South Carolina's

ROAD MAP TO THE FUTURE

To Members of the General Assembly:

On December 5, the below-named groups delivered a letter urging your attention to one of the most important, core needs of our state – funding of highway transportation infrastructure. The enclosed package outlines three important areas of infrastructure in need of a revenue stream for continued economic development success in South Carolina.

The plan calls for critically important widening projects to South Carolina's interstates, fixing load-restricted and deficient bridges and resurfacing existing roadways. All of these projects are necessary and inevitable if the state is going to improve the safety and efficiency of the existing system and keep up with the demands created by economic development successes.

The projects included are listed according to the South Carolina Department of Transportation's (SCDOT) statutorily-prescribed priority rankings as mandated by Act 114. The lone exception is that we've taken a longer-range view of our state's single most critical commercial and economic development artery – Interstate 26. We believe it deserves special and immediate improvement in order to serve our vital tourism, port, manufacturing, just-in-time shipping and everyday travel requirements.

The other interstate projects listed serve the major metropolitan commuting and commercial corridor routes, which are in desperate need of widening. These widening projects have been selected by SCDOT because of their cost-effectiveness and timely completion. Large segments of South Carolina's population will experience immediate relief with these improvements.

The bridge program would replace load restricted and structurally deficient bridges in every county of the state. The bridges are based on priority rankings, and attention would improve the safety and efficiency of the overall transportation system. Fixing load-restricted bridges ensures continued and improved connectivity for rural, agribusiness and manufacturing communities.

Finally, the resurfacing program is a comprehensive, priority-based project list, which touches every county and is critically necessary for system-preservation, safety and long-range cost-effectiveness. These routes are well beyond acceptable service intervals and are in dire need of repair now before they become even more costly to fix or rebuild.

This comprehensive plan takes a statewide approach to statewide responsibilities. We believe it is equitable, necessary and based on sound science. It is a specific list with specific price tags and specific timelines.

While we take no position on how the General Assembly should finance these improvements, there are several viable options available for consideration, including dedicating a portion of new General Fund revenue, dedicating dollars from the Capital Reserve Fund and redirecting existing vehicle-related revenues.

It is impossible to separate success in economic development from an increase in freight demand and traffic congestion. Therefore, our success in attracting growth to the state requires that we accept the responsibility to accommodate it.

We urge you to address infrastructure needs now, in a comprehensive manner. Only bold, forward-thinking and bipartisan leadership from the General Assembly will ensure this critical priority is adequately addressed this year.

Thank you for your leadership and service to South Carolina and your consideration of finding dedicated revenue sources for infrastructure funding, a core function of government.

Otis Rawl
President & CEO
SC Chamber of Commerce

Lewis Gossett
President & CEO
SC Manufacturers Alliance

Cam Crawford
President & CEO
SC Forestry Association

Leslie B. Hope
Director of Government Relations
Carolinas AGC

Cathy B. Novinger
Executive Director
Palmetto Agribusiness Council

Bill Ross
Executive Director
SC Alliance to Fix Our Roads

Rick Todd
President & CEO
SC Trucking Association

David Winkles
President
SC Farm Bureau

Randy Halfacre
President & CEO
Greater Lexington Chamber &
Visitors Center

Ashley R. Batson
Executive Director
SC Asphalt Pavement Association

WHERE ARE THE FUNDING NEEDS?

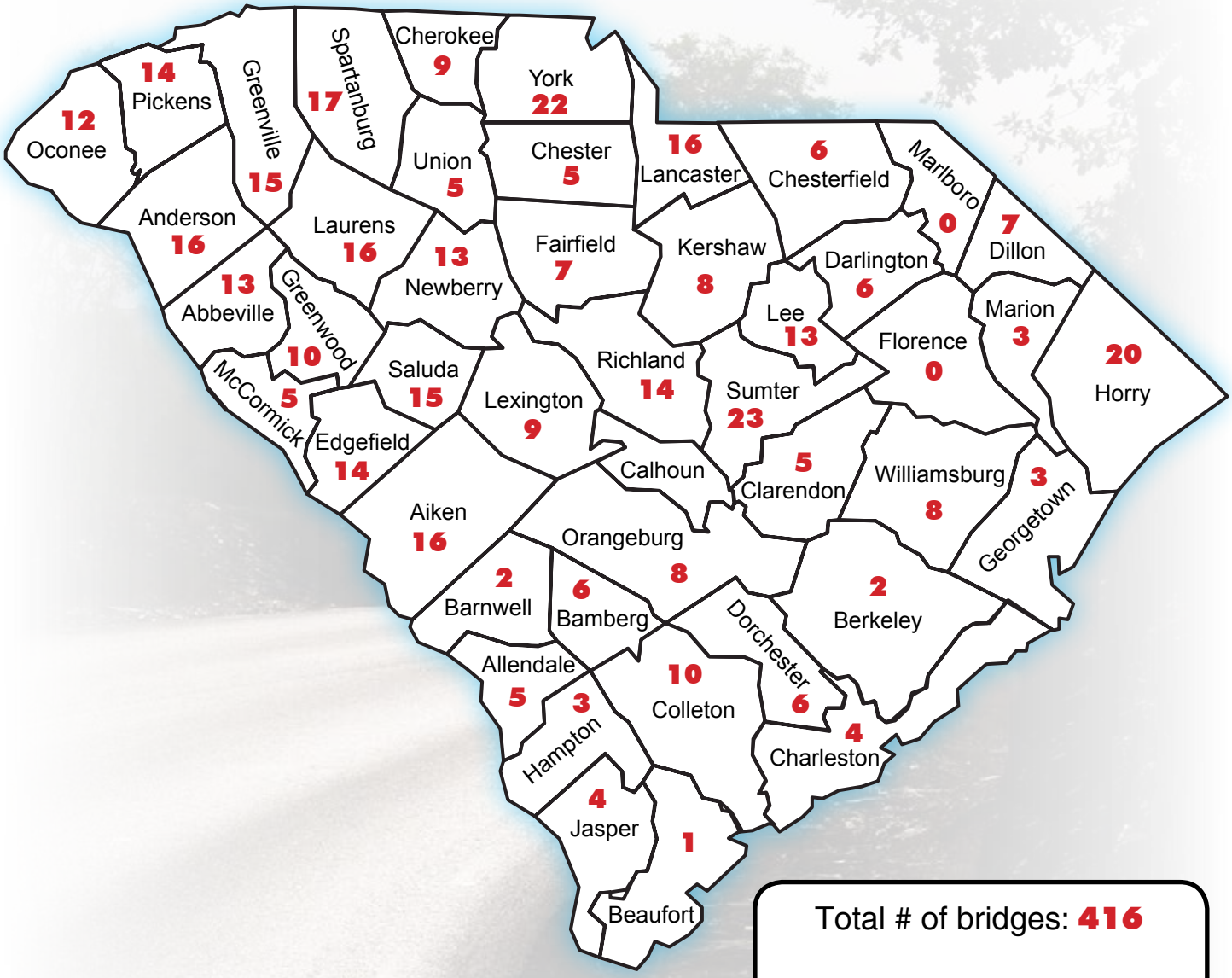
INTERSTATE EXPANSION:	**$2.8 BILLION**
BRIDGES:	**$2 BILLION**
RESURFACING:	**$1.2 BILLION**
TOTAL:	**$6 BILLION**

- SC spends an average of $15,000 per mile on roads while GA spends $35,000 per mile and NC spends more than $150,000.
- America's surface transportation network produces over $4 in direct benefits for every $1 in direct costs.
- A recent study by the Association of General Contractors (AGC) estimates that every $1 billion invested in infrastructure would create more than 28,500 jobs in construction, manufacturing and other industries.
- Additionally, the study estimates for every $1 billion invested, the state can expect to add $3.4 billion in GDP.
- If the Road Map to the Future was fully funded at $6 billion, that would create more than 170,000 new jobs and $20.4 billion added to GDP in South Carolina.

INTERSTATE EXPANSION

ROUTE	COUNTY	TERMINI	EXISTING LANES	MILEAGE	EST. COST
I-26	Lexington/ Richland	St. Andrews Rd. to Broad River Rd.	6	4.98	$90M
I-85	Greenville/ Spartanburg	US 25 to SC 129	6	24.7	$241.4M
I-526	Charleston/ Berkeley	SC 7 to US 17 (includes I-26 Interchange)	4	19.44	$533.9M
I-20	Lexington	S-204 to US 378	4	10.31	$154.7M
I-77	Richland	I-20 to SC 277	4	2.58	$38.7M
I-85	Spartanburg/ Cherokee	US 221 to NC State Line	4	28.36	$425.4M
I-26	Spartanburg	US 176 to SC 296	4	8.02	$120.3M
I-20	Aiken	GA State Line to US 25	4	5.02	$75.3M
I-26	Newberry/ Lexington/ Richland	SC 202 to US 176	4	16.12	$241.8M
I-85	Oconee/ Anderson	GA State Line to US 76	4	19.44	$291.6M
I-26	Calhoun/ Orangeburg	S-31 to I-95	4	43.0	$625M
TOTAL				181.97	$2,838.1M

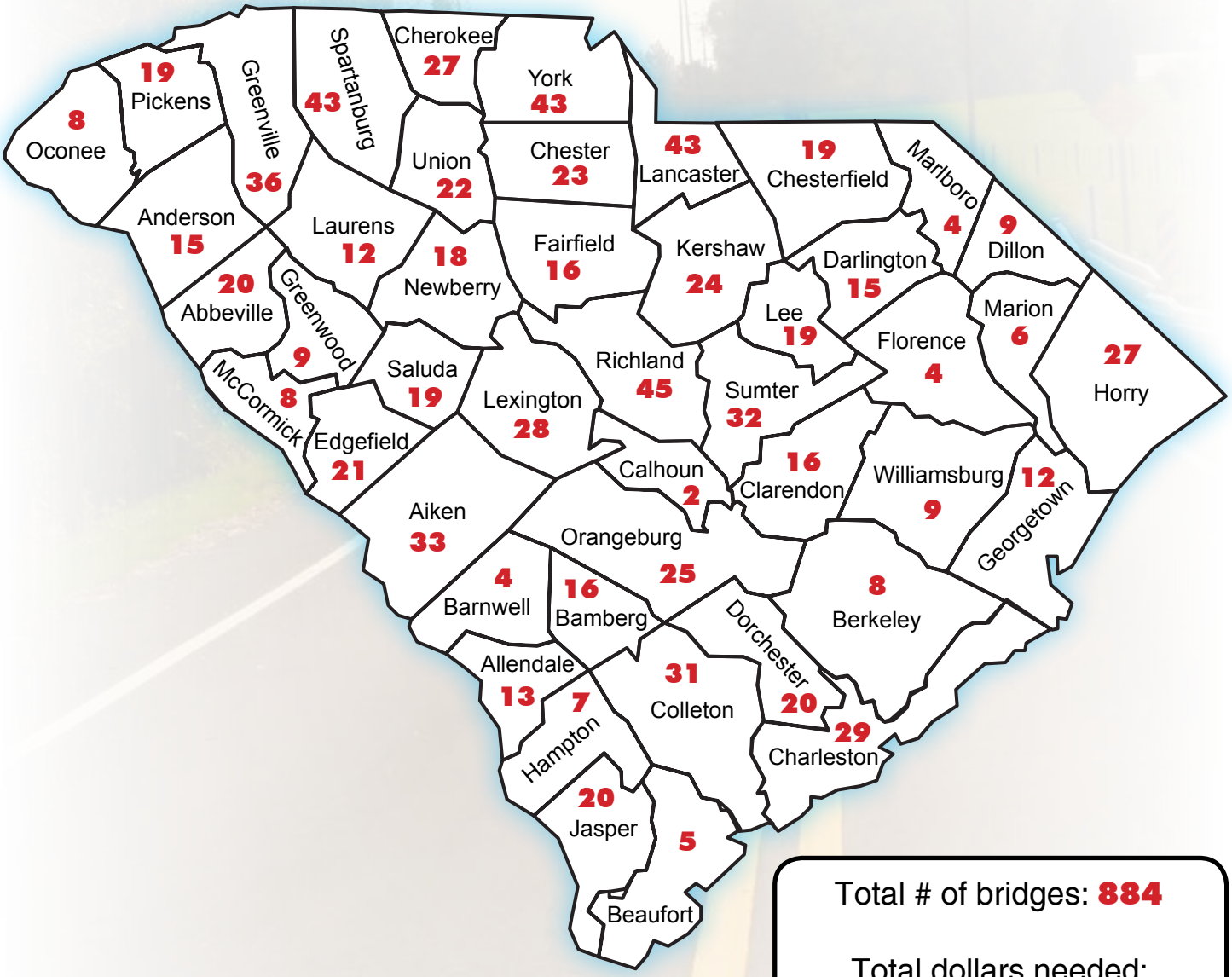
LOAD RESTRICTED BRIDGES



Total # of bridges: **416**

Total dollars needed:
$243 million

STRUCTURALLY DEFICIENT BRIDGES



Total # of bridges: **884**

Total dollars needed:
$1.75 Billion

RESURFACING

$100 MILLION NEEDED PER YEAR FOR RESURFACING

- $50 million divided equally among the 46 counties (approximately $1.1 million per county)
- $50 million divided by vehicle miles traveled

THE PATH FORWARD

In conclusion, this Road Map to the Future will help secure economic prosperity for the Palmetto State. There is no more prevalent issue facing South Carolina than the state of its infrastructure. This three-pronged approach is a focused, statewide strategy to invest by prioritizing state resources. It is now up to the South Carolina General Assembly to decide which funding mechanisms should be used to make this a reality. The state cannot delay any longer.

THERE ARE MANY MECHANISMS THE GENERAL ASSEMBLY CAN CHOOSE FROM.

THREE OPTIONS INCLUDE:

- ✓ DEDICATE 20% OF NEW GENERAL FUND REVENUE
- ✓ DEDICATE CAPITAL RESERVE FUNDS
- ✓ REDIRECT EXISTING VEHICLE RELATED REVENUE

If the General Assembly follows this reasonable and common sense path, more than ***$250 million*** could be invested in roads this year alone.

THIS ROAD MAP BROUGHT TO YOU BY:

South Carolina Chamber of Commerce

South Carolina Manufacturers Alliance

Carolinas AGC Home of iBuild

Midstate Chambers Coalition
empowering our region

PABC
Palmetto AgriBusiness Council

South Carolina Farm Bureau

South Carolina Asphalt Pavement Association

SCTA
South Carolina Trucking Association

South Carolina Forestry Association

SCFOR
South Carolina Alliance To Fix Our Roads

Thank you for your continued dedicated service
to the great state of South Carolina.