

**A RESOLUTION  
of Charleston County Council**

**WHEREAS**, in November 2004, the electors of Charleston County passed a referendum providing for a One-Half Cent Transportation Sales Tax, and wherein Question 2 of the referendum, which was also passed by the electors of Charleston County, provided, in part, for the issuance of general obligation bonds to begin funding transportation projects which are outlined in Charleston County Ordinance #1324; and,

**WHEREAS**, the South Carolina Transportation Infrastructure Bank (SIB) may provide loans and other financial assistance to government entities to pay for all or part of the eligible costs of qualified projects with preference being afforded eligible projects which have local financial support; and,

**WHEREAS**, Charleston County's transportation network contains routes and system improvement opportunities of statewide and regional significance which will benefit both municipal and unincorporated areas of Charleston County as defined more specifically below:

Mark Clark Expressway (I-526) completion -

Completion of this Interstate and National Highway System (NHS) route will alleviate traffic congestion, enhance safety and emergency evacuation efforts, remove bottlenecks, aid economic efficiency, and improve our quality of life; and,

Provide direct access from I-26 to seaport terminal facilities at the Navy Base Terminal (NBT) -

The Port of Charleston serves as a major inter-modal (trucking, port, and rail) link between the southeastern U.S. and the world. An efficient, safe, and secure freight transportation system significantly contributes to the region's future economic stability and growth. Acknowledging that the South Carolina State Ports Authority is pursuing a 250-acre expansion of the current 110-acre NBT, due in part to the growth of breakbulk cargo operations, a direct access route to I-26 is needed to address increasing traffic growth/congestion along I-26, to avoid or minimize truck traffic on local streets, and to maintain or enhance freight mobility that is critical for our local and regional economies; and,

**WHEREAS**, these projects address South Carolina Transportation Infrastructure Bank eligibility criteria and benefit the public by promoting economic development, enhancing mobility, enhancing public safety, and enhancing transportation service while improving the quality of life and general welfare of the public; and,


**WHEREAS**, Charleston County Council is committed to improving the transportation system with proceeds from the transportation sales tax and general obligation bonds in conjunction with any funds it may secure from private and other local, state, and federal government sources such as the South Carolina Transportation Infrastructure Bank; and,

**WHEREAS**, Charleston County Council is committed to offering \$354 million as a local match consisting of \$48 million in projects approved for bond financing in Charleston County Ordinance #1324, \$50 million dollars for resurfacing SCDOT system routes to be expended at a rate of \$2 million per year over 25 years, and \$256 million to be expended on projects identified as needs on the SCDOT system.

**NOW, THEREFORE, BE IT RESOLVED**, that the **COUNTY COUNCIL OF CHARLESTON, SOUTH CAROLINA**, in an effort to promote unity and in cooperation with the local governments in Charleston County, hereby expresses its support of their application for \$720 million in assistance and its commitment to transportation system improvements that will surely benefit the citizenry of Charleston County, the region, and South Carolina as a whole.



**CHARLESTON COUNTY COUNCIL**



Leon E. Stavrinakis, Chairman  
October 13, 2005

SENATE

DISTRICT NO. 37  
LARRY GROOMS  
Chairman, Senate Delegation

DISTRICT NO. 34  
RAY CLEARY

DISTRICT NO. 38  
RANDY SCOTT

DISTRICT NO. 41  
GLENN F. McCONNELL

DISTRICT NO. 42  
ROBERT FORD

DISTRICT NO. 43  
CHIP CAMPSEN

DISTRICT NO. 45  
CLEMENTA PINCKNEY

CATHY BALLZIGLER  
LEGISLATIVE COORDINATOR

State of South Carolina



SENATOR GLENN F. McCONNELL  
Chairman, Joint Delegation

REPRESENTATIVE H.B. "CHIP" LIMEHOUSE  
Vice Chairman, Joint Delegation

Charleston County Legislative Delegation

November 28, 2005

HOUSE OF REPRESENTATIVES

JOHN GRAHAM ALTMAN, III  
Chairman, House Delegation

WALLACE SCARBOROUGH  
Vice Chairman, House Delegation

FLOYD BRELAND

ROBERT BROWN

CONVERSE CHELLIS

THOMAS M. DANTZLER, JR.

BEN A. HAGOOD, JR.

ROBERT W. HARRELL, JR.

CHIP LIMEHOUSE

DAVID J. MACK, III

JAMES MERRILL

VIDA MILLER

J. SETH WHIPPER

ANNETTE YOUNG

Mr. Donald D. Leonard, Chairman  
South Carolina Transportation State Infrastructure Bank  
955 Park Street, Room 102  
Columbia, South Carolina 29201

Dear Chairman Leonard:

The Charleston Legislative Delegation wishes to express our support to the State Infrastructure Bank for Charleston County's application for funding to complete the Mark Clark Expressway and to construct the proposed access road to the new SC State Ports Authority terminal on the former Charleston Naval Complex.

This segment of the Mark Clark Expressway (I-526) will complete an Interstate facility which has been planned for over 20 years. The portion is critical as an evacuation route from Johns Island and the resort Islands of Kiawah and Seabrook.

The new port terminal on the former Naval Base Complex is vital to the economic success and well being of the entire state of South Carolina. South Carolina's ports provide an estimated 281,660 jobs statewide and have an estimated economic impact of **\$23 billion** to our state. The new access road is also vitally needed to ensure the traffic moves smoothly to and from our state ports facility and has the least amount of impact on existing neighborhoods.

We urge you to provide the needed funding for the completion of the Mark Clark expressway and the port access road.

Sincerely,

*Chip Campsen*  
*Robert W. Harrell, Jr.*  
*Glenn F. McConnell*

Mr. Donald D. Leonard, Chairman  
South Carolina Transportation State Infrastructure Bank  
November 28, 2005  
Page -2-

*Walter B. ...*

*W.B. ...*

*D. ...*

*Robert L. Brown*

*Floyd Breland*

*V. Miller*

*J. Altman*

*R. Cleary*

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Of Charleston City Council**

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**WHEREAS**, the South Carolina Transportation Infrastructure Bank (SIB) may provide loans and other financial assistance to governmental entities to pay for all or part of the eligible costs of qualified projects with preference being afforded eligible projects which have local financial support; and,

**WHEREAS**, Charleston County's transportation network contains routes and system improvement opportunities of statewide and regional significance, which will benefit both municipal and unincorporated areas of Charleston County, including the City of Charleston, as defined more specifically below:

Mark Clark Expressway (I-526) completion –

Completion of this Interstate and National Highway System (NHS) route will alleviate traffic congestion, enhance safety and emergency evacuation efforts, remove bottlenecks, aid economic efficiency, and improve our quality of life; and

Provide direct access from I-26 to seaport terminal facilities at the Navy Base Terminal (NBT) –

The Port of Charleston serves as a major inter-modal (trucking, port, and rail) link between the southeastern U.S. and the world. An efficient, safe and secure freight transportation system significantly contributes to the region's future economic stability and growth. Acknowledging that the South Carolina State Ports Authority is pursuing a 250-acre expansion of the current 110-acre NBT, due in part to the growth of breakbulk cargo operations, a direct access route to I-26 is needed to address increasing traffic growth/congestion along I-26, to avoid or minimize truck traffic on local streets, and to maintain or enhance freight mobility that is critical for our local and regional economies; and

**WHEREAS**, these projects address South Carolina Transportation Infrastructure Bank eligibility criteria and benefit the public by promoting economic development, enhancing mobility, enhancing public safety and enhancing transportation service while improving the quality of life and general welfare of the public; and

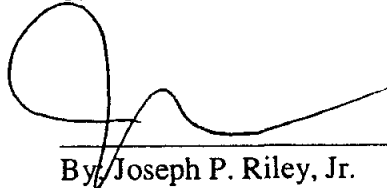
**WHEREAS**, Charleston County Council is committed to improving the transportation system with proceeds from the transportation sales tax and general obligation bonds in conjunction with any funds it may secure from private and other local, state or federal government sources such as the South Carolina Transportation Infrastructure Bank; and

**WHEREAS**, Charleston County Council is committed to offering \$354 million dollars as a local match consisting of \$48 million dollars in projects approved for bond financing in Charleston County Ordinance #1324, \$50 million dollars for resurfacing SCDOT system routes to be expended at a rate of \$2 million dollars per year over 25 years, and \$256 million dollars to be expended on projects identified as needs on the SCDOT system.

**NOW, THEREFORE, BE IT RESOLVED**, that the City Council of Charleston, South Carolina, in an effort to promote unity and in cooperation with the local governments in Charleston County, hereby expresses its support of their application of \$720 million dollars in assistance and its commitment to transportation system improvements that will surely benefit the citizenry of Charleston County and the City of Charleston, the region, and South Carolina as a whole.

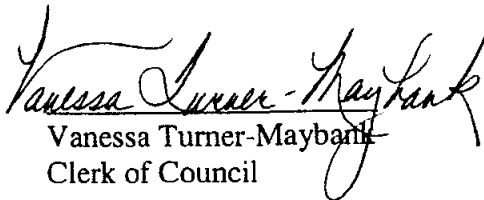
**DONE** this 8<sup>th</sup> day of November, 2005.

CITY OF CHARLESTON



By Joseph P. Riley, Jr.  
Its: Mayor

Attest:



Vanessa Turner-Maybank  
Clerk of Council



**TOWN OF SEABROOK ISLAND  
RESOLUTION 2005-08**

**Adopted: November 4, 2005**

**WHEREAS**, in November 2004, the electors of Charleston County passed a referendum providing for a One-Half Cent Transportation Sales Tax, and wherein Question 2 of the referendum, which was also passed by the electors of Charleston County, provided, in part, for the issuance of general obligation bonds to begin funding transportation projects which are outlined in Charleston County Ordinance #1324; **and**,

**WHEREAS**, the South Carolina Transportation Infrastructure Bank (SIB) may provide loans and other financial assistance to government entities to pay for all or part of the eligible costs of qualified projects with preference being afforded eligible projects which have local financial support; **and**,

**WHEREAS**, Charleston County's transportation network contains routes and system improvement opportunities of statewide and regional significance which will benefit both municipal and unincorporated areas of Charleston County as defined more specifically below:

Mark Clark Expressway (I-526) completion -

Completion of this Interstate and National Highway System (NHS) route will alleviate traffic congestion, enhance safety and emergency evacuation efforts, remove bottlenecks, aid economic efficiency, and improve our quality of life; **and**,

Provide direct access from I-26 to seaport terminal facilities at the Navy Base Terminal (NBT) -

The Port of Charleston serves as a major inter-modal (trucking, port, and rail) link between the southeastern U.S. and the world. An efficient, safe, and secure freight transportation system significantly contributes to the region's future economic stability and growth. Acknowledging that the South Carolina State Ports Authority is pursuing a 250-acre expansion of the current 110-acre NBT, due in part to the growth of breakbulk cargo operations, a direct access route to I-26 is needed to address increasing traffic growth/congestion along I-26, to avoid or minimize truck traffic on local streets, and to maintain or enhance freight mobility that is critical for our local and regional economies; **and**,

**WHEREAS**, these projects address South Carolina Transportation Infrastructure Bank eligibility criteria and benefit the public by promoting economic development, enhancing mobility, enhancing public safety, and enhancing transportation service while improving the quality of life and general welfare of the public; **and**,

**WHEREAS**, Charleston County Council is committed to improving the transportation system with proceeds from the transportation sales tax and general obligation bonds in conjunction with any funds it may secure from private and other local, state, and federal government sources such as the South Carolina Transportation Infrastructure Bank; **and**,

**WHEREAS**, Charleston County Council is committed to offering \$354 million as a local match consisting of \$48 million in projects approved for bond financing in Charleston County Ordinance #1324, \$50 million dollars for resurfacing SCDOT system routes to be expended at a rate of \$2 million per year over 25 years, and \$256 million to be expended on projects identified as needs on the SCDOT system.

**NOW, THEREFORE, BE IT RESOLVED**, that the **Town Council of Seabrook Island, South Carolina**, in an effort to promote unity and in cooperation with the local governments in Charleston County, hereby expresses its support of their application for \$720 million in assistance and its commitment to transportation system improvements that will surely benefit the citizenry of Charleston County, the region, and South Carolina as a whole.

  
\_\_\_\_\_  
Mayor

## RESOLUTION

Whereas, the Charleston Area Transportation Study (CHATS) Policy Committee is the designated Metropolitan Planning Organization (MPO) for transportation planning and programming in the Berkeley Charleston Dorchester urban area; and

Whereas, the CHATS MPO Policy Committee recently adopted a new Long Range Transportation Plan (LRTP), which prioritizes transportation projects for the CHATS area for the next 20 years; and

Whereas, the CHATS LRTP identified and prioritized road projects which would provide regional benefits of increased accessibility and decreased congestion, including the extension of the Mark Clark Expressway from West Ashley to Folly Road and the construction of a new access road from I-26 to the proposed new port terminal in North Charleston; and

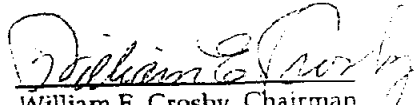
Whereas, Charleston County has also recognized the value of these two projects by identifying them as priorities while planning for the allocation of the proceeds from their countywide half cent sales tax; and

Whereas, in a desire to leverage local investment, Charleston County has approached the board of the South Carolina Transportation Infrastructure Bank requesting funds for the completion of the two aforementioned projects; and

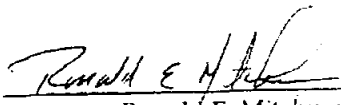
Whereas, the State of South Carolina already has a commitment to identify funding for the port access road, as part of the overall development of the new port terminal;

Now Therefore Be It Resolved, that the CHATS MPO Policy Committee unanimously supports the Charleston County application to the Infrastructure Bank, and urges the Infrastructure Bank to fund both projects.

WITNESSED this 7<sup>th</sup> day of NOVEMBER, 2005.

  
William E. Crosby, Chairman

Certified true and correct copy of a resolution adopted at a legally convened meeting of the Charleston Area Transportation Study (CHATS) Policy Committee held on November 7, 2005.

  
Ronald E. Mitchum

Executive Director  
Title

11/7/05  
Date

CHARLESTON METRO  
CHAMBER OF COMMERCE

P.O. Box 975  
Charleston, SC 29402-0975  
843.577.2510  
843.723.4853 fax  
[www.charlestonchamber.net](http://www.charlestonchamber.net)

November 18, 2005

Mr. Donald D. Leonard, Chairman  
South Carolina Transportation State Infrastructure Bank  
955 Park Street, Room 102  
Columbia SC 29201

Dear Chairman Leonard:

On behalf of the Charleston Metro Chamber of Commerce and its 2,500 members, I want to express our support to the State Infrastructure Bank for Charleston County's application for funding to complete the Mark Clark Expressway and to construct the proposed access road to the new SC State Ports Authority terminal on the former Charleston Naval Complex.

The Charleston Metro Chamber of Commerce has advocated for many years for the completion of this segment of the Mark Clark Expressway (I-526). The seven mile portion will complete the semi-circular path around Charleston. This portion is critical as an evacuation route from the Johns Island and resort Islands of Kiawah and Seabrook. The Expressway will also be a means to ensure that future growth to this area of Charleston County can be balanced with the protection of greenspace through the ability to limit the number of access points on and off this segment of the Expressway.

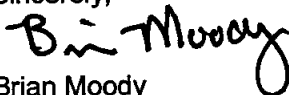
The new port terminal on the former Naval Base Complex is vital to the economic success and well-being of the entire state of the South Carolina. South Carolina's ports provide an estimated 281,660 jobs statewide and have an estimated economic impact of \$23 million to our state.

The new terminal is estimated to generate an average of 7,700 trips per day, of which 63 percent would be trucks. The new access road is also vitally needed to ensure the traffic moves smoothly to and from our state ports facility and has the least amount of impact on existing neighborhoods.

The State of South Carolina made a commitment to construct the access road to the port when it also directed the SC Ports Authority to the former Navy Base site.

We urge you to provide the needed funding for the completion of the Mark Clark Expressway and the port access road.

Sincerely,



Brian Moody  
Chairman of the Board





Mr. A. Daniel Young, Director  
Grants and Incentives  
South Carolina Department of Commerce  
1201 Main Street, Suite 1600  
Columbia, S. C. 29201-3200

November 16, 2005

Subject: CCED Resolution supporting Charleston Count Application to the State  
Infrastructure Bank

Dear Mr. Young:

I am writing to request support from the Coordinating Council on Economic Development for Charleston County's application for funding assistance from the South Carolina Infrastructure Bank (SIB).

The SIB has informed us that all applications for this round of funding must be submitted to the bank not later than December 5, 2005 and that the Bank Board will consider these applications at its December 15, 2005 meeting.

In their most recent guidance the SIB asks that each applicant provide a "certificate that the project is essential to the economic development in the state from the Advisory Coordinating Council for Economic Development of the Department of Commerce."

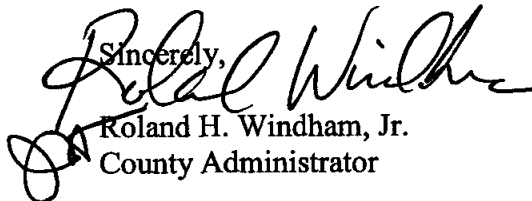
Charleston County Council has voted to submit an application for funding for a project to construct an access road from I-26 to the proposed new port facility at the old Charleston Navy base and complete the Mark Clark Expressway. A PowerPoint briefing on the application is attached for your information.

These projects are currently estimated to cost \$720 million. To meet the SIB criterion for a local match, the county is proposing to provide 33% of the total program costs by spending \$354 million on state roads in Charleston County using revenues from a one-half cent sales tax that was approved by voters in November of 2004. These new revenues began in May of 2005 and will continue for 25 years or until \$1.3 billion is collected.

Construction of the Port Access Road is a critical component in the 280 acre port expansion project. The port is expected to experience a growth from 1.65 million TEU's (twenty-foot equivalent units) to 4.0 million in 2025. The increase in container activity cannot be supported by existing facilities. Thus, port expansion is vital to insure that the economic benefits of the port continue to accrue to the State of South Carolina. These benefits affect many industries which are directly dependent on port operation including manufacturing, construction, transportation, retail, and wholesale trade.

Completion of the Mark Clark Expressway will have significant positive affects including providing a better hurricane evacuation route for James Island and Johns Island; reducing congestion along SC 700 (Maybank Highway) and US 17 (Savannah Highway); improving transportation system operation in the Charleston region by offering more options to commuters and freight carriers; and facilitating the movement of military personnel and equipment.

I appreciate your assistance and look forward to receiving the endorsement of the Coordinating Council for Economic Development.

Sincerely,  
  
Roland H. Windham, Jr.  
County Administrator

J. Steven Dykes  
Director  
Charleston County  
Economic Development



4045 Bridge View Drive  
North Charleston, SC 29405-7464  
(843) 953-4506  
FAX (843) 953-4505  
[sdynes@charlestoncounty.org](mailto:sdynes@charlestoncounty.org)  
[www.charlestoncounty.org](http://www.charlestoncounty.org)

# Memo

**To:** Robert A. Faith, Secretary of Commerce, S.C. Commerce Department  
**From:** Steve Dykes, Economic Development Director  
**CC:** Daniel Young, Director, Grants and Incentives, S.C. Commerce Department  
**Date:** 11/11/2005  
**Re:** CCED Resolution supporting Charleston County State Infrastructure Bank application

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Secretary Faith:

I'm writing to you with great urgency to request assistance from the Coordinating Council for Economic Development. I do so, knowing that the deadline for submissions for the CCED final 2005 meeting is today or tomorrow.

I was approached Tuesday by our Public Works Director Jim Hutto, who has been working closely with County Administrator Roland Windham, Jr., our Chairman Leon Stavrinakis, and House Speaker Bobby Harrell on our submission of a SIB application for construction of the State Ports Authority access road and the Mark Clark Expressway to Johns and James Islands.

A newly established criteria for approval set by the SIB is that an applicant receives a resolution of support from the CCED (see second page, Item 1.4 of the attached). Charleston County Council passed such a resolution on November 1, 2005 (attached). Bob Probst, our SIB application advisor from the LPA Group, Inc. is an authority on these requirements, and he encouraged me to pass his name and number (803-206-0075 – cellular) along for any questions.

The SIB application is due on December 5, 2005, and will be considered at the SIB meeting of December 15, 2005. I realize that the CCED meeting will fall on December 7, but our advisor on the application, Bob Probst of LPA Group, Inc., believes that it would still be highly beneficial to be able to pass along the CCED resolution on December 8.

I had spoken with Daniel Young and with Tiffany at the department briefly yesterday, and it was obvious that this is a very new SIB requirement which the CCED has yet to encounter. I promised this follow-up, with details on the requirement. Realizing that DOC likely has a holiday tomorrow, I knew time was of the essence to reach you and Daniel on this, and opted for this fax.

In closing, I would appreciate it if you would consider adding this item to the December 7, 2005 CCED meeting. I can be reached on my cellular phone anytime today or tomorrow at 843-670-3106.