



The Economic Impact of  
Infrastructure Investments in  
South Carolina

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# Executive Summary

The United States has experienced a significant increase in federal commitments towards infrastructure maintenance, modernization, and expansion in recent years. Largely facilitated through the Infrastructure Investment and Jobs Acts (IIJA) and the American Rescue Plan Act (ARPA), this federal funding (and the accompanying state-level funding commitments) is now providing South Carolina with the potential to generate sizable and permanent economic gains.

Such funding, which is projected to be invested over a seven-year period between 2021 and 2027, is not only introducing new capital investment throughout South Carolina and supporting new jobs and incomes for local residents during the construction itself – but these dollars are also being invested in infrastructure projects that have the potential to increase productivity and long-run rates of economic growth. The purpose of this study is to specifically estimate both the short-run, construction-related impacts as well as the long-run impacts associated with increased business recruitment and expansion that would likely arise from expanding the state's infrastructure resources and thus making South Carolina more competitive for new businesses.

In order to complete this analysis, data were collected from four state agencies who receive IIJA and ARPA funding: the S.C. Department of Transportation (DOT), the S.C. Rural Infrastructure Authority (RIA), the S.C. Department of Environmental Services (DES), and the South Carolina Broadband Office operating within the S.C. Office of Regulatory Staff. Additional state agencies that receive IIJA and ARPA funding are also being recruited to participate in future iterations of this study. As such, all results displayed in this report reflect conservative estimates. It is also important to note that the majority of all investment funding described in this report comes from federal sources that may or may not continue at the projected rate in future years. The federal funding received by DES through the State Revolving Loan Fund program is administered jointly with RIA.

## The key findings of this analysis are as follows:

- Infrastructure represents a **primary foundation for all economic growth** in South Carolina. All of the Palmetto State's major industry sectors – from agriculture and tourism to manufacturing and logistics – depend on the state's infrastructure for ongoing operations. In addition, **as one of the fastest growing U.S. states, maintaining and expanding South Carolina's infrastructure is becoming even more critical** to ensure that the Palmetto State can continue to outpace the U.S. in its rate of long-run economic growth as it has over the past two decades.
- The total economic impacts arising from all **short-run, construction-related activities** associated with South Carolina's infrastructure investments are estimated to total **\$56.2 billion between FY21 and FY27**. The highest annual impact is projected for **FY24 at \$12.2 billion**. This level of economic activity is also projected to create an average of **45,554 jobs** across South Carolina annually during this seven-year period, which is comparable to the impact of many of South Carolina's largest firms.
- In addition to **wide-ranging investments in road, bridge, and port infrastructure** – these impacts also derive from specific investments committed to **water, wastewater, and stormwater drainage systems** through the South Carolina Department of Environmental Services and the South Carolina Rural Infrastructure Authority, and **expanded broadband access** through the South Carolina Broadband Office operating within the S.C. Office of Regulatory Staff. **Between FY21 and FY27**, the economic impacts of all construction-related activities associated with these latter three categories of investments will total **\$2.5 billion, \$1.8 billion, and \$631 million**, respectively. Moreover, this level of economic activity will support an average of **3,075, 4,465, and 615 jobs**, respectively, during the periods of construction.
- Maintaining and expanding local infrastructure also creates long-run benefits by **helping to increase South Carolina's competitiveness and thus permanently increasing statewide economic growth rates**. Improving the state's infrastructure supports new business recruitment and expansion, which can lead to higher rates of job and income creation. This study estimates that **current infrastructure improvements would likely boost South Carolina's future annual rate of employment growth by 0.6 percentage points: from +0.9% to +1.5% over the next decade. This translates into more than 157,000 new permanent jobs between 2025 and 2035.**
- In addition to faster long-run employment growth, maintaining and expanding local infrastructure could also lead to permanent gains of **\$16.3 billion in potential new labor income for South Carolinians** over this same 10-year period. This would represent a **permanent increase in wealth creation** generated through new wages, salaries, and benefits.

## Section I

# Introduction

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In recent years the United States has experienced a significant increase in federal commitments towards infrastructure maintenance, modernization, and expansion. Largely facilitated through the Infrastructure Investment and Jobs Acts (IIJA) and the American Rescue Plan Act (ARPA), this federal funding (and the accompanying state-level funding commitments) is now providing South Carolina with the potential to generate sizable and permanent economic gains.

Such funding, which is projected to be invested over a seven-year period between 2021 and 2027, is not only introducing new capital investment throughout South Carolina and supporting new jobs and incomes for local residents during the construction itself – but these dollars are also being invested in infrastructure projects that have the potential to increase productivity and long-run rates of economic growth as a result. For example, expansions to road, bridge, and port infrastructure can directly boost the productivity of transportation-based firms in South Carolina by providing faster and more efficient access to their various customer groups and help them to expand operations in response to a growing market.



The purpose of this study is to specifically document both the temporary and permanent economic impacts associated with these investments – including the IIJA and ARPA funds – that will likely arise in South Carolina as these dollars are spent and infrastructure is improved in the coming years.

In order to complete this analysis, data were collected from four state agencies who receive IIJA and ARPA funding: the S.C. Department of Transportation, the S.C. Rural Infrastructure Authority, the S.C. Department of Environmental Services, and the South Carolina Broadband Office operating within the S.C. Office of Regulatory Staff. Additional state agencies that receive IIJA and ARPA funding are also being recruited to participate in future iterations of this study. As such, all results displayed in this report reflect conservative estimates.

## Section II

# The Growing Demand for Infrastructure in South Carolina

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Building and maintaining adequate infrastructure plays a critical role in improving the quality of life and economic well-being of any community. In South Carolina, there is a rapidly growing demand for infrastructure – including the need for additional resources tied to transportation, water & wastewater systems, and broadband access. This demand is increasing for three primary reasons: (1) the percentage of new job creation taking place within the major metropolitan regions is increasing, meaning that transportation infrastructure is becoming increasingly important in order for the state’s rural population to have access to employment opportunities; (2) the population of South Carolina is growing at one of the fastest rates in the nation, and communities experiencing high rates of growth often need to make large capital outlays to expand essential services such as extending water, wastewater, and broadband lines; and (3) the industries that are principally responsible for driving South Carolina’s economy – manufacturing and logistics – disproportionately rely on transportation infrastructure, implying that infrastructure will be an increasingly important component of long-run economic growth in South Carolina.

### Supporting the Rural Workforce and Long-Run Statewide Population Growth

Although each component of the state’s infrastructure as previously outlined is essential, one of the most visible aspects of infrastructure is transportation, which directly affects how people commute. Efficient transportation systems make it easier for people to travel to work, school, or leisure activities. Without well-maintained and accessible transit networks, congestion and other difficulties reaching these destinations can occur, generating losses in time and money. Well planned transportation infrastructure supports smoother commutes, reduces stress, improves safety, and increases productivity.

In South Carolina, the current average commute time to work for all residents is 25.6 minutes, and approximately 23.3 percent of workers are currently employed outside of their county of residence.<sup>1</sup> Longer commute times often put a strain on transportation systems, particularly in rural areas where roadways may not be equipped for high volumes of traffic. A lack of public transportation options in many rural areas means that individuals are more reliant on personal vehicles, further contributing to road congestion, fuel costs, and potential environmental risks. The location of workers relative to their places of work in South Carolina highlights the ongoing need for reliable transportation options and sound infrastructure throughout the state.

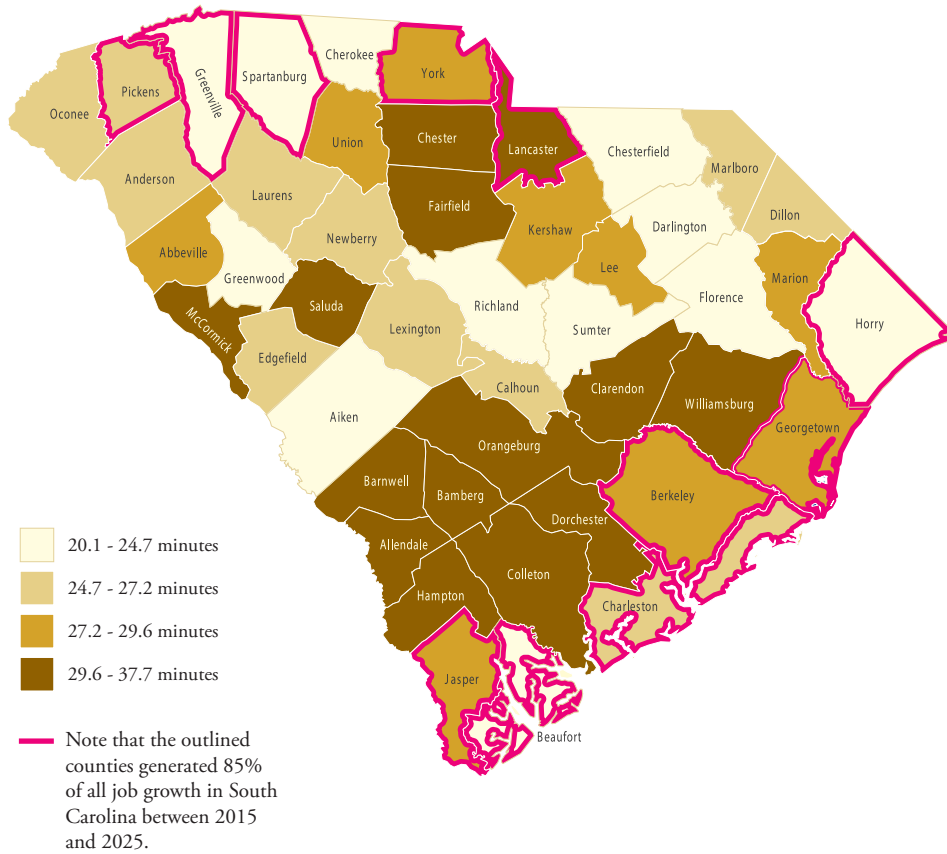
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<sup>1</sup> U.S. Census Bureau, *American Community Survey*

**Figure 1** specifically displays the average commuting time for working residents in each of South Carolina’s 46 counties. Note that residents in the most rural counties often have to travel to nearby metropolitan areas to find employment. This typically increases the average commuting time for these counties. The counties with the highest average commute times include Allendale (37.7 minutes), Hampton (36.6 minutes), McCormick (36.4 minutes), Colleton (35.6 minutes), and Chester (31.8 minutes). Interstates, highways, bridges, public transportation options, and other transportation infrastructure in these areas with high commuting times must be adequately supplied and maintained in order to facilitate the employment of local residents. This is especially true given that the bulk of growth (and thus job opportunities) are being created within the metropolitan regions, rather than the rural counties. For example, between 2015 and 2025, 85 percent of the total job growth in South Carolina took place within just 12 of the state’s 46 counties.

**Figure 1 - Average Commute Time to Work by South Carolina County**

*Source: U.S. Census Bureau, ACS, 5-Year Estimates*



***Between 2015 and 2025, 85 percent of the total job growth in South Carolina took place within just 12 of the state's 46 counties. As such, transportation infrastructure in rural areas with high commuting times must be adequately supplied and maintained in order to facilitate the employment of local residents.***

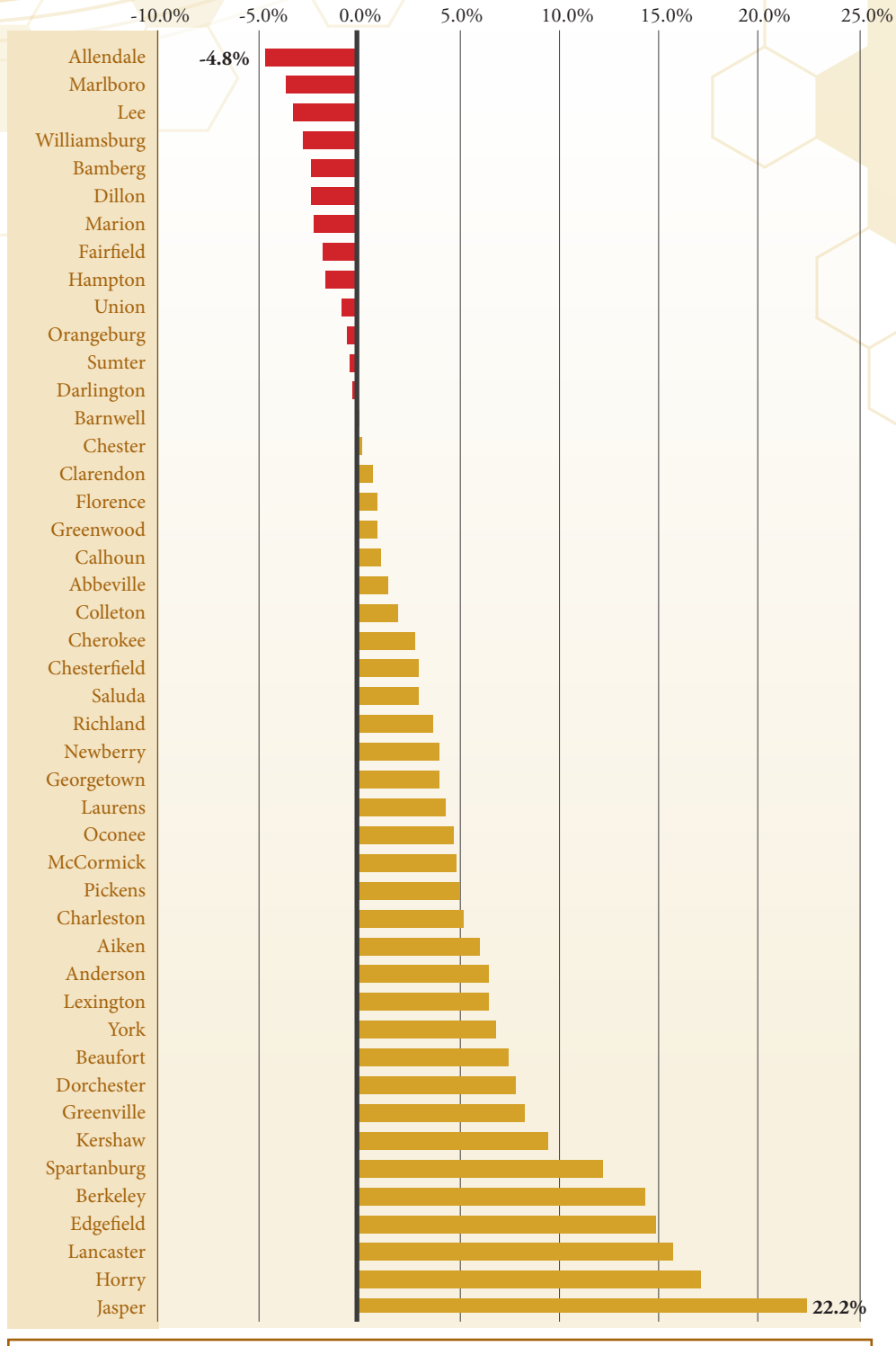


While existing residents already place a significant demand on transportation and other types of infrastructure in the state, South Carolina’s recent and projected population growth also contributes to the urgent need for infrastructure maintenance, modernization, and upgrades. Between 2020 and 2024 the state’s population grew by an estimated 346,582 – or by roughly 6.8 percent. This ranked 4th nationally behind Florida (+8.2%), Idaho (+8.2%), and Texas (+7.0%).

At the local level, Jasper County experienced the fastest population growth (+22.2%) between 2020 and 2024, adding nearly 6,500 residents during this time period. Other high growth counties include Horry County (+16.9%), Lancaster County (+15.6%), Edgefield County (+14.7%), and Berkeley County (+14.2%). Many of these counties are growing in direct response to economic development in their own or adjacent regions while others offer attractive retirement or second home destinations. **Figure 2** summarizes these county-level population growth rates.

**Figure 2 - South Carolina Cumulative Population Growth by County: 2020-2024**

Source: U.S. Census Bureau



The U.S. Census Bureau estimates that South Carolina’s population reached approximately 5,478,831 in 2024, up from 5,132,249 in 2020. Furthermore, the South Carolina Office of Revenue and Fiscal Affairs (RFA) projects that the state’s population will increase by another 1 million residents by 2042, reaching nearly 6.4 million. Counties with the highest rates of projected population growth are likely to include Horry, Berkeley, Jasper, Lancaster, and Spartanburg—the same counties that have seen substantial growth over the past four years.

Yet while many counties will continue to see their populations expand, there are a dozen counties that are expected to have less than 20,000 residents by 2042. The loss of population in these more rural counties will continue to make economic development a challenge. It is likely that many individuals in these counties will find work outside of their home region, putting additional strain on existing transportation infrastructure systems in these areas and likely increasing the need for additional maintenance, modernization, and expansion. In addition, population loss also constrains financial resources for existing essential infrastructure, such as water and sewer. As such, investments helping to maintain essential infrastructure can be especially critical for communities that are currently experiencing population loss but are also looking to remain competitive for future economic development.

The 12 counties with expected populations less than 20,000 by 2042 are shown in **Table 1** along with their current average commute times and the percentage of working residents who commute outside of the county to work.

**Table 1 - South Carolina Counties Projected to Have Smallest Populations by 2042**

*Source: South Carolina RFA Projections, ACS 2023 5-Year Estimates, U.S. Census Bureau*

County	Projected Total Population by 2042	Current Avg. Commute Time (in minutes)	Current Pct. Commuting Outside of County for Work
Allendale	3,515	37.7	54.8%
Bamberg	7,806	27.4	44.5%
Barnwell	16,608	27.5	39.4%
Calhoun	11,868	26.9	64.2%
Clarendon	19,609	31.1	47.1%
Dillon	18,642	25.1	30.7%
Fairfield	12,331	30.2	58.0%
Hampton	12,835	36.6	46.3%
Lee	11,386	28.1	60.6%
Marion	18,569	28.6	39.9%
McCormick	10,323	36.4	42.8%
Saluda	13,953	29.6	52.0%



## Supporting South Carolina's Industry Growth

In addition to supporting daily commuting needs, infrastructure is fundamental to economic prosperity. Reliable infrastructure attracts businesses and industries by providing the essential services needed to operate effectively. For example, businesses require sufficient water and sewer capacity for new developments as well as roads, ports, and airports to transport goods and materials efficiently. When infrastructure resources are available, modern, and well-maintained, they help reduce costs, foster trade, and boost economic growth. Moreover, rural counties, which often have greater challenges in attracting industry, can significantly benefit from investments in water, sewer, and transportation infrastructure that make them more attractive for industrial site selectors.

**In South Carolina, the current primary drivers of statewide economic growth are contained within industry groups that disproportionately rely on the state's transportation infrastructure.** More specifically, the advanced manufacturing and logistics industry clusters have been significant contributors to South Carolina's strong economic growth trends over the past two decades and these trends are likely to continue for the foreseeable future.

### *The Contributions of the Advanced Manufacturing Industry Cluster*

Manufacturing has been a mainstay of South Carolina's economy over the past 100 years. Yet the composition of the manufacturing industry has changed significantly over time – especially over the last 30 years. Throughout the 1900s, textile production represented one of the state's leading economic sectors. Early in the century, the focus of textile mills in South Carolina was largely on the production of cotton in an economy dominated by agriculture. Following World War II, as agriculture gave way to industry across the U.S. economy, textile mills in South Carolina shifted their focus from cotton to synthetic fabrics.

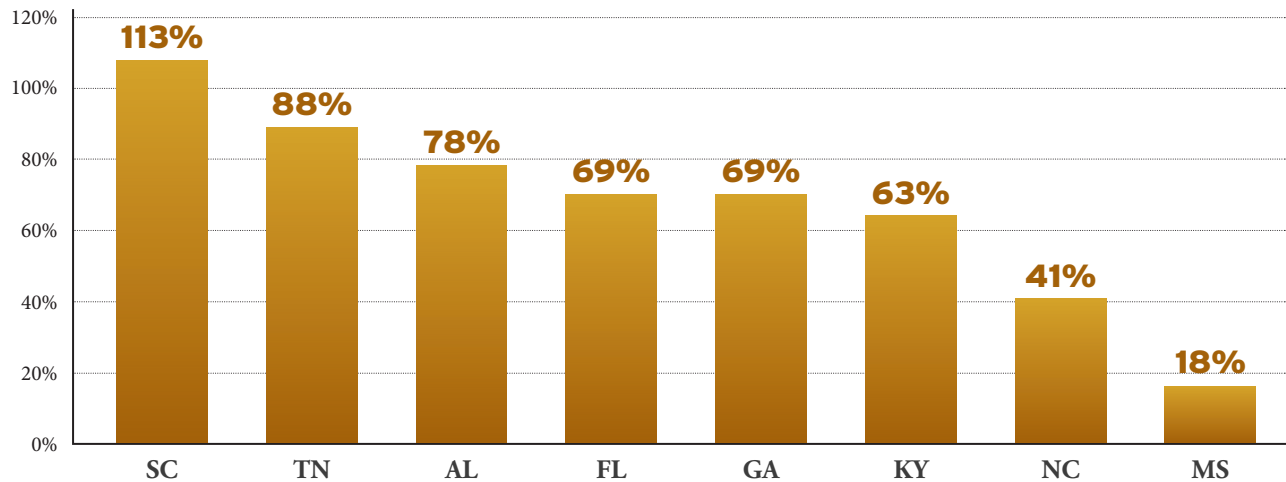
In the 1990s, however, a rapidly emerging global economy began a transition that would ultimately shift the majority of textile manufacturing out of South Carolina altogether because of increased international competition. At the same time, these market forces began to accelerate levels of foreign direct investment that had begun as early as the 1970s when Michelin's North American headquarters located in Greenville, South Carolina. Increasing globalization was also a key contributor to a newly emerging statewide automotive cluster. Following the arrival of BMW's first North American assembly plant in Spartanburg in 1994, South Carolina experienced a rapid development of this cluster that has incorporated a wide range of suppliers and businesses that have continuously expanded the automotive cluster's economic footprint ever since.



**Strong growth in export-oriented advanced manufacturing production has driven much of South Carolina's overall economic growth throughout the previous decade. Export-oriented manufacturing, in turn, generates a strong demand for infrastructure.**

This growth in the automotive cluster has also helped generate a major expansion of statewide tire production. As of 2024, South Carolina has been the national leader in the export of tires for nine consecutive years and is also among the top states in the export of completed passenger vehicles.<sup>2</sup> This strong growth in export-oriented advanced manufacturing production has driven much of South Carolina's overall economic growth throughout the previous decade.<sup>3</sup> Export-oriented manufacturing, in turn, generates a strong demand for transportation infrastructure. **Figure 3** summarizes these growth trends.

**Figure 3 - Total Advanced Manufacturing Employment Growth by State: 2010-2024**



Notice how **Figure 3** not only highlights the substantial growth of South Carolina's advanced manufacturing sector, but also the fact that advanced manufacturing has grown faster in South Carolina than in any other Southeastern state. Specifically, the advanced manufacturing employment base has more than doubled (+113%) since 2010, with an increase of over 28,000 workers. This is followed by Tennessee (+88%), Alabama (+78%), Florida (+69%), and Georgia (+69%).

<sup>2</sup> Source: South Carolina Department of Commerce; February 2024

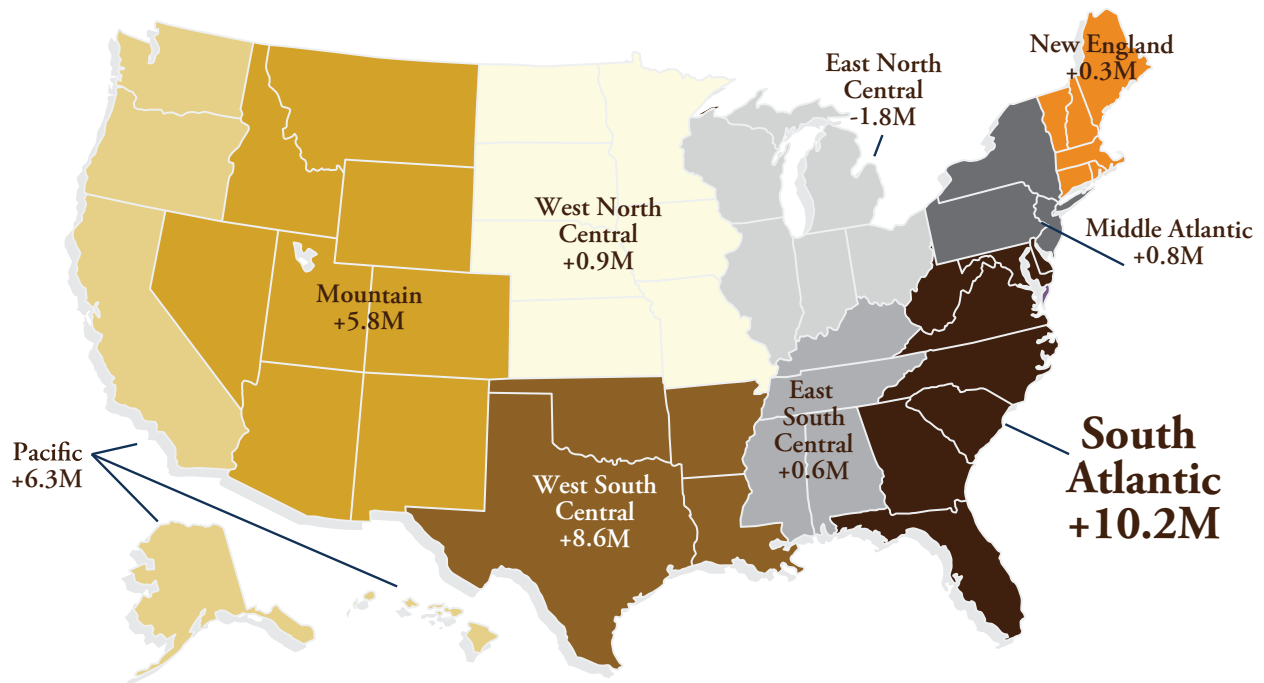
<sup>3</sup> Note that advanced manufacturing is defined as NAICS code 336000.

### *The Contributions of the Logistics Industry Cluster*

Following the onset of the COVID-19 pandemic in February 2020, there has been a major shift in the migration patterns of the United States that is likely to dramatically increase the importance of South Carolina's logistics cluster in the coming years. Specifically, the pandemic has accelerated the rate at which the U.S. population is migrating to the Southeast. This means that there will be an increasing demand for consumer goods in the region over time, which will attract retail and distribution-based businesses – along with an increased demand for transportation infrastructure. Because retailers and distributors want to locate near consumers, a fast-growing population base puts the Southeast in a strong position to compete for these companies. South Carolina, in turn, is located in the heart of the Southeastern United States – and this geographic location combined with access to South Carolina's port facilities puts the state in a unique position to significantly expand its role in the distribution of consumer goods. As **Figure 4** reveals, the Southern United States is projected to see more population gains than any other U.S. region through the year 2050, with these gains especially concentrated in the South Atlantic Region.

**Figure 4 - Population Growth Trends in the United States**

*Projected Population Growth by U.S. Region: 2024-2050*



***The Southern United States is projected to see more population growth than any other U.S. region through the year 2050. This puts South Carolina in a unique position to attract and retain logistics-related businesses focused on the distribution of consumer goods as long as the state is able to meet the infrastructure needs required for such growth.***

## Section III

# Economic Impact Methodology


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The economic impact of the current and projected infrastructure investments in South Carolina taking place between 2021 and 2027 can be broken down into two phases: temporary impacts and permanent impacts. Temporary impacts derive from all construction-related activities that occur as part of any specific infrastructure maintenance, modernization, or expansion project. Permanent impacts, by contrast, represent the long-run economic benefits that derive from increased productivity among local businesses due to the ability of these businesses to utilize this increased infrastructure capacity. This study quantifies both sets of impacts as outlined below.

### **Phase I: Temporary Impacts from Construction-Related Activities**

The economic impact of any new construction activity within a local region ultimately derives from increases in construction-related spending on both labor and materials. These direct increases in economic activity, in turn, then lead to a series of economic multiplier effects. For example, when a construction firm working on a road or bridge expansion in South Carolina purchases raw materials from a local vendor, this vendor experiences an increase in demand. To satisfy this demand, the vendor must then hire additional workers and increase purchasing activity from its own set of suppliers. These suppliers then experience an increase in demand, and so on.





Thus, the initial dollars that are spent by the construction firm are re-spent over and over again throughout a local supplier network. A similar effect occurs when the suppliers hire new workers to satisfy their increase in demand. These new workers spend part of their incomes in the local economy, thereby increasing the demand for suppliers for a variety of goods and services (such as food, entertainment, or housing). Once again, the initial payroll dollars are re-spent multiple times in the region. Collectively, these subsequent rounds of spending are known as the economic multiplier effect. This effect makes the initial impact of the local expenditures by the construction firm far larger.

In order to estimate the total economic impact of all construction-related spending tied to South Carolina infrastructure investments between FY21 and FY27 (including IIJA and ARPA funds allocated to South Carolina), the process by which these funds are spent within South Carolina must first be determined. Infrastructure funding is processed through South Carolina's various state agencies, and for the purposes of this study, the ACEC-SC Infrastructure Works Institute (IWI) facilitated the collection of data on all infrastructure spending being led by the South Carolina Department of Transportation (DOT), the South Carolina Rural Infrastructure Authority (RIA), the South Carolina Department of Environmental Services (DES), and the South Carolina Broadband Office (operating within the South Carolina Office of Regulatory Staff). These data were used by the Division of Research (DOR) to estimate all temporary economic impacts as outlined above.<sup>4</sup>

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<sup>4</sup> Note that the DOR and IWI are actively pursuing additional state agencies to partner with (who also receive IIJA and ARPA funding) and that the four listed agencies may be expanded in future iterations of this analysis.

## Phase II: Permanent Impacts from Productivity Gains

Although all of the economic impacts documented in Phase I would be temporary, one-time effects, any productivity benefits that businesses derive from improved infrastructure capacity would likely generate a permanent increase in economic activity for South Carolina and its local regions. As previously noted, one example of increased productivity would be represented by the expansion to road, bridge, and port infrastructure that could directly boost the productivity of transportation-based firms in South Carolina by providing faster and more efficient access to their various customer groups.

Quantifying these permanent, productivity-based impacts begins by assessing the total capital investment made in South Carolina (at the county level) by businesses over the previous decade using data maintained by the South Carolina Department of Commerce (Commerce). These capital investments, in turn, serve as a baseline projection for the level of additional investments between 2025 and 2035 that could take place if the state maintains and expands its infrastructure to meet the demands of businesses looking to relocate or expand in South Carolina. Put another way, this study assumes that each county would likely see the same amount of new capital investment over the next ten years as it did over the previous ten years if its infrastructure needs are met. These investments can then serve as the basis for estimating the increase in total economic output (GDP) that can be expected to be generated from meeting the infrastructure needs of each local region in South Carolina.

To estimate all economic impacts in this study, a detailed structural model (known as an input-output model) of the South Carolina economy was used, which contains specific information on economic linkages between different industries at the county-level. The input-output modeling software IMPLAN was utilized in combination with other customized regional forecasting models that were developed. This allows for the inclusion of additional local data, industry knowledge, and ongoing economic growth trends.



## Section IV

# Primary Results

As previously noted, data from the South Carolina Department of Transportation (DOT), the South Carolina Rural Infrastructure Authority (RIA), the South Carolina Department of Environmental Services (DES), and the Broadband Office of the South Carolina Office of Regulatory Staff (ORS) were collected via the ACEC-SC Infrastructure Works Institute (IWI) that document the level of projected infrastructure investments that will be led by these four agencies between FY21 and FY27. In sum, DOT, RIA, DES, and ORS estimate that they will invest approximately \$33.4 billion over this seven-year period on critical infrastructure projects for South Carolina. This figure includes (but is not limited to) the estimated investments related to two major pieces of legislation aimed at expanding infrastructure in the United States: the Infrastructure Investment and Jobs Act (IIJA) and the American Rescue Plan (ARPA).<sup>5</sup>

IIJA was passed in November 2021 and is expected to provide \$1.2 trillion over the next decade to make general improvements to U.S. infrastructure, especially infrastructure tied to transportation, clean energy, water systems, and broadband. ARPA was passed in March 2021 and provided \$1.9 trillion in emergency relief for the pandemic, but also included \$350 billion for state and local governments to support longer-term recovery efforts. Individual states have the option to use this funding for a variety of purposes including supporting various public health, economic recovery, and infrastructure projects.

**Table 2** provides a breakdown of the primary categories of investment that will take place for this projected \$33.4 billion statewide investment between FY21 and FY27. Note that construction/maintenance/modernization refers to a wide variety of maintenance, improvement, and expansion projects related to roads, streets, highways, bridges, railroad crossings, trails, sewers, drains, wastewater treatment, and water tanks/lines, among others.

**Table 2 - South Carolina Projected Infrastructure Investments by Category: FY21-FY27**

Source: S.C. Dept. of Transportation, S.C. Rural Infrastructure Authority, S.C., Dept. of Environmental Services, S.C. Office of Regulatory Staff

Category	Pct. of Total Investment
Construction/Maintenance/Modernization	87.7%
Real Estate Transactions/Right-of-Way Acquisitions	5.8%
Engineering Design/Planning	5.2%
Broadband Deployment	1.2%
Administrative Costs	0.1%

<sup>5</sup> Note that while the full \$33.4 billion includes additional DOT funding beyond IIJA and ARPA, data were not available on the dollar breakdown by specific funding source. DOT provided estimates that total \$30.5 billion in projected investments; RIA \$1.5 billion; DES \$1.1 billion (co-administered with RIA); ORS \$400 million. Investment spending from RIA and ORS are more closely linked to the two specific bills.



The \$33.4 billion in new infrastructure investment across South Carolina represents both labor and non-labor expenditures. Not only do the planned statewide infrastructure projects require a sizable workforce to complete, but these projects also require a large volume of non-labor expenditures including machinery and equipment, various professional services, and other general operating expenses as denoted in **Table 2**. These non-labor expenditures largely represent purchases made with in-state suppliers that are spread across much of South Carolina, thus generating an economic impact in many of the state's 46 counties.

The structural input-output models used in this analysis estimate all economic impacts in terms of three specific measures: economic output, employment, and labor income. Economic output is simply defined as the dollar value of the final goods and services purchased that can be attributed (directly or indirectly) to the South Carolina infrastructure investments being examined. It can also be thought of as an aggregate measure of total spending resulting from a series of initial direct infrastructure-related expenditures on the part of DOT, RIA, DES, and ORS. Because it includes all spending by consumers and businesses on both goods and services, it is an all-inclusive measure of the impact on total economic activity. Employment measures the impact on jobs in terms of the total number of full-time equivalent (FTE) positions. Labor income represents total employee compensation, including wages, salaries, and benefits.

## Statewide Results: Short-Term Impacts from Construction-Related Activities

As described above, infrastructure investments in South Carolina from DOT, RIA, DES, and ORS are expected to total approximately \$33.4 billion between FY21 and FY27. These dollars represent both labor and non-labor expenditures that are made directly within the South Carolina economy to support various projects engaged in infrastructure maintenance, modernization, and expansion. This direct spending activity also leads to secondary effects (known as economic multiplier effects) that come about from the increase in demand among in-state suppliers providing materials and services for these projects as well as from increases in household spending activity as new workers are hired for these projects. Each set of impacts is reported in **Table 3**, along with the accompanying totals. These totals represent the overall impact of all short-term, construction-related impacts arising from infrastructure investments in South Carolina between FY21 and FY27.

**Table 3 - Total Economic Impact of Construction-Related Activities: FY21-FY27**

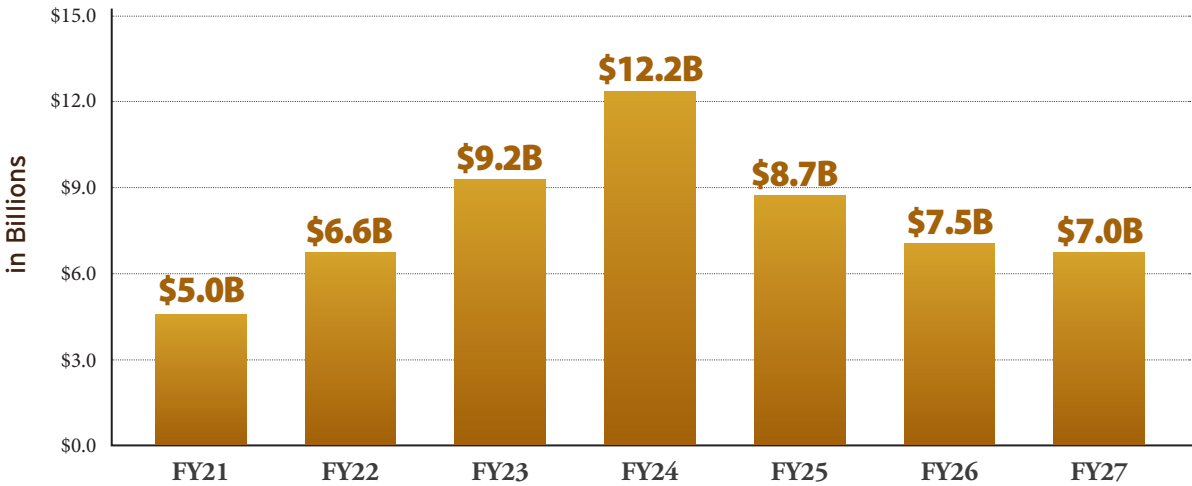
*\*Average annual employment effects between FY21 and FY27*

	Employment*	Labor Income	Economic Output
Direct Effect	28,419	\$11,830,343,595	\$33,443,612,491
Multiplier Effect	17,135	\$6,418,219,842	\$22,731,323,768
<b>Total Impact</b>	<b>45,554</b>	<b>\$18,248,563,437</b>	<b>\$56,174,936,258</b>

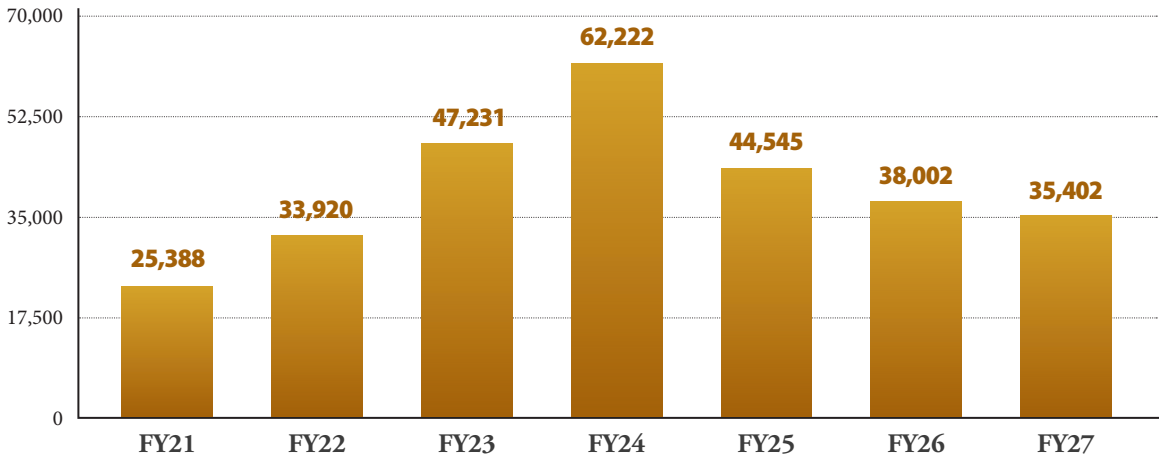
The \$33.4 billion in projected infrastructure spending is estimated to generate an average of approximately 28,419 jobs each year between FY21 and FY27 along with a total of \$11.8 billion in accompanying labor income during this seven-year period. This level of direct economic activity also leads to multiplier effects totaling an additional \$22.7 billion economic output along with another 17,135 jobs-per-year. The combination of both the direct and all multiplier effects, in turn, leads to a total economic impact of approximately \$56.2 billion between FY21 and FY27, which is associated with 45,554 jobs supported in South Carolina per year. Thus, this \$56.2 billion represents the projected cumulative short-run economic impact of all infrastructure investments on South Carolina from FY21 to FY27.

Note that these impacts will not be evenly distributed throughout the seven-year investment period. Projected investments ramped up during the initial years and peaked in FY24, generating a total of \$12.2 billion in total economic output along with 62,222 jobs. **Figures 5 and 6** provide a breakdown of these annual estimates, which summarize the total economic impacts by fiscal year based on the current investment schedules of DOT, RIA, DES, and ORS.

**Figure 5 - Projected Statewide Total Economic Output by Fiscal Year: FY21-FY27**



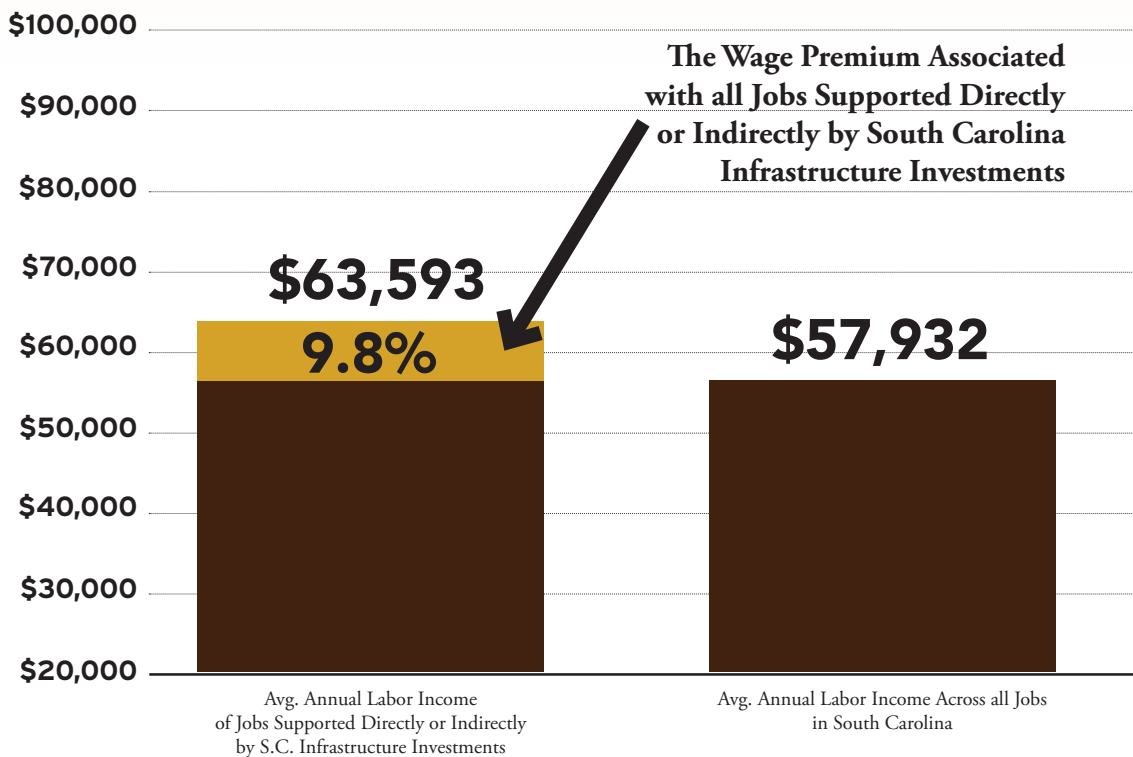
**Figure 6 - Projected Statewide Total Employment by Fiscal Year: FY21-FY27**





The results highlighted in **Table 3** also reveal that infrastructure investments in South Carolina are creating a large number of good job opportunities for South Carolinians. For example, these results show that the 45,554 annual jobs that are created from infrastructure investments will be pay a total of \$18.2 billion in labor income. These figures imply that the average job supported, directly or indirectly, by infrastructure investments in South Carolina between FY21 and FY27 pays an annual total employee compensation (including wages and benefits) of \$63,593. This is approximately 10 percent higher than the average total employee compensation in South Carolina (\$57,932), as illustrated in **Figure 7**.<sup>6</sup>

**Figure 7 - Annual Labor Income Comparisons**



<sup>6</sup> Because data collected from DES only reflect FY22 and FY23, DES was excluded from this calculation. However, the average total employee compensation associated with all jobs created, directly or indirectly, through DES infrastructure investments is estimated to be \$65,308.



***Throughout the 21st century, South Carolina's infrastructure – and especially its transportation infrastructure – has been widely cited by businesses locating in the state as a major reason for their location decisions. As such, proper maintenance of this infrastructure is critical to the continued attraction and retention of new business investments.***

### **Statewide Results: Long-Term Impacts from Productivity Gains**

In addition to all short-run, construction-related impacts associated with infrastructure investments in South Carolina, there are also long-run economic benefits that can arise from any productivity gains that accrue to businesses as a result of infrastructure maintenance, modernization, or general improvements. To the extent that infrastructure investments in South Carolina either ensure that businesses can continue to use the state's infrastructure without interruption (via regular maintenance) or help to improve business operations (via improving infrastructure resources such as expanding a highway system), these investments will help to maintain South Carolina's current high rate of long-run economic growth in the coming years. Or put another way, infrastructure investments will keep South Carolina competitive for new business activity and provide the resources to help ensure that existing business operations continue to thrive.

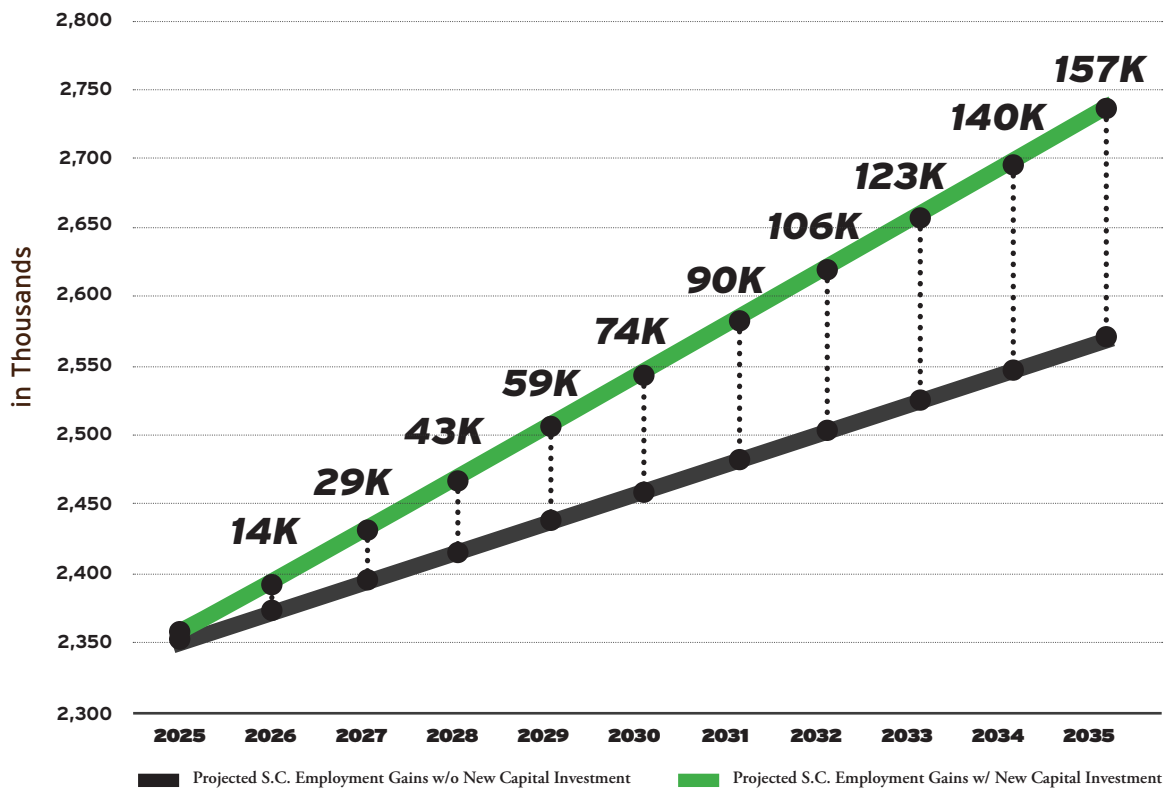
Throughout the 21st century, South Carolina's infrastructure – and especially its transportation infrastructure – has been widely cited by businesses locating in the state as a major reason for their location decisions. As such, proper maintenance and modernization of this infrastructure is critical to the continued attraction and retention of new business investments. To estimate the potential reduction in economic growth that could result from a lack of infrastructure maintenance and modernization, this study estimates the extent to which annual statewide economic growth would be reduced over the next decade if the total volume of new business investment in South Carolina (capital investment and job creation) were not to meet the levels experienced in the previous decade.

Between 2014 and 2023, South Carolina's annual employment growth averaged approximately +1.5 percent. However, this study estimates that this rate of growth would have dropped to just +0.9 percent in the absence of the additional capital investments made by new businesses locating or expanding in the state.<sup>7</sup> Looking ahead over the next decade, these two potential growth rates can also be compared side-by-side to assess the potential economic gains that could accrue if the state's infrastructure needs continue to be met and the state, in turn, remains competitive – or improves its competitive position – for new business locations and expansions. **Figure 8** documents this comparison.

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<sup>7</sup> This calculation utilized data from capital investment announcements made by the South Carolina Department of Commerce.

**Figure 8 - Projected South Carolina Employment Gains Resulting from Infrastructure Maintenance, Modernization, and Expansion**



Shaded region denotes projected job gains of more than **157,000** over 10 years with in-state infrastructure maintenance, modernization, and expansion

This could lead to more than **\$16 billion** in permanent, annual gains in labor income for South Carolinians

These estimates specifically reveal that maintaining, modernizing, and expanding local infrastructure will help to preserve and potentially increase South Carolina’s competitiveness over time and thus permanently increase statewide economic growth rates. Improving the state’s infrastructure supports business recruitment and expansion, which can lead to higher rates of job and income creation. As **Figure 8** shows, this study estimates that maintaining and improving the state’s infrastructure has the potential to generate more than 157,000 new jobs between 2025 and 2035 by helping South Carolina’s current rate of capital investment to continue. This level of job creation would also lead to permanent gains of more than \$16 billion in new labor income over this same time period. South Carolina has consistently outpaced the United States in economic growth over the past two decades, and these investments will help ensure that the Palmetto State continues to build on this momentum.

# The Economic Impact of Infrastructure Investments by the S.C. Department of Transportation



Infrastructure investments in South Carolina made by the S.C. Department of Transportation (DOT) are expected to total approximately \$30.5 billion between FY21 and FY27, or approximately 91 percent of all infrastructure investments examined in this study. These dollars represent both labor and non-labor expenditures that are made directly within the South Carolina economy to support various projects engaged in infrastructure maintenance, modernization, and expansion. This direct spending activity also leads to secondary effects (known as economic multiplier effects) that come about from the increase in demand among in-state suppliers providing materials and services for these projects as well as from increases in household spending activity as new workers are hired for these projects. Each set of impacts is reported in **Table 4**, along with the accompanying totals.

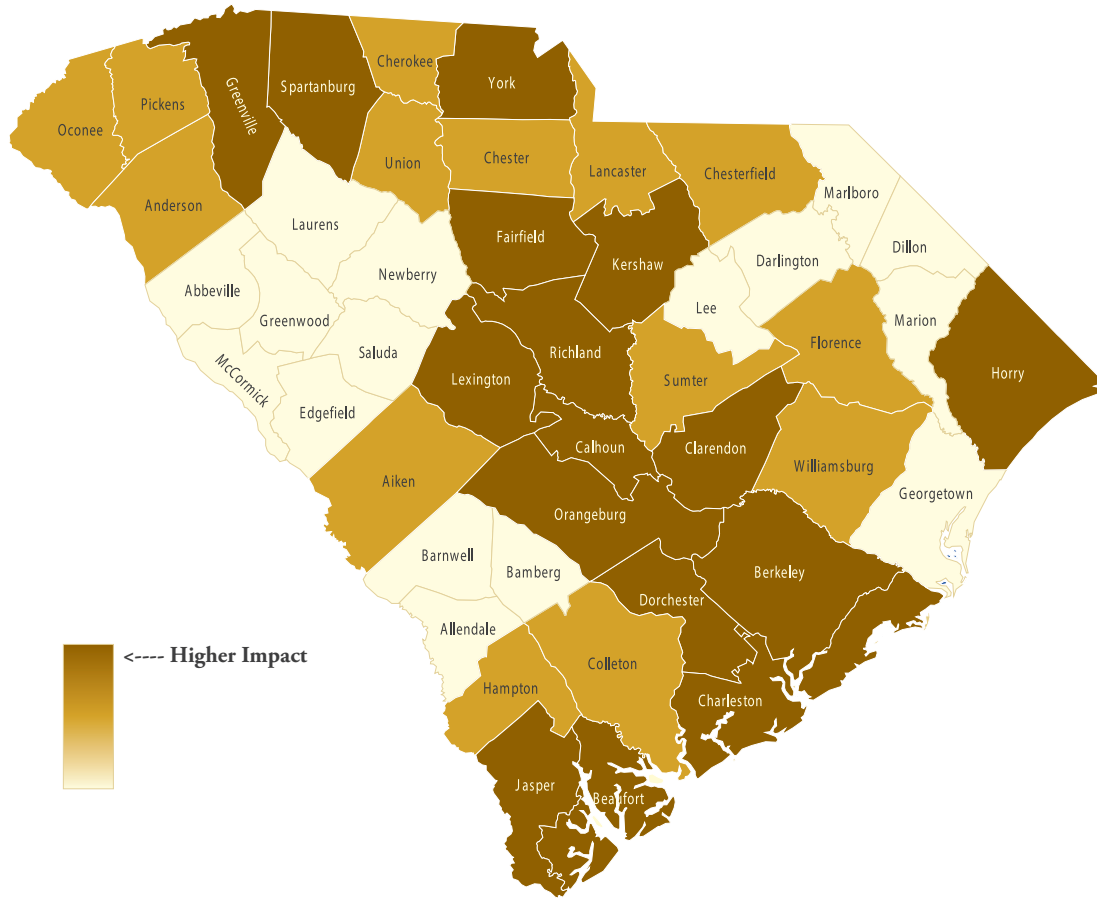
**Table 4 - Total Economic Impact of Construction-Related Activities Administered by the S.C. Dept. of Transportation: FY21-FY27**

*\*Average annual employment effects between FY21 and FY27*

	Employment*	Labor Income	Economic Output
Direct Effect	23,226	\$10,752,029,451	\$30,519,376,000
Multiplier Effect	14,173	\$5,881,352,661	\$20,826,769,265
<b>Total Impact</b>	<b>37,399</b>	<b>\$16,633,382,112</b>	<b>\$51,346,145,265</b>

The \$30.5 billion in projected infrastructure spending is estimated to generate an average of approximately 23,226 jobs each year between FY21 and FY27 along with a total of \$10.8 billion in accompanying labor income during this seven-year period. This level of direct economic activity also leads to multiplier effects totaling an additional \$20.8 billion economic output along with another 14,173 jobs-per-year. The combination of both the direct and all multiplier effects, in turn, leads to a total economic impact of approximately \$51.3 billion between FY21 and FY27, which is associated with 37,399 jobs supported in South Carolina per year. Thus, this \$51.3 billion represents the projected cumulative short-run economic impact of all infrastructure investments on South Carolina from FY21 to FY27 that arise from projects administered by the DOT. **Figure 9** provides a county-level summary of the relative concentration of these investments across the state.

**Figure 9 - County-Level Economic Impacts of Construction-Related Activities Administered by the S.C. Dept. of Transportation: FY21-FY27**



**Project Snapshots: South Carolina Department of Transportation (DOT)**

Some of the largest ongoing or planned infrastructure initiatives being undertaken by DOT across the state include:

- I-20/I-26/I-126 Carolina Crossroads Improvements
- I-95 Corridor Improvements MM0 to MM8
- Extension SC 31 to NC State Line
- Rural Road Safety Program—Safety Corridor Improvements
- Bridge Replacement I-95 over Lake Marion

Of the \$30.5 billion planned investments by DOT, approximately 88.3 percent are designated for construction activities, 6.2 percent for real estate related activities, and 5.5 percent for engineering and project planning.

# The Economic Impact of Infrastructure Investments by the S.C. Rural Infrastructure Authority



Infrastructure investments in South Carolina from ARPA-funded grants administered by the S.C. Rural Infrastructure Authority (RIA) are expected to total approximately \$1.5 billion between FY21 and FY27, or approximately five percent of all infrastructure investments examined in this study. These dollars represent both labor and non-labor expenditures that are made directly within the South Carolina economy to support various water, wastewater, and stormwater projects in both rural and urban areas of the state. This direct spending activity also leads to secondary effects (known as economic multiplier effects) that come about from the increase in demand among in-state suppliers providing materials and services for these projects as well as from increases in household spending activity as new workers are hired for these projects. Each set of impacts is reported in **Table 5**, along with the accompanying totals. RIA also co-administers the State Revolving Funds (SRF) program with DES, which is responsible for \$1.1 billion in investments highlighted on pages 28-29 of this report.

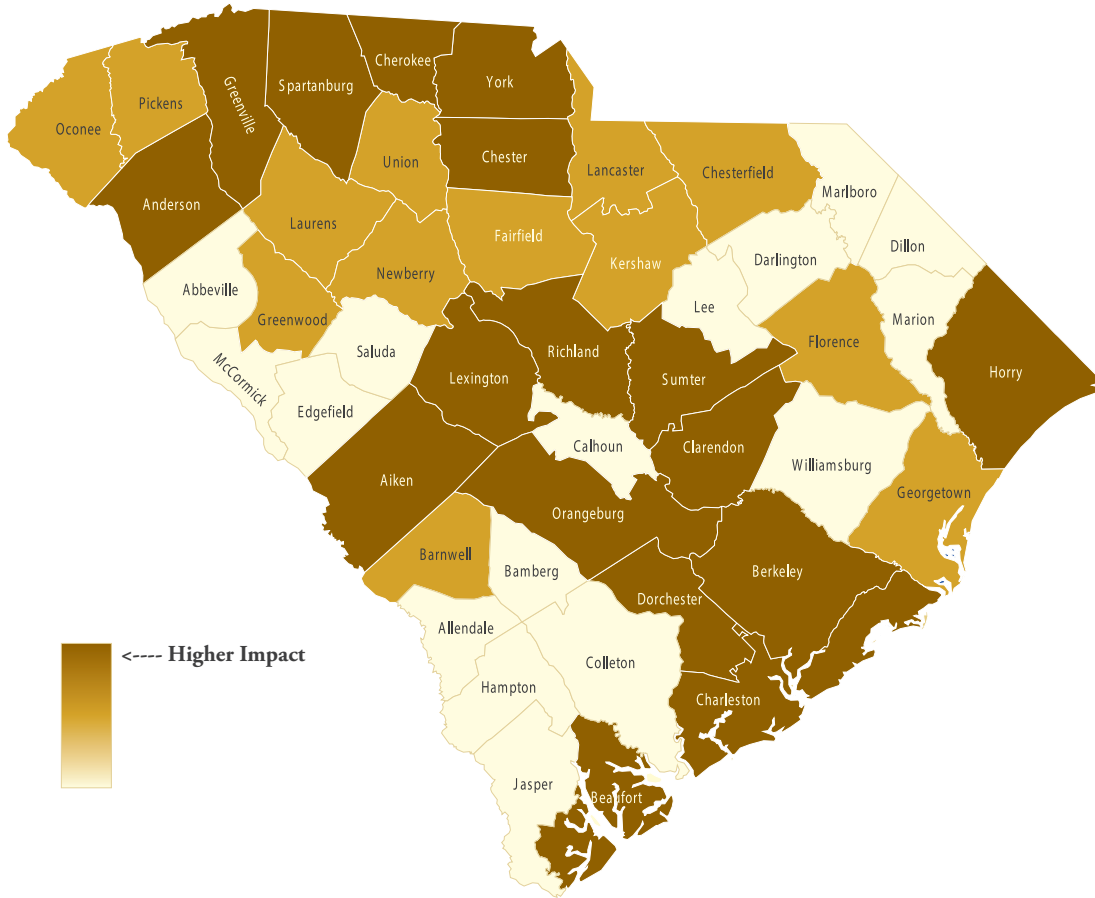
**Table 5 - Total Economic Impact of Construction-Related Activities Funded by Grants from the S.C. Rural Infrastructure Authority: FY21-FY27\***

*\*Activities over the same time period from RIA grants not funded by ARPA are not included here  
 \*\*Average annual employment effects between FY21 and FY27*

	Employment**	Labor Income	Economic Output
Direct Effect	1,958	\$523,875,100	\$1,469,633,217
Multiplier Effect	1,117	\$270,410,045	\$969,129,183
<b>Total Impact</b>	<b>3,075</b>	<b>\$794,285,145</b>	<b>\$2,438,762,400</b>

The \$1.5 billion in projected infrastructure spending is estimated to generate an average of approximately 1,958 jobs each year between FY21 and FY27 along with a total of \$523.9 million in accompanying labor income during this seven-year period. This level of direct economic activity also leads to multiplier effects totaling an additional \$969.1 million economic output along with another 1,117 jobs-per-year. The combination of both the direct and all multiplier effects, in turn, leads to a total economic impact of approximately \$2.4 billion between FY21 and FY27, which is associated with 3,075 jobs supported in South Carolina per year. Thus, this \$2.4 billion represents the projected cumulative short-run economic impact of all infrastructure investments on South Carolina from FY21 to FY27 that arise from grant projects administered by the RIA. **Figure 10** provides a county-level summary of the relative concentration of these investments across the state.

**Figure 10 - County-Level Economic Impacts of Construction-Related Activities Administered by the S.C. Rural Infrastructure Authority: FY21-FY27**



**Project Snapshots: South Carolina Rural Infrastructure Authority (RIA)**

RIA administers \$1.5 billion in federally-funded grants for 219 projects that address water, wastewater, and stormwater improvements. Located throughout all of South Carolina’s counties, they are supported by an additional \$900 million in planned investment from other sources. Projects include:

- Storm drainage facilities that will protect residents and property from future storm damage and erosion
- Upgrades of facilities such as wells and distribution lines that provide clean drinking water
- Improvements to wastewater collection and treatment infrastructure to protect the environment

More than 98 percent of RIA’s grant funds are budgeted for construction activities.

# The Economic Impact of Infrastructure Investments by the S.C. Dept. of Environmental Services

Infrastructure investments in South Carolina supported by funds from the South Carolina Department of Environmental Services are expected to total approximately \$1.1 billion between FY22 and FY23, or approximately three percent of all infrastructure investments examined in this study. These dollars represent both labor and non-labor expenditures that are made directly within the South Carolina economy to support various projects engaged in securing clean drinking water for local residents. This direct spending activity also leads to secondary effects (known as economic multiplier effects) that come about from the increase in demand among in-state suppliers providing materials and services for these projects as well as from increases in household spending activity as new workers are hired for these projects. Each set of impacts is reported in **Table 6**, along with the accompanying totals. Note that these investments are part of the State Revolving Fund Loan Program, which is jointly administered by DES and RIA.

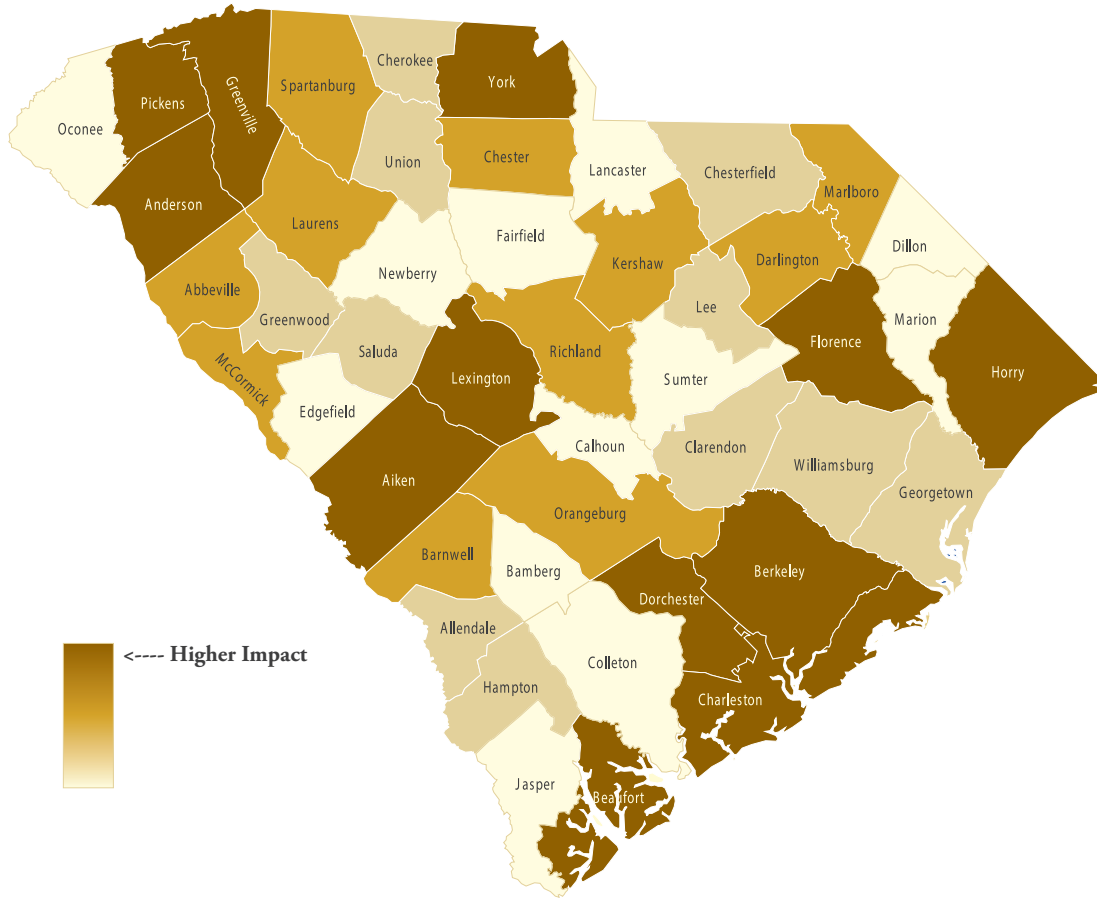
**Table 6 - Total Economic Impact of Construction-Related Activities Administered by the S.C. Dept. of Environmental Services: FY22-FY23**

*\*Average annual employment effects between FY22 and FY23*

	Employment*	Labor Income	Economic Output
Direct Effect	2,816	\$384,949,301	\$1,054,603,274
Multiplier Effect	1,649	\$198,257,777	\$703,792,978
<b>Total Impact</b>	<b>4,465</b>	<b>\$583,207,078</b>	<b>\$1,758,396,252</b>

The \$1.1 billion in projected infrastructure spending is estimated to generate an average of approximately 2,816 jobs each year during the construction period along with a total of \$384.9 million in accompanying labor income. This level of direct economic activity also leads to multiplier effects totaling an additional \$703.8 million economic output along with another 1,649 jobs. The combination of both the direct and all multiplier effects, in turn, leads to a total economic impact of approximately \$1.8 billion between FY22 and FY23, which is associated with 4,465 jobs supported in South Carolina per year during the construction period. Thus, this \$1.8 billion represents the projected cumulative short-run economic impact of all infrastructure investments on South Carolina from FY22 and FY23 that arise from projects administered by the S.C. Department of Environmental Services. **Figure 11** provides a county-level summary of the relative concentration of these investments across the state.

**Figure 11 - County-Level Economic Impacts of Construction-Related Activities Administered by the S.C. Dept. of Environmental Services: FY22 and FY23**



**Project Snapshots: South Carolina Department of Environmental Services (DES)**

Some of the largest ongoing or completed infrastructure initiatives being undertaken by DES across the state include:

- Drinking water improvements in Aiken County
- Drinking water improvements in Pickens County
- Clean water initiatives in York County
- Drinking water improvements in Horry County
- Activities are taking place in 37 of the state’s 46 counties.

For the projects funded through DES, approximately 94.6 percent of spending is for construction activities while 5.4 percent is for engineering and project planning.

# The Economic Impact of Infrastructure Investments by the S.C. Broadband Office

Infrastructure investments in South Carolina made by the South Carolina Broadband Office within the S.C. Office of Regulatory Staff (ORS) are expected to total approximately \$400 million between FY21 and FY27, or approximately one percent of all infrastructure investments examined in this study. These dollars represent both labor and non-labor expenditures that are made directly within the South Carolina economy to support various projects engaged in broadband expansion. This direct spending activity also leads to secondary effects (known as economic multiplier effects) that come about from the increase in demand among in-state suppliers providing materials and services for these projects as well as from increases in household spending activity as new workers are hired for these projects. Each set of impacts is reported in **Table 7**, along with the accompanying totals.

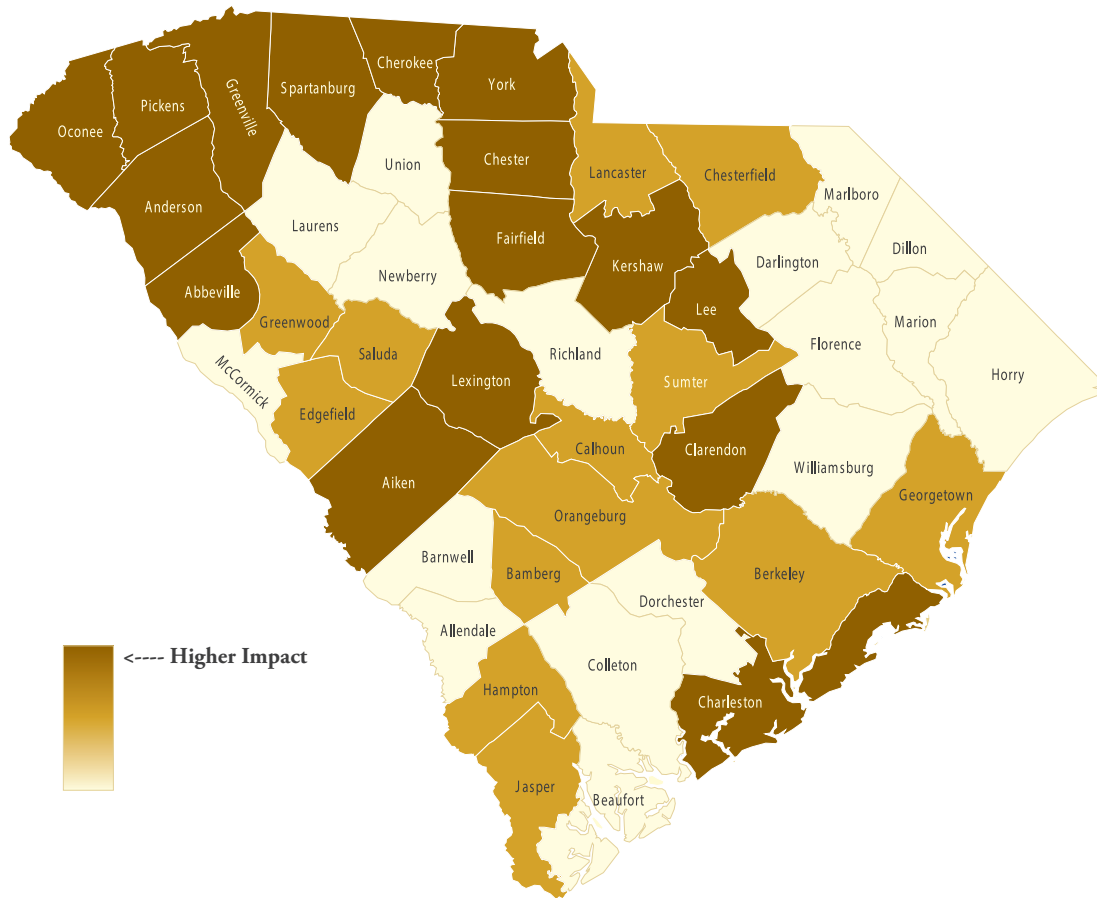
**Table 7 - Total Economic Impact of Construction-Related Activities Administered by the S.C. Broadband Office: FY21-FY27**

*\*Average annual employment effects between FY21 and FY27*

	Employment*	Labor Income	Economic Output
Direct Effect	419	\$169,489,743	\$400,000,000
Multiplier Effect	196	\$68,199,359	\$231,632,342
<b>Total Impact</b>	<b>615</b>	<b>\$237,689,102</b>	<b>\$631,632,341</b>

The \$400 million in projected infrastructure spending is estimated to generate an average of approximately 419 jobs each year between FY21 and FY27 along with a total of \$169.5 million in accompanying labor income during this seven-year period. This level of direct economic activity also leads to multiplier effects totaling an additional \$231.6 million economic output along with another 196 jobs-per-year. The combination of both the direct and all multiplier effects, in turn, leads to a total economic impact of approximately \$631.6 million between FY21 and FY27, which is associated with 615 jobs supported in South Carolina per year. Thus, this \$631.6 million represents the projected cumulative short-run economic impact of all infrastructure investments on South Carolina from FY21 to FY27 that arise from projects administered by the ORS. **Figure 12** provides a county-level summary of the relative concentration of these investments across the state.

**Figure 12 - County-Level Economic Impacts of Construction-Related Activities Administered by the S.C. Broadband Office: FY21-FY27**



### Project Snapshots: South Carolina Broadband Office

The Broadband Office at ORS anticipates funding a series of projects through ARPA as well as matching funds to extend broadband access to locations throughout the state. They expect:

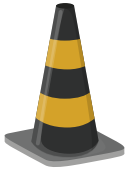
- To serve all 46 counties
- To provide new connectivity to 112,383 locations
- To deploy over 13,200 miles of fiber optic cable

All of the investments of the S.C. Broadband Office are expected to be in construction activities associated with the installation of new fiber optic cable.

# The Economic Impact of Infrastructure Investments in South Carolina

## Short-Term Impacts: Construction Related Activities

### Cumulative Impact: FY 2021-2027

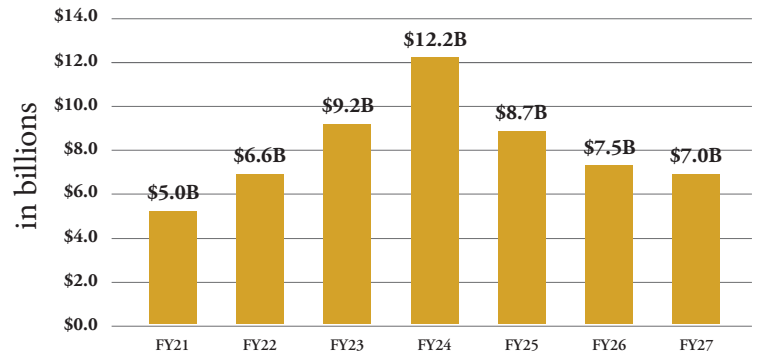


**Total Job Creation:**  
45,554 Annually



**Total Economic Output:**  
\$56.2 Billion  
Over 7 Years

### Annual Economic Output



## Long-Term Impacts: Maintaining & Improving South Carolina's Economic Competitiveness

**Maintain  
Infrastructure**

**More  
Expansions &  
Recruitments**

**More  
Jobs**

**More  
Economic  
Growth**

### Projected Annual S.C. Employment Growth\*



**With**  
Infrastructure  
Investments



**Without**  
Infrastructure  
Investments

In addition to **Faster Long-Run Employment Growth**, maintaining and expanding local infrastructure could also lead to permanent gains of **\$16.3 Billion** in potential new labor income in South Carolina over a 10-year period.

\*10-Year Projection as of April 2025

# The Economic Impact of Infrastructure Investments in Abbeville County

## Cumulative Impact: FY 2021-2027

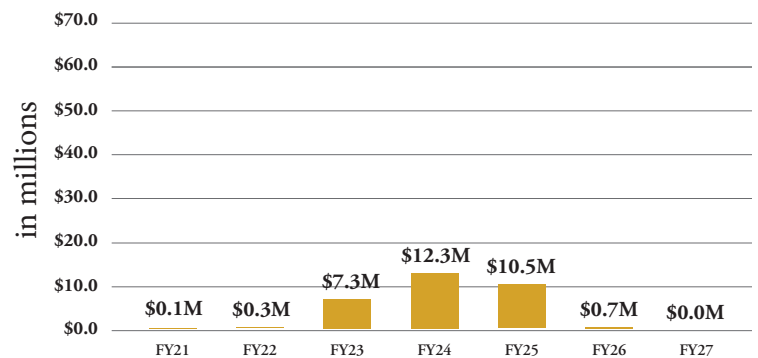


**Total Job Creation:**  
29 Annually



**Total Economic Output:**  
\$31.2 Million  
Over 7 Years

## Annual Economic Output



**Maintain  
Infrastructure**

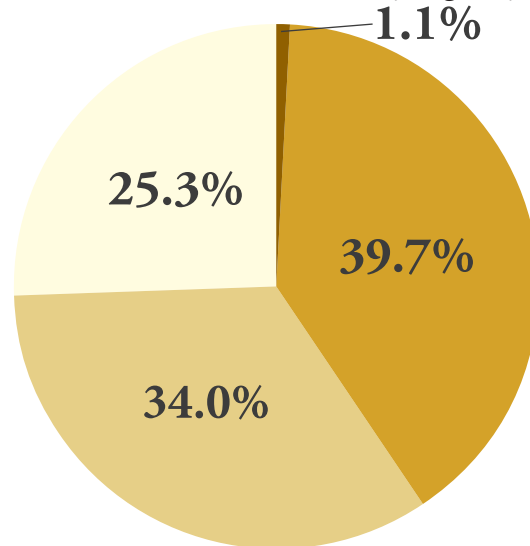
**More  
Expansions &  
Recruitments**

**More  
Jobs**

**More  
Economic  
Growth**

There is a growing need for many types of infrastructure – including transportation, water & wastewater systems, and broadband access. These are facilitated through a variety of South Carolina state agencies.

Percent Contribution by Agency



- S.C. Dept. of Environmental Services
- S.C. Rural Infrastructure Authority
- S.C. Broadband Office
- S.C. Dept. of Transportation

# The Economic Impact of Infrastructure Investments in Aiken County

## Cumulative Impact: FY 2021-2027

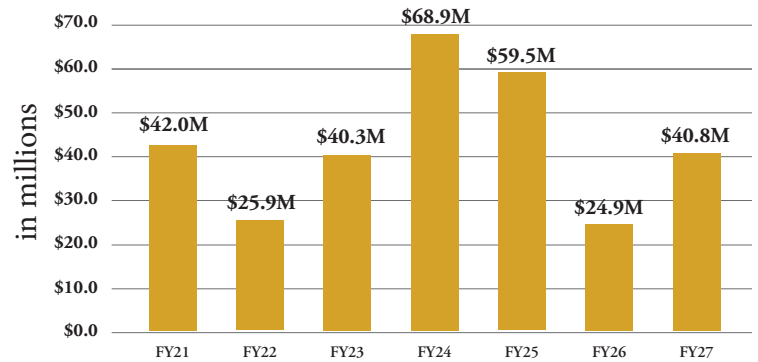


**Total Job Creation:**  
219 Annually



**Total Economic Output:**  
\$302.3 Million  
Over 7 Years

## Annual Economic Output



**Maintain Infrastructure**

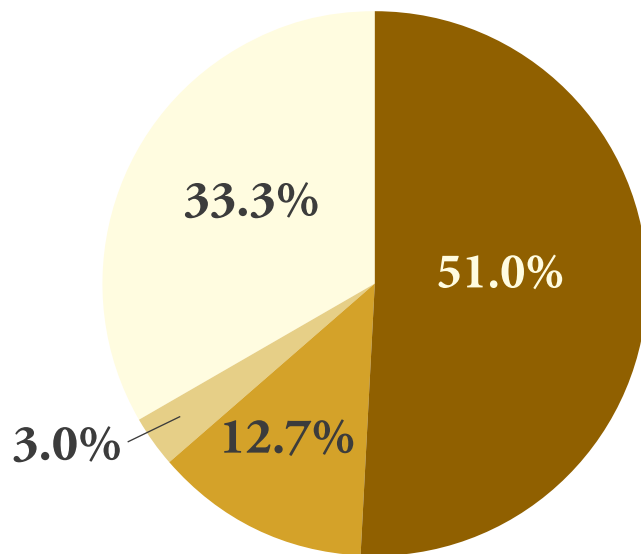
**More Expansions & Recruitments**

**More Jobs**

**More Economic Growth**

There is a growing need for many types of infrastructure – including transportation, water & wastewater systems, and broadband access. These are facilitated through a variety of South Carolina state agencies.

## Percent Contribution by Agency



○ S.C. Dept. of Environmental Services  
● S.C. Rural Infrastructure Authority

● S.C. Broadband Office  
● S.C. Dept. of Transportation

# The Economic Impact of Infrastructure Investments in Allendale County

## Cumulative Impact: FY 2021-2027

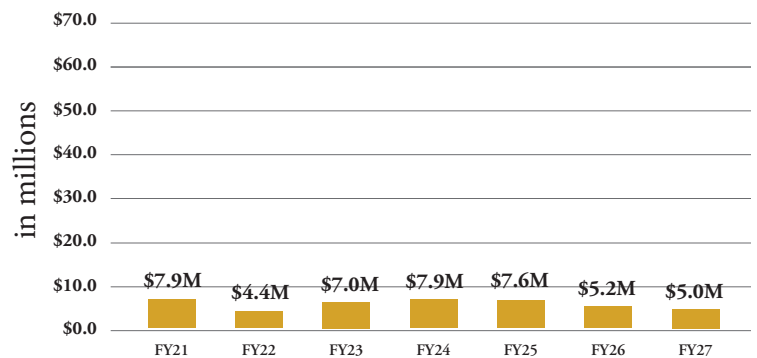


**Total Job Creation:**  
51 Annually



**Total Economic Output:**  
\$45.0 Million  
Over 7 Years

## Annual Economic Output



**Maintain Infrastructure**

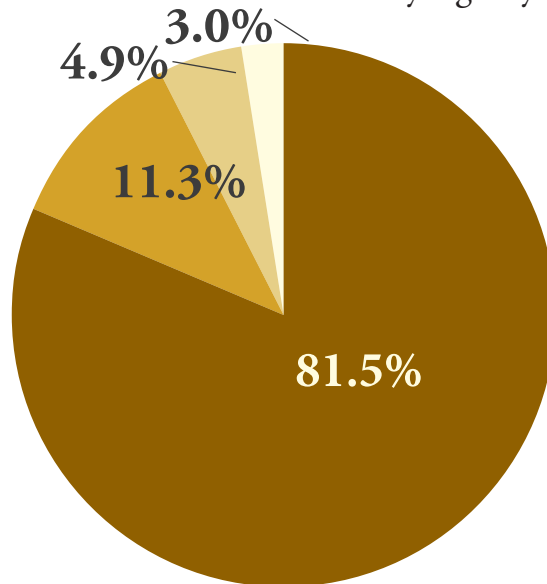
**More Expansions & Recruitments**

**More Jobs**

**More Economic Growth**

There is a growing need for many types of infrastructure – including transportation, water & wastewater systems, and broadband access. These are facilitated through a variety of South Carolina state agencies.

Percent Contribution by Agency



- S.C. Dept. of Environmental Services
- S.C. Broadband Office
- S.C. Rural Infrastructure Authority
- S.C. Dept. of Transportation

# The Economic Impact of Infrastructure Investments in Anderson County

## Cumulative Impact: FY 2021-2027

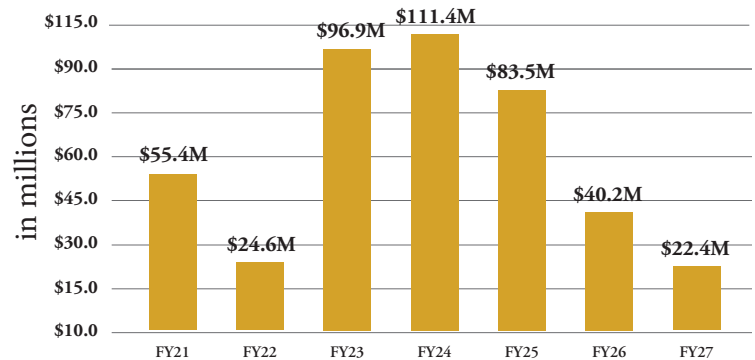


**Total Job Creation:**  
362 Annually



**Total Economic Output:**  
\$434.4 Million  
Over 7 Years

## Annual Economic Output



**Maintain Infrastructure**

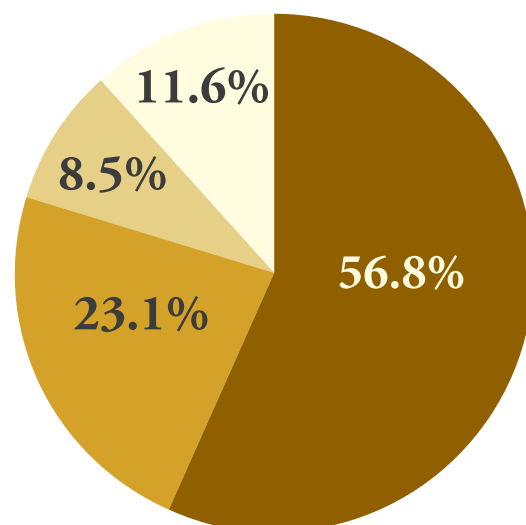
**More Expansions & Recruitments**

**More Jobs**

**More Economic Growth**

There is a growing need for many types of infrastructure – including transportation, water & wastewater systems, and broadband access. These are facilitated through a variety of South Carolina state agencies.

## Percent Contribution by Agency



○ S.C. Dept. of Environmental Services  
● S.C. Rural Infrastructure Authority

● S.C. Broadband Office  
● S.C. Dept. of Transportation

# The Economic Impact of Infrastructure Investments in Bamberg County

## Cumulative Impact: FY 2021-2027

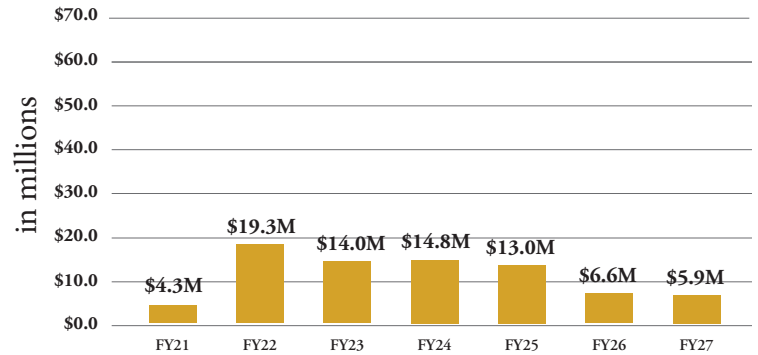


**Total Job Creation:**  
78 Annually



**Total Economic Output:**  
\$78.0 Million  
Over 7 Years

## Annual Economic Output



**Maintain  
Infrastructure**

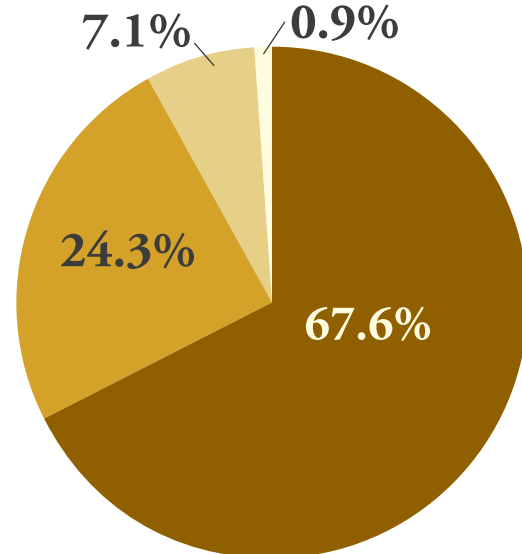
**More  
Expansions &  
Recruitments**

**More  
Jobs**

**More  
Economic  
Growth**

There is a growing need for many types of infrastructure – including transportation, water & wastewater systems, and broadband access. These are facilitated through a variety of South Carolina state agencies.

Percent Contribution by Agency



○ S.C. Dept. of Environmental Services  
● S.C. Rural Infrastructure Authority

● S.C. Broadband Office  
● S.C. Dept. of Transportation

# The Economic Impact of Infrastructure Investments in Barnwell County

## Cumulative Impact: FY 2021-2027

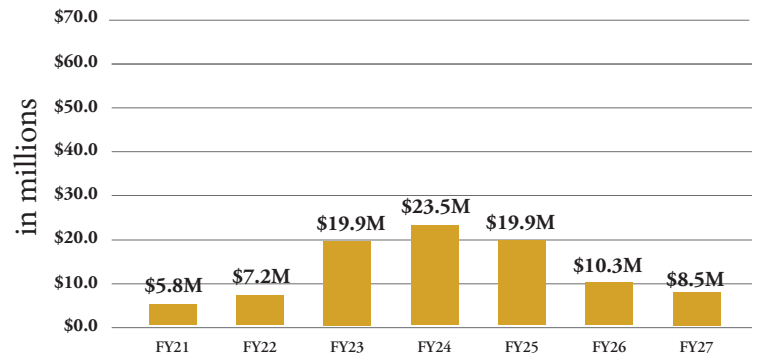


**Total Job Creation:**  
**79 Annually**



**Total Economic Output:**  
**\$95.0 Million**  
Over 7 Years

## Annual Economic Output



**Maintain Infrastructure**

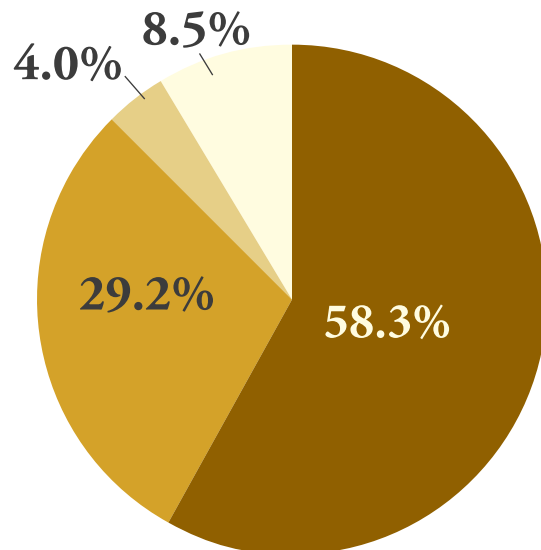
**More Expansions & Recruitments**

**More Jobs**

**More Economic Growth**

There is a growing need for many types of infrastructure – including transportation, water & wastewater systems, and broadband access. These are facilitated through a variety of South Carolina state agencies.

## Percent Contribution by Agency



- S.C. Dept. of Environmental Services
- S.C. Rural Infrastructure Authority
- S.C. Broadband Office
- S.C. Dept. of Transportation

# The Economic Impact of Infrastructure Investments in Beaufort County

## Cumulative Impact: FY 2021-2027

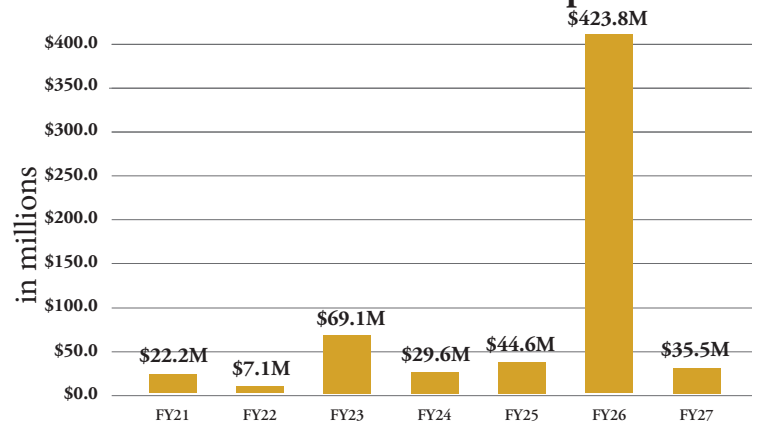


**Total Job Creation:**  
503 Annually



**Total Economic Output:**  
\$631.9 Million  
Over 7 Years

## Annual Economic Output



**Maintain Infrastructure**

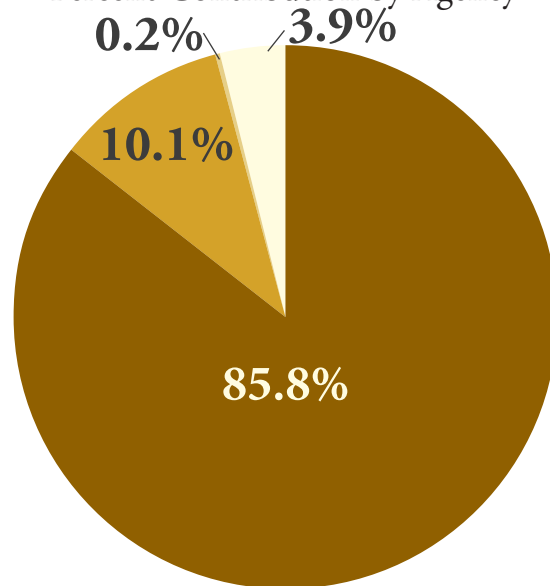
**More Expansions & Recruitments**

**More Jobs**

**More Economic Growth**

There is a growing need for many types of infrastructure – including transportation, water & wastewater systems, and broadband access. These are facilitated through a variety of South Carolina state agencies.

## Percent Contribution by Agency



○ S.C. Dept. of Environmental Services  
● S.C. Rural Infrastructure Authority

● S.C. Broadband Office  
● S.C. Dept. of Transportation

# The Economic Impact of Infrastructure Investments in Berkeley County

## Cumulative Impact: FY 2021-2027

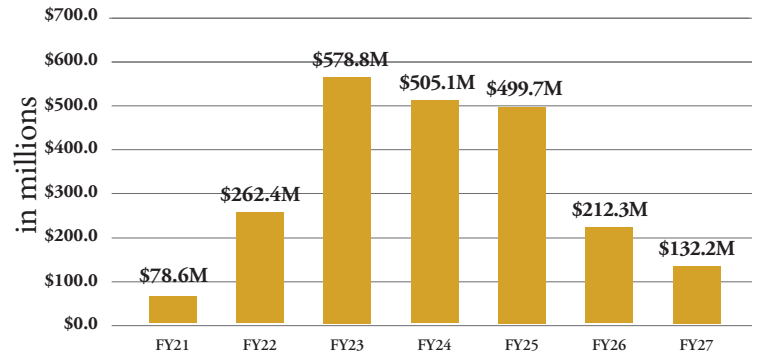


**Total Job Creation:**  
1,730 Annually



**Total Economic Output:**  
\$2,269.1 Million  
Over 7 Years

## Annual Economic Output



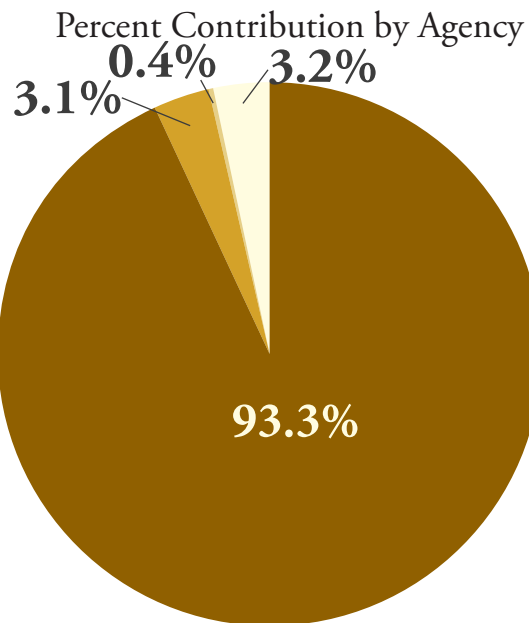
**Maintain  
Infrastructure**

**More  
Expansions &  
Recruitments**

**More  
Jobs**

**More  
Economic  
Growth**

There is a growing need for many types of infrastructure – including transportation, water & wastewater systems, and broadband access. These are facilitated through a variety of South Carolina state agencies.



- S.C. Dept. of Environmental Services
- S.C. Rural Infrastructure Authority
- S.C. Broadband Office
- S.C. Dept. of Transportation

# The Economic Impact of Infrastructure Investments in Calhoun County

## Cumulative Impact: FY 2021-2027

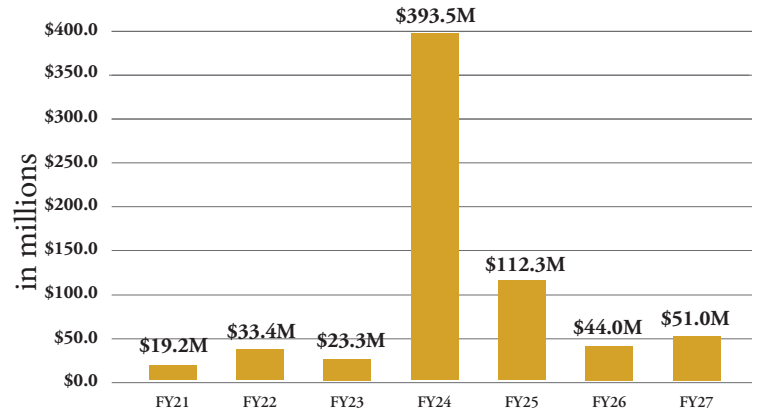


**Total Job Creation:**  
563 Annually



**Total Economic Output:**  
\$676.8 Million  
Over 7 Years

## Annual Economic Output



**Maintain Infrastructure**

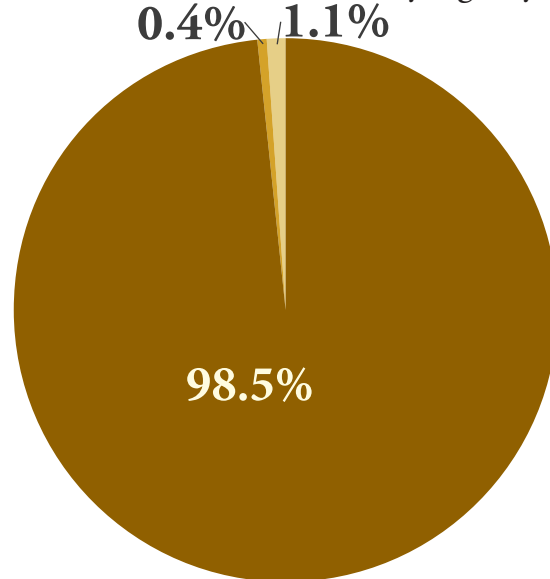
**More Expansions & Recruitments**

**More Jobs**

**More Economic Growth**

There is a growing need for many types of infrastructure – including transportation, water & wastewater systems, and broadband access. These are facilitated through a variety of South Carolina state agencies.

## Percent Contribution by Agency



○ S.C. Dept. of Environmental Services  
● S.C. Rural Infrastructure Authority

● S.C. Broadband Office  
● S.C. Dept. of Transportation

# The Economic Impact of Infrastructure Investments in Charleston County

## Cumulative Impact: FY 2021-2027

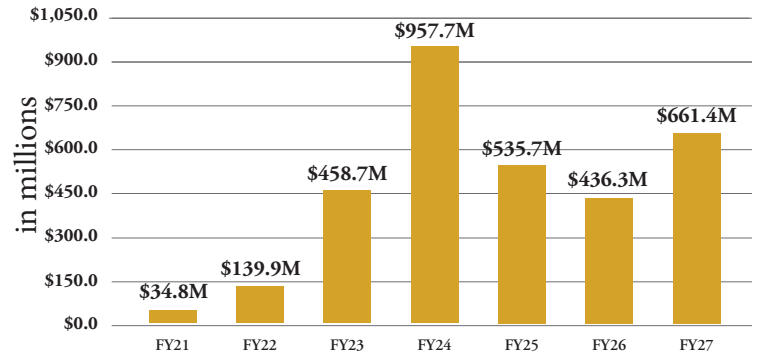


**Total Job Creation:**  
2,116 Annually



**Total Economic Output:**  
\$3,224.4 Million  
Over 7 Years

## Annual Economic Output



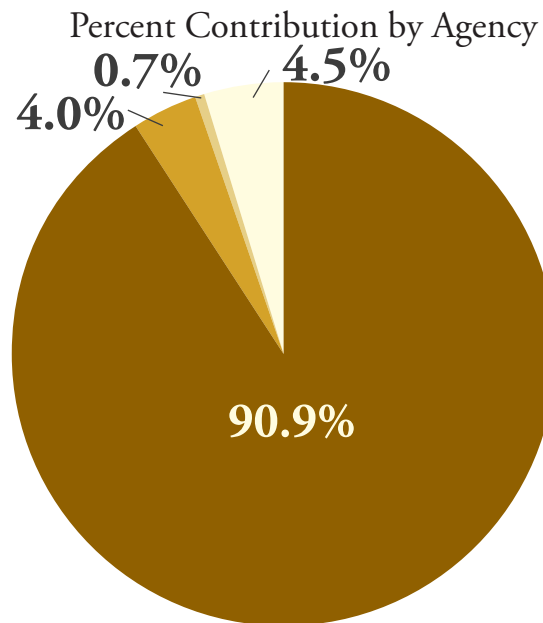
**Maintain  
Infrastructure**

**More  
Expansions &  
Recruitments**

**More  
Jobs**

**More  
Economic  
Growth**

There is a growing need for many types of infrastructure – including transportation, water & wastewater systems, and broadband access. These are facilitated through a variety of South Carolina state agencies.



- S.C. Dept. of Environmental Services
- S.C. Rural Infrastructure Authority
- S.C. Broadband Office
- S.C. Dept. of Transportation

# The Economic Impact of Infrastructure Investments in Cherokee County

## Cumulative Impact: FY 2021-2027

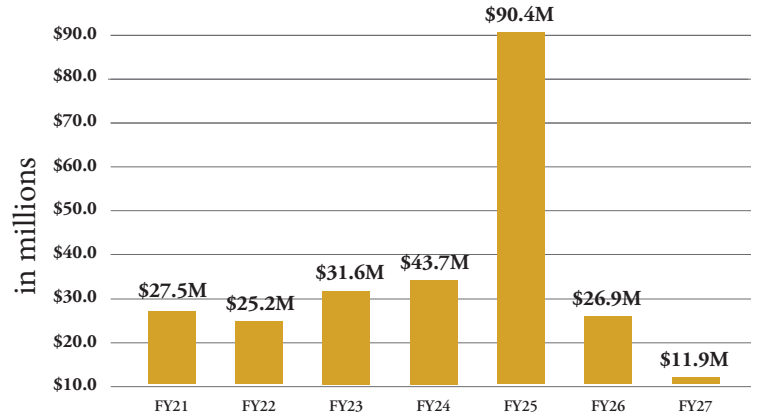


**Total Job Creation:**  
210 Annually



**Total Economic Output:**  
\$257.2 Million  
Over 7 Years

## Annual Economic Output



**Maintain  
Infrastructure**

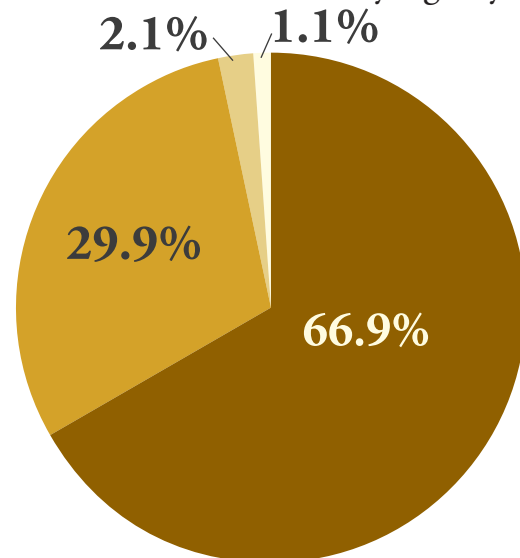
**More  
Expansions &  
Recruitments**

**More  
Jobs**

**More  
Economic  
Growth**

There is a growing need for many types of infrastructure – including transportation, water & wastewater systems, and broadband access. These are facilitated through a variety of South Carolina state agencies.

## Percent Contribution by Agency



○ S.C. Dept. of Environmental Services  
● S.C. Rural Infrastructure Authority

● S.C. Broadband Office  
● S.C. Dept. of Transportation

# The Economic Impact of Infrastructure Investments in Chester County

## Cumulative Impact: FY 2021-2027

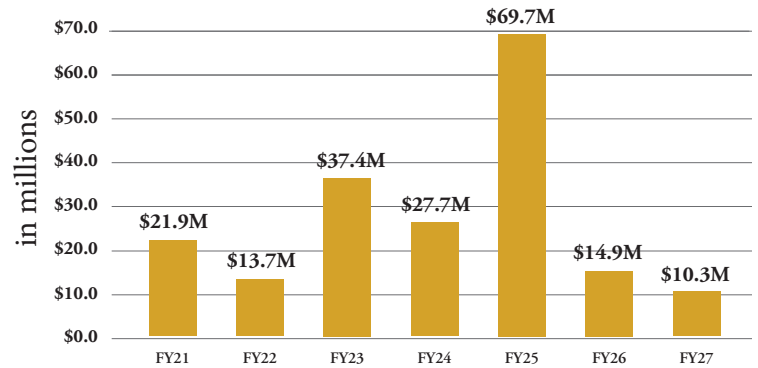


**Total Job Creation:**  
149 Annually



**Total Economic Output:**  
\$195.6 Million  
Over 7 Years

## Annual Economic Output



**Maintain  
Infrastructure**

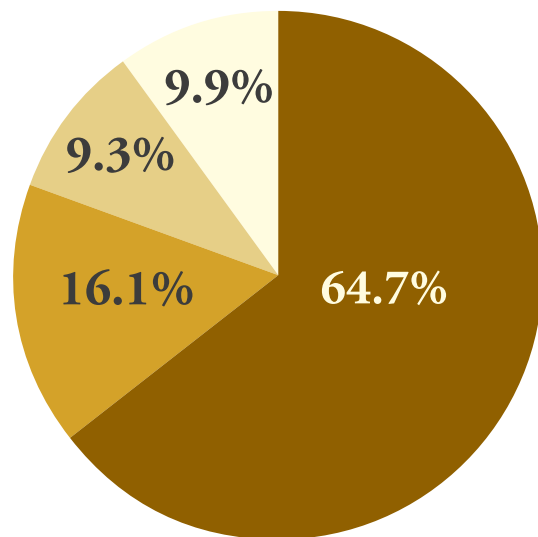
**More  
Expansions &  
Recruitments**

**More  
Jobs**

**More  
Economic  
Growth**

There is a growing need for many types of infrastructure – including transportation, water & wastewater systems, and broadband access. These are facilitated through a variety of South Carolina state agencies.

## Percent Contribution by Agency



○ S.C. Dept. of Environmental Services  
● S.C. Rural Infrastructure Authority

● S.C. Broadband Office  
● S.C. Dept. of Transportation

# The Economic Impact of Infrastructure Investments in Chesterfield County

## Cumulative Impact: FY 2021-2027

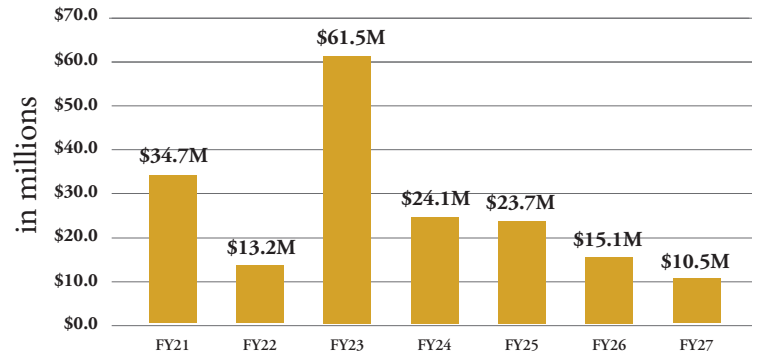


**Total Job Creation:**  
168 Annually



**Total Economic Output:**  
\$182.8 Million  
Over 7 Years

## Annual Economic Output



**Maintain  
Infrastructure**

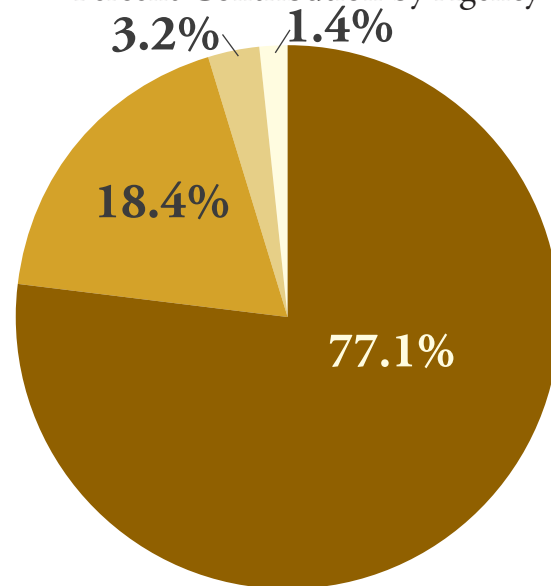
**More  
Expansions &  
Recruitments**

**More  
Jobs**

**More  
Economic  
Growth**

There is a growing need for many types of infrastructure – including transportation, water & wastewater systems, and broadband access. These are facilitated through a variety of South Carolina state agencies.

## Percent Contribution by Agency



○ S.C. Dept. of Environmental Services  
● S.C. Rural Infrastructure Authority

● S.C. Broadband Office  
● S.C. Dept. of Transportation

# The Economic Impact of Infrastructure Investments in Clarendon County

## Cumulative Impact: FY 2021-2027

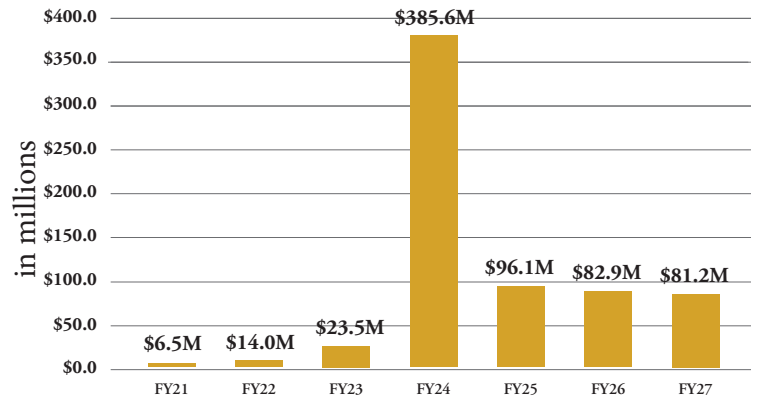


**Total Job Creation:**  
644 Annually



**Total Economic Output:**  
\$689.8 Million  
Over 7 Years

## Annual Economic Output



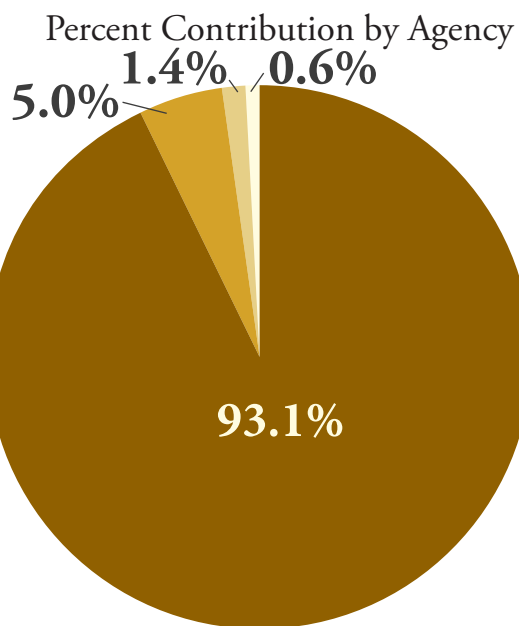
**Maintain  
Infrastructure**

**More  
Expansions &  
Recruitments**

**More  
Jobs**

**More  
Economic  
Growth**

There is a growing need for many types of infrastructure – including transportation, water & wastewater systems, and broadband access. These are facilitated through a variety of South Carolina state agencies.



- S.C. Dept. of Environmental Services
- S.C. Rural Infrastructure Authority
- S.C. Broadband Office
- S.C. Dept. of Transportation

# The Economic Impact of Infrastructure Investments in Colleton County

## Cumulative Impact: FY 2021-2027

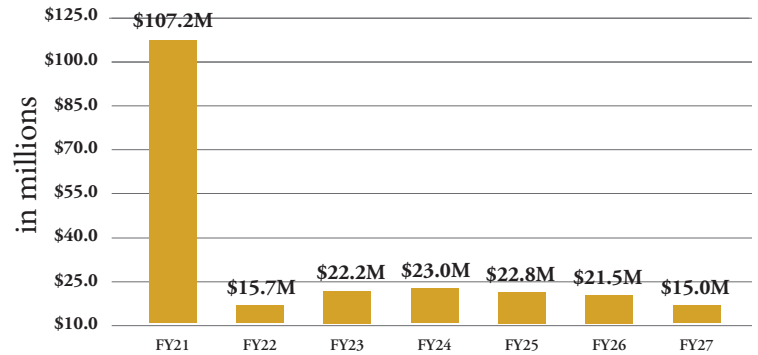


**Total Job Creation:**  
209 Annually



**Total Economic Output:**  
\$227.3 Million  
Over 7 Years

## Annual Economic Output



**Maintain Infrastructure**

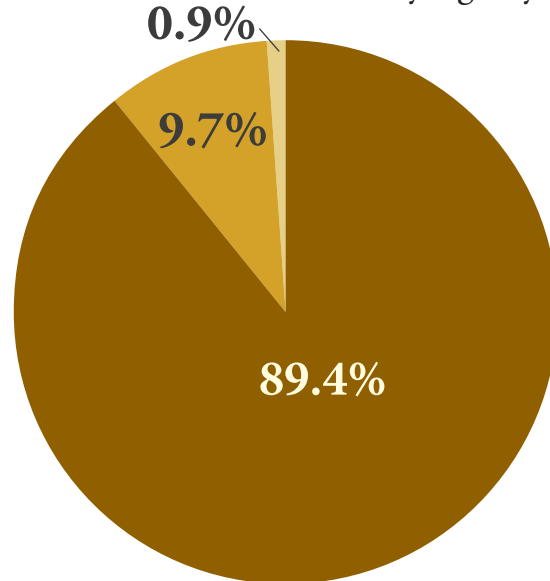
**More Expansions & Recruitments**

**More Jobs**

**More Economic Growth**

There is a growing need for many types of infrastructure – including transportation, water & wastewater systems, and broadband access. These are facilitated through a variety of South Carolina state agencies.

## Percent Contribution by Agency



○ S.C. Dept. of Environmental Services  
● S.C. Rural Infrastructure Authority

● S.C. Broadband Office  
● S.C. Dept. of Transportation

# The Economic Impact of Infrastructure Investments in Darlington County

## Cumulative Impact: FY 2021-2027

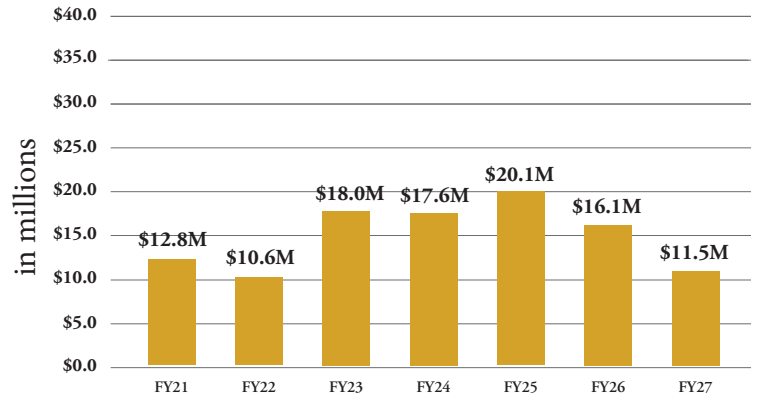


**Total Job Creation:**  
**84 Annually**



**Total Economic Output:**  
**\$106.6 Million**  
Over 7 Years

## Annual Economic Output



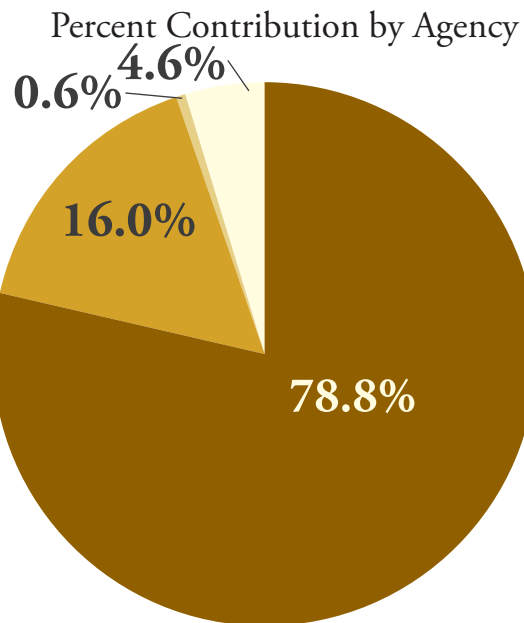
**Maintain Infrastructure**

**More Expansions & Recruitments**

**More Jobs**

**More Economic Growth**

There is a growing need for many types of infrastructure – including transportation, water & wastewater systems, and broadband access. These are facilitated through a variety of South Carolina state agencies.



- S.C. Dept. of Environmental Services
- S.C. Rural Infrastructure Authority
- S.C. Broadband Office
- S.C. Dept. of Transportation

# The Economic Impact of Infrastructure Investments in Dillon County

## Cumulative Impact: FY 2021-2027

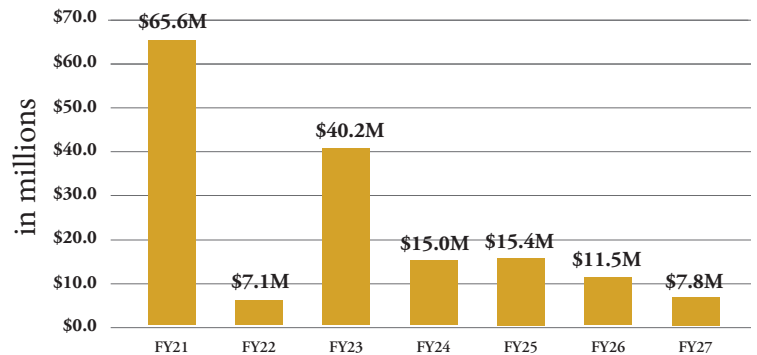


**Total Job Creation:**  
145 Annually



**Total Economic Output:**  
\$162.5 Million  
Over 7 Years

## Annual Economic Output



**Maintain  
Infrastructure**

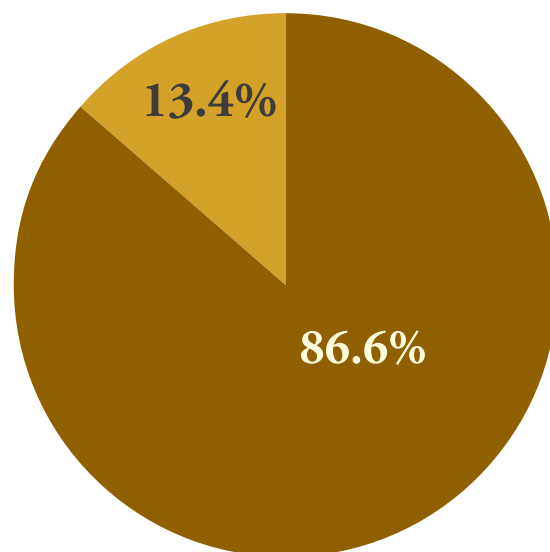
**More  
Expansions &  
Recruitments**

**More  
Jobs**

**More  
Economic  
Growth**

There is a growing need for many types of infrastructure – including transportation, water & wastewater systems, and broadband access. These are facilitated through a variety of South Carolina state agencies.

## Percent Contribution by Agency



○ S.C. Dept. of Environmental Services  
● S.C. Rural Infrastructure Authority

● S.C. Broadband Office  
● S.C. Dept. of Transportation

# The Economic Impact of Infrastructure Investments in Dorchester County

## Cumulative Impact: FY 2021-2027

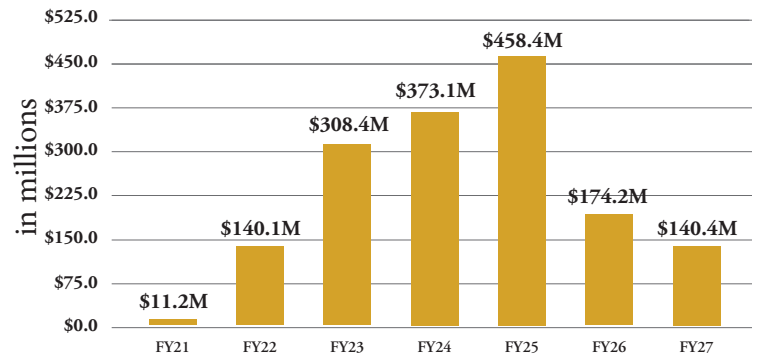


**Total Job Creation:**  
**1,302 Annually**



**Total Economic Output:**  
**\$1,605.7 Million**  
Over 7 Years

## Annual Economic Output



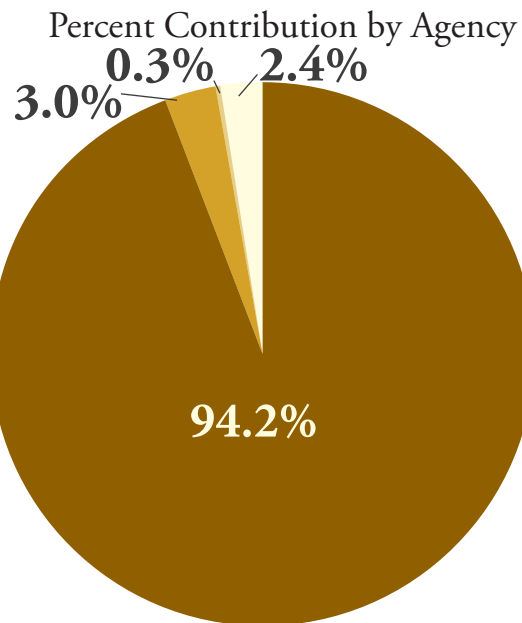
**Maintain  
Infrastructure**

**More  
Expansions &  
Recruitments**

**More  
Jobs**

**More  
Economic  
Growth**

There is a growing need for many types of infrastructure – including transportation, water & wastewater systems, and broadband access. These are facilitated through a variety of South Carolina state agencies.



- S.C. Dept. of Environmental Services
- S.C. Broadband Office
- S.C. Rural Infrastructure Authority
- S.C. Dept. of Transportation

# The Economic Impact of Infrastructure Investments in Edgefield County

## Cumulative Impact: FY 2021-2027

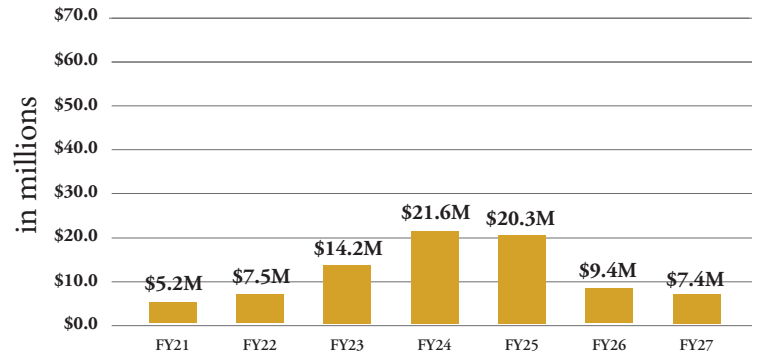


**Total Job Creation:**  
78 Annually



**Total Economic Output:**  
\$85.6 Million  
Over 7 Years

## Annual Economic Output



**Maintain Infrastructure**

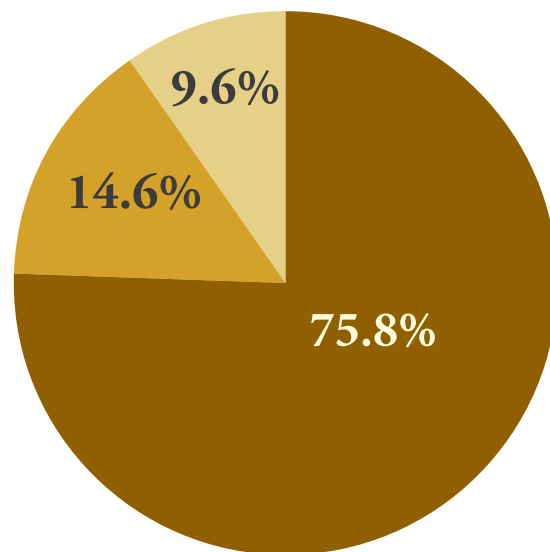
**More Expansions & Recruitments**

**More Jobs**

**More Economic Growth**

There is a growing need for many types of infrastructure – including transportation, water & wastewater systems, and broadband access. These are facilitated through a variety of South Carolina state agencies.

## Percent Contribution by Agency



○ S.C. Dept. of Environmental Services  
● S.C. Rural Infrastructure Authority

● S.C. Broadband Office  
● S.C. Dept. of Transportation

# The Economic Impact of Infrastructure Investments in Fairfield County

## Cumulative Impact: FY 2021-2027

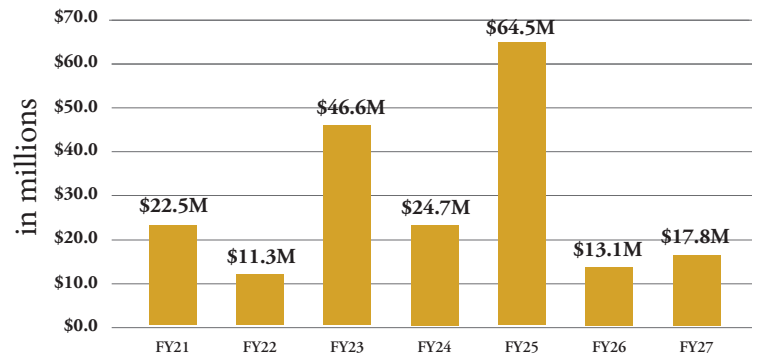


**Total Job Creation:**  
196 Annually



**Total Economic Output:**  
\$200.5 Million  
Over 7 Years

## Annual Economic Output



**Maintain  
Infrastructure**

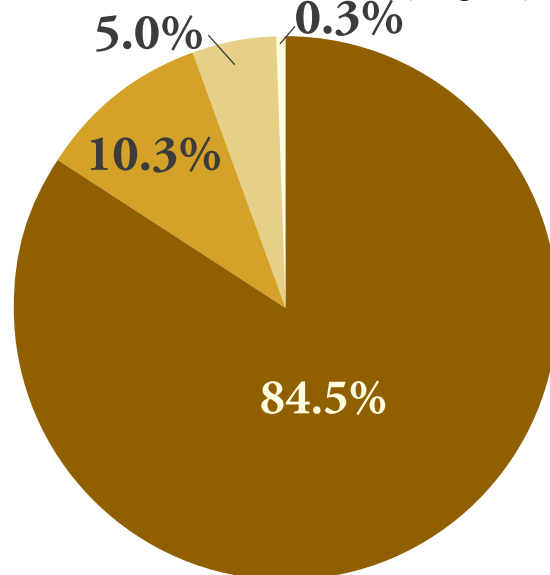
**More  
Expansions &  
Recruitments**

**More  
Jobs**

**More  
Economic  
Growth**

There is a growing need for many types of infrastructure – including transportation, water & wastewater systems, and broadband access. These are facilitated through a variety of South Carolina state agencies.

### Percent Contribution by Agency



○ S.C. Dept. of Environmental Services  
● S.C. Rural Infrastructure Authority

● S.C. Broadband Office  
● S.C. Dept. of Transportation

# The Economic Impact of Infrastructure Investments in Florence County

## Cumulative Impact: FY 2021-2027

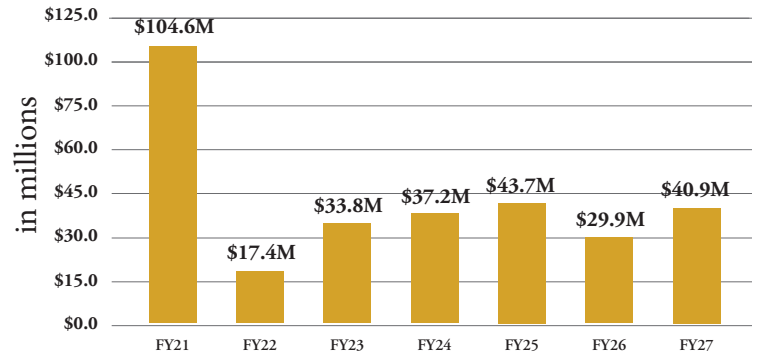


**Total Job Creation:**  
239 Annually



**Total Economic Output:**  
\$307.5 Million  
Over 7 Years

## Annual Economic Output



**Maintain  
Infrastructure**

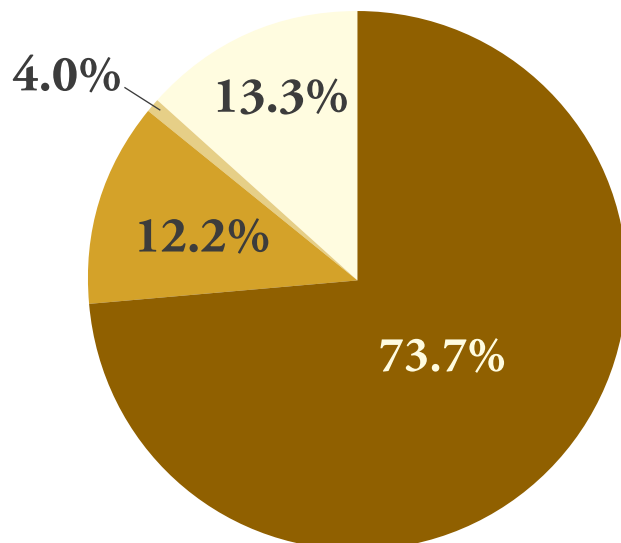
**More  
Expansions &  
Recruitments**

**More  
Jobs**

**More  
Economic  
Growth**

There is a growing need for many types of infrastructure – including transportation, water & wastewater systems, and broadband access. These are facilitated through a variety of South Carolina state agencies.

## Percent Contribution by Agency



○ S.C. Dept. of Environmental Services  
● S.C. Rural Infrastructure Authority

● S.C. Broadband Office  
● S.C. Dept. of Transportation

# The Economic Impact of Infrastructure Investments in Georgetown County

## Cumulative Impact: FY 2021-2027

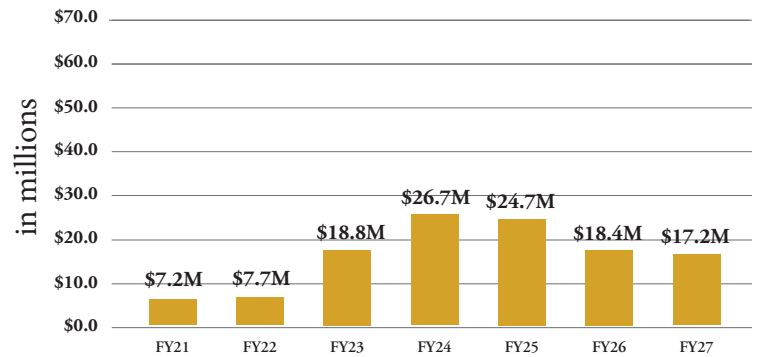


**Total Job Creation:**  
100 Annually



**Total Economic Output:**  
\$120.7 Million  
Over 7 Years

## Annual Economic Output



**Maintain  
Infrastructure**

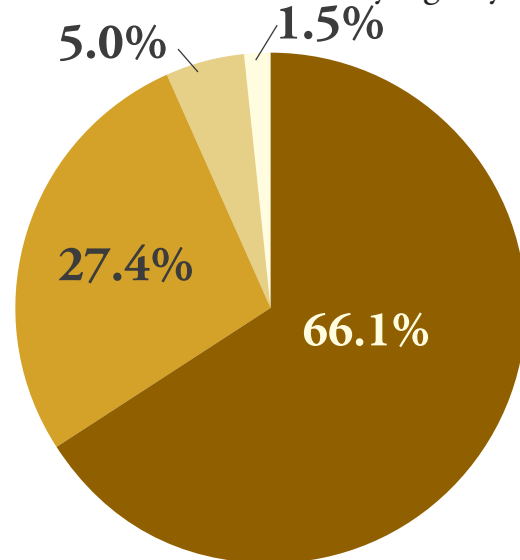
**More  
Expansions &  
Recruitments**

**More  
Jobs**

**More  
Economic  
Growth**

There is a growing need for many types of infrastructure – including transportation, water & wastewater systems, and broadband access. These are facilitated through a variety of South Carolina state agencies.

## Percent Contribution by Agency



○ S.C. Dept. of Environmental Services  
● S.C. Rural Infrastructure Authority

● S.C. Broadband Office  
● S.C. Dept. of Transportation

# The Economic Impact of Infrastructure Investments in Greenville County

## Cumulative Impact: FY 2021-2027

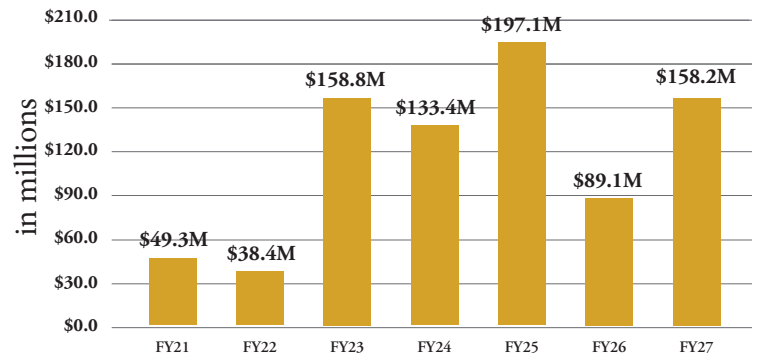


**Total Job Creation:**  
**608 Annually**



**Total Economic Output:**  
**\$824.2 Million**  
Over 7 Years

## Annual Economic Output



**Maintain Infrastructure**

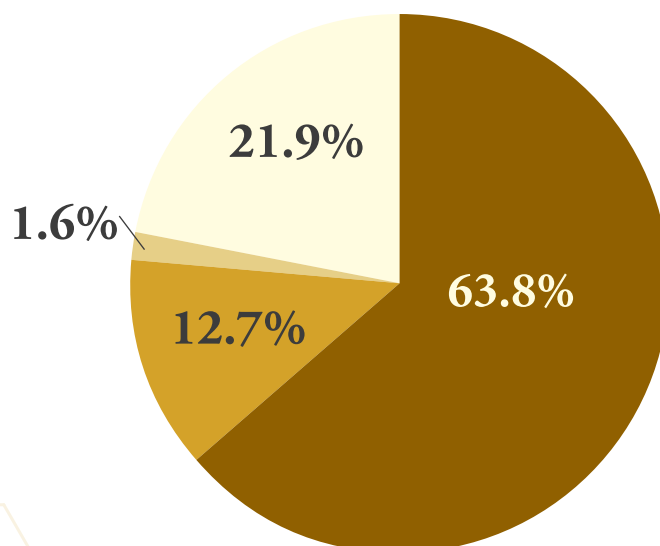
**More Expansions & Recruitments**

**More Jobs**

**More Economic Growth**

There is a growing need for many types of infrastructure – including transportation, water & wastewater systems, and broadband access. These are facilitated through a variety of South Carolina state agencies.

## Percent Contribution by Agency



○ S.C. Dept. of Environmental Services  
● S.C. Rural Infrastructure Authority

● S.C. Broadband Office  
● S.C. Dept. of Transportation

# The Economic Impact of Infrastructure Investments in Greenwood County

## Cumulative Impact: FY 2021-2027

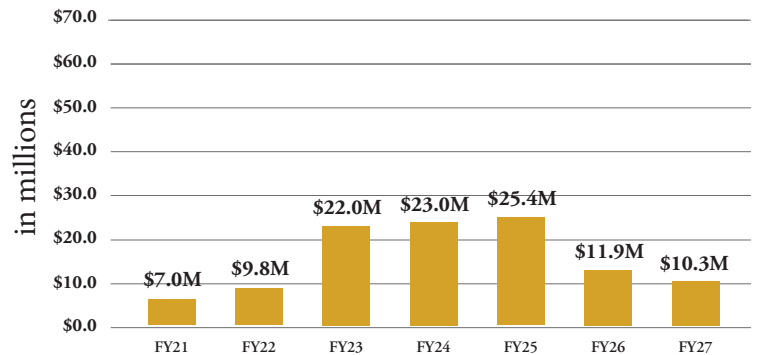


**Total Job Creation:**  
92 Annually



**Total Economic Output:**  
\$109.4 Million  
Over 7 Years

## Annual Economic Output



**Maintain  
Infrastructure**

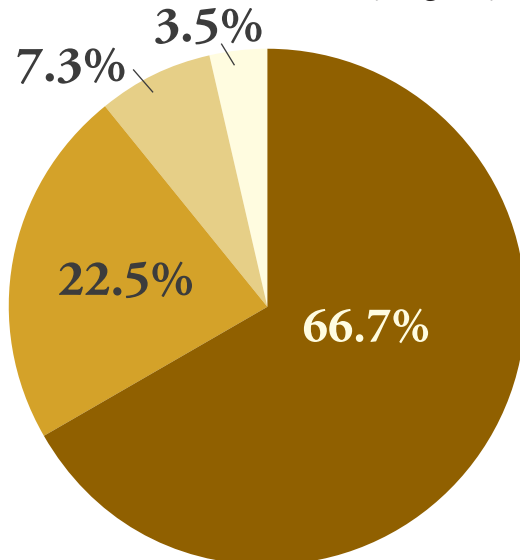
**More  
Expansions &  
Recruitments**

**More  
Jobs**

**More  
Economic  
Growth**

There is a growing need for many types of infrastructure – including transportation, water & wastewater systems, and broadband access. These are facilitated through a variety of South Carolina state agencies.

## Percent Contribution by Agency



- S.C. Dept. of Environmental Services
- S.C. Rural Infrastructure Authority
- S.C. Broadband Office
- S.C. Dept. of Transportation

# The Economic Impact of Infrastructure Investments in Hampton County

## Cumulative Impact: FY 2021-2027

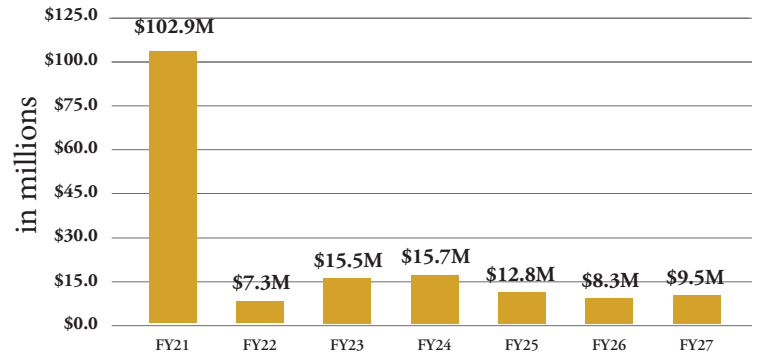


**Total Job Creation:**  
151 Annually



**Total Economic Output:**  
\$172.0 Million  
Over 7 Years

## Annual Economic Output



**Maintain  
Infrastructure**

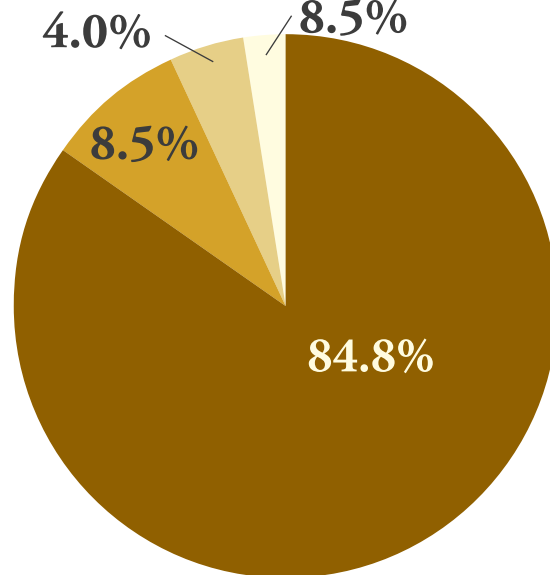
**More  
Expansions &  
Recruitments**

**More  
Jobs**

**More  
Economic  
Growth**

There is a growing need for many types of infrastructure – including transportation, water & wastewater systems, and broadband access. These are facilitated through a variety of South Carolina state agencies.

## Percent Contribution by Agency



○ S.C. Dept. of Environmental Services  
● S.C. Rural Infrastructure Authority

● S.C. Broadband Office  
● S.C. Dept. of Transportation

# The Economic Impact of Infrastructure Investments in Horry County

## Cumulative Impact: FY 2021-2027

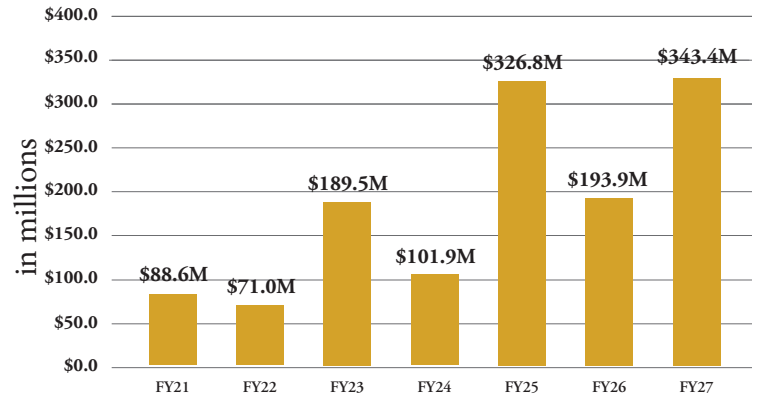


**Total Job Creation:**  
1,002 Annually



**Total Economic Output:**  
\$1,315.1 Million  
Over 7 Years

## Annual Economic Output



**Maintain Infrastructure**

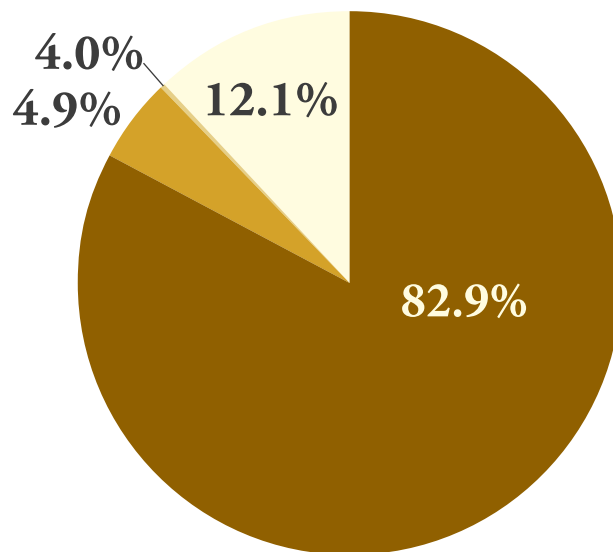
**More Expansions & Recruitments**

**More Jobs**

**More Economic Growth**

There is a growing need for many types of infrastructure – including transportation, water & wastewater systems, and broadband access. These are facilitated through a variety of South Carolina state agencies.

## Percent Contribution by Agency



○ S.C. Dept. of Environmental Services  
● S.C. Rural Infrastructure Authority

● S.C. Broadband Office  
● S.C. Dept. of Transportation

# The Economic Impact of Infrastructure Investments in Jasper County

## Cumulative Impact: FY 2021-2027

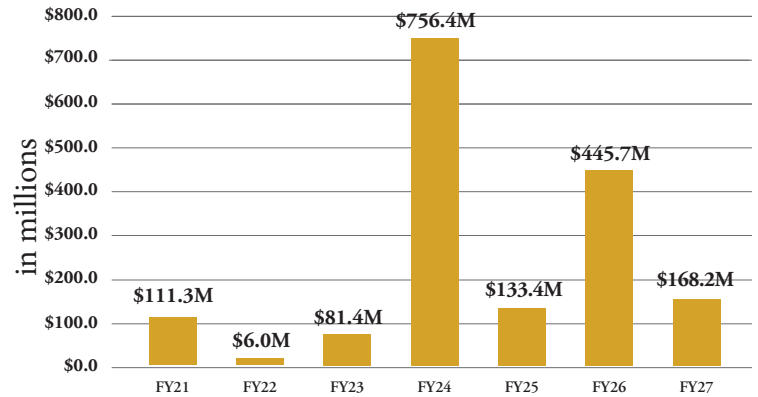


**Total Job Creation:**  
1,330 Annually



**Total Economic Output:**  
\$1,702.4 Million  
Over 7 Years

## Annual Economic Output



**Maintain  
Infrastructure**

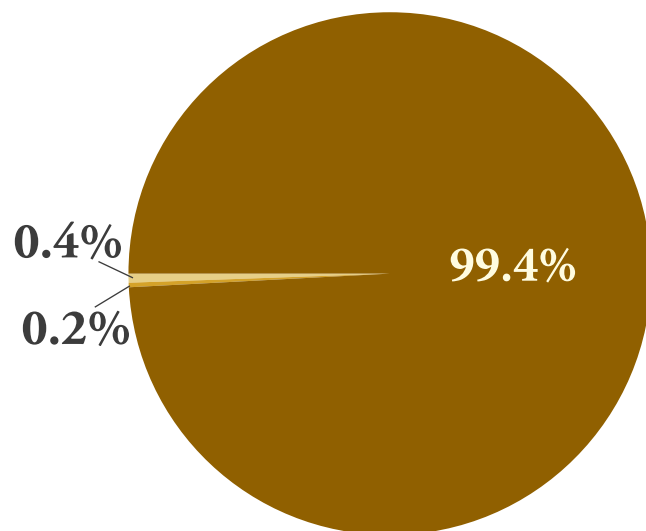
**More  
Expansions &  
Recruitments**

**More  
Jobs**

**More  
Economic  
Growth**

There is a growing need for many types of infrastructure – including transportation, water & wastewater systems, and broadband access. These are facilitated through a variety of South Carolina state agencies.

## Percent Contribution by Agency



○ S.C. Dept. of Environmental Services  
● S.C. Rural Infrastructure Authority

● S.C. Broadband Office  
● S.C. Dept. of Transportation

# The Economic Impact of Infrastructure Investments in Kershaw County

## Cumulative Impact: FY 2021-2027

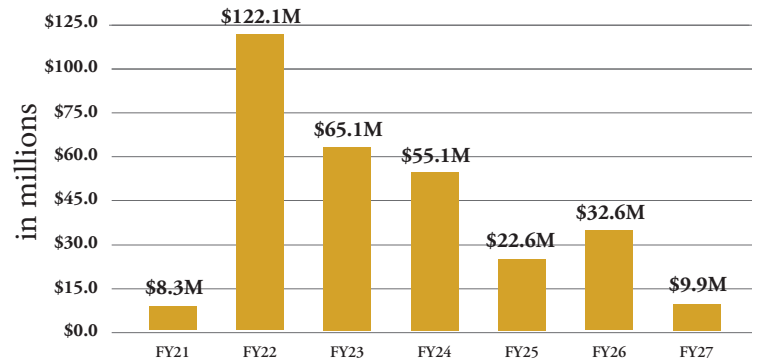


**Total Job Creation:**  
287 Annually



**Total Economic Output:**  
\$315.6 Million  
Over 7 Years

## Annual Economic Output



**Maintain  
Infrastructure**

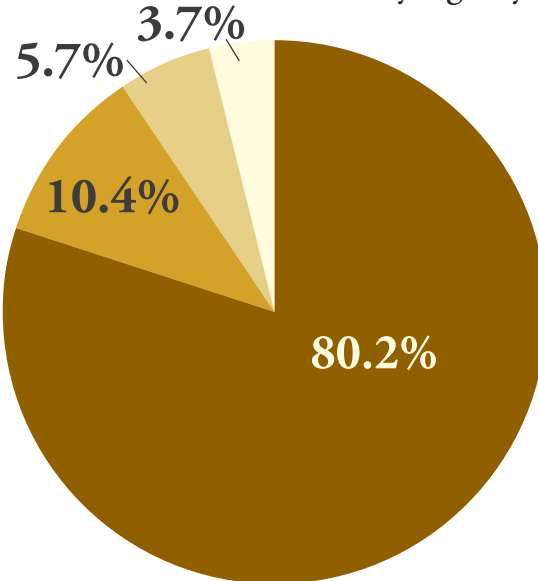
**More  
Expansions &  
Recruitments**

**More  
Jobs**

**More  
Economic  
Growth**

There is a growing need for many types of infrastructure – including transportation, water & wastewater systems, and broadband access. These are facilitated through a variety of South Carolina state agencies.

## Percent Contribution by Agency



○ S.C. Dept. of Environmental Services  
● S.C. Rural Infrastructure Authority

● S.C. Broadband Office  
● S.C. Dept. of Transportation

# The Economic Impact of Infrastructure Investments in Lancaster County

## Cumulative Impact: FY 2021-2027

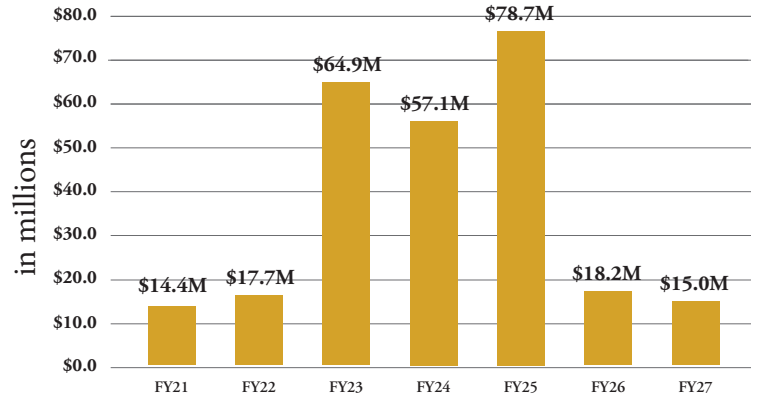


**Total Job Creation:**  
197 Annually



**Total Economic Output:**  
\$266.0 Million  
Over 7 Years

## Annual Economic Output



**Maintain Infrastructure**

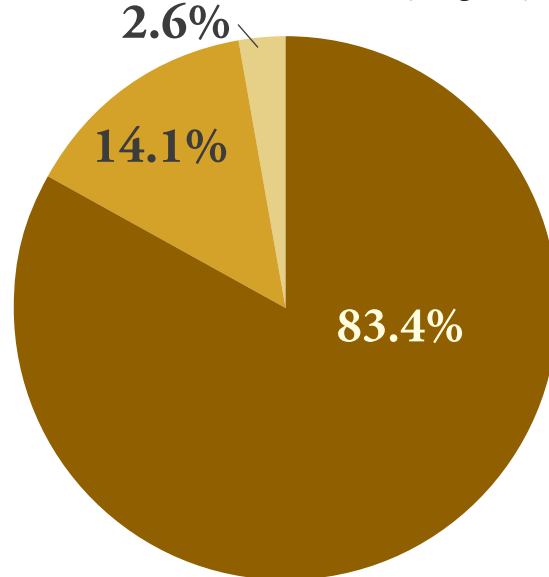
**More Expansions & Recruitments**

**More Jobs**

**More Economic Growth**

There is a growing need for many types of infrastructure – including transportation, water & wastewater systems, and broadband access. These are facilitated through a variety of South Carolina state agencies.

## Percent Contribution by Agency



○ S.C. Dept. of Environmental Services  
● S.C. Rural Infrastructure Authority

● S.C. Broadband Office  
● S.C. Dept. of Transportation

# The Economic Impact of Infrastructure Investments in Laurens County

## Cumulative Impact: FY 2021-2027

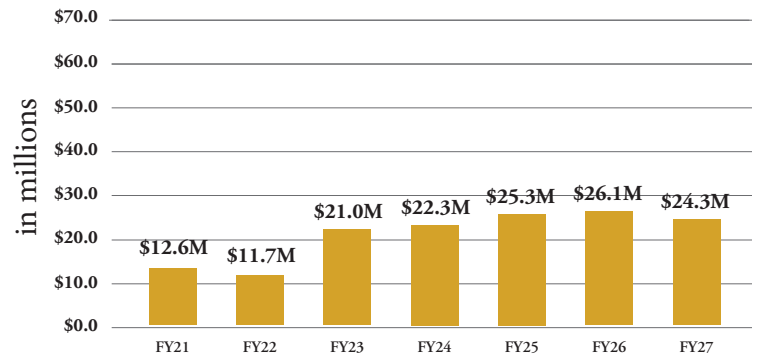


**Total Job Creation:**  
124 Annually



**Total Economic Output:**  
\$143.4 Million  
Over 7 Years

## Annual Economic Output



**Maintain Infrastructure**

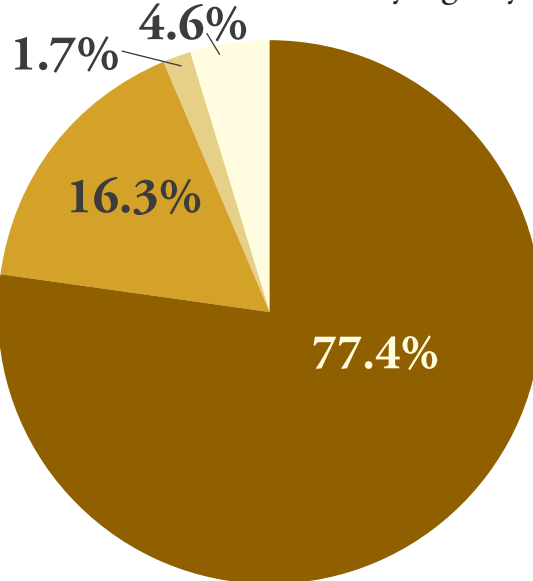
**More Expansions & Recruitments**

**More Jobs**

**More Economic Growth**

There is a growing need for many types of infrastructure – including transportation, water & wastewater systems, and broadband access. These are facilitated through a variety of South Carolina state agencies.

### Percent Contribution by Agency



- S.C. Dept. of Environmental Services
- S.C. Rural Infrastructure Authority
- S.C. Broadband Office
- S.C. Dept. of Transportation

# The Economic Impact of Infrastructure Investments in Lee County

## Cumulative Impact: FY 2021-2027

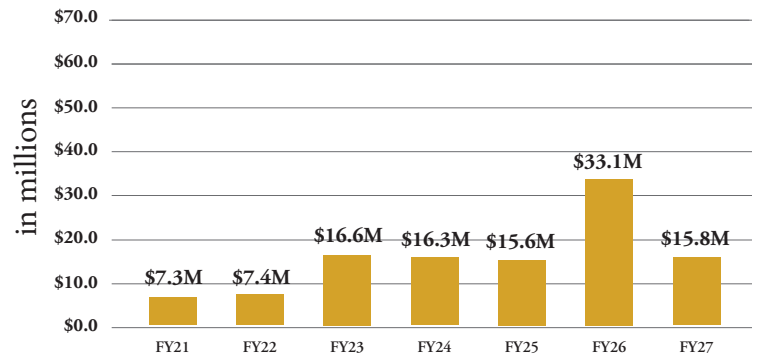


**Total Job Creation:**  
102 Annually



**Total Economic Output:**  
\$112.1 Million  
Over 7 Years

## Annual Economic Output



**Maintain  
Infrastructure**

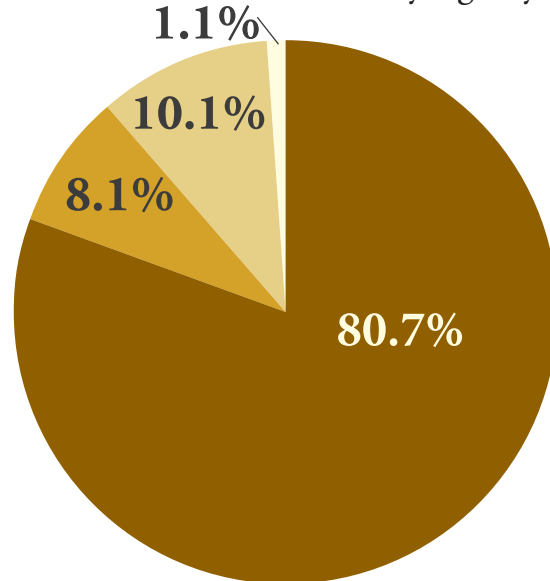
**More  
Expansions &  
Recruitments**

**More  
Jobs**

**More  
Economic  
Growth**

There is a growing need for many types of infrastructure – including transportation, water & wastewater systems, and broadband access. These are facilitated through a variety of South Carolina state agencies.

### Percent Contribution by Agency



○ S.C. Dept. of Environmental Services  
● S.C. Rural Infrastructure Authority

● S.C. Broadband Office  
● S.C. Dept. of Transportation

# The Economic Impact of Infrastructure Investments in Lexington County

## Cumulative Impact: FY 2021-2027

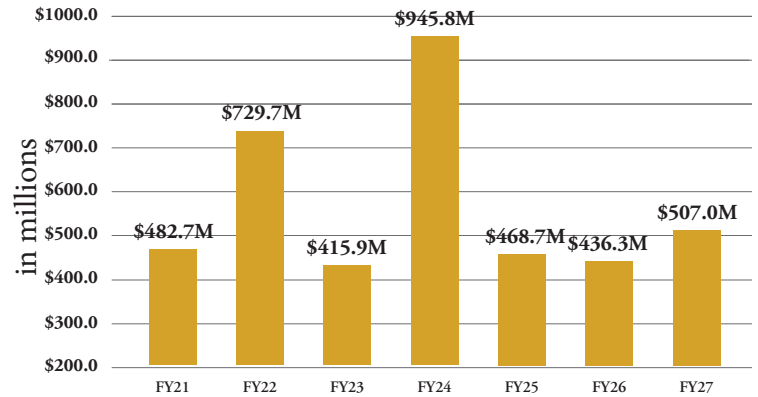


**Total Job Creation:**  
**3,096 Annually**



**Total Economic Output:**  
**\$3,986.1 Million**  
Over 7 Years

## Annual Economic Output



**Maintain Infrastructure**

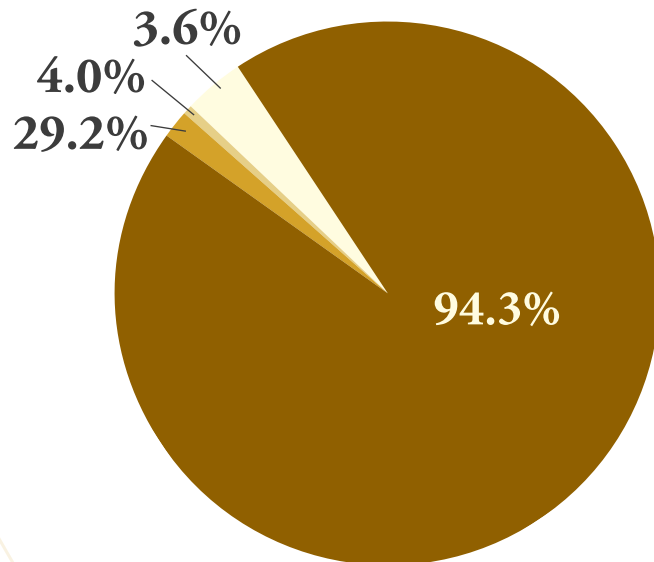
**More Expansions & Recruitments**

**More Jobs**

**More Economic Growth**

There is a growing need for many types of infrastructure – including transportation, water & wastewater systems, and broadband access. These are facilitated through a variety of South Carolina state agencies.

## Percent Contribution by Agency



○ S.C. Dept. of Environmental Services  
● S.C. Rural Infrastructure Authority

● S.C. Broadband Office  
● S.C. Dept. of Transportation

# The Economic Impact of Infrastructure Investments in Marion County

## Cumulative Impact: FY 2021-2027

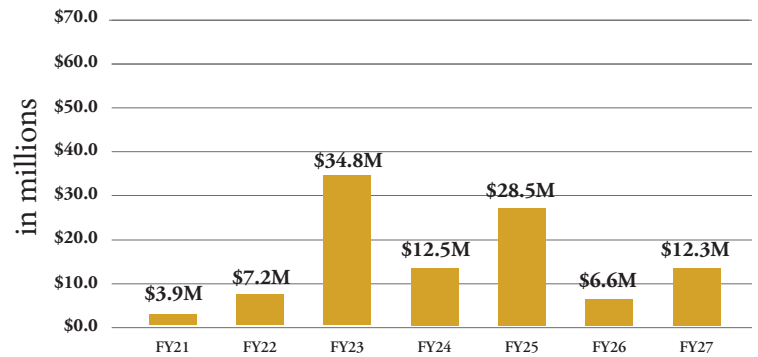


**Total Job Creation:**  
97 Annually



**Total Economic Output:**  
\$105.8 Million  
Over 7 Years

## Annual Economic Output



**Maintain  
Infrastructure**

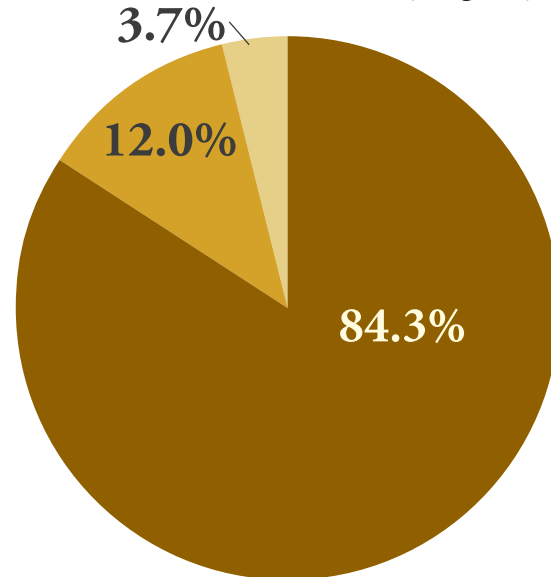
**More  
Expansions &  
Recruitments**

**More  
Jobs**

**More  
Economic  
Growth**

There is a growing need for many types of infrastructure – including transportation, water & wastewater systems, and broadband access. These are facilitated through a variety of South Carolina state agencies.

## Percent Contribution by Agency



○ S.C. Dept. of Environmental Services  
● S.C. Rural Infrastructure Authority

● S.C. Broadband Office  
● S.C. Dept. of Transportation

# The Economic Impact of Infrastructure Investments in Marlboro County

## Cumulative Impact: FY 2021-2027

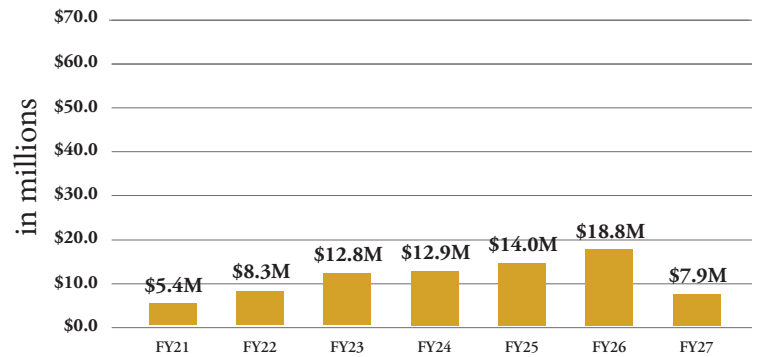


**Total Job Creation:**  
**74 Annually**



**Total Economic Output:**  
**\$80.1 Million**  
Over 7 Years

## Annual Economic Output



**Maintain Infrastructure**

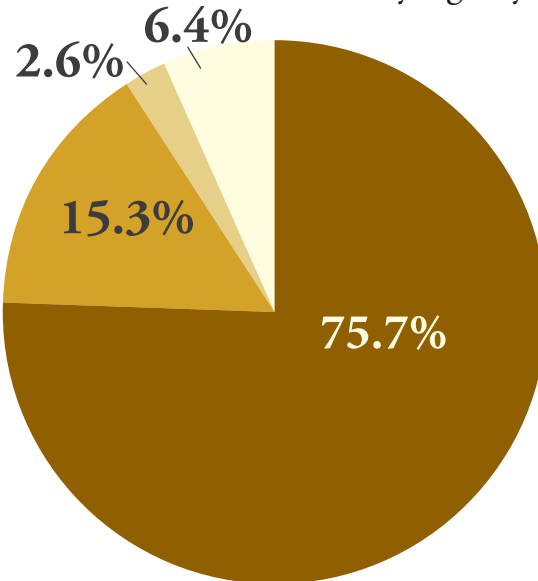
**More Expansions & Recruitments**

**More Jobs**

**More Economic Growth**

There is a growing need for many types of infrastructure – including transportation, water & wastewater systems, and broadband access. These are facilitated through a variety of South Carolina state agencies.

### Percent Contribution by Agency



- S.C. Dept. of Environmental Services
- S.C. Broadband Office
- S.C. Rural Infrastructure Authority
- S.C. Dept. of Transportation

# The Economic Impact of Infrastructure Investments in McCormick County

## Cumulative Impact: FY 2021-2027

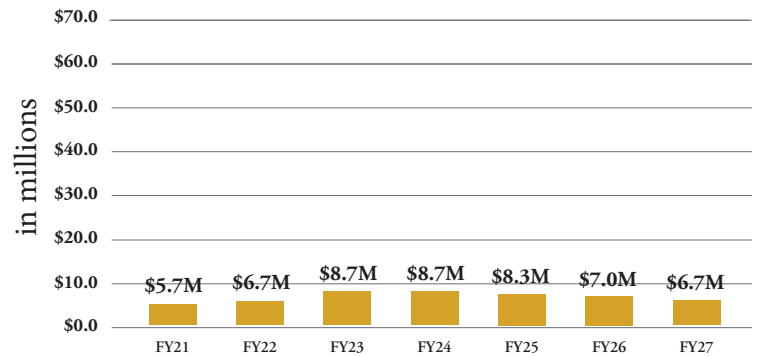


**Total Job Creation:**  
45 Annually



**Total Economic Output:**  
\$51.7 Million  
Over 7 Years

## Annual Economic Output



**Maintain Infrastructure**

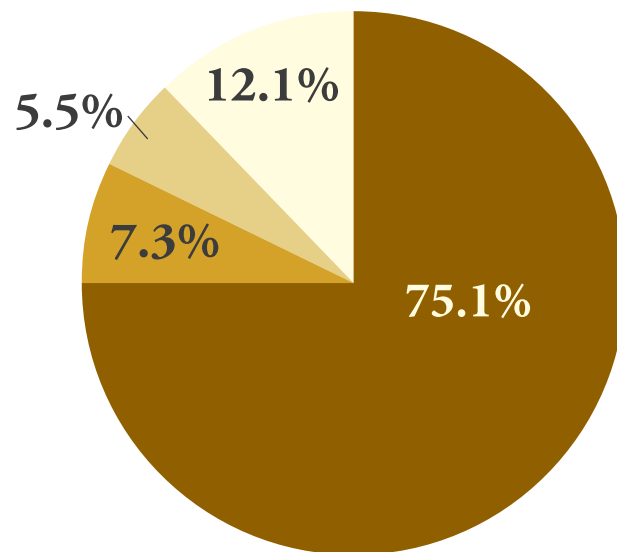
**More Expansions & Recruitments**

**More Jobs**

**More Economic Growth**

There is a growing need for many types of infrastructure – including transportation, water & wastewater systems, and broadband access. These are facilitated through a variety of South Carolina state agencies.

## Percent Contribution by Agency



○ S.C. Dept. of Environmental Services  
● S.C. Rural Infrastructure Authority

● S.C. Broadband Office  
● S.C. Dept. of Transportation

# The Economic Impact of Infrastructure Investments in Newberry County

## Cumulative Impact: FY 2021-2027

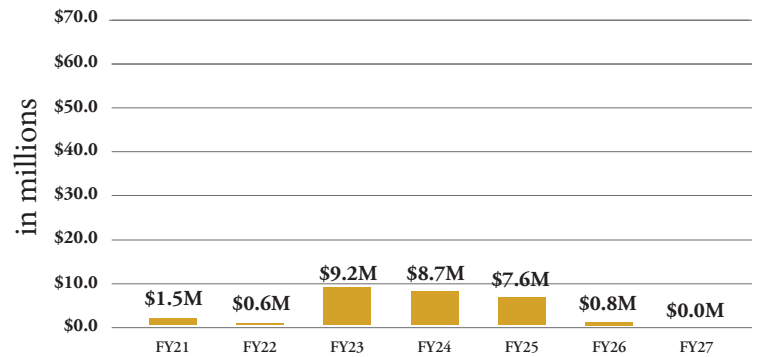


**Total Job Creation:**  
**25 Annually**



**Total Economic Output:**  
**\$28.4 Million**  
Over 7 Years

## Annual Economic Output



**Maintain Infrastructure**

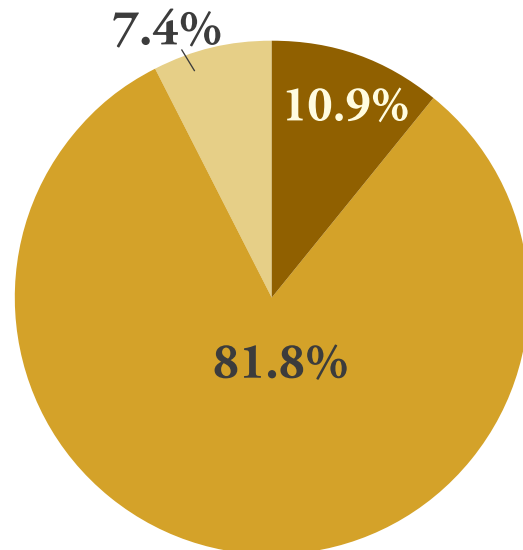
**More Expansions & Recruitments**

**More Jobs**

**More Economic Growth**

There is a growing need for many types of infrastructure – including transportation, water & wastewater systems, and broadband access. These are facilitated through a variety of South Carolina state agencies.

## Percent Contribution by Agency



○ S.C. Dept. of Environmental Services  
● S.C. Rural Infrastructure Authority

● S.C. Broadband Office  
● S.C. Dept. of Transportation

# The Economic Impact of Infrastructure Investments in Oconee County

## Cumulative Impact: FY 2021-2027

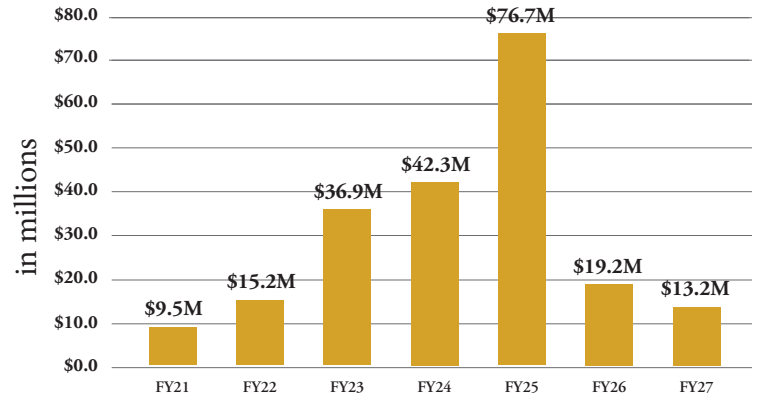


**Total Job Creation:**  
184 Annually



**Total Economic Output:**  
\$213.0 Million  
Over 7 Years

## Annual Economic Output



**Maintain  
Infrastructure**

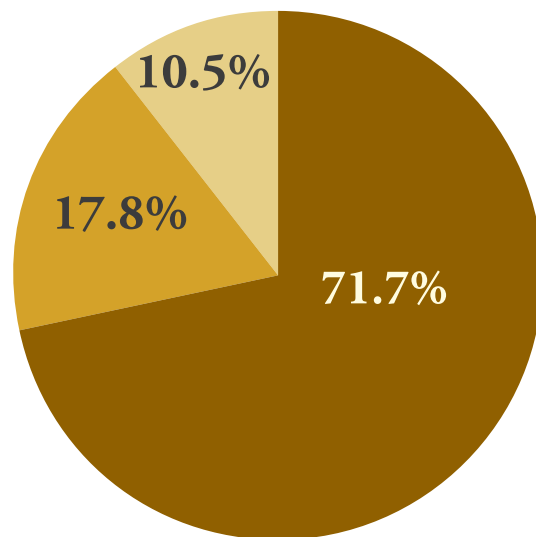
**More  
Expansions &  
Recruitments**

**More  
Jobs**

**More  
Economic  
Growth**

There is a growing need for many types of infrastructure – including transportation, water & wastewater systems, and broadband access. These are facilitated through a variety of South Carolina state agencies.

## Percent Contribution by Agency



○ S.C. Dept. of Environmental Services  
● S.C. Rural Infrastructure Authority

● S.C. Broadband Office  
● S.C. Dept. of Transportation

# The Economic Impact of Infrastructure Investments in Orangeburg County

## Cumulative Impact: FY 2021-2027

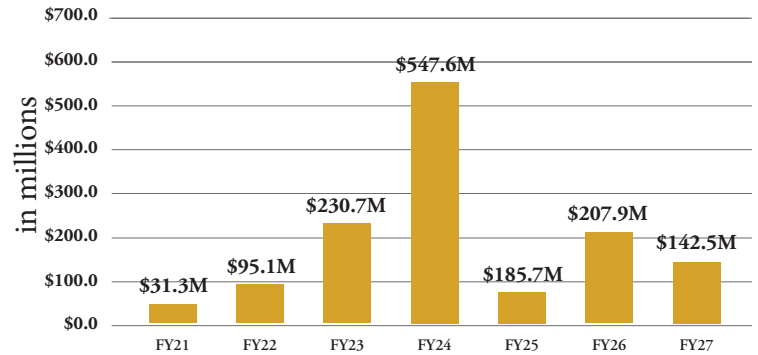


**Total Job Creation:**  
1,215 Annually



**Total Economic Output:**  
\$1,440.7 Million  
Over 7 Years

## Annual Economic Output



**Maintain  
Infrastructure**

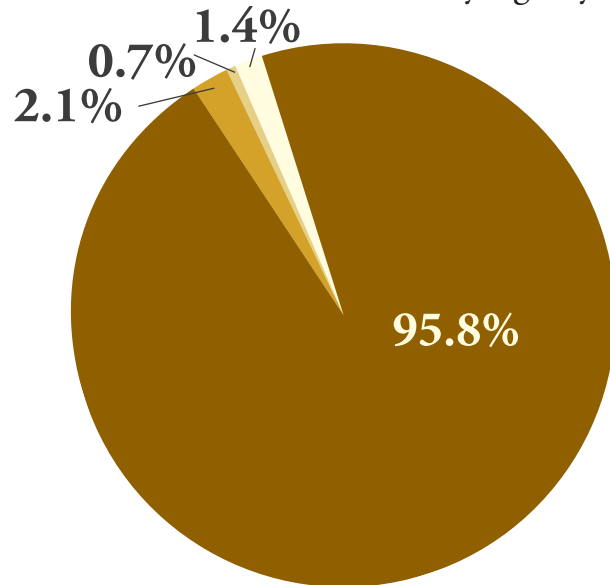
**More  
Expansions &  
Recruitments**

**More  
Jobs**

**More  
Economic  
Growth**

There is a growing need for many types of infrastructure – including transportation, water & wastewater systems, and broadband access. These are facilitated through a variety of South Carolina state agencies.

### Percent Contribution by Agency



○ S.C. Dept. of Environmental Services  
● S.C. Rural Infrastructure Authority

● S.C. Broadband Office  
● S.C. Dept. of Transportation

# The Economic Impact of Infrastructure Investments in Pickens County

## Cumulative Impact: FY 2021-2027

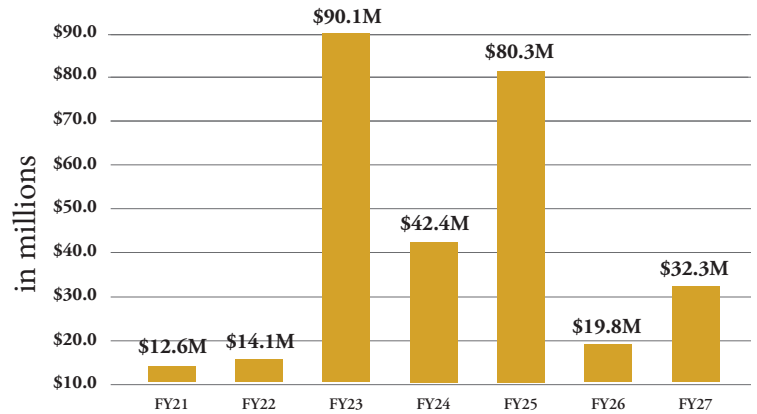


**Total Job Creation:**  
260 Annually



**Total Economic Output:**  
\$291.6 Million  
Over 7 Years

## Annual Economic Output



**Maintain Infrastructure**

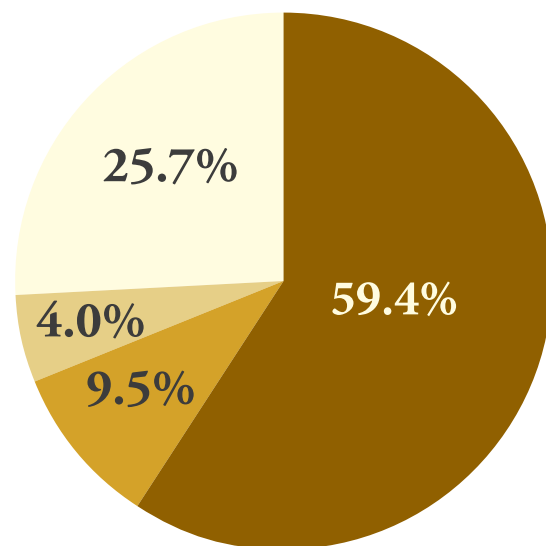
**More Expansions & Recruitments**

**More Jobs**

**More Economic Growth**

There is a growing need for many types of infrastructure – including transportation, water & wastewater systems, and broadband access. These are facilitated through a variety of South Carolina state agencies.

## Percent Contribution by Agency



○ S.C. Dept. of Environmental Services  
● S.C. Rural Infrastructure Authority

● S.C. Broadband Office  
● S.C. Dept. of Transportation

# The Economic Impact of Infrastructure Investments in Richland County

## Cumulative Impact: FY 2021-2027

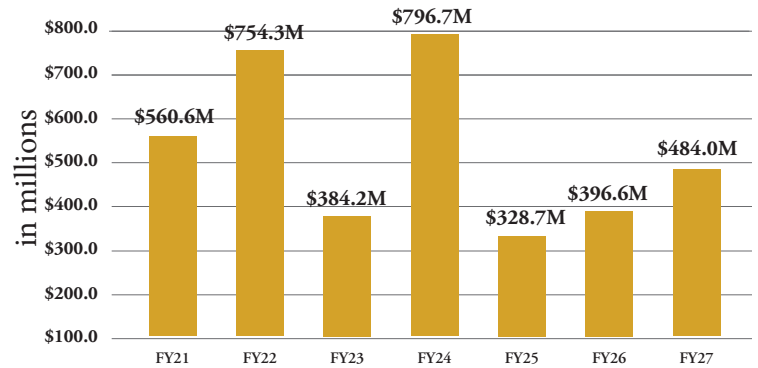


**Total Job Creation:**  
2,576 Annually



**Total Economic Output:**  
\$3,705.0 Million  
Over 7 Years

## Annual Economic Output



**Maintain  
Infrastructure**

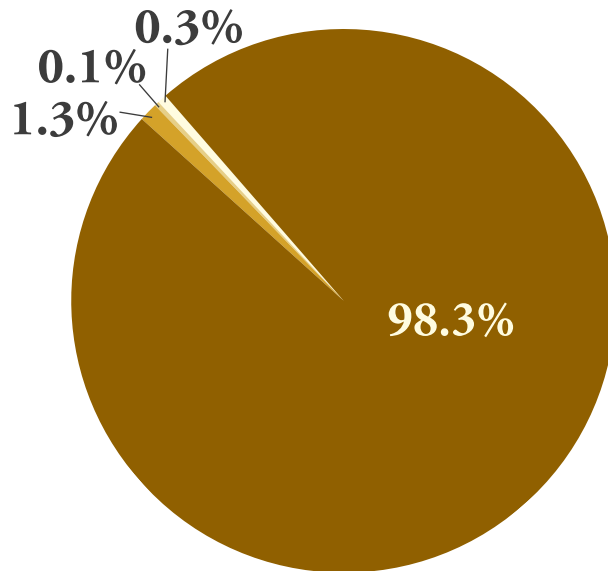
**More  
Expansions &  
Recruitments**

**More  
Jobs**

**More  
Economic  
Growth**

There is a growing need for many types of infrastructure – including transportation, water & wastewater systems, and broadband access. These are facilitated through a variety of South Carolina state agencies.

## Percent Contribution by Agency



○ S.C. Dept. of Environmental Services  
● S.C. Rural Infrastructure Authority

● S.C. Broadband Office  
● S.C. Dept. of Transportation

# The Economic Impact of Infrastructure Investments in Saluda County

## Cumulative Impact: FY 2021-2027

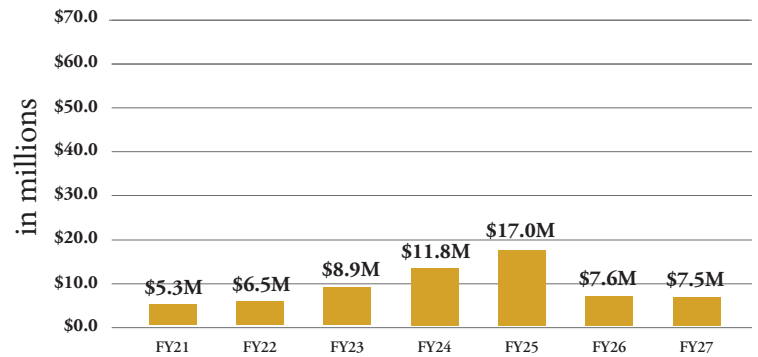


**Total Job Creation:**  
**66 Annually**



**Total Economic Output:**  
**\$64.6 Million**  
Over 7 Years

## Annual Economic Output



**Maintain Infrastructure**

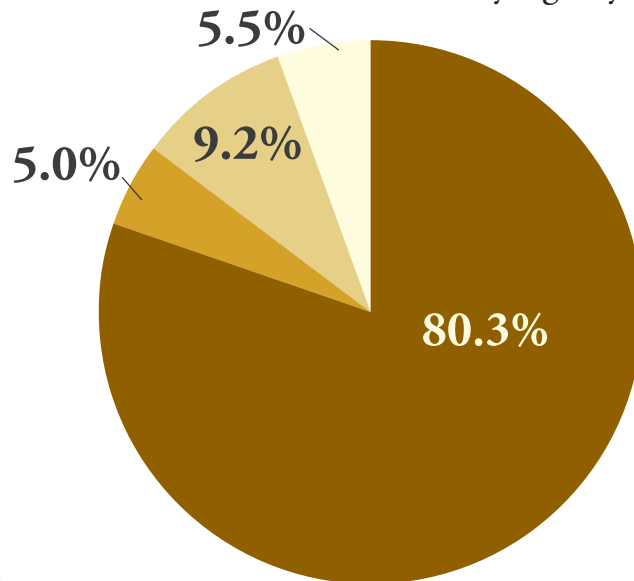
**More Expansions & Recruitments**

**More Jobs**

**More Economic Growth**

There is a growing need for many types of infrastructure – including transportation, water & wastewater systems, and broadband access. These are facilitated through a variety of South Carolina state agencies.

### Percent Contribution by Agency



○ S.C. Dept. of Environmental Services  
● S.C. Rural Infrastructure Authority

● S.C. Broadband Office  
● S.C. Dept. of Transportation

# The Economic Impact of Infrastructure Investments in Spartanburg County

## Cumulative Impact: FY 2021-2027

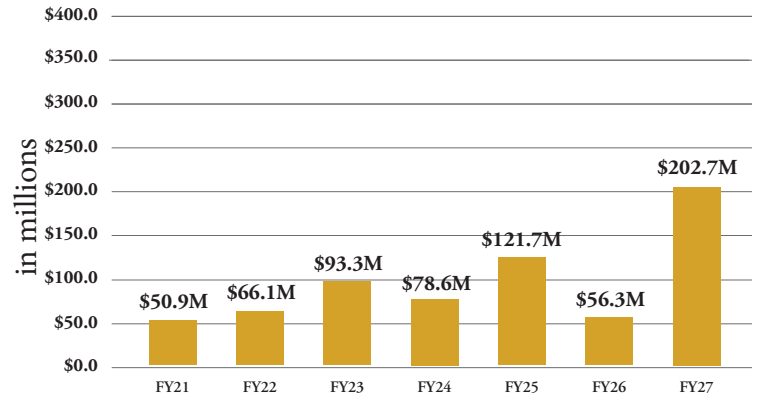


**Total Job Creation:**  
513 Annually



**Total Economic Output:**  
\$669.5 Million  
Over 7 Years

## Annual Economic Output



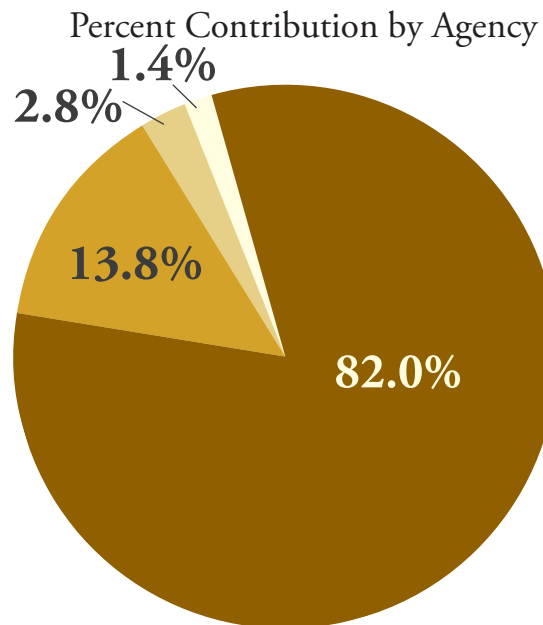
**Maintain Infrastructure**

**More Expansions & Recruitments**

**More Jobs**

**More Economic Growth**

There is a growing need for many types of infrastructure – including transportation, water & wastewater systems, and broadband access. These are facilitated through a variety of South Carolina state agencies.



- S.C. Dept. of Environmental Services
- S.C. Broadband Office
- S.C. Rural Infrastructure Authority
- S.C. Dept. of Transportation

# The Economic Impact of Infrastructure Investments in Sumter County

## Cumulative Impact: FY 2021-2027

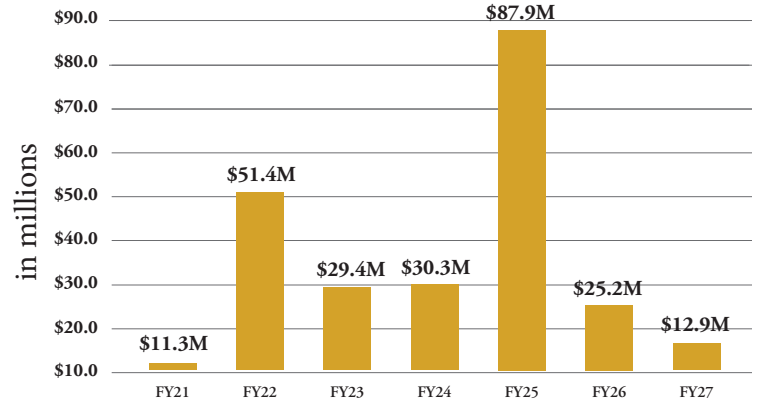


**Total Job Creation:**  
194 Annually



**Total Economic Output:**  
\$248.3 Million  
Over 7 Years

## Annual Economic Output



**Maintain Infrastructure**

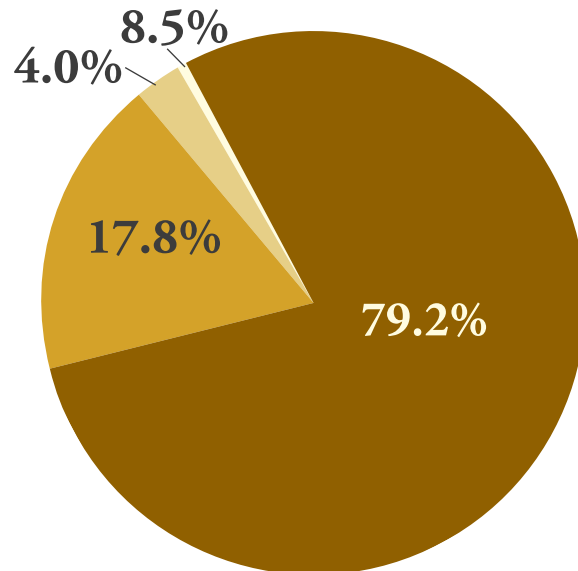
**More Expansions & Recruitments**

**More Jobs**

**More Economic Growth**

There is a growing need for many types of infrastructure – including transportation, water & wastewater systems, and broadband access. These are facilitated through a variety of South Carolina state agencies.

## Percent Contribution by Agency



○ S.C. Dept. of Environmental Services  
● S.C. Rural Infrastructure Authority

● S.C. Broadband Office  
● S.C. Dept. of Transportation

# The Economic Impact of Infrastructure Investments in Union County

## Cumulative Impact: FY 2021-2027

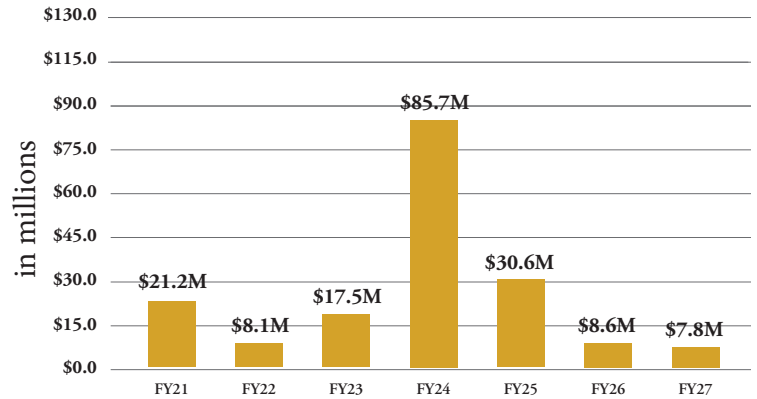


**Total Job Creation:**  
169 Annually



**Total Economic Output:**  
\$179.6 Million  
Over 7 Years

## Annual Economic Output



**Maintain  
Infrastructure**

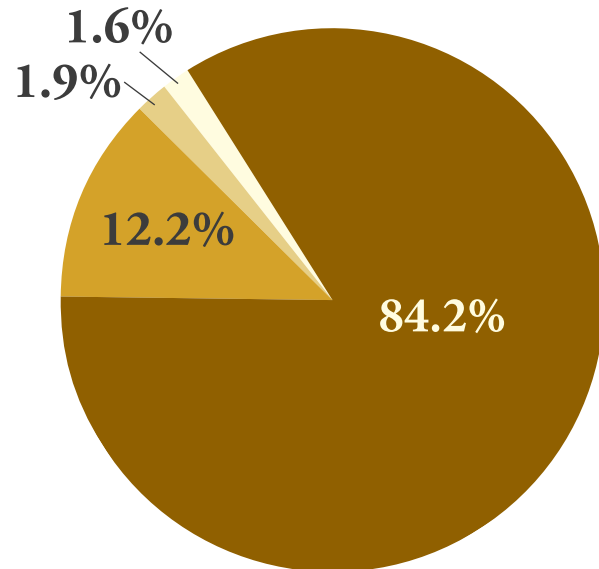
**More  
Expansions &  
Recruitments**

**More  
Jobs**

**More  
Economic  
Growth**

There is a growing need for many types of infrastructure – including transportation, water & wastewater systems, and broadband access. These are facilitated through a variety of South Carolina state agencies.

## Percent Contribution by Agency



○ S.C. Dept. of Environmental Services  
● S.C. Rural Infrastructure Authority

● S.C. Broadband Office  
● S.C. Dept. of Transportation

# The Economic Impact of Infrastructure Investments in Williamsburg County

## Cumulative Impact: FY 2021-2027

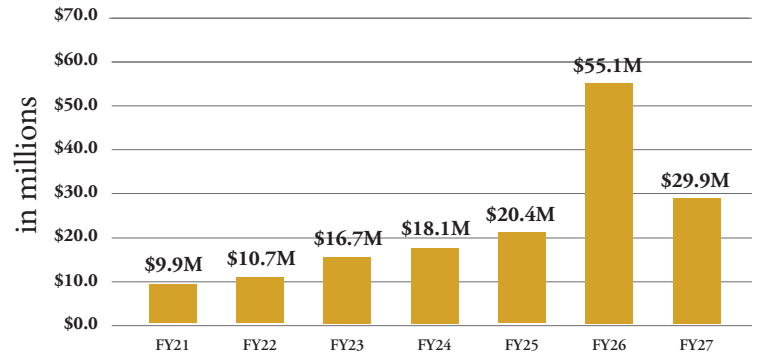


**Total Job Creation:**  
143 Annually



**Total Economic Output:**  
\$160.8 Million  
Over 7 Years

## Annual Economic Output



**Maintain  
Infrastructure**

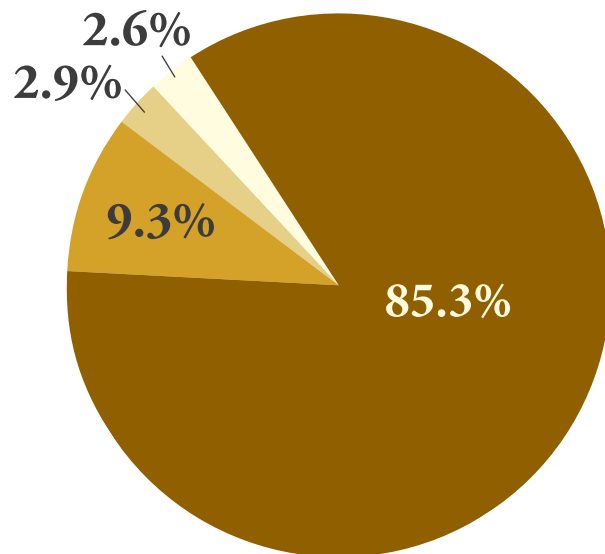
**More  
Expansions &  
Recruitments**

**More  
Jobs**

**More  
Economic  
Growth**

There is a growing need for many types of infrastructure – including transportation, water & wastewater systems, and broadband access. These are facilitated through a variety of South Carolina state agencies.

## Percent Contribution by Agency



○ S.C. Dept. of Environmental Services  
● S.C. Rural Infrastructure Authority

● S.C. Broadband Office  
● S.C. Dept. of Transportation

# The Economic Impact of Infrastructure Investments in York County

## Cumulative Impact: FY 2021-2027

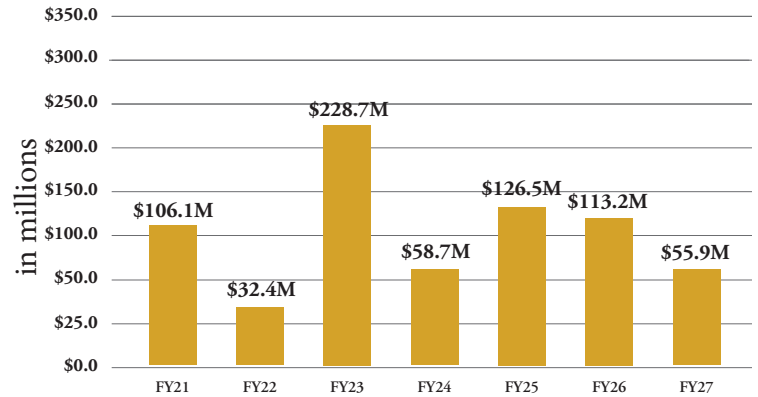


**Total Job Creation:**  
542 Annually



**Total Economic Output:**  
\$721.6 Million  
Over 7 Years

## Annual Economic Output



**Maintain  
Infrastructure**

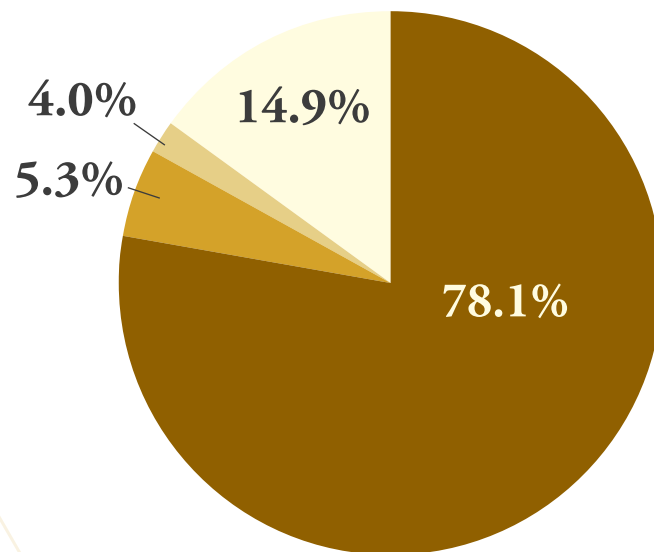
**More  
Expansions &  
Recruitments**

**More  
Jobs**

**More  
Economic  
Growth**

There is a growing need for many types of infrastructure – including transportation, water & wastewater systems, and broadband access. These are facilitated through a variety of South Carolina state agencies.

## Percent Contribution by Agency



○ S.C. Dept. of Environmental Services  
● S.C. Rural Infrastructure Authority

● S.C. Broadband Office  
● S.C. Dept. of Transportation



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The background is a solid gold color with a pattern of thin, wavy, horizontal lines in a slightly darker shade of gold. In the center, there is a white logo consisting of a thin, curved line above the text "ACEC-SC" in a large, white, serif font.

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