

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



Fiscal Year FY 2026-2027

Agency Budget Plan

FORM A - BUDGET PLAN SUMMARY

OPERATING REQUESTS

(FORM B1)

For FY 2026-2027, my agency is (mark "X"):

- | | |
|-------------------------------------|---|
| <input checked="" type="checkbox"/> | Requesting General Fund Appropriations. |
| <input checked="" type="checkbox"/> | Requesting Federal/Other Authorization. |
| <input type="checkbox"/> | Not requesting any changes. |

NON-RECURRING REQUESTS

(FORM B2)

For FY 2026-2027, my agency is (mark "X"):

- | | |
|-------------------------------------|---|
| <input checked="" type="checkbox"/> | Requesting Non-Recurring Appropriations. |
| <input type="checkbox"/> | Requesting Non-Recurring Federal/Other Authorization. |
| <input type="checkbox"/> | Not requesting any changes. |

CAPITAL REQUESTS

(FORM C)

For FY 2026-2027, my agency is (mark "X"):

- | | |
|-------------------------------------|--|
| <input type="checkbox"/> | Requesting funding for Capital Projects. |
| <input checked="" type="checkbox"/> | Not requesting any changes. |

PROVISOS

(FORM D)

For FY 2026-2027, my agency is (mark "X"):

- | | |
|-------------------------------------|---|
| <input checked="" type="checkbox"/> | Requesting a new proviso and/or substantive changes to existing provisos. |
| <input type="checkbox"/> | Only requesting technical proviso changes (such as date references). |
| <input type="checkbox"/> | Not requesting any proviso changes. |

Please identify your agency's preferred contacts for this year's budget process.

	<u>Name</u>	<u>Phone</u>	<u>Email</u>
PRIMARY CONTACT: SECONDARY CONTACT:	Kevin Baker	(803) 737-7119	bakerjk@scdot.org
	Quincy Swygert	(803) 737-3089	swygertjq@scdot.org

I have reviewed and approved the enclosed FY 2026-2027 Agency Budget Plan, which is complete and accurate to the extent of my knowledge.

	<u>Agency Director</u>	<u>Board or Commission Chair</u>
SIGN/DATE:		
TYPE/PRINT NAME:		

This form must be signed by the agency head – not a delegate.

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

BUDGET REQUESTS			FUNDING					FTES				
Priority	Request Type	Request Title	State	Federal	Earmarked	Restricted	Total	State	Federal	Earmarked	Restricted	Total
1	B1 - Recurring	Engineering and Construction / Highway Fund	0	0	0	433,292,922	433,292,922	0.00	0.00	0.00	0.00	0.00
2	B1 - Recurring	Bridges	300,000,000	0	0	0	300,000,000	0.00	0.00	0.00	0.00	0.00
3	B1 - Recurring	Litter - Off Interstate	5,000,000	0	0	0	5,000,000	0.00	0.00	0.00	0.00	0.00
4	B2 - Non-Recurring	Welcome Centers	5,140,727	0	0	0	5,140,727	0.00	0.00	0.00	0.00	0.00
5	B1 - Recurring	Road Buyback Program	25,000,000	0	0	0	25,000,000	0.00	0.00	0.00	0.00	0.00
6	B2 - Non-Recurring	Bridges & Interstates	1,150,000,000	0	0	0	1,150,000,000	0.00	0.00	0.00	0.00	0.00
TOTALS			1,485,140,727	0	0	433,292,922	1,918,433,649	0.00	0.00	0.00	0.00	0.00

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

FORM B1 – RECURRING OPERATING REQUEST

AGENCY PRIORITY	1
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Provide the Agency Priority Ranking from the Executive Summary.

TITLE	Engineering and Construction / Highway Fund
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Provide a brief, descriptive title for this request.

AMOUNT	<p>General: \$0</p> <p>Federal: \$0</p> <p>Other: \$433,292,922</p> <p>Total: \$433,292,922</p>
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What is the net change in requested appropriations for FY 2026-2027? This amount should correspond to the total for all funding sources on the Executive Summary.

NEW POSITIONS	0.00
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Please provide the total number of new positions needed for this request.

FACTORS ASSOCIATED WITH THE REQUEST	Mark “X” for all that apply:	
	<input checked="" type="checkbox"/>	Change in cost of providing current services to existing program audience
	<input type="checkbox"/>	Change in case load/enrollment under existing program guidelines
	<input type="checkbox"/>	Non-mandated change in eligibility/enrollment for existing program
	<input type="checkbox"/>	Non-mandated program change in service levels or areas
	<input type="checkbox"/>	Proposed establishment of a new program or initiative
	<input type="checkbox"/>	Loss of federal or other external financial support for existing program
	<input type="checkbox"/>	Exhaustion of fund balances previously used to support program
	<input type="checkbox"/>	IT Technology/Security related
	<input type="checkbox"/>	HR/Personnel Related
	<input type="checkbox"/>	Consulted DTO during development
	<input type="checkbox"/>	Related to a Non-Recurring request – If so, Priority #

STATEWIDE ENTERPRISE STRATEGIC OBJECTIVES	Mark “X” for primary applicable Statewide Enterprise Strategic Objective:	
	<input type="checkbox"/>	Education, Training, and Human Development
	<input type="checkbox"/>	Healthy and Safe Families
	<input type="checkbox"/>	Maintaining Safety, Integrity, and Security
	<input checked="" type="checkbox"/>	Public Infrastructure and Economic Development
<input type="checkbox"/>	Government and Citizens	

ACCOUNTABILITY OF FUNDS	<p>1.1.1 ; 1.2.1 ; 1.3.1 ; 2.1.1 ; 2.2.1 ; 2.2.2 ; 2.2.3 ; 2.2.4 ; 2.3.1 ; 2.4.1 ; 2.4.2 ; 2.4.3 ; 2.4.4 ; 2.5.1 ; 3.1.1 ; 3.2.1 ; 3.3.1 ; 3.3.2 ; 3.3.3 ; 3.4.1 ; 3.5.1 ; 3.6.1 ; 3.7.1 ; 3.8.1 ; 3.9.1 ; 3.9.2</p>
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What specific strategy, as outlined in the most recent Strategic Planning and Performance Measurement template of agency's accountability report, does this funding request support? How would this request advance that strategy? How would the use of these funds be evaluated?

RECIPIENTS OF	<p>Vendors providing services to SCDOT, For example: contractors for road construction and maintenance work, and liability insurance.</p>
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FUNDS

What individuals or entities would receive these funds (contractors, vendors, grantees, individual beneficiaries, etc.)? How would these funds be allocated – using an existing formula, through a competitive process, based upon predetermined eligibility criteria?

**JUSTIFICATION OF
REQUEST**

Adjustment in authorization for payments for ongoing project expenditures in the federally eligible road construction and maintenance program. SCDOT has been awarded \$175 million Federal Bridge Improvement Program Grant for the I-95 over Lake Marion Replacement Project. This grant is incremental to the normal federal program and will be under construction during fiscal year 2027. Additionally, the Lowcountry Bus Rapid Transit project funded by the Berkeley Charleston Dorchester COG, with contract costs paid by SCDOT will be underway. This project will construct a bus rapid transit facility, connecting Summerville, North Charleston, and Charleston along Rivers Avenue.

Please thoroughly explain the request to include the justification for funds, potential offsets, matching funds, and method of calculation. Please include any explanation of impact if funds are not received. If new positions have been requested, explain why existing vacancies are not sufficient.

Agency Name:	Department Of Transportation		
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FORM B1 – RECURRING OPERATING REQUEST

AGENCY PRIORITY	2
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Provide the Agency Priority Ranking from the Executive Summary.

TITLE	Bridges
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Provide a brief, descriptive title for this request.

AMOUNT	General: \$300,000,000 Federal: \$0 Other: \$0 Total: \$300,000,000
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What is the net change in requested appropriations for FY 2026-2027? This amount should correspond to the total for all funding sources on the Executive Summary.

NEW POSITIONS	0.00
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Please provide the total number of new positions needed for this request.

FACTORS ASSOCIATED WITH THE REQUEST	Mark “X” for all that apply: <input checked="" type="checkbox"/> Change in cost of providing current services to existing program audience <input type="checkbox"/> Change in case load/enrollment under existing program guidelines <input type="checkbox"/> Non-mandated change in eligibility/enrollment for existing program <input type="checkbox"/> Non-mandated program change in service levels or areas <input type="checkbox"/> Proposed establishment of a new program or initiative <input type="checkbox"/> Loss of federal or other external financial support for existing program <input type="checkbox"/> Exhaustion of fund balances previously used to support program <input type="checkbox"/> IT Technology/Security related <input type="checkbox"/> HR/Personnel Related <input type="checkbox"/> Consulted DTO during development <input type="checkbox"/> Related to a Non-Recurring request – If so, Priority #
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STATEWIDE ENTERPRISE STRATEGIC OBJECTIVES	Mark “X” for primary applicable Statewide Enterprise Strategic Objective: <input type="checkbox"/> Education, Training, and Human Development <input type="checkbox"/> Healthy and Safe Families <input type="checkbox"/> Maintaining Safety, Integrity, and Security <input checked="" type="checkbox"/> Public Infrastructure and Economic Development <input type="checkbox"/> Government and Citizens
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ACCOUNTABILITY OF FUNDS	2.31 ; 3.3.3 ; 3.4.1 ; 3.9.1 ; 3.9.2
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What specific strategy, as outlined in the most recent Strategic Planning and Performance Measurement template of agency’s accountability report, does this funding request support? How would this request advance that strategy? How would the use of these funds be evaluated?

RECIPIENTS OF	Vendors providing bridge construction and repair services to SCDOT
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FUNDS

What individuals or entities would receive these funds (contractors, vendors, grantees, individual beneficiaries, etc.)? How would these funds be allocated – using an existing formula, through a competitive process, based upon predetermined eligibility criteria?

SCDOT requests \$300M in recurring state funding to accelerate the replacement and rehabilitation of closed, load restricted and poor condition bridges across the state. SCDOT maintains an inventory of over 8,450 bridges and the current funding levels are not sufficient to keep pace with the rate of deterioration affecting these critical transportation assets.

Bridge Inventory and Condition Snapshot

- Total Bridges Maintained by SCDOT: More than 8,450
- Bridges 60+ Years Old: More than 2,800
- Bridges Closed to All Traffic (as of FY2025): 84
- Load Restricted Bridges (as of FY2025): 739

While SCDOT has increased bridge investment in recent years, including the use of federal Bridge Formula Program funds and state dollars, the backlog of replacement and rehabilitation needs continues to grow due to:

- Aging Infrastructure: Timber pile deterioration, structural steel corrosion, concrete degradation, and scour at foundations.
- Traffic Demands: Modern freight traffic places stress far beyond original design capacities.
- Inflation and Costs: Construction inflation and materials volatility have significantly increased the cost of bridge projects.

To reduce the growing list of closed and load restricted bridges and protect South Carolina's transportation network long-term, additional investment is necessary. Bridge replacement and rehabilitation projects in South Carolina are selected based on a data-driven prioritization process as established by S.C. Code of Laws § 57-1-370(B)(8). This statute requires that projects be ranked using objective criteria that include:

- Bridge condition (based on Federal Highway Administration metrics)
- Traffic volume and length of detour route
- Load carrying capacity
- Freight and emergency route designation

JUSTIFICATION OF REQUEST

- Significance of the bridge to the local community and its impact to mobility

This ranking system ensures that funding is allocated to projects with the greatest need for improvement and operational impact.

The vast majority of the existing bridges were designed to last approximately 50-75 years and are now at the end of their service life. Due to the number of bridges aging out, recurring funding will be essential to address this escalating infrastructure challenge and continue economic vitality. We respectfully request that the General Assembly provide recurring funding to allow SCDOT to continue reducing the backlog of closed, load restricted, and poor condition bridges across South Carolina.

Please thoroughly explain the request to include the justification for funds, potential offsets, matching funds, and method of calculation. Please include any explanation of impact if funds are not received. If new positions have been requested, explain why existing vacancies are not sufficient.

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FORM B1 – RECURRING OPERATING REQUEST

AGENCY PRIORITY	3
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Provide the Agency Priority Ranking from the Executive Summary.

TITLE	Litter - Off Interstate
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Provide a brief, descriptive title for this request.

AMOUNT	General: \$5,000,000 Federal: \$0 Other: \$0 Total: \$5,000,000
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What is the net change in requested appropriations for FY 2026-2027? This amount should correspond to the total for all funding sources on the Executive Summary.

NEW POSITIONS	0.00
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Please provide the total number of new positions needed for this request.

FACTORS ASSOCIATED WITH THE REQUEST	Mark “X” for all that apply:	
	<input checked="" type="checkbox"/>	Change in cost of providing current services to existing program audience
	<input type="checkbox"/>	Change in case load/enrollment under existing program guidelines
	<input type="checkbox"/>	Non-mandated change in eligibility/enrollment for existing program
	<input type="checkbox"/>	Non-mandated program change in service levels or areas
	<input type="checkbox"/>	Proposed establishment of a new program or initiative
	<input type="checkbox"/>	Loss of federal or other external financial support for existing program
	<input type="checkbox"/>	Exhaustion of fund balances previously used to support program
	<input type="checkbox"/>	IT Technology/Security related
	<input type="checkbox"/>	HR/Personnel Related
	<input type="checkbox"/>	Consulted DTO during development
	<input type="checkbox"/>	Related to a Non-Recurring request – If so, Priority #

STATEWIDE ENTERPRISE STRATEGIC OBJECTIVES	Mark “X” for primary applicable Statewide Enterprise Strategic Objective:	
	<input type="checkbox"/>	Education, Training, and Human Development
	<input type="checkbox"/>	Healthy and Safe Families
	<input type="checkbox"/>	Maintaining Safety, Integrity, and Security
	<input checked="" type="checkbox"/>	Public Infrastructure and Economic Development
<input type="checkbox"/>	Government and Citizens	

ACCOUNTABILITY OF FUNDS	2.4.1
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What specific strategy, as outlined in the most recent Strategic Planning and Performance Measurement template of agency’s accountability report, does this funding request support? How would this request advance that strategy? How would the use of these funds be evaluated?

RECIPIENTS OF	Vendors providing litter pick up services to SCDOT.
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FUNDS

What individuals or entities would receive these funds (contractors, vendors, grantees, individual beneficiaries, etc.)? How would these funds be allocated – using an existing formula, through a competitive process, based upon predetermined eligibility criteria?

JUSTIFICATION OF REQUEST

SCDOT requests \$5 million in recurring state funding for off-interstate litter pickup for FY2027. This funding is essential to address the growing volume of litter on non-interstate state highways, which impacts road safety, tourism, public health, and the state's overall image. This request reflects a reduction from the original \$8 million recurring request, demonstrating SCDOT's commitment to cost-conscious program scaling while preserving core service delivery. SCDOT is responsible for maintaining more than 90,000 lane-miles of roads, the majority of which are off the interstate system. While interstate corridors receive attention through targeted contracts and federal visibility, non-interstate state roads—which serve residential, commercial, and rural areas—lack the same level of support.

The public's concern over litter, particularly along highways leading into towns, schools, businesses, and tourist destinations, has increased. Reports of roadside debris, illegal dumping, and plastic waste are widespread. The \$3 million recurring appropriation to date, while helpful, has proven insufficient to meet the cleanup demand across all 46 counties. Litter accumulation also contributes to:

- Obstructed drainage systems, increasing the risk of localized roadway flooding
- Hazardous debris in travel lanes and shoulders

The initial \$8 million recurring request was based on detailed estimates for sustained, statewide coverage using:

- Established contracts for manual pickup in high-litter corridors
- Coordination with Palmetto Pride affiliates and local governments

Fully funding the initial request, with an additional recurring \$5M, will allow SCDOT establish consistent pickup schedules across major non-interstate corridors in every county, prioritize areas with repeated public complaints or illegal dumping, and respond quicker to seasonal spikes (e.g., post-holiday, storm debris).

Maintaining clear, safe roadways is a core part of SCDOT's mission, and unmanaged litter not only undermines the desired aesthetic appearance of our roadsides, but also to public safety and asset longevity. SCDOT is committed to being a good steward of public resources and recognizes the General Assembly's support to date. However, off-interstate litter continues to pose a growing concern for South Carolina's citizens, businesses, and visitors. A \$5 million recurring appropriation for FY2027 would allow the department to meaningfully expand its cleanup operations, deliver measurable results, and improve the daily experience of South Carolinians across the state.

Please thoroughly explain the request to include the justification for funds, potential offsets, matching funds, and method of calculation. Please include any explanation of impact if funds are not received. If new positions have been requested, explain why existing vacancies are not sufficient.

Agency Name:	Department Of Transportation		
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FORM B1 – RECURRING OPERATING REQUEST

AGENCY PRIORITY	5
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Provide the Agency Priority Ranking from the Executive Summary.

TITLE	Road Buyback Program
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Provide a brief, descriptive title for this request.

AMOUNT	General: \$25,000,000 Federal: \$0 Other: \$0 Total: \$25,000,000
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What is the net change in requested appropriations for FY 2026-2027? This amount should correspond to the total for all funding sources on the Executive Summary.

NEW POSITIONS	0.00
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Please provide the total number of new positions needed for this request.

FACTORS ASSOCIATED WITH THE REQUEST	Mark "X" for all that apply:	
	<input checked="" type="checkbox"/>	Change in cost of providing current services to existing program audience
	<input type="checkbox"/>	Change in case load/enrollment under existing program guidelines
	<input type="checkbox"/>	Non-mandated change in eligibility/enrollment for existing program
	<input type="checkbox"/>	Non-mandated program change in service levels or areas
	<input type="checkbox"/>	Proposed establishment of a new program or initiative
	<input type="checkbox"/>	Loss of federal or other external financial support for existing program
	<input type="checkbox"/>	Exhaustion of fund balances previously used to support program
	<input type="checkbox"/>	IT Technology/Security related
	<input type="checkbox"/>	HR/Personnel Related
	<input type="checkbox"/>	Consulted DTO during development
	<input type="checkbox"/>	Related to a Non-Recurring request – If so, Priority #

STATEWIDE ENTERPRISE STRATEGIC OBJECTIVES	Mark "X" for primary applicable Statewide Enterprise Strategic Objective:	
	<input type="checkbox"/>	Education, Training, and Human Development
	<input type="checkbox"/>	Healthy and Safe Families
	<input type="checkbox"/>	Maintaining Safety, Integrity, and Security
	<input checked="" type="checkbox"/>	Public Infrastructure and Economic Development
<input type="checkbox"/>	Government and Citizens	

ACCOUNTABILITY OF FUNDS	n/a
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What specific strategy, as outlined in the most recent Strategic Planning and Performance Measurement template of agency's accountability report, does this funding request support? How would this request advance that strategy? How would the use of these funds be evaluated?

RECIPIENTS OF	SCDOT to fund the transferring of roads on the state highway system that no longer serve a statewide purpose and are more properly maintained by a county, municipality, or other appropriate political subdivision.
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FUNDS

What individuals or entities would receive these funds (contractors, vendors, grantees, individual beneficiaries, etc.)? How would these funds be allocated – using an existing formula, through a competitive process, based upon predetermined eligibility criteria?

**JUSTIFICATION OF
REQUEST**

SC has the 4th largest state maintained road network in the United States. Other factors for consideration, SC has the 23rd ranked population size. This contributes to the fact that SC is not proportionately aligned with the size of its road network, especially when compared to larger states with more urban infrastructure and higher populations. This mismatch makes long-term funding sustainability and equitable maintenance difficult under the current structure. Many roads maintained by the state serve primarily local, not regional or statewide, traffic. These are better managed by local entities that would allow for quicker decision making, more tailored maintenance schedules, and better integration with local land-use and development plans. Devolving non-strategic roads would allow SCDOT to concentrate its staff and financial resources on core infrastructure: interstates, major U.S. highways, and freight corridors essential to the state's economy and mobility. The road buyback program would improve service delivery and align infrastructure ownership with the users and governments closest to the assets themselves.

Please thoroughly explain the request to include the justification for funds, potential offsets, matching funds, and method of calculation. Please include any explanation of impact if funds are not received. If new positions have been requested, explain why existing vacancies are not sufficient.

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

FORM B2 – NON-RECURRING OPERATING REQUEST

AGENCY PRIORITY	4
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Provide the Agency Priority Ranking from the Executive Summary.

TITLE	Welcome Centers
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Provide a brief, descriptive title for this request.

AMOUNT	\$5,140,727
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What is the net change in requested appropriations for FY 2026-2027? This amount should correspond to the total for all funding sources on the Executive Summary.

FACTORS ASSOCIATED WITH THE REQUEST	Mark "X" for all that apply:	
	<input checked="" type="checkbox"/>	Change in cost of providing current services to existing program audience
	<input type="checkbox"/>	Change in case load/enrollment under existing program guidelines
	<input type="checkbox"/>	Non-mandated change in eligibility/enrollment for existing program
	<input type="checkbox"/>	Non-mandated program change in service levels or areas
	<input type="checkbox"/>	Proposed establishment of a new program or initiative
	<input type="checkbox"/>	Loss of federal or other external financial support for existing program
	<input type="checkbox"/>	Exhaustion of fund balances previously used to support program
	<input type="checkbox"/>	IT Technology/Security related
	<input type="checkbox"/>	Consulted DTO during development
	<input type="checkbox"/>	HR/Personnel Related
	<input type="checkbox"/>	Request for Non-Recurring Appropriations
<input type="checkbox"/>	Request for Federal/Other Authorization to spend existing funding	
<input type="checkbox"/>	Related to a Recurring request – If so, Priority #	

STATEWIDE ENTERPRISE STRATEGIC OBJECTIVES	Mark "X" for primary applicable Statewide Enterprise Strategic Objective:	
	<input type="checkbox"/>	Education, Training, and Human Development
	<input type="checkbox"/>	Healthy and Safe Families
	<input type="checkbox"/>	Maintaining Safety, Integrity, and Security
	<input checked="" type="checkbox"/>	Public Infrastructure and Economic Development
<input type="checkbox"/>	Government and Citizens	

ACCOUNTABILITY OF FUNDS	n/a
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What specific strategy, as outlined in the most recent Strategic Planning and Performance Measurement template of agency's accountability report, does this funding request support? How would this request advance that strategy? How would the use of these funds be evaluated?

RECIPIENTS OF FUNDS	SCDOT to pay PRT - The Department of Parks, Recreation and Tourism for Welcome Center operations per Proviso 117.99 (GP: South Carolina Welcome Centers)
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What individuals or entities would receive these funds (contractors, vendors, grantees, individual beneficiaries, etc.)? How would these funds be allocated – using an existing formula, through a competitive process, based upon

JUSTIFICATION OF REQUEST	<p>To pay PRT for Welcome Center operations per proviso 117.99 in SFY 2026. Accompanying proviso request to eliminate this proviso and PRT to be state funded for the operation of Welcome Centers.</p>
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Please thoroughly explain the request to include the justification for funds, potential offsets, matching funds, and method of calculation. Please include any explanation of impact if funds are not received. If new positions have been requested, explain why existing vacancies are not sufficient.

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

FORM B2 – NON-RECURRING OPERATING REQUEST

AGENCY PRIORITY	6
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Provide the Agency Priority Ranking from the Executive Summary.

TITLE	Bridges & Interstates
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Provide a brief, descriptive title for this request.

AMOUNT	\$1,150,000,000
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What is the net change in requested appropriations for FY 2026-2027? This amount should correspond to the total for all funding sources on the Executive Summary.

FACTORS ASSOCIATED WITH THE REQUEST	Mark "X" for all that apply:	
	<input checked="" type="checkbox"/>	Change in cost of providing current services to existing program audience
	<input type="checkbox"/>	Change in case load/enrollment under existing program guidelines
	<input type="checkbox"/>	Non-mandated change in eligibility/enrollment for existing program
	<input type="checkbox"/>	Non-mandated program change in service levels or areas
	<input type="checkbox"/>	Proposed establishment of a new program or initiative
	<input type="checkbox"/>	Loss of federal or other external financial support for existing program
	<input type="checkbox"/>	Exhaustion of fund balances previously used to support program
	<input type="checkbox"/>	IT Technology/Security related
	<input type="checkbox"/>	Consulted DTO during development
	<input type="checkbox"/>	HR/Personnel Related
	<input type="checkbox"/>	Request for Non-Recurring Appropriations
	<input type="checkbox"/>	Request for Federal/Other Authorization to spend existing funding
<input type="checkbox"/>	Related to a Recurring request – If so, Priority # Bridges	

STATEWIDE ENTERPRISE STRATEGIC OBJECTIVES	Mark "X" for primary applicable Statewide Enterprise Strategic Objective:	
	<input type="checkbox"/>	Education, Training, and Human Development
	<input type="checkbox"/>	Healthy and Safe Families
	<input type="checkbox"/>	Maintaining Safety, Integrity, and Security
	<input checked="" type="checkbox"/>	Public Infrastructure and Economic Development
	<input type="checkbox"/>	Government and Citizens

ACCOUNTABILITY OF FUNDS	<p>1.1.1 ; 1.2.1 ; 1.3.1 ; 2.1.1 ; 2.2.1 ; 2.2.2 ; 2.2.3 ; 2.2.4 ; 2.3.1 ; 2.4.1 ; 2.4.2 ; 2.4.3 ;</p> <p>2.4.4 ; 2.5.1 ; 3.1.1 ; 3.2.1 ; 3.3.1 ; 3.3.2 ; 3.3.3 ; 3.4.1 ; 3.5.1 ; 3.6.1 ; 3.7.1 ; 3.8.1 ;</p> <p>3.9.1 ; 3.9.2</p>
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What specific strategy, as outlined in the most recent Strategic Planning and Performance Measurement template of agency's accountability report, does this funding request support? How would this request advance that strategy? How would the use of these funds be evaluated?

RECIPIENTS OF FUNDS	<p>Vendors providing bridge construction and repair services to SCDOT.</p> <p>Vendors providing interstate widening construction services to SCDOT.</p>
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What individuals or entities would receive these funds (contractors, vendors, grantees, individual beneficiaries, etc.)? How would these funds be allocated – using an existing formula, through a competitive process, based upon

**JUSTIFICATION
OF REQUEST**

SCDOT has made significant strides to improve the condition and function of South Carolina's most critical infrastructure. Investments of \$400 million in bridges, \$600 million to advance construction on existing interstate corridors, and \$150 million to advance the development new interstate corridors will continue to advance South Carolina's progress continues unabated.

Please thoroughly explain the request to include the justification for funds, potential offsets, matching funds, and method of calculation. Please include any explanation of impact if funds are not received. If new positions have been requested, explain why existing vacancies are not sufficient.

Agency Name:	Department Of Transportation		
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FORM D – PROVISO REVISION REQUEST

NUMBER	117.99
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Cite the proviso according to the renumbered list (or mark "NEW").

TITLE	South Carolina Welcome Centers
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Provide the title from the renumbered list or suggest a short title for any new request.

BUDGET PROGRAM	1. Administration
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Identify the associated budget program(s) by name and budget section.

RELATED BUDGET REQUEST	Form B2 \$5,140,727
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Is this request associated with a budget request you have submitted for FY 2026-2027? If so, cite it here.

REQUESTED ACTION	Delete
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Choose from: Add, Delete, Amend, or Codify.

OTHER AGENCIES AFFECTED	PRT - The Department of Parks, Recreation and Tourism
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Which other agencies would be affected by the recommended action? How?

SUMMARY & EXPLANATION	Eliminate the transfer of \$5,140,727 to the Dept. of Parks, Recreation and Tourism for their operation and maintenance of Welcome Centers
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Summarize the existing proviso. If requesting a new proviso, describe the current state of affairs without it. Explain the need for your requested action. For deletion requests due to recent codification, please identify SC Code section where language now appears.

FISCAL IMPACT

\$5,140,727 would no longer be transferred from SCDOT Gas Tax funds and could then be used on construction and maintenance of the state's roads and bridges

Provide estimates of any fiscal impacts associated with this proviso, whether for state, federal, or other funds. Explain the method of calculation.

PROPOSED PROVISO TEXT

~~117.99 (GP: South Carolina Welcome Centers) The Department of Parks, Recreation and Tourism and the Department of Transportation shall maintain a Memorandum of Understanding (MOU) that provides that the Department of Parks, Recreation and Tourism shall control operations of all South Carolina Welcome Centers. The MOU shall include replacement, renovation, and maintenance of the facilities, daily operations, and grounds maintenance and upkeep and shall clearly define responsibility for additional portions of Welcome Centers to include paving and sidewalks. The Department of Transportation shall transfer to the Department of Parks, Recreation and Tourism 5,140,727 less any state funds appropriated by the General Assembly for the same purpose. These funds must be increased by an amount commensurate with any statewide state employee salary increases or statewide state employee bonuses, including employee fringes, provided by this General Appropriations Act. The Department of Parks, Recreation and Tourism assumes responsibility for this amount and the timing of the transfer of these funds shall be defined as part of the MOU. The funds transferred to the Department of Parks, Recreation and Tourism shall be placed in a separate and distinct fund, and these funds shall be carried forward from the prior fiscal year into the current fiscal year and be expended for the same purposes.~~

Paste existing text above, then bold and underline insertions and strikethrough deletions. For new proviso requests, enter requested text above.

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

FORM D – PROVISO REVISION REQUEST

NUMBER	84 NEW
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Cite the proviso according to the renumbered list (or mark "NEW").

TITLE	SCDOT: Road Buyback Program
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Provide the title from the renumbered list or suggest a short title for any new request.

BUDGET PROGRAM	1. Administration
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Identify the associated budget program(s) by name and budget section.

RELATED BUDGET REQUEST	
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Is this request associated with a budget request you have submitted for FY 2026-2027? If so, cite it here.

REQUESTED ACTION	Add
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Choose from: Add, Delete, Amend, or Codify.

OTHER AGENCIES AFFECTED	n/a
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Which other agencies would be affected by the recommended action? How?

SUMMARY & EXPLANATION	<p>SC has the 4th largest state maintained road network in the United States. Other factors for consideration, SC has the 23rd ranked population size. This contributes to the fact that SC is not proportionately aligned with the size of its road network, especially when compared to larger states with more urban infrastructure and higher populations. This mismatch makes long-term funding sustainability and equitable maintenance difficult under the current structure. Many roads maintained by the state serve primarily local, not regional or statewide, traffic. These are better managed by local entities that would allow for quicker decision making, more tailored maintenance schedules, and better integration with local land-use and development plans. Devolving non-strategic roads would allow SCDOT to concentrate its staff and financial resources on core infrastructure: interstates, major U.S. highways, and freight corridors essential to the state's economy and mobility. The road buyback program would improve service delivery and align infrastructure ownership with the users and governments closes to the assets themselves.</p>
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Summarize the existing proviso. If requesting a new proviso, describe the current state of affairs without it. Explain the need for your requested action. For deletion requests due to recent codification, please identify SC Code section where language now appears.

FISCAL IMPACT

\$25,000,000

Provide estimates of any fiscal impacts associated with this proviso, whether for state, federal, or other funds. Explain the method of calculation.

PROPOSED PROVISO TEXT

Proviso 84.XX – (DOT: Road Buyback Program) From the funds appropriated to the Department of Transportation for the Road Buyback Program, the department shall be directed to identify and compile a list of roads on the state highway system that may be eligible for transfer in accordance with Section 57-5-80 of the 1976 Code. The department shall evaluate roads that may no longer serve a statewide purpose and determine whether such roads are more properly maintained by a county, municipality, or other appropriate political subdivision. In making this determination, the department shall consider functional classification, traffic volume, connectivity, and consistency with the statewide transportation plan. In accordance with Section 57-5-80, roads deemed eligible for transfer shall be those which, in the opinion of the department, are no longer needed to serve the purpose of the state highway system. The department may negotiate with the governing bodies of the appropriate political subdivisions for the transfer of maintenance responsibilities for such roads. Road Buyback Program funds shall be used to assist with costs related to the transfer of roads from the state highway system, including, but not limited to resurfacing, design improvements, documentation, and transition-related expenses agreed upon by the department and political subdivision. The department shall submit the list of identified roads, along with criteria used for selection and any recommendations regarding the transfer process, to the Chairman of the Senate Finance Committee, the Chairman of the House Ways and Means Committee, and the Governor by February 28, 2027.

Paste existing text above, then bold and underline insertions and strikethrough deletions. For new proviso requests, enter requested text above.

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

FORM E – AGENCY COST SAVINGS AND GENERAL FUND REDUCTION CONTINGENCY PLAN

TITLE	Agency Cost Savings and General Fund Reduction Contingency Plan
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AMOUNT	\$3,691,718 <i>What is the General Fund 3% reduction amount? This amount should correspond to the reduction spreadsheet prepared by EBO.</i>
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ASSOCIATED FTE REDUCTIONS	None <i>How many FTEs would be reduced in association with this General Fund reduction?</i>
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PROGRAM / ACTIVITY IMPACT	<p>\$1,718 Funding is used to assist in funding statewide transit entities that provide mass transit opportunities, and for nonfederally eligible programs that assist transit initiatives.</p> <p>\$3,600,000 Funding consists of Recurring State General Funds provided to SCDOT in SFY 2022 to provide state match for federally funded road projects.</p> <p>\$90,000 Funding consists of Recurring State General Funds provided to SCDOT in SFY 2023 to provide offinterstate litter pick up.</p> <p><i>What programs or activities are supported by the General Funds identified?</i></p>
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SUMMARY	<p>\$1,718 Funding is used to assist in funding statewide transit entities that provide mass transit opportunities, and for nonfederally eligible programs that assist transit initiatives.</p> <p>\$3,600,000 Funding consists of Recurring State General Funds provided to SCDOT in SFY 2022 to provide state match for federally funded road projects.</p> <p>\$90,000 Funding consists of Recurring State General Funds provided to SCDOT in SFY 2023 to provide offinterstate litter pick up.</p>
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Age Group	Percentage
18-24	100%
25-34	100%
35-44	100%
45-54	100%
55-64	100%
65-74	100%
75-84	100%
85+	100%

AGENCY COST SAVINGS PLANS

n/a	
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What measures does the agency plan to implement to reduce its costs and operating expenses by more than \$50,000? Provide a summary of the measures taken and the estimated amount of savings. How does the agency plan to repurpose the savings?

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

FORM F – REDUCING COST AND BURDEN TO BUSINESSES AND CITIZENS

TITLE	Load Restricted Bridge Replacement Program/ Damage Claims
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Provide a brief, descriptive title for this request.

EXPECTED SAVINGS TO BUSINESSES AND CITIZENS	<p>Resurfacing Program FY 2027 savings: \$31,600</p> <p>Load Restricted Bridge Replacement Program : \$53,910,041</p> <p>Total Savings: \$53,941,641</p>
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What is the expected savings to South Carolina's businesses and citizens that is generated by this proposal? The savings could be related to time or money.

FACTORS ASSOCIATED WITH THE REQUEST	<p>Mark "X" for all that apply:</p> <table> <tr> <td><input type="checkbox"/></td><td>Repeal or revision of regulations.</td></tr> <tr> <td><input type="checkbox"/></td><td>Reduction of agency fees or fines to businesses or citizens.</td></tr> <tr> <td><input checked="" type="checkbox"/></td><td>Greater efficiency in agency services or reduction in compliance burden.</td></tr> <tr> <td><input type="checkbox"/></td><td>Other</td></tr> </table>	<input type="checkbox"/>	Repeal or revision of regulations.	<input type="checkbox"/>	Reduction of agency fees or fines to businesses or citizens.	<input checked="" type="checkbox"/>	Greater efficiency in agency services or reduction in compliance burden.	<input type="checkbox"/>	Other
<input type="checkbox"/>	Repeal or revision of regulations.								
<input type="checkbox"/>	Reduction of agency fees or fines to businesses or citizens.								
<input checked="" type="checkbox"/>	Greater efficiency in agency services or reduction in compliance burden.								
<input type="checkbox"/>	Other								

METHOD OF CALCULATION	<p>Resurfacing Program : Averaged 7 years of damage claims paid the agency, and estimated a 3% savings : \$31,600</p> <p>Load Restricted Bridge Program : Estimated the cost to the motoring public of driving around the load restricted bridges using detours. Costs include motor fuel, operating costs of trucks, and mileage driven. Estimated savings : \$53,910,041. The budget</p> <p>program impacted is II B Permanent Improvements Bridges, and the Highway Operating Fund 44909000 and the Infrastructure Maintenance Trust Fund 44919000.</p>
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Describe the method of calculation for determining the expected cost or time savings to businesses or citizens.

REDUCTION OF FEES OR FINES	n/a
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Which fees or fines does the agency intend to reduce? What was the fine or fee revenue for the previous fiscal year? What was the associated program expenditure for the previous fiscal year? What is the enabling authority for the issuance of the fee or fine?

REDUCTION OF REGULATION	n/a
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Which regulations does the agency intend to amend or delete? What is the enabling authority for the regulation?

	<p>The pavement resurfacing program will result in better roads, and fewer motorists repair claims paid by the agency. Estimated reduction in claims : 3%, \$31,600</p> <p>The load restricted bridge replacement program will result in repair/replacement of restricted bridges, and a savings to the motoring public not having to use detours around the bridges. Estimated savings : \$53,910,041</p>
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SUMMARY

Provide an explanation of the proposal and its positive results on businesses or citizens. How will the request affect agency operations?