



Putting Dollars to Work

None of the pavement improvements, bridge repairs, interstate widenings, or safety enhancements happening across the state today would be possible without the legislature's actions in 2017 and subsequent actions to invest one-time federal and state dollars to boost programs and accelerate projects.

SOUTH CAROLINA'S PLAN

South Carolina initiated a 10-year plan in 2017 with the passage of Act 40. The plan focuses on tackling deferred maintenance and safety needs across the state, placing emphasis on pavement conditions, bridges, rural road safety, and interstate capacity. **Federal and state dollars are used to fund the plan, and over the years, we have seen our state dollars put to work to address decades of neglect.**

Moving forward, the state must be capable of maintaining momentum towards improving conditions while addressing new challenges that come with a changing economy and population.

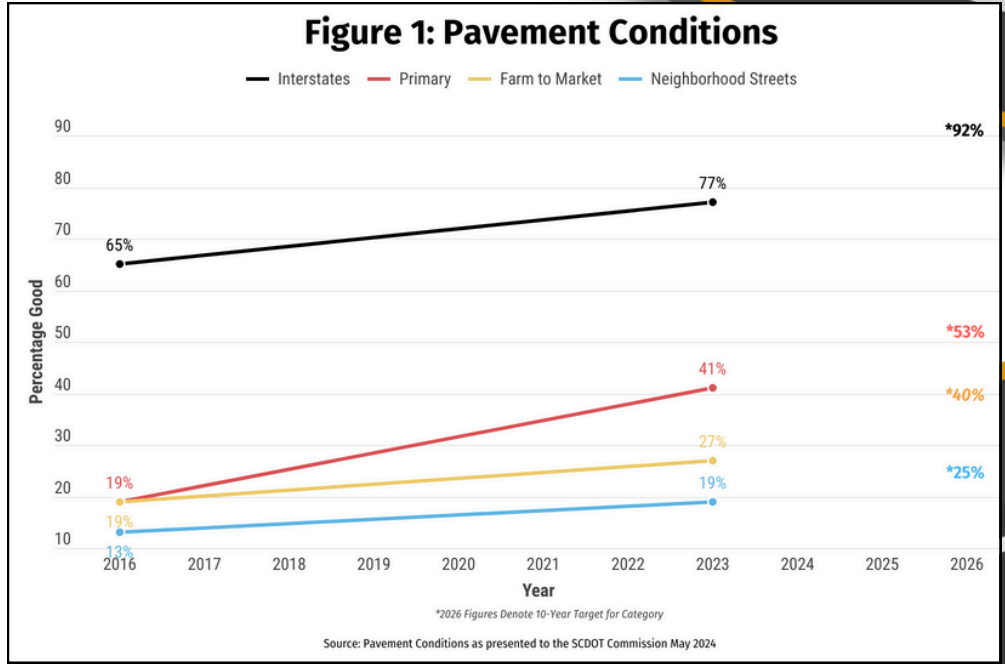
PAVEMENT IMPROVEMENTS

The state's pavement improvement program is funded mainly by state dollars. Improving pavement condition is a key component of the state's 10-year plan, and rightfully so, because when the plan was established, 80% of the state's roads needed major or moderate repairs.

Act 40 revenues serve as the predominant source for the pavement program and 85% of the Infrastructure Maintenance Trust Fund (IMTF) is dedicated solely to paving projects.

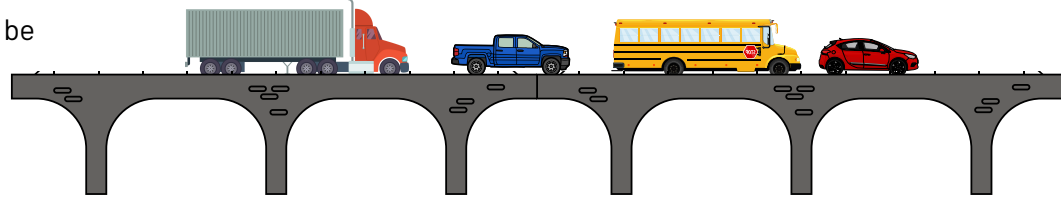
Since 2017, dollars have been put to work in all 46 counties, to address over 9,600 miles of roads and counting. [1] This is tremendous progress, and the data in Figure 1 illustrates the improved condition of the state's network, especially on the routes that carry the most traffic (i.e., interstates and primary routes).

Given the size of the state's system and increased demands from a growing population, there is much more work to be done.



AGING BRIDGES

Bridges usually don't get the attention they deserve from the general public because it isn't until a bridge is closed for repairs that people realize a bridge is more than just pavement. These structures are key connectors for communities and commerce. **The state's bridge program is funded with federal and state dollars.** The 10-year plan aims to repair and replace 530 bridges. **To date, approximately 289 bridges have been replaced or repaired, and active construction is underway on over 100 bridges, with more projects in the pipeline.** [2]



[1] Secretary of Transportation Report presented to the SCDOT Commission, March 2025.
 [2] Secretary of Transportation Report presented to the SCDOT Commission, March 2025.



A growing number of bridges are closed or load-restricted, which means school buses or larger trucks must find alternative routes. These detours can have tremendous impacts on local commutes, commerce, and emergency response times.

Approximately one-third of the state's bridges (2,400+) are 60 years old or older, and that number is expected to grow to 3,900 over the next decade. [3] As more bridges age out of their intended lifespan, the state must continue to have adequate resources to address repairs and replacements in a timely manner.

ADDRESSING CAPACITY

South Carolina is currently working to improve and expand existing interstates in urban and rural areas of the state. Interstates are a vital component of our transportation network and play a critical role to every citizen in South Carolina regardless of how frequently they travel on interstate routes.

The state's interstate program is funded mainly with federal dollars, and state dollars are used to match the federal funds. Interstate projects are complex, and because of this, they come with hefty price tags, extensive permitting requirements, and require significant planning aimed at completing work with limited interruptions for the motoring public.



It is important to remember that there are capacity needs beyond our interstates. When it comes to non-interstate capacity, the state does not have a program dedicated to addressing these needs. Instead, the state relies on federal funding allocated to Metropolitan Planning Organizations (MPOs) and Council of Governments (COGs). MPOs and COGs have the ability to invest in capacity projects (*among other things*) in their respective areas using their allocated funds. However, **in many areas, especially those experiencing rapid growth, capacity needs tend to fall on local governments to address, using their own revenue sources.**

IMPROVING SAFETY

South Carolina has the deadliest rural roads in the nation. In response to that, SCDOT initiated a rural road safety program to identify targeted improvements on routes where fatal and serious traffic crashes occur. **To date, safety improvements have been initiated on over 1,110 miles of the 1,300 miles of rural roads identified in the 10-year plan.** [4]

Roadway departures are the primary cause of crashes, so the program has two key focus areas: (1) Keep vehicles on the road and (2) provide an opportunity for them to get back on. Improvements include the addition of rumble strips, guardrails, raised pavement markers, paved shoulders, and wider clear zones. These measures have proven effective, leading to a 20% reduction in fatal and serious accidents. [5]

With vehicle miles only expected to increase in the coming years, ongoing investments to enhance safety and reduce accidents must continue to be a priority. However, **safety is a collective effort that involves all road users, law enforcement, traffic engineering/design, vehicle manufacturers, and first responders.**

A recent report found that drivers engaging in risky behaviors (i.e., speeding, failure to wear seat belts, and driving under the influence of alcohol or drugs) continue to be key contributors to accidents nationwide. [6] Therefore, efforts should continue to educate drivers on safe habits and hold them accountable for their behavior behind the wheel. **There is no substitute for safe driving habits. Safe roads begin with safe drivers.**



[3] 2024 Bridge Improvement Program presented to the SCDOT Commission, July 2024

[4] Secretary of Transportation Report presented to the SCDOT Commission, December 2024

[5] Secretary of Transportation Report presented to the SCDOT Commission, July 2024

[6] Addressing America's Traffic Safety Crisis: Examining the Causes of Increasing U.S. Traffic Fatalities and Identifying Solutions to Improve Traffic Safety, TRIP 2024