

Transportation Planning

Policy Debate on the State and Federal Levels

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Director of Administration

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The Issues

- **Federal**
 - Stimulus
 - Reauthorization – Equity, Tolls, Distribution
 - Truck Weights
 - Rescissions
- **State**
 - Funding
 - Project Selection
 - State Ownership of Roads
 - Rail Planning

Transportation Stimulus Package in SC

- Highways & Bridges

\$463 m

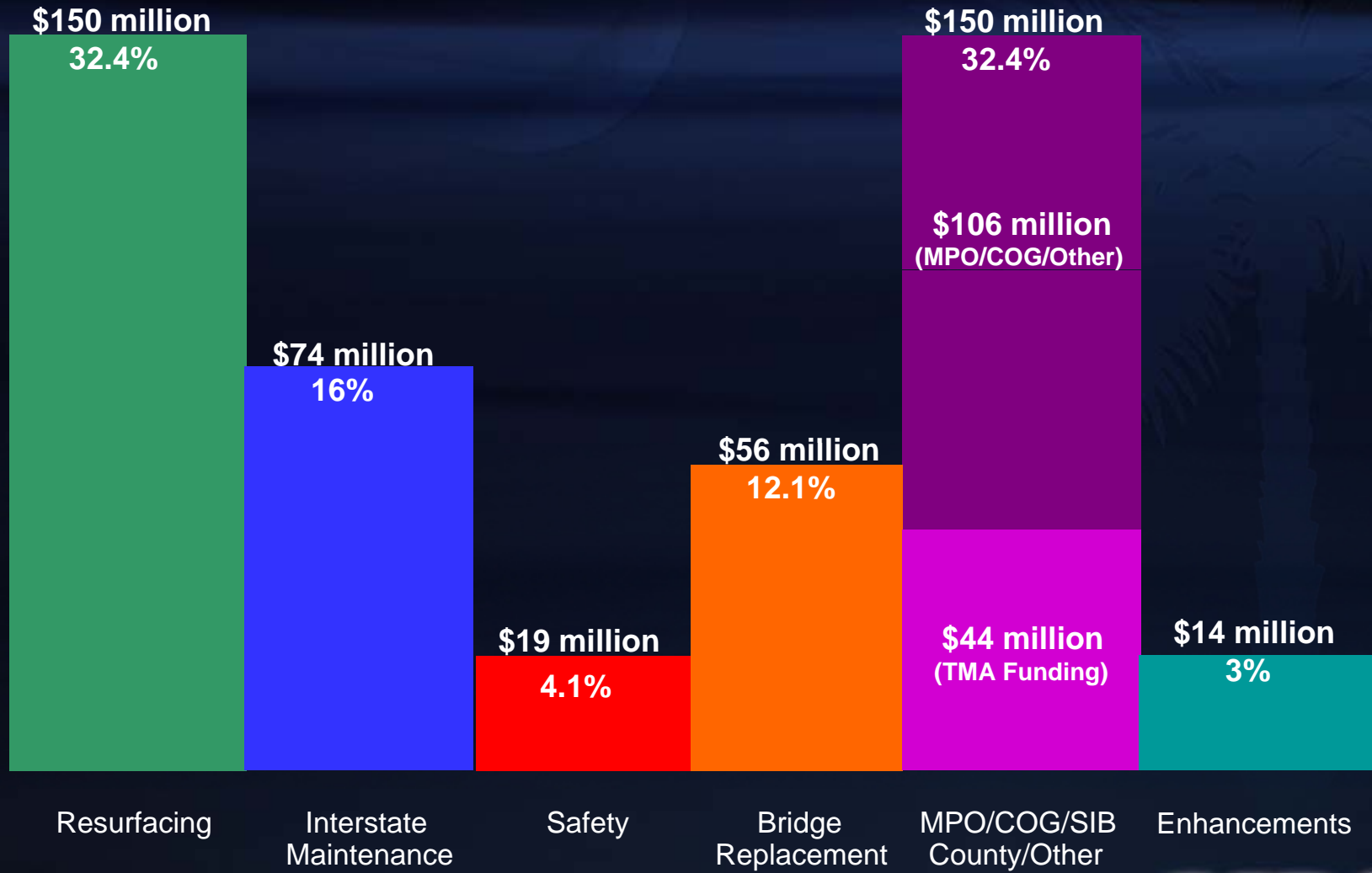
- Transit

\$41 m

Highways & Bridges

SC Stimulus Distribution

\$463 million*



\$163M to be Obligated within 120 Days (July 10th)

SCDOT has Obligated \$336M as of
September 30, 2009

\$127M Remaining to be Obligated for Highways

So Far:

- 81 projects
- 74 awarded (for \$192M)
 - 48 notices to proceed
 - 38 underway



ARRA: Part Two

- Redistribution of ARRA funds
 - All states met the 120-day obligation requirement
- TIGER Grants
 - Application Deadline: September 15, 2009
 - Qualified Applicants: State & Local Gov't.
 - Size of grant: Between \$20M and \$300M
 - SC total cap: \$300M
 - Any local or state government could apply
 - 1,380 Applicants Nationwide, 19 in SC
 - Decision by December 30, 2009

TIGER Applications

19 Applications from South Carolina

- Columbia Area (2) – \$
- Charleston Area (2) - **\$170M**
- Spartanburg - \$
- Beaufort - \$
- Jasper - \$
- Myrtle Beach – \$
- Rock Hill - \$
- Anderson - \$
- Orangeburg - \$
- I-73 - **\$300M**

Total SC Value: \$1.3B

Total US Value: \$57B

Reauthorization Issues Important to SC

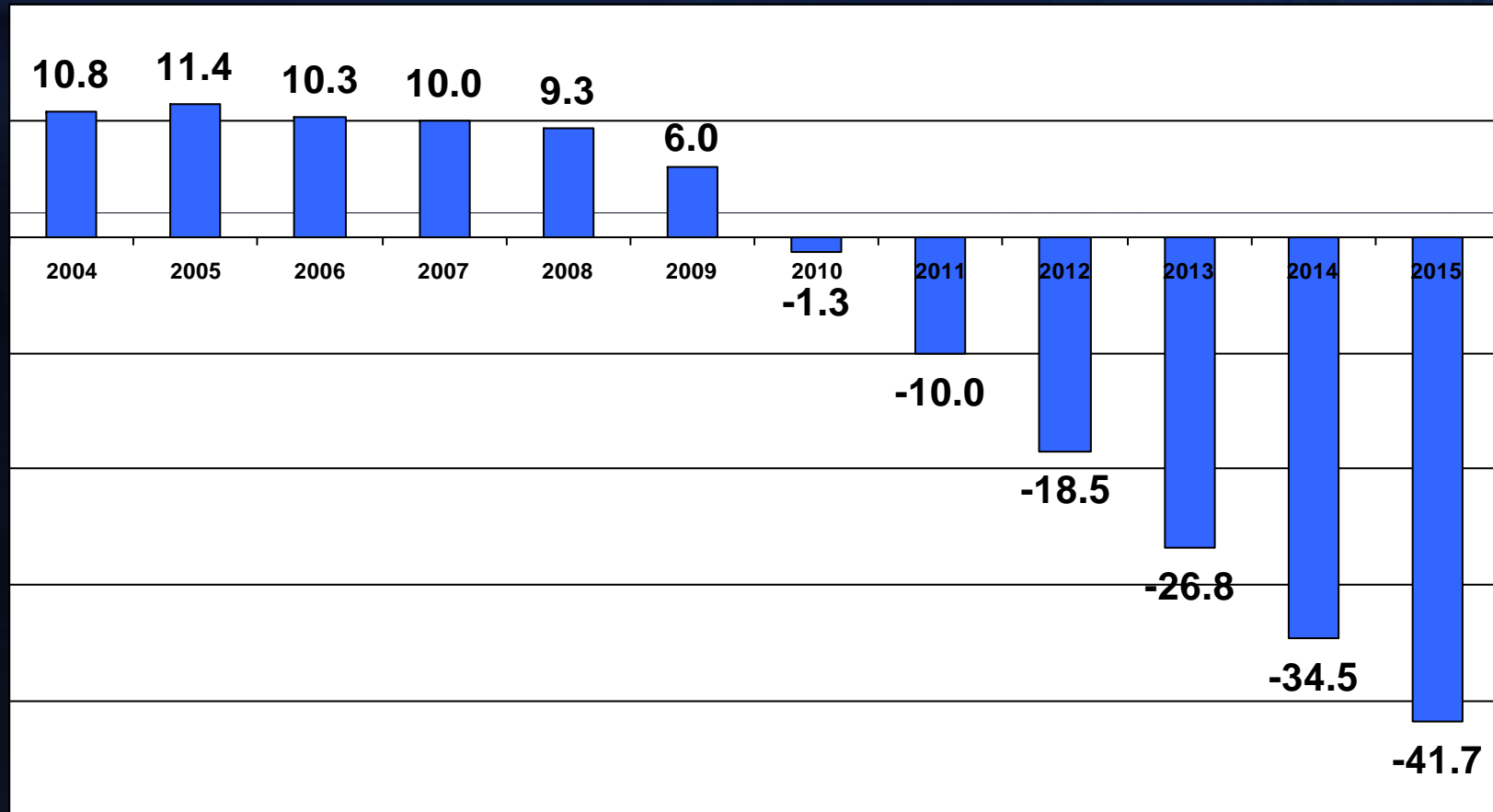
- Highway Fund Solvency
- Overall Size of the Program
- Minimum Guarantee – “Donor” Status
- High Speed Rail
- Transit
- Protecting Budgetary Firewalls
- Earmarks
- Flexibility
- Environmental Streamlining
- Corridors of National Significance – IC Program
- Tolls – Pilot Program and Federal Oversight

Highway Trust Fund Solvency

- Gas Tax 18.4¢/gal, Diesel Tax 24.4¢/gal – since 1993
- CAFÉ Standards raised & Fuel sales are down
- Spending exceeds revenues
- \$8.3B transferred from General Fund in 9/08
- \$7B added 8/09 to carry thru 12/09
- Additional \$13B needed through 12/10



Projected Balance in Highway Account (Without Transfers)



Data from US Chamber of Commerce Foundation 2005 Study



Size of Program

TEA-21/SAFETEA-LU

(in billions)

	TEA-21	2004	2005	2006	2007	2008	2009	TOTAL
Highways	\$162	\$34.4	\$35.9	\$38.0	\$40.2	\$41.6	\$43.2	\$233.3
Transit	\$ 36	\$ 7.3	\$ 7.6	\$ 8.6	\$ 9.0	\$ 9.7	\$10.3	\$ 52.5
Total	\$198	\$41.7	\$43.5	\$46.6	\$49.2	\$51.3	\$53.5	\$286.0

NEXT-TEA

\$225B based on revenue



“Donor” State Issue

- South Carolina taxpayers “donated” **\$403 million** to other states during the TEA-21 years.
- South Carolina has “donated” an estimated **\$490 million** under SAFETEA-LU.
- Despite a 92.5% Minimum Guarantee, SC is currently receiving an 86¢ return on each dollar.

High Speed Rail



ASIA



EUROPE

High Speed Rail

- The Southeastern High Speed Rail Corridor is unfunded.
- SEHSR Extensions
 - Charlotte-Spartanburg/Greenville-Atlanta-Macon-Jacksonville, FL
 - Raleigh –Columbia- Savannah-Jacksonville



Transit Funding

- SC is a “donor” state, receiving between 28¢ and 45¢ for each dollar collected.
- The T&I Committee bill would transfer 2¢/gal from the Highway Account to the Transit Account
- Why do we need expanded service?
 - Mobility
 - Air Quality
 - Economy

Protecting Firewalls

- Protects against diversions of Highway Trust Fund dollars.
- Administration calls for use of “contract authority” in lieu of “budget authority.”
 - Administration proposal estimates \$5B obligation limitation plus \$36B in budget authority in FY’10.
 - Using “budget authority” instead of “contract authority” subjects transportation funding to the annual appropriations process and opens the Trust Fund for raids.
 - Would make long-range planning almost impossible.

Earmarks

- Under STURAA, earmarks were 2% of the total.
- Under TEA-21, earmarks were 6% of the total.
- Under SAFETEA-LU, earmarks were nearly 11% of the total.... More than 5,000 projects.
- If there had been no earmarks in SAFETEA-LU, SC would have received an additional \$450M in formula dollars. Instead, we received \$270M in earmarks (\$180M difference).
- Earmarks should not be “politically traded” for a lower minimum guarantee.
- Earmarks should be capped or eliminated.

Current Earmark Policies

- US House: Letters of support required.
- US Senate: Transparency/Disclosure.
- SCDOT: Projects must be prioritized per Act 114. SCDOT will not match projects that are not in the STIP.

The House T&I Committee has received more than 6,800 requests for earmarks in the reauthorization bill!

Flexibility

- SCDOT owns and maintains 21,000 miles of non-federally eligible roads.
- State priorities do not match federal priorities.
- T&I bill would reduce the number of funding categories from 108 to 4.
 - Critical Asset Preservation
 - Highway Safety Improvement
 - Surface Transportation Programs
 - Congestion Mitigation and Air Quality Improvement.

Environmental Streamlining

- Early coordination.
- Integrating environmental concerns into the planning process.
- Establishing project specific time frames.

Corridors of National Significance

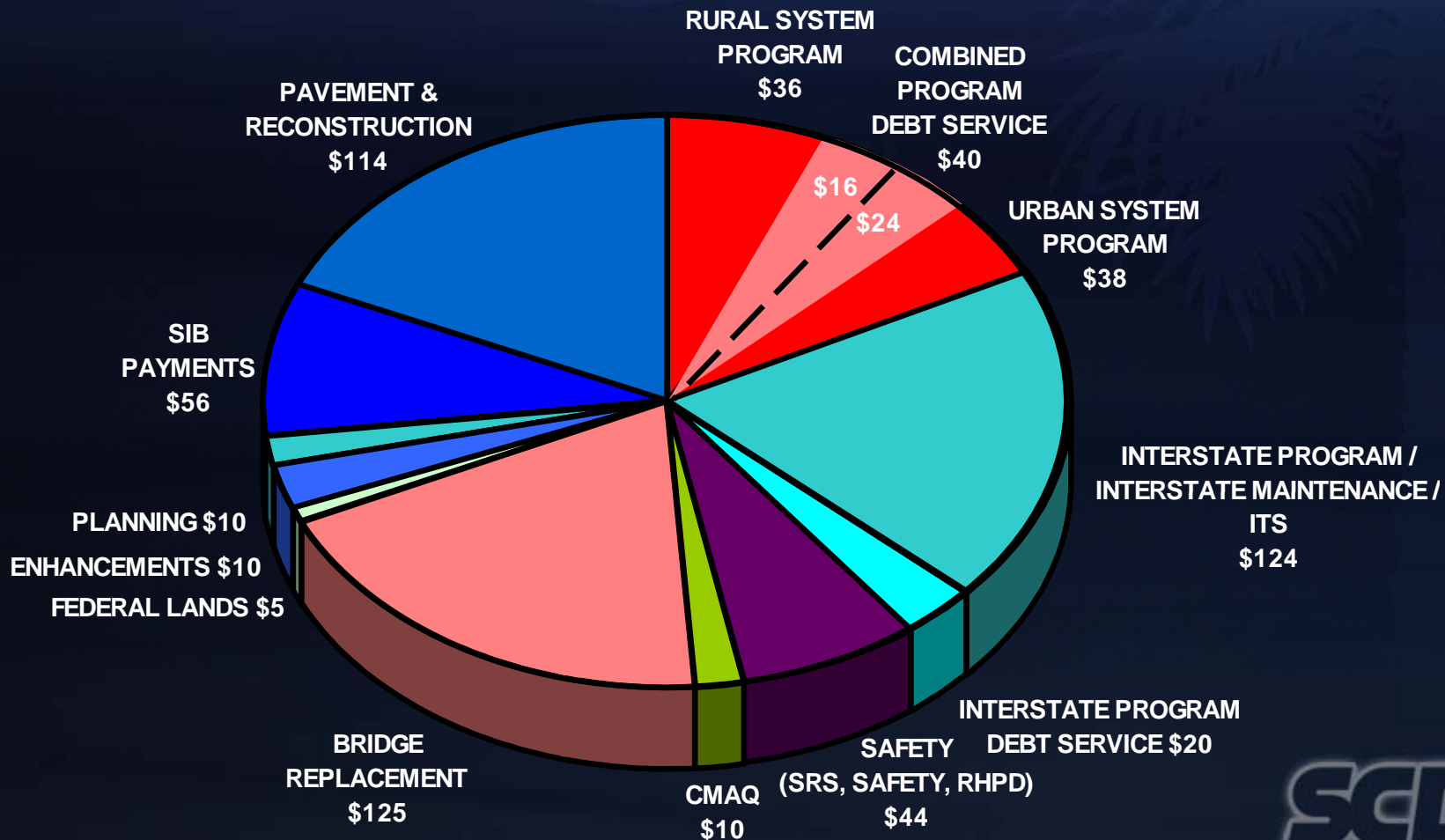
- Congress has designated 15 new Interstates in the last 25 years.
- The USDOT has labeled I-73 as one of the top five Corridors of National Significance.
- The CNS Program was budgeted at \$1.8B under SAFETEA-LU (I-73 got \$40M).
- The Interstate Construction program was gradually phased out and has been unfunded since 1996.
- House-proposed 3-month extension would have provided \$89M funding for Projects of National and Regional Significance

Rescissions

- Congress has approved 12 rescissions since 2002.
- A “rescission” is typically when unobligated balances of Contract Authority are de-authorized.
- Nationwide funding authorized by SAFETEA-LU, about \$42B per year, has been reduced to about \$37B.
- The just enacted 2009 rescission reduced SCDOT’s Contract Authority by \$146M within the following programs:
 - Interstate Maintenance \$0
 - National Highways and Surface Transportation \$97M (Enhancements \$7M)
 - Bridge \$25M
 - Safety \$15M
 - CMAQ \$5M
 - Other \$4M

2009 Federal Funding Plan

- \$632 Million Federal including State Match
(Dollars Rounded to Nearest Million)



State Issues - Funding

If Congress reauthorizes the Federal-Aid Highway Program at \$500B, as proposed, and South Carolina receives a pro-rata increase of 120%, our match requirement will be \$340M per year.

This is more than we can match!

State Issues - Funding

- Revenue Sources and Rates
 - 16¢/gal. Fuel User Fees – 4th lowest in nation
 - Other “non-fuel” sources of revenue –
 - Represents 28% of state total vs. national average of 49%
 - Lowest *per-capita* and lowest per-mile in the nation
- Level of Responsibility
 - 62% of road miles are state-maintained
 - 5th highest percentage in the nation

State Issues - Funding

Annual Recurring
State-source Funding
To SCDOT

\$630M



State Issues - Funding

- “Other” sources of funding for SCDOT:
 - Drivers License Fees
 - Vehicle Title Fees
 - Electric Power Tax
 - Fees
- “Other” sources of funding for SIB:
 - Registration Fees (Truck and Auto)
 - Electric Power Tax
 - Local match

State Issues – Ownership of Roads

	State Maintained Road Miles	State Funding (DOT + SIB)
South Carolina	42,000	\$ 570 M
Georgia	18,000	\$1.05 B*
North Carolina	79,000	\$2.41 B*

* 2006 Federal Highway Statistics – Chart # SF-1



State Issues – Ownership of Roads

Nationwide, the states own and maintain 19% of public road miles. The State of South Carolina owns and maintains 62% of all public road miles. South Carolina must either increase state-source funding, or decrease its state-level responsibilities, or both.

Senate Bill S.103

The bill would allow SCDOT and counties/municipalities to mutually agree to transfer roads to local jurisdictions, thus reducing the size of the state highway system. The process would be slow and it would require trade-offs, but it would eventually start moving things in the right direction.

This bill has been reported out of Senate Transportation and is on the Senate calendar with

State Issues – Project Selection

Act 114 of 2007 stipulates selection criteria:

- (a) financial viability including a life cycle analysis of estimated maintenance and repair costs over the expected life of the project;
- (b) public safety;
- (c) potential for economic development;
- (d) traffic volume and congestion;
- (e) truck traffic;
- (f) the pavement quality index;
- (g) environmental impact;
- (h) alternative transportation solutions; and
- (i) consistency with local land use plans.

State Issues – Project Selection

RESURFACING and REHABILITATION:

CRITERIA FROM ACT 114:

- Pavement Quality Index
- Traffic Volume
- Truck Traffic

OTHER CRITERIA:

- Pavement Condition
- Local significance to community/businesses
- Maintenance Costs

State Issues – Project Selection

BRIDGE REPLACEMENTS:

CRITERIA FROM ACT 114:

- Traffic Volume
- Truck Traffic
- Environmental Impact

OTHER CRITERIA:

- Condition of Structure
- Traffic Status (Posted, Closed, etc..)
- Detour Length
- Local significance to community/businesses
- Maintenance Costs

State Issues – Project Selection

MPO/COG WIDENING PROJECTS and INTERSTATE
WIDENING PROJECTS:

CRITERIA FROM ACT 114:

- Financial Viability
- Public Safety
- Economic Development
- Pavement Quality Index
- Traffic Volume
- Truck Traffic
- Environmental Impact

State Issues – Project Selection

NEW LOCATION PROJECTS

CRITERIA:

Financial Viability ?

Public Safety ?

Economic Development ?

Pavement Quality Index ?

Traffic Volume ?

Truck Traffic ?

Environmental Impact ?

Alternative Solutions ?

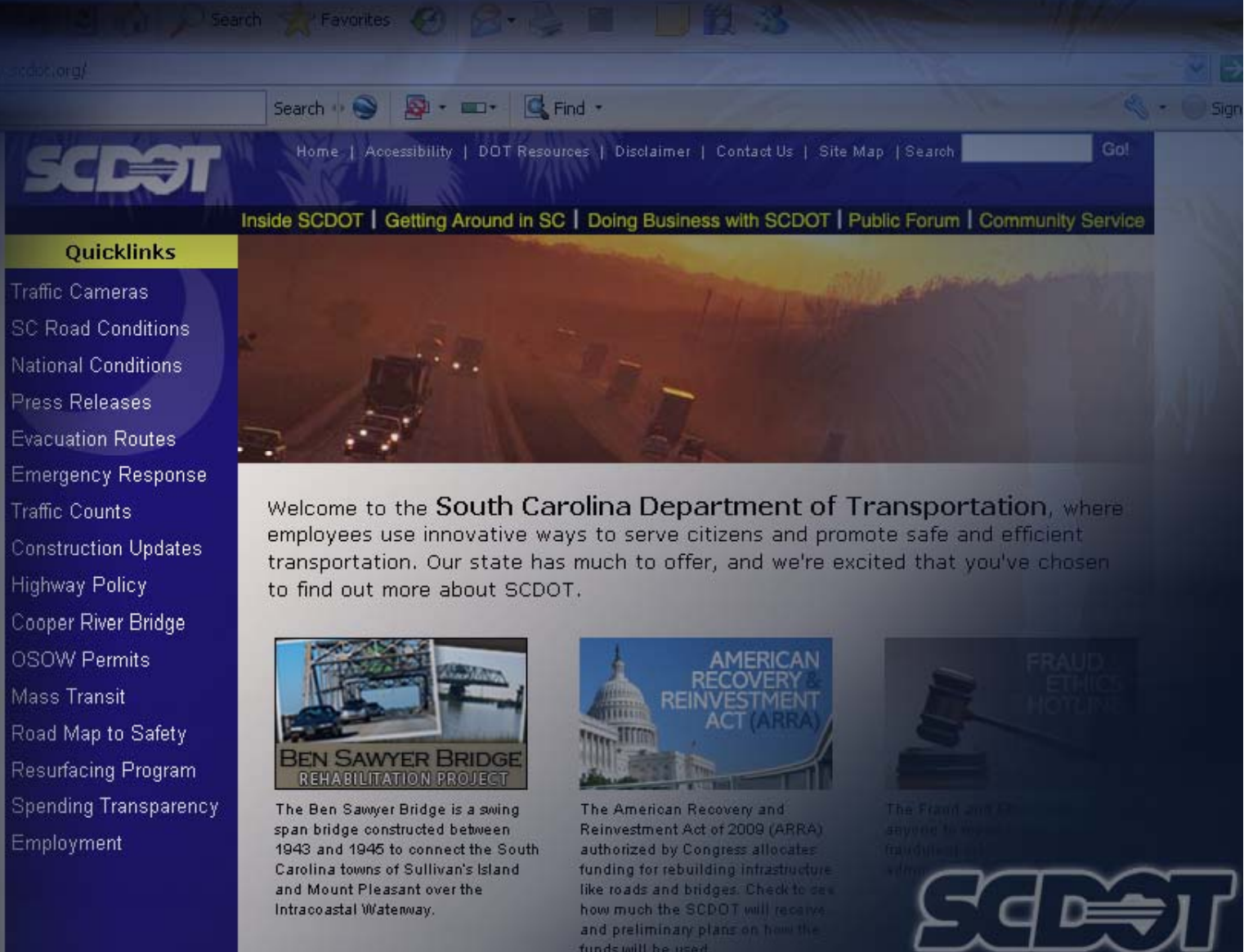
State Issues – Rail Planning

Three state agencies involved in Rail:

- Department of Commerce - SC Public Railways & State Rail Plan
- Office of Regulatory Staff - Rail Safety
- Department of Transportation - Rail Planning and Development

S. 749 and H. 4109 are currently pending in the General Assembly. These bills would consolidate rail planning .

For More Information www.SCDOT.org



The screenshot shows the SCDOT website homepage. At the top, there is a navigation bar with the SCDOT logo on the left and links for Home, Accessibility, DOT Resources, Disclaimer, Contact Us, Site Map, and a search box with a 'Go!' button. Below the navigation bar is a secondary menu with links for Inside SCDOT, Getting Around in SC, Doing Business with SCDOT, Public Forum, and Community Service. A large banner image shows a highway at sunset with several trucks. Below the banner is a welcome message: 'Welcome to the South Carolina Department of Transportation, where employees use innovative ways to serve citizens and promote safe and efficient transportation. Our state has much to offer, and we're excited that you've chosen to find out more about SCDOT.' To the left of the main content is a 'Quicklinks' sidebar with a list of links: Traffic Cameras, SC Road Conditions, National Conditions, Press Releases, Evacuation Routes, Emergency Response, Traffic Counts, Construction Updates, Highway Policy, Cooper River Bridge, OSOW Permits, Mass Transit, Road Map to Safety, Resurfacing Program, Spending Transparency, and Employment. Below the welcome message are three featured project tiles. The first tile is for the 'BEN SAWYER BRIDGE REHABILITATION PROJECT' with an image of the bridge and a text box describing it as a swing span bridge connecting Sullivan's Island and Mount Pleasant. The second tile is for the 'AMERICAN RECOVERY & REINVESTMENT ACT (ARRA)' with an image of the US Capitol and a text box explaining that funding is allocated for rebuilding infrastructure like roads and bridges. The third tile is for 'FRAUD, ETHICS HOTLINE' with an image of a gavel and a text box stating that anyone is encouraged to report fraud or ethics violations. The SCDOT logo is visible in the bottom right corner of the page.

Search Find


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Inside SCDOT | Getting Around in SC | Doing Business with SCDOT | Public Forum | Community Service

Quicklinks


- Traffic Cameras
- SC Road Conditions
- National Conditions
- Press Releases
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- Employment

Welcome to the **South Carolina Department of Transportation**, where employees use innovative ways to serve citizens and promote safe and efficient transportation. Our state has much to offer, and we're excited that you've chosen to find out more about SCDOT.




BEN SAWYER BRIDGE REHABILITATION PROJECT

The Ben Sawyer Bridge is a swing span bridge constructed between 1943 and 1945 to connect the South Carolina towns of Sullivan's Island and Mount Pleasant over the Intracoastal Waterway.



AMERICAN RECOVERY & REINVESTMENT ACT (ARRA)

The American Recovery and Reinvestment Act of 2009 (ARRA) authorized by Congress allocates funding for rebuilding infrastructure like roads and bridges. Check to see how much the SCDOT will receive and preliminary plans on how the funds will be used.



FRAUD, ETHICS HOTLINE

The Fraud and Ethics Hotline is available to anyone to report fraud or ethics violations.

