-legacy/performance/pdf/reports/2025%20Transit%20Report.pdf	No Change	
Online Transaction Register	§57-3-755 and Proviso 117.79	Complete record of funds expended.	June 2026	Monthly	South Carolina state agency or agencies	Available on agency's website	https://www.scdot.org/content/dam/scdot-legacy/pdfs/ExpendituresFundedProgramIncludingMaintenanceJune2026.pdf	No Change	This is maintained by the SC Comp[troller General's Office. See pages 837-958.
Procurement Card Report	Section 1-1-1040, Proviso 117.79	Monthly report of all monthly procurement card transactions.	June 2026	Monthly	Other	Available on another website	https://cg.sc.gov/fiscal-transparency/monthly-charge-card-usage	No Change	
Project Priority List	Proviso 84.8	Directs the SCDOT to publish project priority lists on its website in a conspicuous place with accompanying engineering directives explaining rankings and methodologies.	June 2026	Monthly	Other	Available on agency's website	https://www.scdot.org/inside/planning-stip.html	No Change	
Rail Plan Analysis	§57-3-30(A)(5)	State railroad corridor preservation, revitalization, and comprehensive rail plan for passenger, freight, and infrastructure services.	January 2026	Annually	Legislative entity or entities	Available on agency's website	https://www.scdot.org/content/dam/scdot-legacy/performance/pdf/reports/2025%20Rail%20Report.pdf	No Change	
Recommendations for Restructure of Agency	§1-30-10(G)(1)	Provides detailed and comprehensive recommendations for the purposes of merging or eliminating duplicative or unnecessary divisions, programs, or personnel within each department to provide a more efficient administration of government services. This is addressed in the Annual Accountability Report.	June 2026	Annually	Governor or Lt. Governor AND Legislative entity or entities	Available on agency's website	https://www.scstatehouse.gov/reports/aar2025/U120.pdf (Page 12 of Annual Accountability Report)	No Change	

Report Name	Law Number (if applicable)	Summary of information requested in the report	Date of most recent submission DURING the past fiscal year	Reporting Frequency	Type of entity/entities	Method to access the report	Direct access hyperlink or agency contact (if not provided to LSA for posting online)	Changes to this report during the past fiscal year	Explanation why a report wasn't submitted
Report on Disadvantaged Enterprises Program	§12-28-2930(I)	Allocation of Contracts awarded pursuant to 12-28-2930(I).	June 2026	Annually	Governor or Lt. Governor AND Legislative entity or entities AND South Carolina state agency or agencies	Available on agency's website	https://www.transportation.gov/mission/civil-rights/disadvantaged-business-enterprise/dbe-final-rule-faqs-09-28-2026	No Change	
SCDOT's Annual Report	§57-3-760 and Proviso 117.67(D)	Annual accomplishments, Ten Year Needs plan, Five year plan detailing traffic regulation, mass transit coordination, and all firm's contract amounts.	January 2026	Annually	Legislative entity or entities	Available on agency's website	https://www.scdot.org/content/dam/scdot-legacy/performance/pdf/SFY25%20SCDOT%20Annual%20Report%20(January%202026)%20Final.pdf	No Change	This is the SCDOT Specific Recycling Report on compost, fly ash, ground rubber, and mixed plastics. Materials and Research Lab has no ability to track through contractors.
SCDOT-specific Recycling Report	Section 44-96-140(F)	Recycling report on compost, fly ash. ground rubber, and mixed plastics.		Annually	Governor or Lt. Governor AND Legislative entity or entities			No Change	
Statements of Economic Interest	§8-13-1110 and §8-13-1140	Statements of Economic Interest.	March 2026	Annually	South Carolina state agency or agencies	Available on another website	https://ethicsfiling.sc.gov/public/statement-economic-interests	No Change	From Division of Procurement Services, select the agency as " Transportation, Department of (U12)" and then select range for start and end dates.)
Trade in Sales	§11-35-3830	Combined with "Sole Source Procurement & Emergency Procurements" Report to show procurement items. From website link, select "Report Type" to browse sole source, emergency, and unauthorized procurements.	June 2026	Quarterly	South Carolina state agency or agencies	Available on another website	https://reporting.procurement.sc.gov/general/transparency/audit-reports (Select Transportation, Department of (U12) and then select range for start and end dates.)	No Change	
Transit Progress Report	§57-3-210(B)(2) and Proviso 117.67(D)	Combined with "Office of Public Transit Report" to show a progress report containing planning and coordination efforts.	January 2026	Annually	Legislative entity or entities	Available on agency's website	https://www.scdot.org/content/dam/scdot-legacy/performance/pdf/reports/2025%20Transit%20Report.pdf	No Change	Prepared by Comptroller General's Office.
Travel Report	Proviso 117.26	Travel Report for agency for prior fiscal year.	October 2025	Annually	South Carolina state agency or agencies	Available on another website	https://cg.sc.gov/sites/cg/files/Documents/Financial%20Reports/Travel%20Reports/FY%202025%20Travel%20Report%20-%20Website%20Version.pdf	No Change	
Vendor Report	§57-1-430(D)	Complete list of all companies doing business with the department and the amount spent on these contracts. This information is shown in the Annual Vendor Report and as part of the Agency's Annual Report.	January 2026	Annually	Governor or Lt. Governor AND Legislative entity or entities AND South Carolina state agency or agencies	Available on agency's website	https://www.scdot.org/content/dam/scdot-legacy/performance/pdf/FY%2024-2025%20Vendor%20Payments.pdf	Add	New requirement under SCDOT Modernization Bill. Section 57-3-790 is a new provision in the South Carolina Code of Laws, added by House Bill 3768, that waives the State's 11th Amendment immunity for certain federal lawsuits under the NEPA and sets up reporting, manual, and coordination requirements for SCDOT.

AGENCY NAME:	Department of Transportation		
AGENCY CODE:	U120	SECTION:	84

2026
Accountability Report

SUBMISSION FORM

I have reviewed and approved the data submitted by the agency in the following templates:

- Data Template
  - Reorganization and Compliance
  - FY2026 Strategic Plan Results
  - FY2027 Strategic Plan Development
  - Legal
  - Services
  - Partnerships
  - Report or Review
  - Budget
- Discussion Template
- Organizational Template

I have reviewed and approved the financial report summarizing the agency's budget and actual expenditures, as entered by the agency into the South Carolina Enterprise Information System.

The information submitted is complete and accurate to the extent of my knowledge.

AGENCY DIRECTOR *(SIGN AND DATE)*:	**SIGNATURE ON FILE**	**Signature Received:** 09/15/2026
(TYPE/PRINT NAME):	Justin P. Powell, Secretary of Transportation	

BOARD/CMSN CHAIR *(SIGN AND DATE)*:	**SIGNATURE ON FILE**	**Signature Received:** 09/15/2026
(TYPE/PRINT NAME):	Max K. Metcalf, Chairman of SCDOT Commission	