

The State of SCDOT

March 5, 2014

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Acting Secretary of Transportation





Overview

- The Mission of the South Carolina Department of Transportation (SCDOT)
- The State of South Carolina's Transportation Network
- A Look Ahead
- SCDOT Management Update



SCDOT *Mission*



SCDOT's Mission

Mission (Section 57-1-30, SC Code of Laws)

The department shall have as its functions and purposes 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 and desires of the public.

SCDOT's Vision is to provide safe, reliable transportation systems.



SCDOT's Primary Areas of Responsibility

- Preserving the State Highway System
- Managing construction requirements
- Multimodal planning in partnership w/MPOs and COGs, Commerce, and State Ports Authority
- Developing & implementing a Highway Safety Plan in partnership with DPS, DMV and FHWA
- Assisting public transit authorities with coordination of services, planning of resources, and compliance
- Providing project management support to counties and municipalities undertaking transportation projects



Safety First!

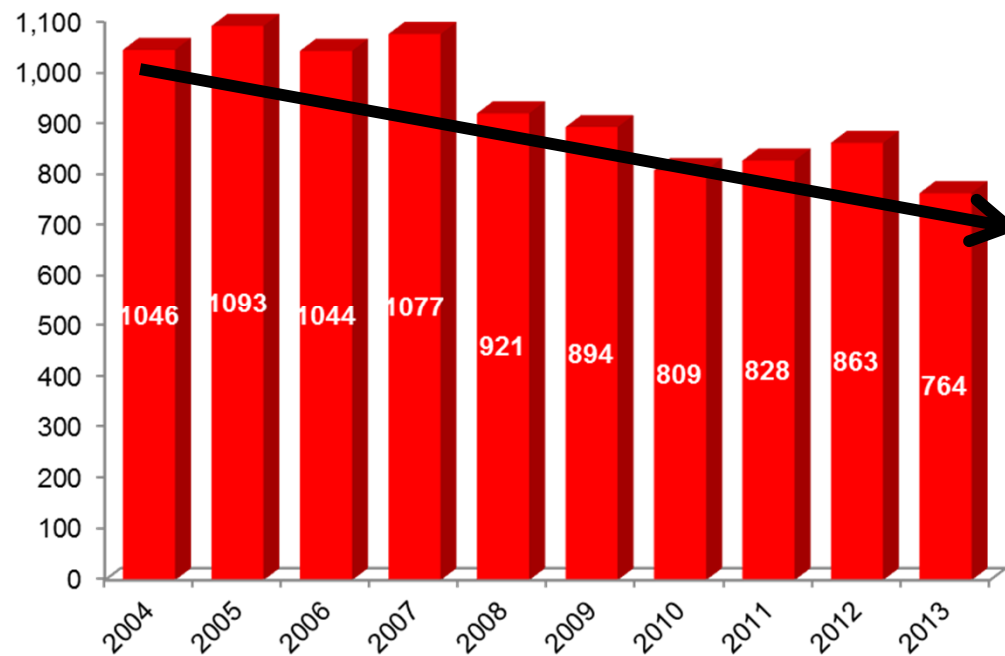
SC roads and bridges are safe within the limits, restrictions, and controls posted, however . . .

- Safety on our roads involves proper engineering, attempts to accommodate all users, and responsible driver/user behavior.
- We are constantly working to enhance safety by analyzing high risk corridors and intersections, and putting improvements in place.
- SCDOT actively participates in an interagency Safety Council which is committed to achieving zero deaths.
- DPS leads our common campaign entitled “Target Zero.”
- Failure to meet federal safety performance standards may impact federal funding in the future.



Safety First!

- In 2013, traffic fatalities were lowest since 1982 and mileage death rate (fatalities per vehicle miles traveled) is lowest ever recorded in the state (yet still approximately 50% above the national rate).
- Edgefield County did not have a traffic fatality in 2013, but suffered its first in 445 days earlier this week.





Safety First!

- Road departures – nearly 50% of all fatalities in SC involve vehicles leaving roadway; SC has seen 30% reduction since 2008
 - Rumble strips - currently over 4,000 miles in place; in 2013, SCDOT revised 2011 policy to better accommodate all road users
 - Paved shoulder program initiated in 2008
 - Trees - 20% of fatal crashes in SC involve a car hitting a tree, more than double the national average of 8%; 40% of all fatal crashes on interstate highways in SC involve a vehicle striking a tree, an increase of nearly 10% over previous four-year average

- Intersections – 20% of all fatal crashes occur at an intersection; 18% reduction since 2008
 - Geometric improvements implemented at over 100 high crash intersections since 2008 – includes 11 roundabouts
 - Completed low-cost improvements at over 2,200 high crash intersections statewide in 2012



Safety First!

- Safety Improvement Team (created in 2006) – group of 24 experienced and trained troopers exclusively devoted to enforcement in highway construction zones
 - 2001 - 2005 work zone fatalities averaged 18 deaths per year
 - 2008 – 2012 work zone deaths averaged 8 per year

- SHEP/TMC/511

SCDOT SHEP, Traffic Management Centers, and 511 functions contributed to reduction of secondary collisions, while assisting motorists by providing real-time traffic notifications and reducing traffic related congestion.



***The State of
South Carolina's
Transportation Network***



System Mileage in S.C.

<i>Type of System</i>	<i>Mileage</i>	<i>Lane Miles</i>
Interstate	851	3,796
Primary	9,472	23,869
Federal Aid Secondary	10,271	21,107
Non Federal Aid Secondary	20,821	41,757
Total	41,414	90,529



**South Carolina Highways: The 4th largest
State-maintained system in the nation**

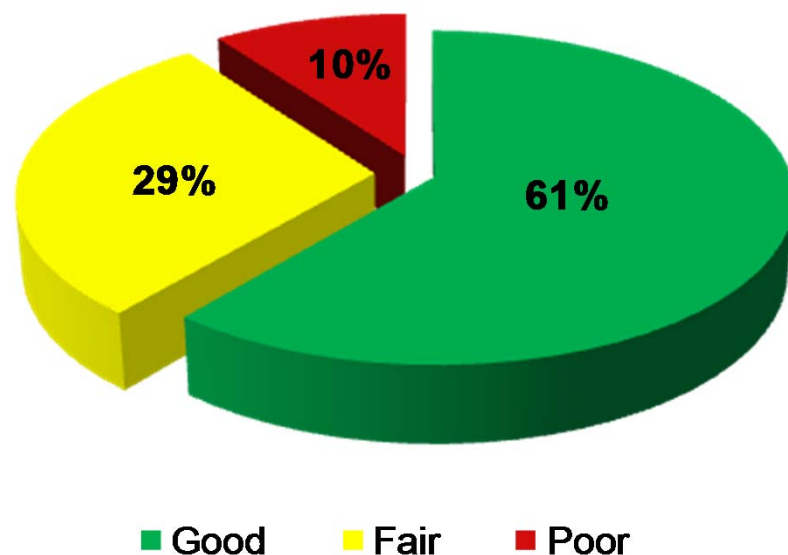


System Pavement Condition

Interstate System (Federal-Aid Eligible)

Total of 851 miles:

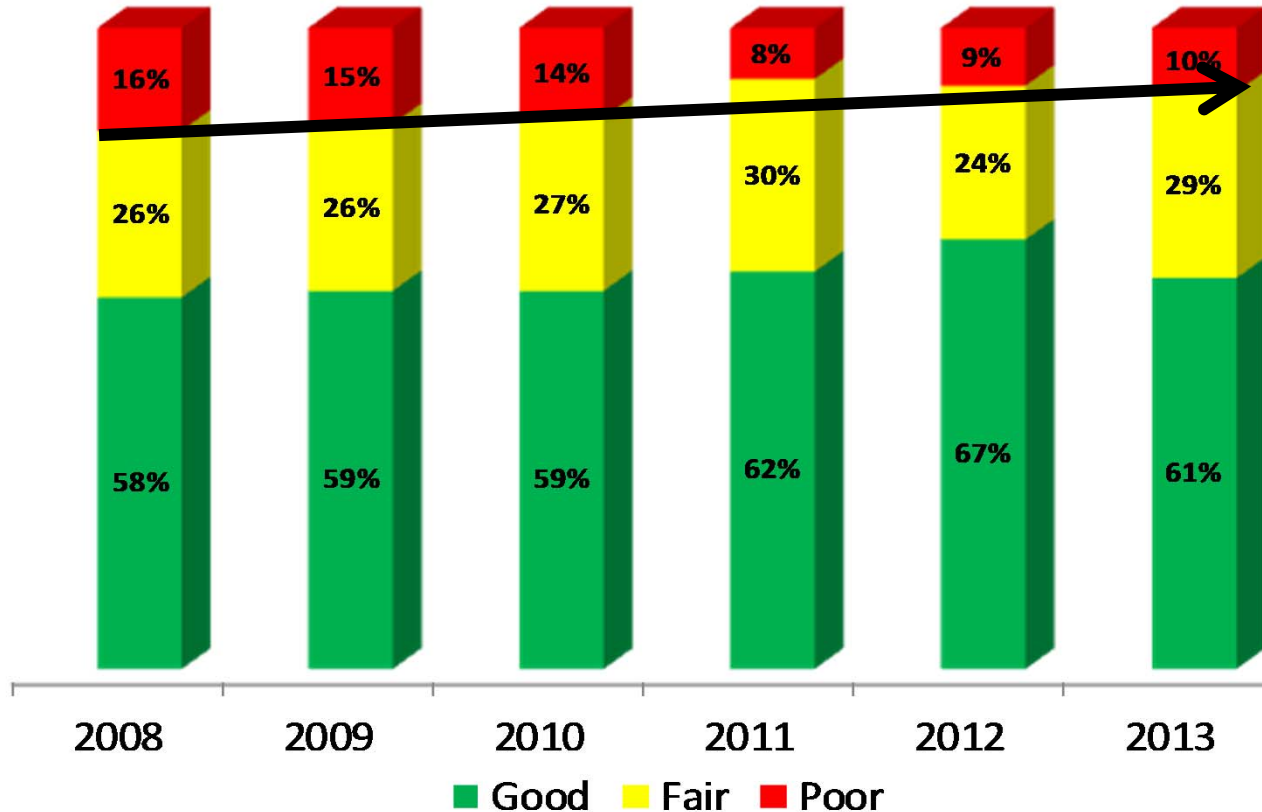
- Interstate system is over 50 years old
- Nearly 29% of all roadway travel in SC occurs on the interstates
- 113 miles of interstate are high usage, carrying over 70,000 vehicles per day
- Year 2030 capacity needs estimated to be additional 400 lane miles
- Approximately 50 out of 271 interchanges will require reconstruction over the next 20 years
- All on the National Highway System
- Trucks account for nearly 13% of all Interstate traffic
- 14% of our interstate mileage experiences recurring congestion





System Pavement Condition

Interstate System (Federal-Aid Eligible)



Since 2007, SCDOT has programmed an average of \$83M/year for Interstate Pavement Rehabilitation; another \$53M was programmed through ARRA.



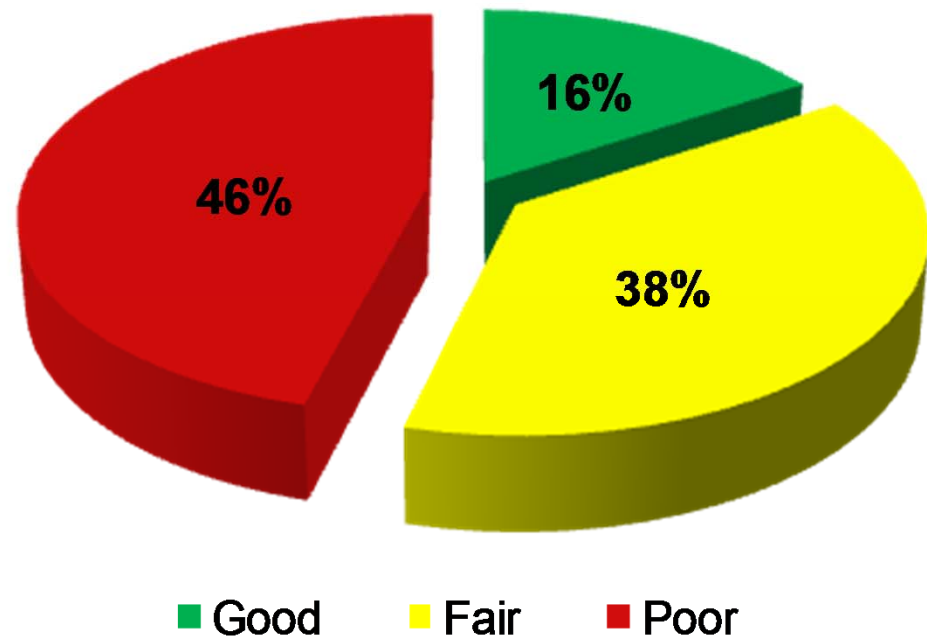


System Pavement Condition

Primary System (Federal-Aid Eligible)

Total of 9,472 miles:

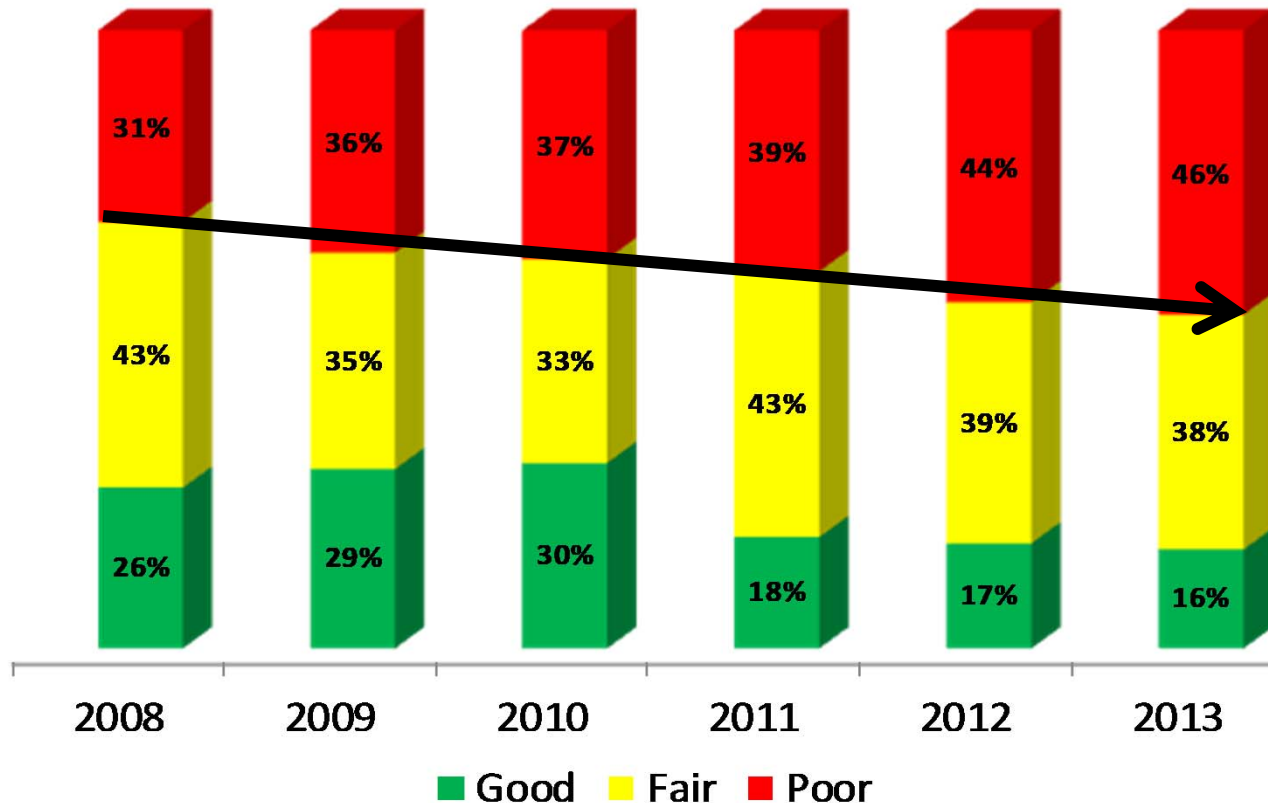
- Comprised of US and SC routes
- Includes routes on the National Highway System (NHS)
- 47% of travel occurs on the primary system





System Pavement Condition

Primary System (Federal-Aid Eligible)



Since 2007, SCDOT has programmed an average of \$116M/year for pavement improvements on the federally eligible primary and secondary system; another \$150M programmed with ARRA.



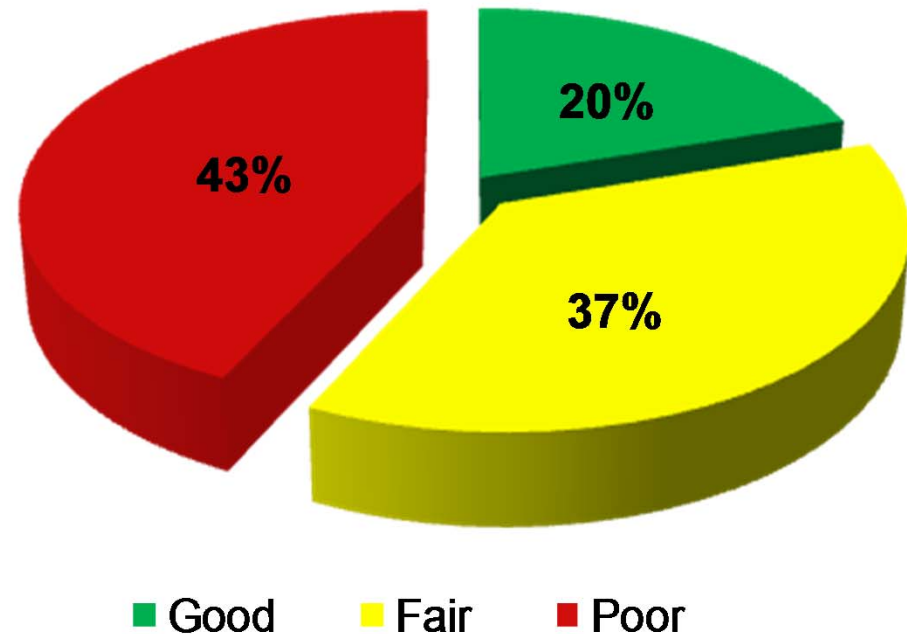


System Pavement Condition

Secondary System (Federal-Aid Eligible)

Total of 10,270 miles:

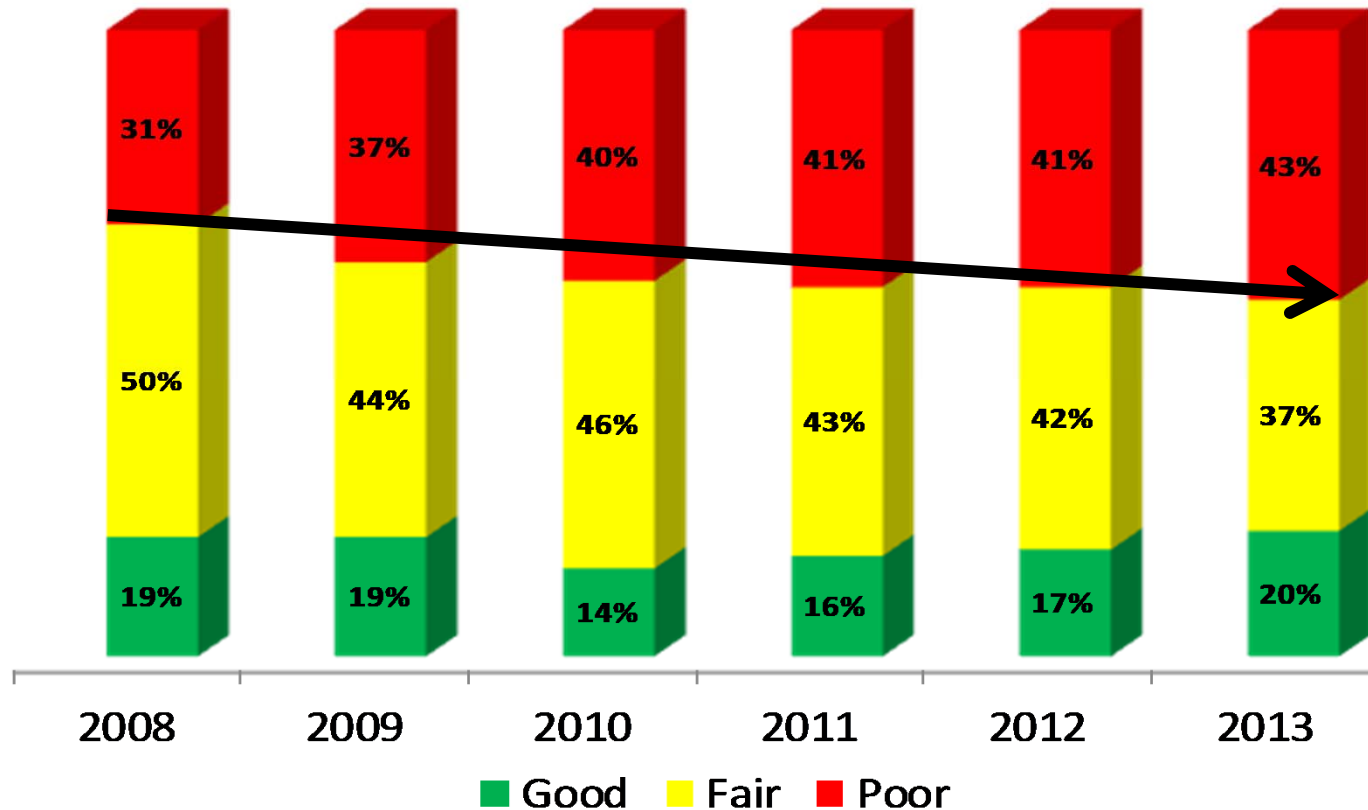
- Consists of secondary routes classified as federally eligible
- 17% of travel occurs on the federal aid secondary system





System Pavement Condition

Secondary System (Federal-Aid Eligible)



This portion of the system is included in the previously referenced annual investment level for the federal aid resurfacing program.



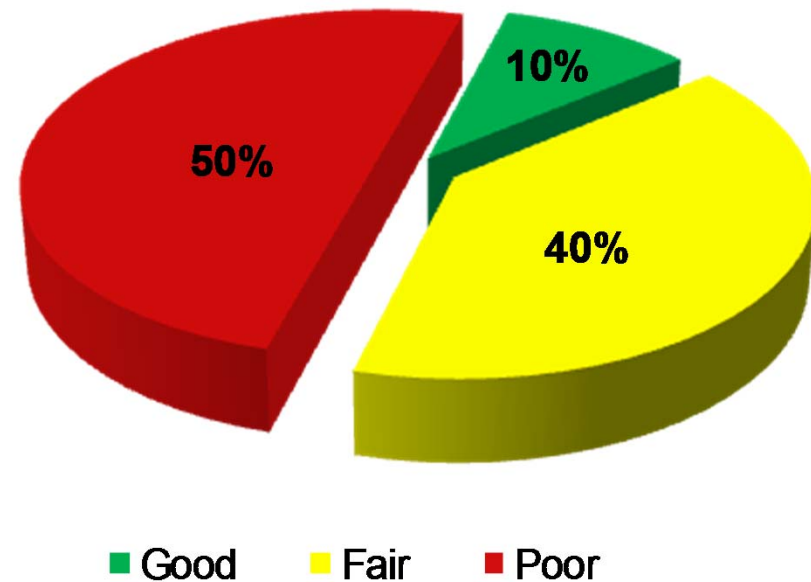


System Pavement Condition

Secondary System (Non Federal-Aid Eligible)

Total of 20,821 miles:

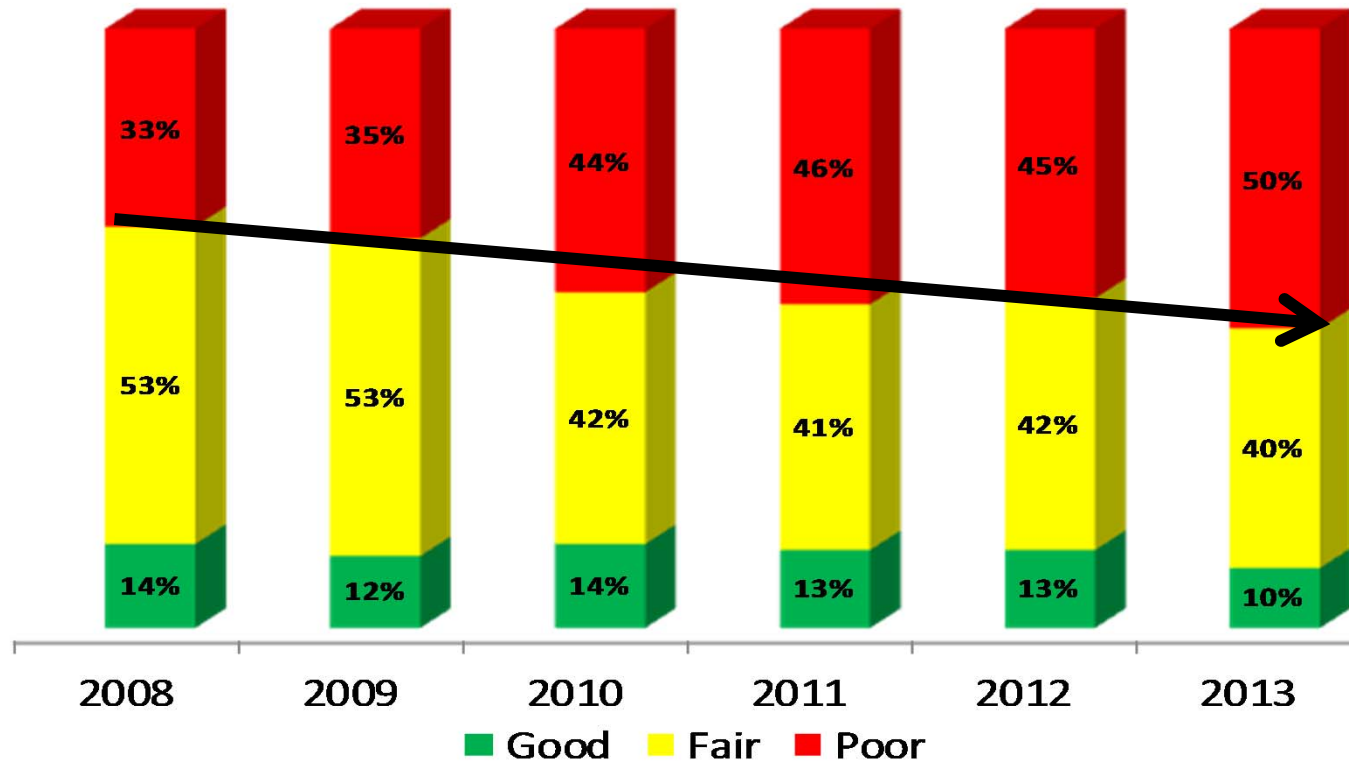
- Comprised secondary routes not eligible for federal funding
- 7% of travel occurs on the non federal aid secondary system





System Pavement Condition

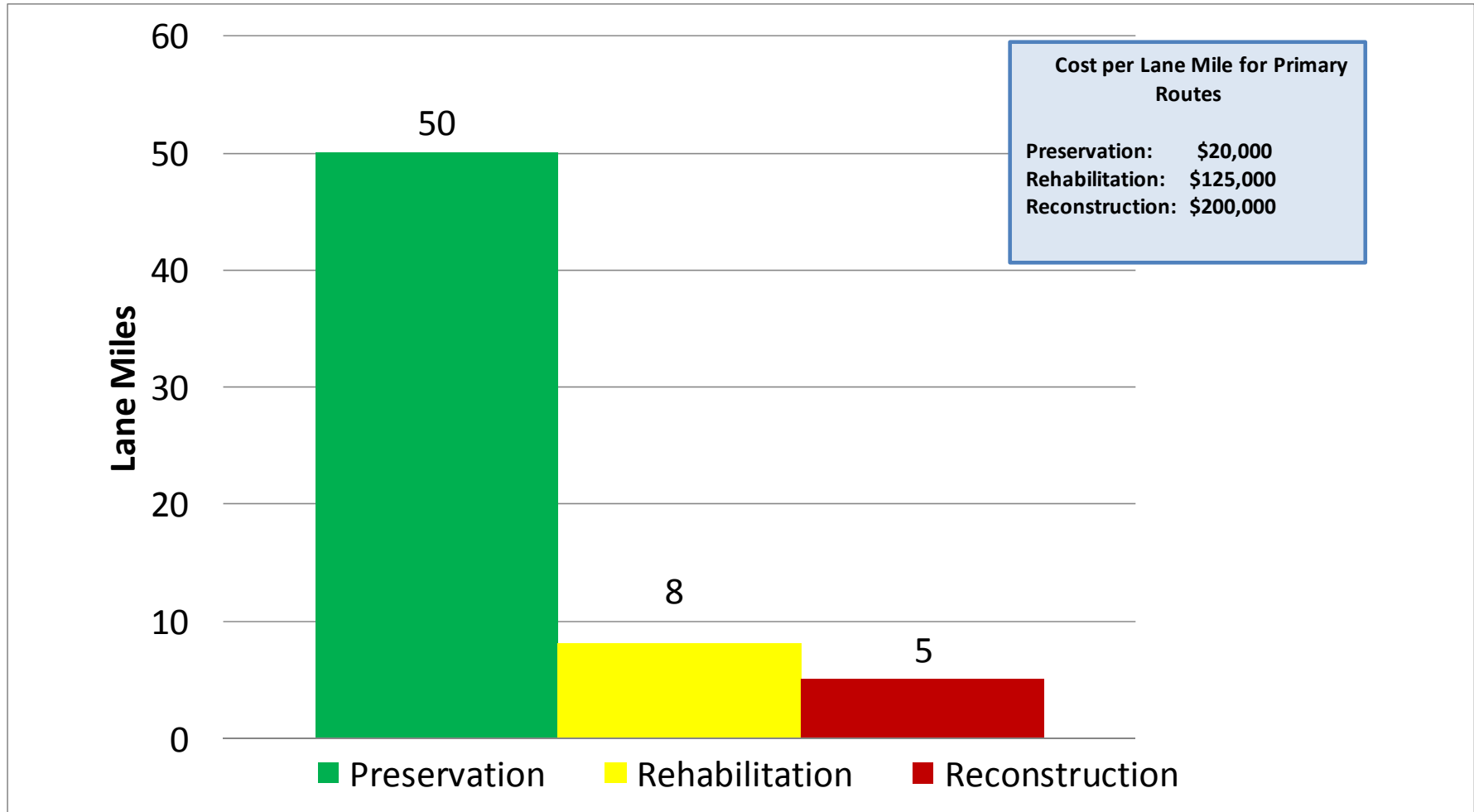
Secondary System (Non Federal-Aid Eligible)



Since 2007, SCDOT has programmed an average of \$34M/year for pavement improvements on the Non Federal-Aid Eligible system. ACT 98 of 2013 increased this investment level by an estimated \$41M.



Stretching \$1M...Getting the Most For Your Money



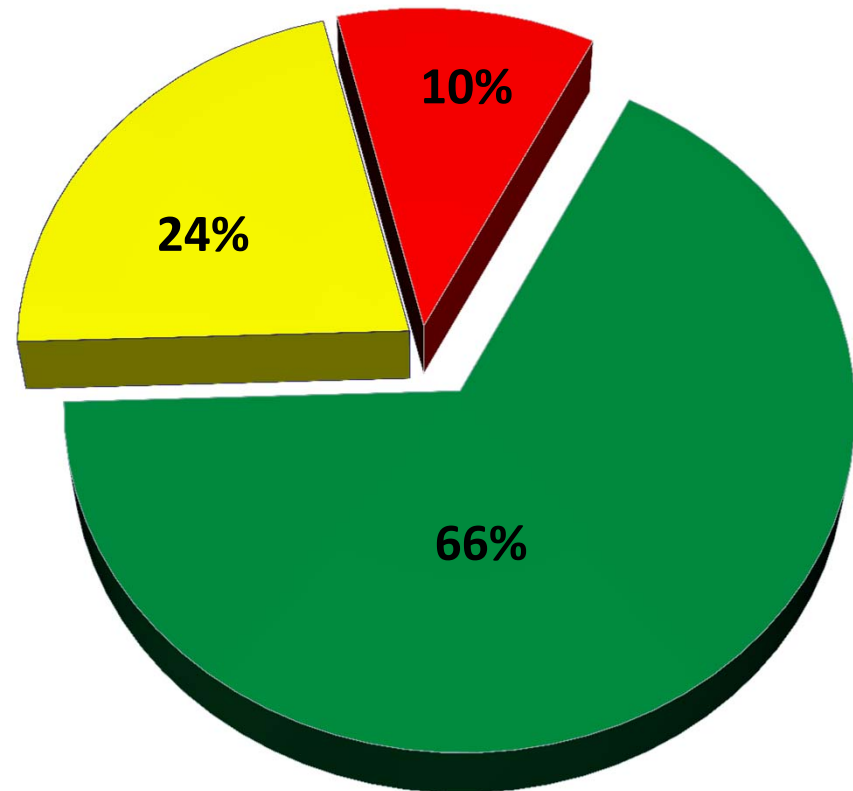


State Owned Bridge Conditions

- 8,416 total State-owned Bridges
- 1,624 Substandard
 - 849 Structurally Deficient*
 - 775 Functionally Obsolete**
- 413 Load Restricted
- 10 Closed
- 11 Under Construction

* *Structurally Deficient = deck, superstructure, or substructure rated in poor condition*

** *Functionally Obsolete = design is outdated*



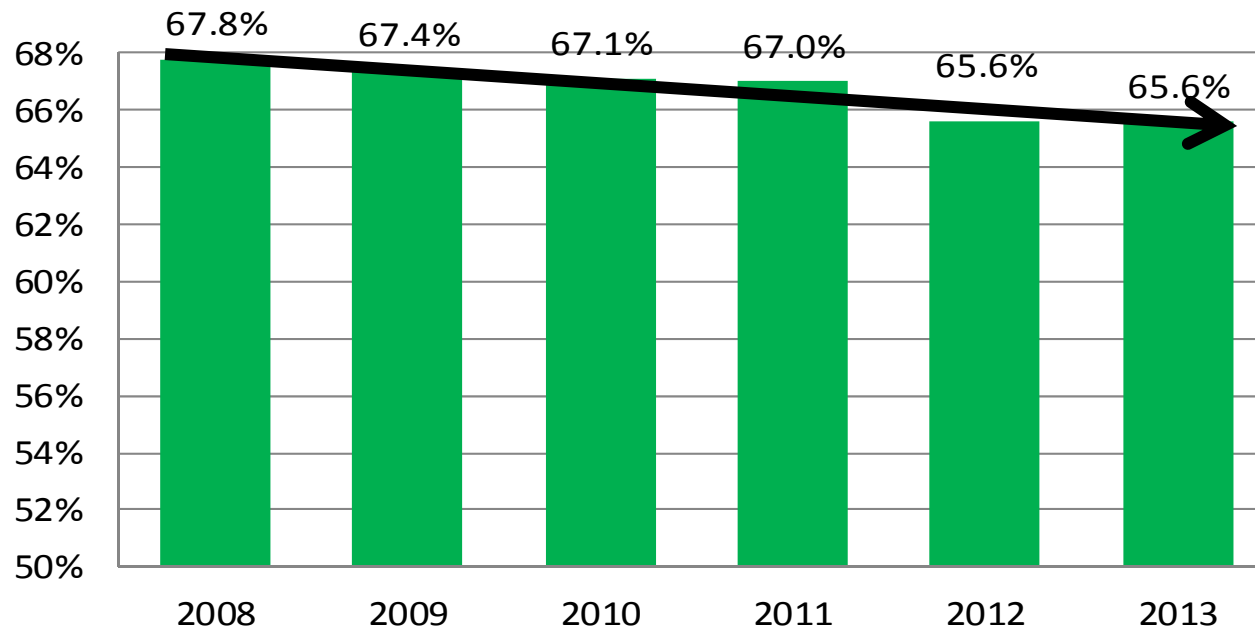
■ Good ■ Fair ■ Deficient





State Owned Bridge Conditions

Percent in Good Condition



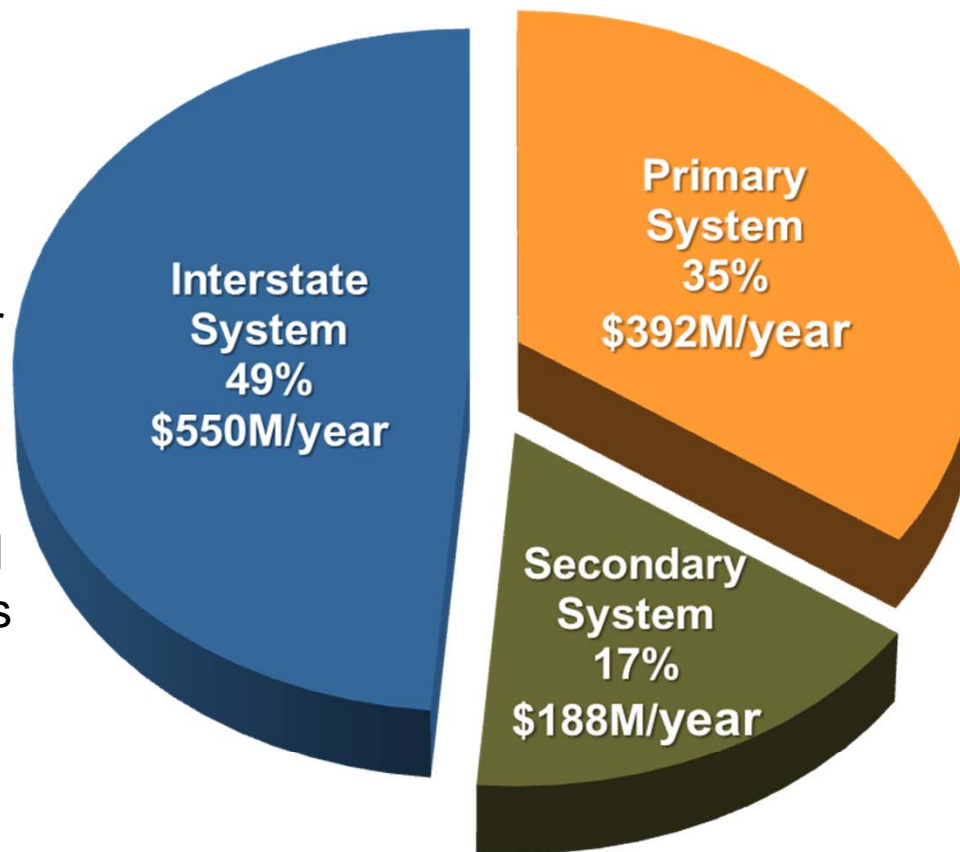
Since 2007, SCDOT has programmed an average of \$134M/year for bridge projects. ACT 98 of 2013 will provide a cascading effect of an additional investment of \$50M.



Statewide Capacity Needs

\$54M/year programmed since 2007 for Interstate Upgrades.

Another \$28M in ARRA funds



Capacity Needs In Centerline Miles

Interstate - 445
Primary - 471
Secondary - 2,577

\$103M/year programmed since 2007 for Primary and Secondary system upgrades.

Another \$142M in ARRA funds

Based on a review of the 2008 Multimodal Plan



Projects Funded by Act 98 of 2013

Bridges...

- \$50M one-time appropriation to be used as state match on federal-aid bridge program
- New funding allowed SCDOT to reallocate state match money to replace an additional 90 closed and load-restricted bridges
- Construction to occur over the next two to three years, with the first round of projects to be let this spring

Secondary System Resurfacing...

- Estimated \$41M in new recurring revenues for maintenance of secondary roads
- SCDOT Commission recently approved the first group of resurfacing projects for this funding
- Approximately 270 roads in 33 counties will be resurfaced in the first group of projects



Projects Funded by Act 98 of 2013

Interstate Projects...

- \$50M annual appropriation through SCDOT to finance an estimated \$550M in projects via the SIB, to be used on existing mainline interstate projects
- Approved projects:
 - I-85/385 Interchange in Greenville County – construction to begin Summer 2014
 - I-20 Widening in Lexington County (10 miles) – conducting preliminary engineering, with construction anticipated to begin SFY 16/17
 - I-85 Widening in Spartanburg & Cherokee Counties (16 miles) - conducting preliminary engineering, with construction anticipated to begin SFY 16/17
 - I-77 Widening in Richland County (2.6 miles) - conducting preliminary engineering, with construction anticipated to begin SFY 16/17
 - Preliminary Engineering for I-26/I-20/I-126 Interchange & Phase III of I-85 in Cherokee County – will be undertaken this spring



Major SCDOT Projects of CY2013

Construction Projects Completed

- SC 602/Platt Springs Road widening project – Lexington County (\$23.3M)
- US 601 bridge replacement project (4 bridges) – Calhoun/Richland Counties (\$29.3M)
- I-385 widening and reconstruction project – Greenville County (\$65.4M)
- US 17 ACE Basin widening project – Colleton County (\$76M)
- I-77 rehabilitation project – Fairfield/Chester Counties (\$15.7M)
- US 278 widening project – Beaufort County (\$24.8M)
- Thirteen intersection safety improvements – Multiple Counties (\$17.7M)



Routine Maintenance Accomplishments

- 570,000 potholes patched
- 8,000 encroachment permits processed
- 345,000 roadside acres mowed
- 8,400 miles of shoulder/ditch re-graded
- 42,000 fallen or hazardous trees removed
- 312,000 signs repaired or replaced
- 5,000,000 pounds of litter and debris removed



Summary of Improvements to Transportation Network

In CY2013...

- SCDOT let and awarded 254 construction projects totaling approximately \$587M (this includes all county, LPA, and Design Build projects managed by SCDOT)
- In CY2013, SCDOT had 255 projects reach Substantial Work Complete totaling approximately \$603M
- 385 centerline miles of resurfacing were completed
- 11 new bridges were constructed
- 19 maintenance bridges constructed
- 3 temporary bridges installed

Currently...

- Approximately \$1.3B in projects currently under construction
- Approximately \$2.1B in projects currently under development

Winter Storms



- January Storm
 - 16,200 tons of road salt
 - 133,400 gallons of liquid calcium chloride
 - 875,600 gallons of salt brine
 - 5,500 tons of sand



- February Storm
 - 17,100 tons of road salt
 - 73,700 gallons of liquid calcium chloride
 - 1,448,100 gallons of salt brine
 - 7,200 tons of sand



Response and Recovery

- Approximately 3,000 employees worked tirelessly throughout both storms
- Crews are working throughout the state clearing debris
- Contractor crews have been deployed in 19 counties to assist in the debris clean-up
- Debris monitors have been implemented to ensure proper documentation and to maximize FEMA reimbursement





Challenges

- High-level coastal bridges
- Storm debris clearance and removal
- Deicing material capacity/inventory
- Post storm damage
- Cost





Local Sales Tax Programs

- Local sales tax programs have combined to generate almost \$2 billion in local tax revenues in Aiken, Beaufort, Berkeley, Charleston, Dorchester, Florence, Horry, Sumter, and York (on its third program) Counties
- Approximately \$200M was expended on projects on the State Highway System in SFY 12/13
- Voters approved the Richland County sales tax program, and SCDOT will work in close coordination with the county
- Local sales tax programs being discussed in other counties



State Infrastructure Bank (SIB)

- Since inception, the SIB has approved approximately \$2 billion in funding for local option sales tax programs who provided a local match - \$1.8B of it being spent on the State Highway System
- The SIB has funded major infrastructure projects in 17 counties, a statewide bridge replacement program in 12 counties, and the statewide median cable barrier program



A Look Ahead...



MAP-21 Requirements

- Two-year bill: FFY 2013 and 2014
- Substantial programmatic consolidation
 - Formula-based funding focus
 - Most discretionary programs eliminated and no Congressional earmarks
- Major policy shift: Establishes a new performance-based approach
 - Emphasis on defining and grading the National Highway System (NHS)
 - Requires Asset Management Plans for NHS and public transit systems
 - Establishes a National Freight Policy, including a National Freight Network by 2013



MAP-21 Requirements

- SC is dependent on federal highway funds for over 60% of its revenue source
- MAP-21 expires September 30, 2014; however, the ability for the collection of the federal gas tax extends into 2016
- Major concerns over the financial stability of the federal program - ensures Highway Trust Fund (HTF) solvency for only two years
- General Fund infusions (\$21.2B during MAP-21) or downward adjustments to funded levels are expected to be required to maintain solvency
- Freight planning is a strong focus



Stability at the Federal Level

- Approximately 60% of SCDOT's revenues are reimbursements related to the Federal Program
- Two key items of concern for SC:
 - Reauthorization of the Surface Transportation Program
 - Federal Trust Fund Solvency: Highways and Transit Programs
- Reauthorization or a Continuing Resolution is required prior to Oct 1, 2014 in order to keep SCDOT's FFY 2015 planned activities on track
- USDOT has signaled that it will enact funds management strategies in order to keep the Federal Highway and Transit Accounts solvent
- SCDOT will implement federal funds management strategies in advance



Statewide Multimodal Plan

- Statewide Multimodal Transportation Plan includes:
 - Interstate Plan
 - Strategic Corridor Plan
 - Public Transit and Coordination Plan
 - Freight Plan
 - Rail Plan

- Developed in partnership with the SC Department of Commerce and the SC Ports Authority

- South Carolina's first comprehensive Freight Plan also being developed in partnership with private sector transportation, distribution and logistics interests

- Anticipate publication by Summer 2014



Freight Plan

South Carolina has experienced rapid population growth and an increased focus on manufacturing and distribution – we want to maintain a competitive advantage!

The Freight Plan:

- Follows federal planning guidelines, per MAP-21 legislation
- Defines a future vision for freight transportation mobility and efficiency throughout the state
- Emphasizes the importance of linking transportation investment to economic development
- Identifies and defines the critical transportation system needs
- Analyzes intermodal diversion and opportunities
- Identifies a multimodal “Strategic Freight Network”



Public Transportation Plans

- Statewide Transit Plan Update
 - Overall public transportation for the state of South Carolina, summarizing existing services, needs and future funding programs

- Human Services Transportation Infrastructure Review
 - Analyzing models for better coordinating Medicaid and other human services transportation with general public transit services
 - Goal is increased statewide efficiencies and reduced statewide costs
 - Collaborative effort with various state partners including DHHS, Office on Aging, Disabled and Special Needs Board, DSS, DEW



SCDOT Management Update



Agency Realignment

- Consolidation of all procurement activities is ongoing
- Customer Call Center continues to thrive and produce timely responses
- Office of Planning combined with Intermodal, Freight and Mass Transit to place more focus on intermodal needs
- Increased emphasis in Offices of Right-of-Way and Environmental Services - both units conduct sensitive and critical activities where major delays increase risk to project delivery schedules
- Aligned HQ to provide focused support of engineering districts, improving communication while improving consistent delivery of services across the state



Financial Management

Continue to maintain solid financial management posture:

- Invoices paid net 30 calendar days or earlier
- Developed custom SCEIS management reports
- Monthly Project and Resource Analysis Meetings continue to strengthen communications and align resources for program delivery
- Expanded cash flow model to reflect a three year look-ahead
- Enhancing skill set of employees through training and mentoring

Items of Concern:

- Hazardous weather response and recovery costs
- Federal Program



Audits/Reviews – CY2013

- Federal Transit Administration (FTA) Review – no deficiencies or findings for the first time ever
- Annual Financial Audit Statement – no significant findings
- Annual Single Audit of Federal Programs – no significant findings
- Bridge Inspection Program Review – in full compliance with 21 of 23 metrics; two were substantially or conditionally compliant
- ARRA Review – 99.9% of the money spent, with 76% of ARRA projects benefitting economically distressed counties
- Annual Procurement Audit – no findings, for the 3rd year in a row
- FHWA/FTA Planning Review – no corrective actions, and commendations issued for 5 separate areas
- Recovery Audit of Vendor payments – no findings for the 3rd year in a row
- State Auditor’s Review – no exceptions (findings) in Office of Public Transit oversight procedures
- QMT of County Maintenance Units – 16 of 24 counties received better than average ratings, with 6 receiving “excellent”



Making it Easier for our Customers...

- Encroachment Permit Processing System
- Enhanced 511 System
- Vendor Notifications
- Online Work Order System
- Enhanced Public Hearing Process
- Emergency Response/Summer Weather
- Enhanced Spending Transparency Reporting
- ProjectWise portal enhanced for Professional Services submittals
- Increased public seating for Commission meetings
- Revamp of the webpage, including a Hispanic link
- Increased use of Twitter and other social media
- Commission-led ARMS review, resulting in significant changes
- Results from Governor's Task Force on Regulatory Review
- Act 98 web page, with project lists



Strategic Management Planning

SCDOT VALUES

Service

Commitment

Delivery

Oppportunity

Trust

VISION

To provide safe, reliable transportation systems.



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