



Charleston Metro Chamber of Commerce

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INFRASTRUCTURE VISIONING TASK FORCE TRANSPORTATION / INFRASTRUCTURE PRIORITIES

ISSUES TO CONSIDER

a White Paper
November 2013

The region's existing infrastructure is not adequately accommodating the current needs of the area, not to mention the anticipated growth. It is this set of unmet needs that the Task Force has addressed. The region must be prepared to invest in new infrastructure if it is to realize the full potential of the opportunity afforded by its location, human resources and natural environment. The Task Force identified some of the most pressing infrastructure projects and categorized them under four general headings:

PROMOTE ECONOMIC DEVELOPMENT OF THE REGION

- Harbor deepening
- Redbank Road
- Completion of the Mark Clark Expressway (I-526)
- Airport road improvements
- I-26 Long Term strategies to alleviate congestion
- Sheep Island Interchange
- Berlin Myers Parkway Phase 3

FACILITATE FREIGHT MOVEMENT

- Navy Base Terminal and port access road
- I-526 Long-Term strategies to alleviate congestion
- Reconstruction of the I-526/I-26 interchange

ACCOMMODATE ANTICIPATED RESIDENTIAL GROWTH

- Glenn McConnell Parkway extension
- Suburban Commuter Rail
- CARTA Intermodal Center
- Sea Island Greenway
- Future Outer Loop

PRESERVE AND ENHANCE THE QUALITY OF LIFE

- Crosstown Drainage project
- Market Street/Calhoun West/Forest Acres
Draining Improvements Projects
- CPW/Plum Island sewer tunnel

SUMMARY AND CONCLUSIONS

REGIONAL TRANSPORTATION SALES TAX RETURN ON INVESTMENT

Each of these is explored within.

*It is also important to note the projects listed are not ranked in order of priority. The organization or agency responsible for the project is noted next to the name of the project.

INFRASTRUCTURE VISIONING TASK FORCE TRANSPORTATION / INFRASTRUCTURE PRIORITIES

The Charleston Metro Chamber of Commerce formed the Infrastructure Visioning Task Force in the fall of 2011 to develop an infrastructure priorities platform for the Chamber's Business Advocacy efforts. The purpose of the Task Force was to prioritize the short and long-term infrastructure needs of the Charleston region. These priorities became the platform for the Chamber's Business Advocacy agenda.

In 2013, the Task Force reorganized to update the 2011 infrastructure priorities, give a progress report on the projects that are underway and look at the needs of our region in the future, as well as assess the return on investment to taxpayers from the current transportation sales tax programs in each of the region's three counties.

Employers in the region know how critical transportation infrastructure is, not only for enabling their workforce to commute to and from work each day, but also for the critical role played by transportation and infrastructure in getting goods and services to market. The Charleston region has critical transportation needs today and, unless we address them, the issues will only worsen over time.

The 2013 white paper outlines what the Task Force identified as the business community's top regional transportation and infrastructure priorities. The goal for the Chamber is to work with local, state and federal elected officials in securing the approval and funding for these projects. A key next step in the process will be working to identify the funding for moving each of these projects forward. This document is intended to be a working document. Other infrastructure projects may be identified and added in the future. The projects outlined in the attached paper are viewed as regional infrastructure priorities to support the continued growth and development of our region.

The Charleston Metro Chamber of Commerce advances the economic well-being of the region by supporting policies that contribute to the growth of the region and the state as a whole. To that end, the Chamber has established the Infrastructure Visioning Task Force. The Task Force has spent the last couple of years becoming familiar with the problems and potential solutions of both existing and proposed transportation and infrastructure projects.

The existence of Boeing, Joint Base Charleston, the Clemson Wind Turbine Research and Development project, the region's tourism industry and other new business in the region has helped us realize the tremendous economic advantages offered by the state and by the Charleston region in particular. The Suez Canal and the anticipated opening of the expanded Panama Canal in 2015 hold enormous potential for the expansion of our port facilities in what is arguably the best deep water port on the east coast of the United States. However, building adequate dual-access rail connections and an improved highway interface, along with the needed channel deepening, challenges the potential for realizing these possible gains to the region and to the state.

Projects that promote economic development of the region

The Charleston area is the beneficiary of a number of very important high-level decisions by national and international firms to locate major facilities in the region. These location decisions are grounded in any number of attributes of primary importance to these individual firms, but they have also set the stage for a business renaissance in the area as a whole. We have the opportunity to once again act as an economic driving force in both the southeast region and in the nation. To accommodate the growth that is coming, we must invest in the transportation and public facilities needed to provide the support required by these firms. Five projects have been identified as particularly important to future economic development in the region. These are:

1. Harbor Deepening

Overview:

In 2015, the Panama Canal widening will be completed, allowing larger vessels to travel from China and the Far East to the Atlantic coast of the United States. Ports all along the Southeast coast are trying to deepen their harbors to accommodate these larger ships. The South Carolina State Ports Authority wants the Charleston Harbor deepened from the current 45 feet to at least 50 feet in order to allow easy access to post-Panamax ships. While Charleston can already accommodate these larger vessels, access is currently limited by tidal conditions.

Estimated Cost:

\$350 million

Funding Sources:

The entire project, study and construction would be funded by both federal and state sources. The federal funding would come from the annual budget of the U.S. Army Corps of Engineers. State funding would be provided through the legislature. The S.C. State Ports Authority will contribute funding to the project as well. State funding has been provided through legislation.

Remaining Funding needed:

Federal funding will continue to be needed on an annual basis.

Status:

In 2012, the South Carolina General Assembly set aside \$300 million to cover the estimated cost of construction for the 50 foot deepening project. The funds would cover the state's 60% share of the project cost, as well as the federal government's 40% portion, if it is needed.

President Obama's budget for the 2014 fiscal year includes \$1.165 million to continue the progress on the project feasibility study, which currently is at its midpoint. Target completion for the study by the Army Corps of Engineers is before September 2015.

2. Redbank Road

Overview:

In 1962, the U.S. Navy granted an easement to the state of South Carolina through federal property on the Naval Weapons Station to allow access to the Bushy Park industrial area. A fifty-year easement was established for the 3.7 mile section of Redbank Road as an interim measure pending construction of a separate route to Bushy Park. This route was never built and, over the years, the growth of Bushy Park and the growth of new missions at the Joint Base Charleston have significantly increased traffic to more than 36,000 vehicles per day and accelerated the highway wear rate. In 2011, the Navy Health Clinic, which includes a Veterans' Administration clinic, opened a new state-of-the-art location just off Redbank Road and added approximately 210,000 patient visits plus staff per year. The 3.7 mile road along the boundary of Joint Base Charleston needs to be widened to a four lane road to accommodate current and future growth of Joint Base Charleston.

Estimated Cost:

Discussions from 2008 estimated the cost - based on road construction at that time of \$7 million per mile - as high as \$20 to \$25 million.

Status:

Safety issues now necessitate finding a way to limit access to a portion of the road that currently provides public access to a portion of Joint Base Charleston Weapons Station without limiting public access to facilities such as Bushy Park. Joint Base Charleston and the community are working to develop an alternative plan that provides the needed security to Joint Base Charleston without limiting access to Bushy Park. Cost and scope currently remain unknown.

3. Completion of the Mark Clark Expressway

Overview:

The completion of I-526 will add approximately eight miles of new roadway between its current endpoint at U.S.17 (Savannah Highway) and the James Island Expressway interchange at Folly Road. Charleston County proposes to construct a multi-lane, controlled-access roadway with connections to River Road both North and South of Maybank Highway (S.C. 700), an overpass at Maybank Highway and bridges over the Stono River at two points.

Estimated Cost:

\$558 million

Funding Sources:

In August 2012, the STIB pledged an additional \$138 million for the remainder of the project to bring the total to \$558 million committed for the project.

Status:

In December of 2012, Charleston County Council, with a 5-4 vote, agreed to move forward with the completion of the Mark Clark Expressway. The project will lose its interstate designation because the expressway will be built as a 35-45 mile per hour parkway rather than as a full freeway.

County staff is in the process of updating the intergovernmental agreement. The county has restarted the Environmental Impact Statement, requested for SCDOT to move forward with property acquisitions and is working to complete the survey work on the project. The new cost estimate is \$558 million.

4. Airport Road Improvements

Overview:

This project consists of three main components: 1) a Palmetto Commerce Corridor interchange that would act as a direct link between I-26 and industrial development, 2) an extension of South Aviation Avenue and 3) a new airport connector road. In addition to promoting significant economic development, this project would alleviate a major source of traffic congestion. Based on 2035 projections, the project would take nearly 21,000 trips off of I-26 daily.

Estimated Cost:

\$277 million

Funding Sources:

In June, Charleston County Council approved \$80 million for preliminary work to jumpstart the projects. The remainder of the funding will likely come from the STIB.

Status:

In the summer of 2013, Charleston County Council approved funding for projects around Boeing's expanding campus and the Charleston International Airport. The projects include a new interchange between Ashley Phosphate Road and U.S. 78, moving International Boulevard closer to Dorchester Road and extending South Aviation Avenue to the Palmetto Commerce Parkway to I-26. This project needs Federal Aviation Administration (FAA) approval. In addition to seeking FAA approval, S.C. Department of Transportation's (SCDOT) I-526 corridor study must be complete before they green light this project.

5. I-26 Long Term Strategies to Alleviate Congestion

Overview:

Over the last several years, crews have worked on a three mile segment of I-26 (from I-526 to a point near Midland Park Road). This project was quite significant, as it expanded lane capacity on I-26 as well as extended overpass structures to accommodate the additional lanes.

Estimated Cost:

Unknown

Status:

An I-26 Alternatives Analysis study is planned by the Berkeley Charleston Dorchester Council of Governments to identify strategies for additional congestion relief. Local and state elected officials recognize the need for expansion and improvement to I-26 between Columbia and Charleston.



Projects that promote economic development of the region *continued*

6. Sheep Island Interchange

Overview:

The proposed interchange with I-26 and Sheep Island Parkway would be located near mile marker 197, with reconstruction of the Jedburg Road interchange at exit 194 and widening of I-26 to six lanes from the current location to west of the exit 194 improvements. The project is needed to accommodate traffic generated by an estimated 20 million square feet of warehouse and distribution space planned for development, as well as new office and commercial development planned along the corridor. The warehouse distribution facilities will attract and serve port related commerce to the region and state.

Estimated Cost:

The entire Sheep Island interchange is estimated to cost \$53 million. The Jedburg Road interchange improvements will cost an additional \$29 million and the balance of the I-26 widening will cost approximately \$16 million.

Funding Sources:

The original application to the S.C. State Transportation Infrastructure Bank (STIB) was approved but not fully funded. Subsequently, Berkeley County has put together funding for the Sheep Island interchange with a combination of STIB grants (\$21.5 million), a S.C. State Ports Authority grant (\$15 million), county transportation impact fees, county transportation sales tax funds, and county economic development funds. The Jedburg Road interchange is funded through STIB loans which are repaid by Berkeley County and the Jedburg Road Improvement District assessments. The balance of the I-26 widening is unfunded.

Remaining Funding needed:

The Sheep Island interchange is fully funded and the Jedburg Road interchange funding is secured through development agreements and the assessment district. Funding is needed for the balance of the I-26 widening.

Status:

The environmental documents including the "Finding of No Significant Impact" (FONSI) for the entire project has been completed. Engineering design and permitting is underway for the Sheep Island interchange. A permit application has been submitted to the Army Corps of Engineers. Phase 1 of the Jedburg Road interchange has been completed and engineering design and permitting for Phase 2 is underway. Engineering design and permitting are also underway for the balance of the I-26 widening.

7. Berlin Myers Parkway Phase 3

Overview:

This project consists of new construction from Bacons Bridge Road, S.C.165 to U.S.17A. This project is proposed to be a divided four-lane roadway. The Berlin Myers Parkway is intended to provide an alternative route to U.S.17A. Travel demand models estimate that this new route will carry between 18,000 and 23,000 vehicles a day by 2030.

Estimated Cost:

\$28 million

Funding Source:

\$28.3 million has already been set aside for this project (STIP/ Dorchester County Sales Tax). \$1 million of which has already been spent.

Remaining Funding needed:

All original funding is secured.

Status:

Recently, after several years, the Army Corps of Engineers, Federal Emergency Management Agency and Dorchester County have agreed on a path forward with the permitting process. Once the permits are finalized and mitigation is negotiated, possibly requiring additional funding, construction is set to begin. The mitigation decision is expected by the end of 2013.



Projects that facilitate freight movement

Harbor deepening falls into the category of projects that facilitate freight movement, as well as the former category, but it is useful to mention it again because of its obvious importance. In addition, there are three other projects that have been included in this category. These are:

1. Navy Base Terminal and Port Access Road

Overview:

The South Carolina State Ports Authority is currently building the only permitted new container terminal on the U.S. East and Gulf Coasts. Since receiving the final permit approvals in 2007, the Ports Authority has completed preliminary demolition, site preparation and containment wall construction on the new 280 acre terminal which, at build out, will boost capacity in the port by a full 50%. Construction is currently underway, and the anticipated opening date of the terminal's 171 acre first phase is planned for calendar year 2018, or as market demand requires. This project also consists of a new 1.17 mile road to connect I-26 and the new port terminal.

Estimated Cost:

The terminal construction is estimated at more than \$800 million. The Port Access Road is estimated at \$170 million.

Funding Sources:

The S.C. State Ports Authority is funding the construction of the new terminal through its capital improvements plan. The 2008 S.C. General Assembly appropriated \$172 million for this project.

Status:

In May of 2013, SCDOT held a public hearing on the new Port Access Road interchange. The project will directly connect the access road to the port terminal on the former Navy base. The new road and interchange, estimated to cost \$172 million, have been approved by the South Carolina legislature. Construction is expected to begin in 2015 and be completed in 2018.

2. I-526 Widening to Alleviate Congestion and Reconstruction of the I-526 and I-26 Interchange

Overview:

The existing eight mile segment of I-526 between U.S.52/Rivers Avenue in North Charleston and U.S.17/Savannah Highway in West Ashley, including the I-26 and I-526 interchange, is the subject of a current study to identify short term and long term strategies for alleviating congestion. The I-526 corridor between Rivers Avenue and U.S.17 experiences high traffic volumes with considerable congestion during weekday a.m. and p.m. peak periods. Future traffic volumes are expected to increase considerably because of several large developments planned in the area. The I-26/I-526 interchange is currently a bottle neck connecting the congested I-26 and I-526 segments in North Charleston. Any long term strategy to address existing and future congestion would include reconstruction of the existing interchange.

Estimated Cost:

\$534 million

Funding Sources:

As a result of Act 98 of 2013, \$50 million was transferred from the SCDOT to the STIB for a bonding capacity of \$500 million, and several significant statewide road projects on DOT's priority list were advanced for construction. Therefore, the widening of I-526 has been approved by the commission and will be funded at \$534 million by SCDOT and the Interstate Federal Aid program.

Status:

Preliminary engineering and construction will begin in 2014 and be completed by 2019



Projects that accommodate anticipated residential growth

The Charleston region will reach a population of more than 830,000 by 2035, with only a modest one percent growth per year. The region's existing infrastructure system must be expanded to accommodate future growth. Adding infrastructure in a coastal region is challenging. Projects must be designed and built to provide alternative routes to existing arteries such as I-26 to allow the population to travel within the region. Four projects that will help to alleviate existing congestion and provide both alternative routes and alternative transportation modes include:

1. Glenn McConnell Parkway Extension

Overview:

The extension would be a major arterial road, extending the Glenn McConnell Parkway from Bees Ferry Road in the City of Charleston to U.S. 17A west of Summerville. The primary purpose of the roadway is to provide an alternative to the congested I-26 corridor for residents of Summerville. A second purpose of the parkway would be to protect the scenic nature of the Ashley River area between I-526 and Bacons Bridge Road by diverting traffic from existing S.C. 61 to the Glenn McConnell Parkway. Additionally, the Glenn McConnell Parkway would provide a safer evacuation route for residents of the region.

Estimated Cost:

\$118 million (This will not be the total public cost; details are below.)

Funding Sources:

Dorchester County has obtained a commitment for right-of-way to be donated at no cost, through Mead Westvaco (MWV) East Edisto property. A possible funding source could be tax increment financing.

Status:

The Dorchester County portion of the Glenn McConnell Parkway Extension will be a key project included in their next sales tax referendum. The City of Charleston's long range plan does identify an extension, as does CHATS, in their long range plans.

2. Suburban Commuter Rail

Overview:

This project would consist of a 22 mile track that would connect the City of Charleston with the Town of Summerville. The project would consist of two phases. The first phase of the project would connect the Charleston peninsula to Summerville. Phase two would connect Summerville to Moncks Corner along U.S.52.

Estimated Cost:

The complete cost of the project is unknown and a feasibility study is currently being conducted. A firm has been selected to conduct the study with \$1.4 million set aside for the study. Early projections estimate that the first phase of the project would cost \$200 million.

Funding Sources:

The BCDCOG has applied to the STIB for funding.

Status:

BCDCOG received \$1 million for a new federally funded study of mass transit options and Davis and Floyd is the consultant tapped to conduct the study. The project is expected to wrap up in April 2014 and public meetings will be held upon completion.

3. Charleston Area Regional Transportation Authority (CARTA) Intermodal Center

Overview:

As of September this facility will be located at the aging Amtrak hub on Gaynor Avenue in North Charleston. The new center will be used for Amtrak passenger trains, Greyhound/Southeastern Stages and CARTA buses as well as taxis, limousines and could accommodate a federal high speed rail route through the region in the future.

Estimated Cost:

\$14.6 million

Funding Sources:

A \$6 million grant was received from the State of Good Repairs Program from the U.S. Department of Transportation. CARTA must forgo \$3.7 million in future funding.

Status:

The initial location for the CARTA Intermodal Center at West Montague Avenue hit a snag when concerns arose about Amtrak potentially blocking traffic to CSX's Bennett Yard. It would cost an estimated \$25 million to solve the problem. In September 2013, CARTA received Federal Transportation Authority approval to move the Intermodal Center in return for FTA approval of the move. Due to the change in locations CARTA must forgo over \$3 million in future funding from the agency. The CARTA board in September voted to buy the Amtrak station on Gaynor Avenue for the new Intermodal Center. The West Montague appraised at \$4.7 million will be sold.

4. Sea Island Greenway

Overview:

The Sea Islands Greenway project consists of a 10 mile four lane road connecting River Road with I-526 to the Betsy Kerrison Parkway. To preserve the rural character of the area, the project would be modeled after the George Washington Parkway in Washington, D.C.

Estimated Cost:

Funding estimates prepared by consultants for Charleston County Council range from \$50 million to \$60 million.

Funding Sources:

Funding has not yet been identified for this project.

Status:

The project is awaiting action from the Charleston County Council. County council has commissioned several studies in the past concerning traffic safety and congestion on Johns Island, in which all studies have recommended a greenway-type solution. Traffic levels of 18,000 to 20,000 vehicles per day are anticipated (most diverted from other access routes). Charleston County Council has not yet acted on their recommendations, but this remains a critical priority for our region.

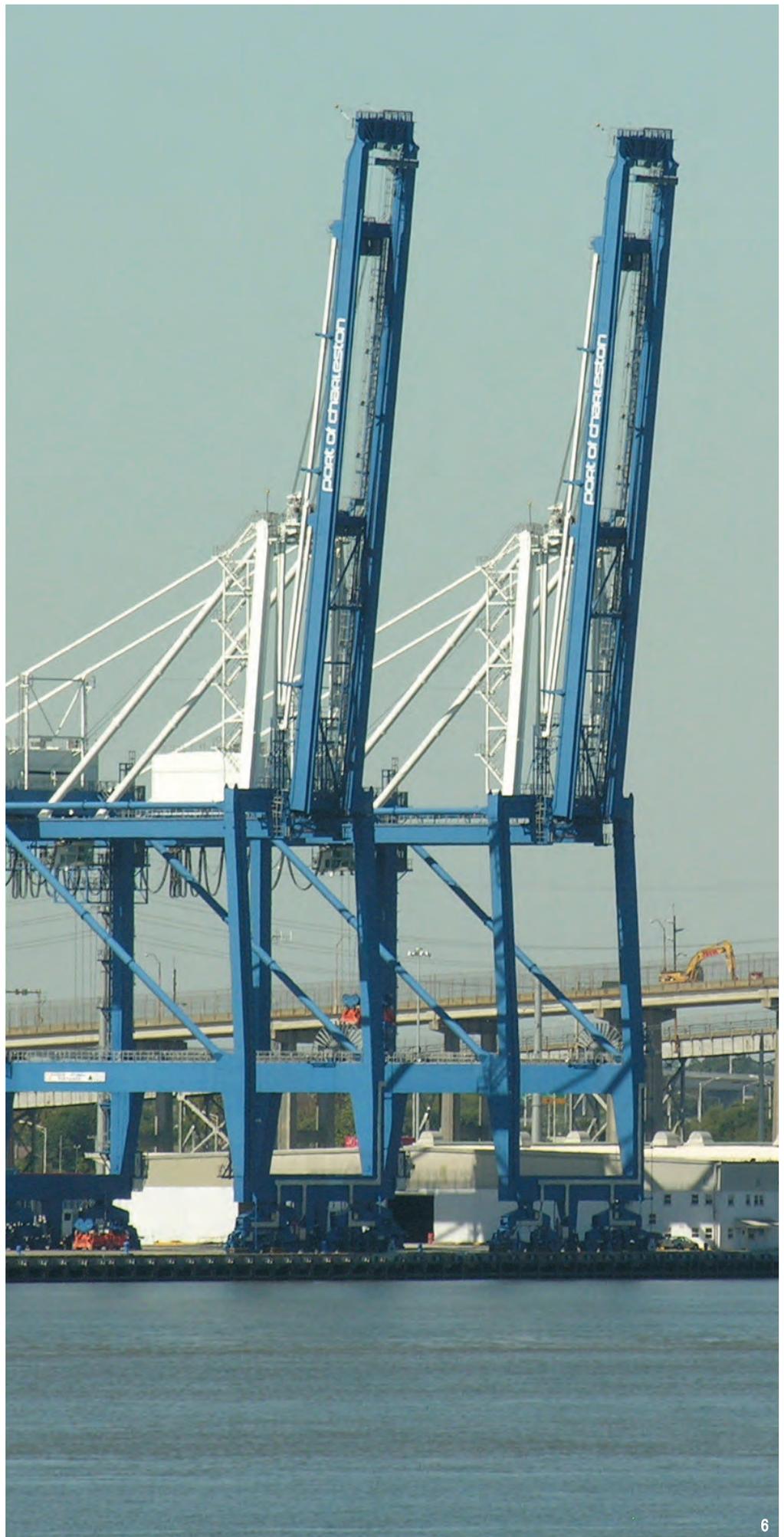
5. Future Outer Loop

Overview:

A second outer loop connecting the region is needed, and a plan should be developed to begin discussions and support for this future road project. A potential outer loop connecting Highway 176 in Dorchester County to Highway 52 in Berkeley County has preliminary discussion.

Estimated Cost:

There is no funding estimate



Projects that preserve and enhance the quality of life

The quality of life of the region is one of its most attractive attributes. All projects must balance quality of life with economic growth. If development is done sensitively and with the proper planning completed before growth overwhelms the region, the impacts on the region's quality of life can be enhanced and the environment protected for future generations. The projects we have included in this category include the Glenn McConnell Parkway Extension and the Sea Island Greenway, both of which were included in the previous category as well. The Glenn McConnell and the greenway are included in this category because each runs through currently rural areas where planned residential areas have already been approved. The potential for attractive landscaping and enhancements such as bikeways, walking paths and conservation protecting rights-of-way can be incorporated now in a way that will not be possible once the areas are developed. The other projects that fall into this area include:

1. Crosstown Drainage Project

Overview:

This project seeks to improve safety and operations of the Septima Clark Parkway and includes significant improvements to the drainage system. The portion of the Septima Clark Parkway known as the Crosstown is used by more than 65,000 vehicles per day.

Estimated Cost:

\$146 million for construction,
\$8 million for the design

Funding Sources:

\$10 million was received in USDOT Transportation Investment Generating Economic Recovery (TIGER) grants, which funded the first phase of construction. The City of Charleston secured Federal and State funds to complete the remainder of the project. The second phase of the project will be partially funded through the 50/50 Federal Match Program through SCDOT. The third phase of the project will be funded via the State Infrastructure Bank.

Status:

The \$12 million - first phase of the project has been completed. The second phase consists of additional work on the streets around the Crosstown and eight drop shafts at an estimated cost of \$20 million and will take 18 – 24 months. Phase two is set to begin early next year. The third phase will involve digging a drainage tunnel 140 feet below the surface. Phase three may begin while phase two is under construction. Phase four is a new pump station by the Ashley River. As of now it is estimated that construction for the pump station will begin once phase three is complete. All phases should be completed by 2020

2. Market Street/Calhoun West/Forest Acres Drainage Improvement Projects

Overview:

These projects seek to improve safety and operations on the peninsula, including significant improvements to the drainage system. The peninsula of Charleston is the hub of the retail, dining and the tourism industry of our region.

Estimated Cost:

TBD

Funding Sources:

Annual storm water fees and property tax assessments for drainage will be used to bond the three projects.

Status:

Initial construction on the Market Street project began in 2007 the first phase upgrading the pump station at Concord Street. The second phase under construction now, excavating working shafts 140 feet deep on Market, Concord, State, Anson, and Church Streets. The cost of the first two phases is \$18 million. The final phase will consist of improvements to the surface collection and conveyance system on Market Street. As of now, phase three has yet to be bid. The RFQ (request for proposals) for the preliminary drainage study for the Calhoun West project is scheduled to be advertised later this year and is expected to take about a year to complete. Once the drainage study is complete, the project will progress to preliminary and final design. The Calhoun West project will include Calhoun Street, Rutledge Avenue, the Medical University of South Carolina and part of Harrison Village. The Forest Acres project in West Ashley is currently in the final design phase and includes the Forest Acres and 5th Avenue drainage basins.

3. Charleston Public Works/Plum Island Sewer Tunnel

Overview:

This facility currently serves 180,000 customers. The current tunnel facility was built in the 1960s and has somewhat deteriorated. The existing West Ashley tunnel is structurally unsound. With an estimated total cost of \$224.5 million, it is the single most costly project in Charleston Water System's history, funded primarily by revenue bonds and sewer rate increases.

Estimated Cost:

\$224.5 million

Funding Sources:

Revenue bonds supported by sewer rate increases and some federal funding.

Status:

In February of 2013, the contract for the West Ashley tunnel was awarded to Southland Renda JV for \$50.8 million. Construction began in April 2013 and is expected to take 30 months. This is the final stage of the project.



Summary and Conclusions

Unfortunately, the combined cost of all of these projects exceeds the amount of funds that are likely to be available, even under the most optimistic circumstances. Yet, all of the projects listed above are needed to alleviate existing congestion and prepare the region for the future. The region must work together to solve this problem creatively by fully exploiting existing sources, taking advantage of entities such as the S.C. State Transportation Infrastructure Bank and each county's local sales tax funds, exploring innovative financing within the region and supporting the creation of additional funding programs at the state and national level.

The following projects have funding to move forward and should be completed as quickly as possible:

1. Berlin Myers Parkway Phase Three
2. Completion of the Mark Clark Expressway
3. CPW/Plum Island Sewer Tunnel
4. Navy Base Terminal and Port Access Road
5. Sheep Island Interchange
6. I-526 Widening to Alleviate Congestion/Reconstruction of the I-526 and I-26 Interchange
7. Crosstown Drainage Project

The follow projects are priorities that have partial funding or a potential funding source:

1. Harbor Deepening
2. Airport Road Improvements
3. Glenn McConnell Parkway Extension
4. CARTA Intermodal Center
5. Market Street/Calhoun West/Forest Acres Drainage Improvement Projects

The following projects do not currently have a potential funding source:

1. I-26 Long Term Strategies to Alleviate Congestion
2. Sea Island Greenway
3. Suburban Commuter Rail
4. Redbank Road Widening
5. Future Outer Loop

Regional Transportation Sales Tax Return on Investment

In 2004, the Charleston Metro Chamber of Commerce led the educational campaign to promote passage of the ½ cent sales tax in Charleston County to fund road improvements, public transit and greenspace. Because the term of the ½ cent was 25 years, the Chamber's leadership committed to tracking the progress of the tax and reporting that information back to the Chamber's membership and public on a regular basis. Since that time, both Dorchester and Berkeley Counties passed one cent sales taxes for transportation improvements. All three counties are now exploring options available for adding additional sales tax - another ½ cent in Charleston County or extending the existing tax in Berkeley County to fund much needed regional infrastructure.

The Chamber's Infrastructure Visioning Sales Tax set a goal in 2013 of finding a way to measure the progress of each of the county's transportation programs and reporting back on the return on investment to taxpayers.

In all three counties, the sales tax programs have closely followed the plans presented to voters when the referendums were passed. Where roads remain uncompleted, it is due to delays in permitting or related issues or in the case of projects such as Harbor View Road in Charleston County where gaining public approval on specific plans has required more time and effort than originally planned.

In all three counties, the programs have carefully managed funds to maximize the amount of matching funds that could be obtained – whether state or federal. In total, more than \$831.2 million in federal and state dollars have been committed, resulting in a 155.4% return on investment.



Berkeley County

On November 4, 2008, the voters of Berkeley County passed a one percent sales and use tax for “financing the costs of highways, roads, bridges, and other transportation-related project facilities, and drainage facilities related thereto.” This tax will last for seven years and all the revenue generated will be used to construct roadway improvements including the projects listed in the approved referendum. Collection began May 2009 and the first revenue was received in October of 2009. As of October 2013, a total of \$72.5 million has been collected. At this rate, \$125 million will be collected over seven years.

42 Projects, 13 Completed
= 31% Complete

Transportation Sales Tax Program Income

Breakdown (in millions)

As of October, 2013

Total transportation sales tax generated funds:

\$72.5 million

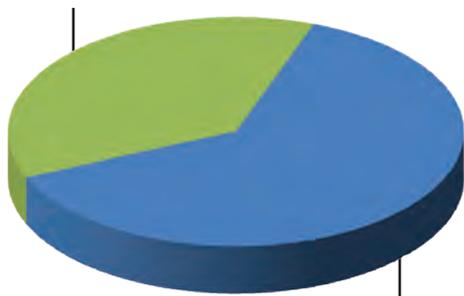
Additional income generated:

\$42.7 million*

Total:

\$115.2 million

Additional income, \$42.7 million



Transportation Sales Tax generated funds, \$72.5 million

Thus, because of the funds generated the county's transportation sales tax program, an additional \$42.7 million is able to be collected through federal matches, state funds, etc. In other words, for dollar generated by Berkeley County's Transportation Sales Tax Program, an additional \$0.57 is contributed via federal matches, state funds, etc.

*Additional funds generated from: earmarks, grants, and federal and state matching programs.

Project	✓ Completed Stage	◆ Stage In Progress	
	Design Phase	Permitting, Right-of-Way Acquisition or Construction Phase	Project Complete
Ambassador Avenue	✓	◆	
Authur Gillins Lane	✓	✓	✓
Avery Drive	✓	✓	✓
Benjamin Drive	✓	◆	
Beulah Tabernacle Road	◆		
Blanding Road	✓	✓	✓
Calestown Road	✓	◆	
Clements Ferry Road Phase 1	◆		
Clements Ferry Road Phase 2	◆		
Coaxum Road	◆		
College Park Road	✓	◆	
Crawford Road	◆		
Dennis Drive	◆		
England Road	◆		
Farm Hill Circle	✓	◆	
Fauling Road	◆		
Fennick Drive	✓	◆	
Firehouse Road	✓	✓	✓
George Wigfall Road	✓	✓	✓
Green Bay Road	✓	◆	
Henry Brown Boulevard Phase 1	✓	◆	
Henry Brown Boulevard Phase 2	◆		
Jacob Piland Road	✓	◆	
Jedburg Road	✓	✓	✓
Mitchum Town Road	✓	◆	
Moultrie Lane	✓	✓	✓
Mourning Dove Drive	✓	✓	✓
Murray Drive at Hanahan Road	✓	✓	✓
N. Hwy 17 at Hwy 41	✓	✓	✓
Railroad Avenue Extension	◆		
SC Hwy 6	✓	✓	✓
Spring Pond Road	✓	◆	
Starks Croker Drive	◆		
Stevensridge Lane	✓	◆	
Timberline Way	◆		
Tobacco Road	✓	◆	
US 17A Widening Phase 3	✓	◆	
Wilder Road	✓	✓	✓
Zion Road	✓	◆	
Local Street Resurfacing (includes 33 local street resurfaces)	✓	✓	✓
Local Street Resurfacing Phase 1A (includes 22 local street resurfaces)	✓	◆	
Local Street Resurfacing Phase 1B (includes 24 local street resurfaces)	◆		

Charleston County

<http://roads.charlestoncounty.org>

Voters in Charleston County approved in the first Transportation Sales Tax bond referendum in November 2004 and authorized the County to issue \$113 million in bonds, which will be repaid through Transportation Sales Tax revenues. \$77 million of the first Transportation Sales Tax bond referendum is allocated to transportation improvement projects. Voters passed a second bond referendum in November 2006, which approved an additional issuance of up to \$205 million that may be used on additional roadway projects. As of October 2013, a total of \$313.5 million has been collected.

**12 Projects, 6 Completed
= 50% Complete**

Transportation Sales Tax Program Income

Breakdown (in millions)

As of October, 2013

Total transportation sales

tax generated funds:

\$313.5 million

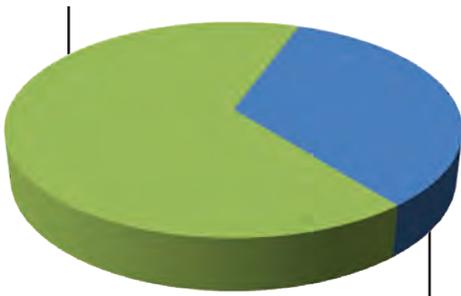
Additional income generated:

\$667.1 million*

Total:

\$980.6 million +

Additional income, \$667.1 million



Transportation Sales Tax generated funds, \$313.5 million

Thus, because of the funds generated by the county's transportation sales tax program, an additional \$667.1 million is able to be collected through federal matches, state funds, etc. In other words, for every dollar generated by Charleston County's Transportation Sales Tax Program, an additional \$2.13 is contributed via federal matches, state funds, etc.

Project	✓ Completed Stage ◆ Stage In Progress		Project Complete
	Design Phase	Permitting, Right-of-Way Acquisition or Construction Phase	
Bee Street / Courtenay Drive Improvements	✓	✓	✓
Bees Ferry Road Widening	✓	◆	
Folly Road and Maybank Highway Intersection	✓	✓	✓
Folly Road at Camp Road Intersection	✓	◆	
Glenn McConnell / I-526 Improvements	✓	✓	✓
Glenn McConnell Parkway / Bees Ferry	◆		
Harbor View Road Improvements	✓	◆	
Hwy 17 / SC 61 / Wesley Drive Improvements	✓	✓	✓
Future Drive & Northside Drive Extension	✓	◆	
Maybank Highway Improvements	◆		
Palmetto Commerce Parkway	✓	✓	✓
US 17 / Johnnie Dodds Boulevard Improvements	✓	✓	✓

The sales tax also goes toward small annual allocation projects approved by County Council on an annual basis. The annual amount of funding for each category is listed below:

Category	Annual Funding	Estimated Total	Projects Complete
Local Paving	\$2 million annually	Estimated \$16 million to date	49 projects complete
Bike and Pedestrian Path Enhancements	\$500,000 annually	Estimated \$4 million to date	14 projects complete
Drainage Improvement Projects	\$1 million annually	Estimated \$8 million to date	13 projects complete
Intersection Improvement Projects	\$2 million annually	Estimated \$16 million to date	16 projects complete
County Council / Public Works Department Projects	\$1 million annually	Estimated \$8 million to date	17 projects complete
Local Resurfacing Projects	\$4 million annually	Estimated \$32 million to date	291 projects complete

* Additional funds generated from: South Carolina Transportation Infrastructure Bank, Federal Earmark, Berkeley, Charleston, and Dorchester Council of Governments' (BCDCOG) Charleston Area Transportation Study, Federal Match Program, Enhancement Grant, Coastal Access Grant, Scenic Byways Grant, and South Carolina Department of Transportation (SCDOT) / Federal Match. Also includes additional \$558 million from the South Carolina Transportation Infrastructure Bank (STIB) allocated for the completion of I-526 in exchange for Charleston County's work on state-owned roads.

+ Figure also includes an annual \$2 million payment in matching funds received for the Arthur Ravenel, Jr. Bridge project.

Dorchester County

<http://www.dorchesterroadstax.org>

Due to voter approval of the one-cent sales tax, the Dorchester County Sales Tax Transportation Authority (DCTA) is implementing a program that includes 22 road improvement projects over the next 5-7 years. The program is funded by \$125 million (or 25 years) from the one-cent sales tax and the remainder provided by the South Carolina Department of Transportation (SCDOT), the Federal Highway Administration (FHWA), private contributors, and other sources. As of June 2013, Dorchester County has received over \$72.3 million in sales tax revenue and \$121.4 million from other matching sources.

**22 Projects, 14 Completed
= 64% Complete**

Transportation Sales Tax Program Income Breakdown (in millions)

As of October, 2013

**Total transportation sales
tax generated funds:**

\$149 million

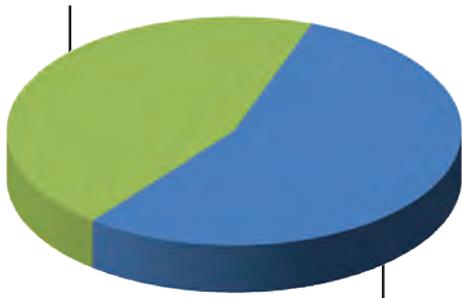
Additional income generated:

\$121.4 million**

Total:

\$270.4 million

Additional income, \$121.4 million



Income generated from
sales tax bonds, \$149 million

Thus, because of the funds generated by bonding the county's sales tax revenue, an additional \$121.4 million is able to be collected through federal matches, state funds, etc. In other words, for every bonded dollar spent on Dorchester's County's Transportation Sales Tax Program, an additional \$0.81 is contributed via federal matches, state funds, etc.

Project	Design Phase	Permitting, Right-of-Way Acquisition or Construction Phase	Project Complete
American LaFrance to Wescott	✓	✓	✓
Bacons Bridge Road	✓	◆	
Berlin G. Myers Parkway	✓	◆	
Central Avenue	✓	✓	✓
Dorchester Road	✓	◆	
Gahagan Road	✓	✓	✓
Indigo Fields Subdivision	✓	✓	✓
Industrial Road & Clubhouse Road	✓	✓	✓
Intersection at Robert Bosch Plant	✓	✓	✓
Lincoln Boulevard	✓	✓	✓
Old Fort Drive	✓	◆	
Old Fort Road	◆		
Orangeburg Road	◆		
Patriots Boulevard	✓	✓	✓
Pave County and State-Owned Dirt Roads	✓	◆	
Resurface Streets in Town of Harleyville	✓	✓	✓
Resurface Streets in Town of Ridgeville	✓	✓	✓
Resurface Streets in Town of St. George	✓	✓	✓
SC Route 453	✓	✓	✓
US Route 15	✓	✓	✓
US Route 178	✓	✓	✓
US Route 78	◆		

* Includes interest & excess tax collections

** Additional funds generated from: Federal Guideshare, Earmark, ARRA Funds (Stimulus), ARRA Replacement Funds (Stimulus), State Safety Funds, FY 2011 Federal Match Program, FY 2012 Federal Match Program, FY 2013 Federal Match Program, BCDCOG Rural Guideshare, State Transportation Infrastructure Bank, and Miscellaneous Area Contributions.



**Charleston Metro
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