



APPLICATION FOR GRANT FUNDING TO WIDEN & MODERNIZE SOUTH CAROLINA'S INTERSTATE SYSTEM

By the citizens of South Carolina to ensure our economic prosperity, transportation safety and future growth

PURPOSE

The purpose of this request is for the STIB to grant the funding necessary to the Department of Transportation in order to begin the process of widening and modernizing the following interstates to a minimum of three lanes in each direction for their entire length in South Carolina:

- I-26
- I-20
- I-77
- I-95



NEED

South Carolina's interstates are the driving force behind the continued economic success of its citizens. We are blessed with a connectivity that surpasses our rival states and which facilitates the economic success of our ports, keeps our tourism industry thriving, maintains our manufacturing base and allows our citizens to get to work.

And yet, our interstate capacity has not kept pace with our growth, straining our traffic and choking economic development opportunities.

South Carolina's estimated 2019 population is approximately 5.1 million people*, up from 4.6 million in 2010. Our growth rate of 1.06% is 18th best in the nation.

Traffic collision counts reflect this problem. In 2017**, the most recent data available statewide, there were 141,874 collisions, 60,566 resulting injuries. In 2007, there were 111,980 collisions, 49,262 resulting in injuries, respectively. In 2015 our fatality rate per miles traveled was the highest in the nation and 53 percent above the national avg.

The danger of doing nothing is real.

* Source: United States Census Bureau

**Source: Department of Public Safety Traffic Collision Fact Book

NEED (cont.)

Traffic counts also are on the rise.*

Vehicle miles traveled (VMT) in S.C. increased from 45 billion in 2000 to 54 billion in 2016. From 2013-2016 alone, VMTs increased 10 percent.

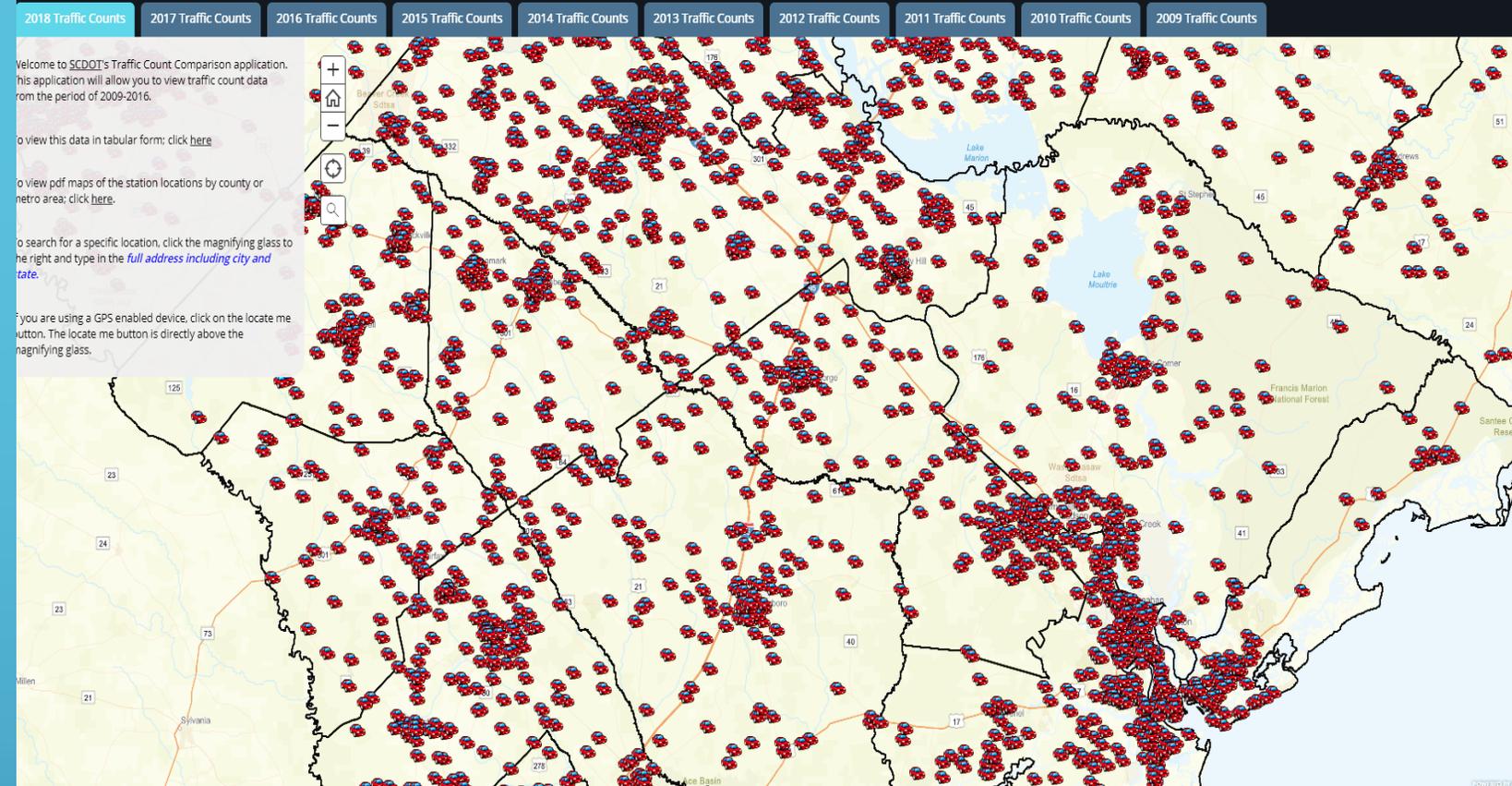
It is estimated congestion costs S.C. economy \$1.8B/year in lost productivity and \$5.4B in congestion-related costs**

* Source: Highway Statistics, Federal Highway Administration

** Source: 2016 Study by TRIP, a national transportation research nonprofit

SCDOT Traffic Counts 2009-2018

A product of SCDOT GIS/Mapping



NEED (cont)

A congested, inefficient interstate system negatively impacts South Carolinians' overall quality of life, specifically in the following areas:

- Denies equal access to employment and housing opportunities
- Prevents access by local businesses to markets, suppliers and employee pool
- Hurts tourism
- Prevents expansion for major manufacturing and agriculture operations
- Reduces new economic opportunities

STATEWIDE & REGIONAL PRIORITY

This project positively impacts all South Carolinans and thus has a statewide benefit, not just a regional benefit like most transportation projects. The expansion to six lanes of South Carolina's major interstates conforms with all the priorities of the S.C. Department of Transportation's Multimodal Long-Range Plan.



SCTIB Prioritization Process

- ✓ Statewide benefit (1.1 multiplier to Public Benefit Score)
- ✓ Regional benefits to improved areas (1.05 multiplier to Public Benefit Score)
- ✓ Supports statewide economic development (1.1 multiplier to Public Benefit Score)
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ELIGIBILITY

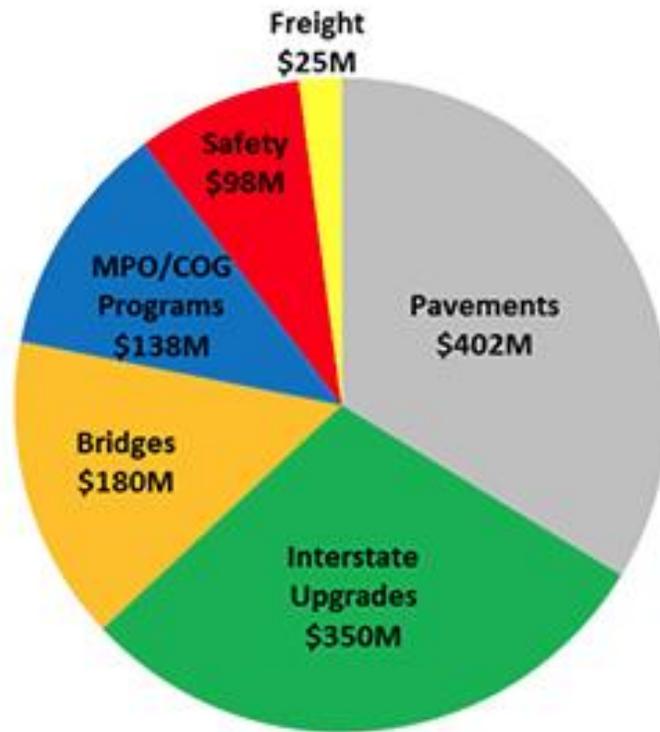
Must meet one of three; this project meets all three:

- ✓ Enhances Mobility & Safety
- ✓ Promotes Economic Development
- ✓ Improves the Quality of Life and General Public Welfare

Meets the applicable requirements and provisions of S.C. Code Section 11-43-265(a) in accordance with Section 57-1-370(B)(8) and Section 11-43-150(D)



2018 Program Funding Levels



BUDGET

As previous slides show, interstate upgrades are the second-highest budget item on SCDOT's board financially, with \$3.5B planned in state and federal funds over the next 10 years.

Estimates for widening the remaining four-lane sections of our interstate system to six lanes vary and are best left to professional engineering firms, but whatever the amount, it will be within reach of the SCDOT with the right incentives, federal grants, legislative appropriations and infrastructure loans.

As of 2017, \$333 billion in goods are shipped to and from sites in South Carolina. Sixty-six percent of those goods are carried by trucks, and another 14% by other motorized carrier*.

A 2015 economic development trade magazine study rated Highway accessibility the No. 2 factor in attracting investments, behind availability of a skilled workforce. Both of these factors are directly improved by widening our interstates. Estimates show travel on our highways only increasing, potentially by as much as 20 percent by 2030.*

Given the nature of the project and years-long timetable for completion, it is imperative that the work begin now. Not next year, not the year after. Now.

* Sources: the Federal Highway Administration (FHWA), the American Association of State Highway and Transportation Officials (AASHTO), the Bureau of Transportation Statistics (BTS), the U.S. Census Bureau and the SCDOT.

CONCLUSION

On a points scale, the priority ranking score of this project is a 50 to begin with because of its reach and impact, then goes up to a 65 with multipliers.

If you factor in the federal funding available through the Highway Trust Fund and the \$305B FAST Act available through 2020, the additional 10 points gives this project a score of 75 without any other local matches or contributions.

Up to \$650 million is available today to start the modernization process. Please consider making this a perpetual grant so that as bonds are amortized down and more funding become available, those dollars are granted to interstate modernization until the mission is accomplished.

Widening our interstates to three lanes on each side is the most important transportation project/upgrade the S.C. Department of Transportation can make to benefit the economic future of South Carolina for the benefit of each and every citizen of South Carolina now and all those to come. Let us now give them a future worth passing down.