

**BOARD OF DIRECTORS**

John B. White, Jr., *Chairman*

Ernest Duncan, *Vice Chairman*

Tony K. Cox

J. Gary Simrill

David B. Shehan

Representative Chris Murphy

Senator C. Ross Turner, III

**South Carolina  
Transportation Infrastructure Bank**



955 Park Street  
Room 120 B  
Columbia, SC 29201  
P: (803) 737-2825  
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**Board Meeting**

October 17, 2023

Solomon Blatt Building

1105 Pendleton St, Room 110

Columbia, SC 29201

One Hour After Evaluation Committee Meeting Adjournment

**AGENDA**

- I. Call to Order, Introductions and Opening Remarks Chairman John B. White, Jr.
  - A. Bios
    - 1) Representative Chris Murphy
    - 2) J. Gary Simrill
    - 3) Tony K. Cox
  
- II. Consideration of February 13, 2023 Minutes Chairman John B. White, Jr.
  
- III. Administrative Items for Discussion and/or Action
  - A. 2024-2025 Proposed Budget Jerri Butler
  - B. Financial Statement Audit Discussion Tim Lyons, Mauldin & Jenkins
  - C. Credit Rating Update Hope Scarpinato, PFM
  
- IV. Mark Clark Extension Project Update Rob Tyson
  - A. Background
  - B. SCDOT Secretary Hall
  - C. Charleston County Administrator Bill Tuten
  - D. Support Letter
  
- V. Executive Session (Discussion of negotiations incident to proposed contractual arrangements, personnel matters and receipt of legal advice on matters covered by attorney-client privilege on matters listed on Agenda.)
  
- VI. Mark Clark Extension Project Discussion and Possible Action Chairman John B. White, Jr.

- VII. Report of Evaluation Committee Meeting and Discussion, Status Updates and Potential Actions on Remaining Phase 2 Applications
  - A. Orangeburg County – US Hwy 601 (multiple) Chairman John B. White, Jr.
  - B. Pickens County SC 183 Widening Vice Chairman Ernest Duncan
  
- VIII. Updates on Current Projects Rob Tyson
  - A. Jasper County / Town of Hardeeville Project, I 95 Exit 3 Proper
  - B. City of Aiken – Whiskey Road Connector
  
- IX. Report of Evaluation Committee and Discussion of and Possible Action on Rural Project Program Implementation, Revisions, and Schedule Rob Tyson
  
- X. Resolutions for the following
  - A. The Honorable Joe Taylor
  - B. Mr. Ron Patton
  - C. Mr. William Youngblood
  - D. Ms. Tami Reed
  
- XI. New Business
  - A. Website Update Jerri Butler
  
- XII. Adjourn

**NOTES: The Agenda consists of these two (2) pages. There is no opportunity listed for the public to comment on matters listed on the Agenda. The Committee may enter into additional executive sessions at any time during the meeting when such a motion is made and adopted.**

## MINUTES

### South Carolina Transportation Infrastructure Bank Board Meeting

Solomon Blatt Building  
1105 Pendleton St, Room 110  
Columbia, S.C. 29201

October 17, 2023  
12:00 p.m.

**NOTE: Notification of the time, date, place and agenda of this meeting has been posted and sent, in accordance with the provisions of the South Carolina Freedom of Information Act, to all persons or organizations, local news media, and other news media that requested notification of the time, date, place and agenda of this meeting. Efforts to notify the requesting person or entity include, but are not limited to, the transmissions of notice by the U.S. Mail, electronic mail, or facsimile.**

Present: Mr. John B. White, Chairman Presiding  
Ernest Duncan, Vice Chairman  
Mr. Tony K. Cox  
Mr. David B. Shehan  
J. Gary Simrill  
Representative Chris Murphy  
Senator C. Ross Turner, III

Others present: Ms. Jerri Butler, CFO, representing the Bank; Mr. Rob Tyson, Board Secretary and Bank Counsel; Mr. Jim Holly, Bank Counsel; Mr. Rion Foley, Bond Attorney; Hope Scarpinato, Financial Advisor, PFM; and Mary Joy, Creel Court Reporter

#### **Opening Remarks:**

The meeting was called to order at 12:00 p.m. by Chairman White. The Chairman introduced and welcomed the SCTIB's new Board Members, Mr. Tony Cox, SCDOT Commission Chairman, Representative Chris Murphy and J. Gary Simrill.

#### **Motion to Approve Minutes:**

Chairman White stated the first order of business was to approve minutes from the February 13, 2022 meeting. Mr. Shehan made the motion to approve the minutes, Mr. Duncan seconded. The motion passed unanimously.

#### **Administrative Items for Discussion and/or Action:**

### **2024-2025 Proposed Budget**

Chairman White stated the next item for action is the Bank's 2025 proposed budget. Jerri Butler, CFO, presented the budget to the Board. Ms. Butler stated the total budget is \$126,239,870, adding this did not change from the 2024 budget. She pointed out the areas of the increases and decreases for fiscal year '25, noting personnel services went up due to the upcoming hiring of two staff members in fiscal year '24 which caused employer contributions to go up. Also, operating expenditures went down resulting in the budget being the same as the prior fiscal year.

Chairman White asked how many staff members we currently have. Ms. Butler stated three currently, with a total of six FTE's appropriated through the General Assembly. Ms. Butler stated the Bank planned on hiring two employees this fiscal year, making a total of five.

Chairman White asked questions about the budget process. Ms. Butler responded the budget had already gone to the Governor's Office, adding it now goes to the House sometime in January, then on to the Senate for their approval.

Chairman White asked if any board member had any questions. None were asked. Mr. Simrill made a motion to approve the budget and Representative Murphy seconded. The motion passed unanimously.

### **Financial Statement Audit Discussion**

Chairman White stated the next item up for discussion is the financial statement and the audit discussion.

Mr. Tim Lyons, a CPA with Mauldin & Jenkins, made the presentation. He has served as the engagement partner for the Bank's June 30, 2023 audit, adding that Mr. Brian Nicholson acted as the QC reviewer and Mr. Chad Jackson as a senior associate on the engagement. He stated their work with the State of South Carolina assists them with understanding the reporting requirements, due dates, and other requirements needed to complete the audit and turn it in to the State Auditor's Office and the Comptroller General's Office by the state's established deadlines.

Mr. Lyons stated the next bulleted item is the independent auditor's report on the basic financial statements. Mr. Lyons stated the purpose of the audit is an expression of an opinion on the Bank's financial statements. He stated their opinion was unmodified, an accounting and auditing term for a clean opinion. He added there is no higher or better opinion, so the Bank's financial statements are considered to comply in all material respects in accordance with the accounting principles generally accepted in the United States.

Mr. Lyons next described the internal controls, adding the Bank is a governmental entity and the audit was performed in accordance with government auditing standards. Also, the report stated there were no findings with regard to internal controls or material non-compliance, stating this is a clean report on internal controls in accordance with government auditing standards.

He stated they review all the accounting policies in place to ensure there's not any sort of aggressive policies or positions that are being taken by management or any concerns about estimates or transactions in which there's no authoritative guidance. They found no issues at the Bank during this year's audit.



Mr. Lyons stated he had full cooperation from Bank management and staff, with no disagreements or issues when requesting documentation or information and that they were fully forthcoming in providing all of the information to the auditors.

Mr. Lyons discussed upcoming changes to accounting standards regarding GASB Statement 101 which deals with compensated absences and accrued leave. These issues have the potential to impact the Bank's financial statements. This will be implemented June 30, 2025.

Chairman White asked for confirmation that we had a clean audit, with no problems. Mr. Lyons stated from the auditor's perspective, it was a relatively straightforward year. Without any debt issuances during fiscal year '23, the audit was easier since those things typically cause the more complex parts of the audit.

Chairman White asked if there was a motion to receive the audit discussion as a clean audit. Mr. Duncan made the motion and Mr. Simrill seconded. The motion passed unanimously.

### **Credit Rating Update**

Chairman White introduced our financial advisors David Miller (attending via WebEx) and Hope Scarpinato, with PFM, to discuss the Bank's bond rating.

Ms. Scarpinato stated she would talk about the credit ratings. She stated the Bank has two credit ratings from Fitch and from Moody's. The most recent rating affirmation received was from Moody's earlier this month, currently at AA3. She stated when looking at credit ratings they start with a triple-A, then down to double-A, and then single-A is below that. Right now the Bank sits at AA3 by Moody's; the Bank has held that rating since 2019 and it's a very good rating and there's strength in that. The rating provides investors comfort in the security of the debt issued by the Bank. Should the Bank need to go to the public markets and issue bonds, investors are going to look at that rating for comfort and that translates to a lower interest cost on the bond.

Ms. Scarpinato stated the other rating the Bank holds is from Fitch, which is currently at an A+. The Bank just did the annual update with Fitch, and they will be going to committee on Thursday with an A+ with a positive outlook. So PFM is optimistic that we will see movement there. The Bank is very strong and that Fitch is optimistic on the credit.

Both rating agencies have provided good feedback and they've been impressed with the Bank, its governance, and how revenues have been coming in above budget.

The Chairman thanked Ms. Scarpinato and asked if there were any questions. No questions were asked.

### **Mark Clark Extension Project Update**

Chairman White asked Mr. Tyson to give a background on the current status of the project.

Mr. Tyson provided the timelines starting with the original IGA (June 8, 2007) through the amended IGA (January 2019). He described the increases of the projected total cost of the project to today's estimate of over \$2 billion. He discussed the December 2, 2022 letter from Secretary Hall, SCDOT, requesting \$150 million, with the SCTIB and the County splitting that cost at \$75 million each for completion of the remaining preliminary work for the project. He explained the County planned to fund the costs that exceeded the Bank's commitment by way of a new half-penny transportation



sales tax that would be on the ballot in 2024. He added that that to-date the Bank had expended approximately \$52 million for right-of-way and preliminary engineering and other preliminary costs. Providing the \$75 million would put the Bank at \$127 million of its committed \$420 million.

Secretary Hall of SCDOT spoke next. She commended Mr. Tyson on summarizing where we are with regards to the project. Secretary Hall stated the SCDOT is at a point where it needs authorization to proceed with the project, adding without this funding they cannot go any further. She stated the County had responded with their commitment of the \$75 million, with a reasonable and realistic funding approach to the project as described by Mr. Tyson. She went through her presentation explaining the process forward, once the funding issue is resolved, from the final environmental impact statement, permitting process, the likelihood of there being litigation on the project, the challenges to the permits, scheduling and two to three years' timeline for that to work its way through the system.

Secretary Hall discussed the cost estimate going from \$725 million to more than \$2 billion, explaining that there are several elements to this estimate. Specifically, the base cost increase dealt with right-of-way estimates, and the element to the costs estimate that is related to the schedule and risk. It's important to understand the range on a cost estimate and that the SCDOT today now gives ranges rather than a hard-core specific dollar amount.

Secretary Hall stated the DOT's recommendation to the Bank Board is phasing the project. Her recommendation is based on the industry capacity and the opportunity to generate better competition with the contracting community. She reiterated the SCDOT needs that authorization to proceed with finishing preliminary activities eventually get to a permit on the project to be ready to move forward to construction.

Chairman White asked the Secretary if, based on her December 2<sup>nd</sup> letter, she felt that Charleston County had provided reasonable, rational and realistic proof of funding. Secretary Hall stated that yes, the DOT is comfortable with the language provided by the County and the path forward by the County.

Chairman White introduced Ms. Jenny Costa Honeycutt, Vice-Chair of Charleston County Council. Ms. Honeycutt introduced the other Charleston County officials in attendance and then gave a history and update on the project. She stated that Charleston County had developed a reasonable financial plan to fund its portion of the entire project. She stated it was determined that implementing another half-cent transportation sales tax was the best avenue to acquire the funding.

Mr. Robby Maynor, Director of Communities and Transportation Program at the Coastal Conservation League, voiced his concerns regarding the environmental impacts and other concerns he had in regards to the project.

Mr. Jay Byars, Dorchester County Council, spoke in support of the project.

Representative Gary Brewer, House District 114 in the West Ashley area, spoke in support of the project.

Chairman White thanked everyone for their input.

### **Executive Session**



Chairman White asked for a motion to go into Executive Session for the discussion of negotiations incident to proposed contractual arrangements, personnel matters, and receipts of legal advice on matters covered by attorney-client privilege listed on the agenda. Mr. Simrill made the motion and Mr. Cox seconded. The motion passed unanimously and the Board entered Executive Session at approximately 1:06 p.m.

Chairman White asked for a motion to come out of Executive Session. Mr. Cox made the motion, Mr. Duncan seconded. The vote was unanimous in favor. Chairman White stated during Executive Session no votes were taken, and he remained recused on any issues regarding Pickens County SC Highway 183 Widening project. The meeting resumed at 2:15 p.m.

### **Mark Clark Extension Project Discussion and Possible Action**

Chairman White stated the first item for discussion is the Mark Clark Extension Project discussion and possible action. He added the Bank has a request to provide an additional \$75 million for the preliminary costs for the project, adding the request does not increase the Bank's total financial assistance commitment of \$420 million as stated in the January 2019 IGA. He asked for questions and a motion. Representative Murphy made the motion stating consistent with the JBRC's action of June 4<sup>th</sup>, 2019, the Bank abide by the January 10<sup>th</sup>, 2019 Intergovernmental Agreement with Charleston County and the South Carolina Department of Transportation by approving an additional \$75 million for the preliminary costs as requested and forward this action by the Bank to the Joint Bond Review Committee for its consideration. This latter action is also required by Section 11-43-180 (A) of the South Carolina Transportation Infrastructure Bank Act.

Chairman White asked Representative Murphy as a part of your motion, do you recognize that the motion does not increase the Bank's total commitment of \$420 million. Representative Murphy stated that would not increase the Bank's assistance of \$420 million. Mr. Simrill seconded the motion. The motion passed unanimously.

### **Report of Evaluation Committee Meeting and Discussion, Status Updates and Potential Actions on Remaining Phase 2 Applications**

Chairman White stated the 2 applications for discussion are Orangeburg County and Pickens County. He stated he has signed a potential conflict with Pickens County, and will not be participating in that.

#### **Orangeburg County – US Hwy 601 (Multiple)**

Chairman White stated Orangeburg County had initially submitted an application in 2019, with multiple attempts to contact the County and no response from the County he asked for a motion that would allow the withdrawal of Orangeburg's 2019 application, allowing the County the right to reapply at the appropriate time. Mr. Shehan made the motion and Representative Murphy seconded. The motion passed unanimously.

#### **Pickens County – SC 183 Widening**

Vice Chairman Duncan stated for the record that Chairman White has a potential conflict of interest in matters involving Pickens County, thus Chairman White did not participate in any part of the discussion or action of the Pickens County SC Highway 183 application and that Chairman White will sign the appropriate potential conflict of interest from to be attached to the minutes of the meeting.



Mr. Tyson stated Pickens County seeks \$44,716,000 in financial assistance from the Bank for the widening of SC Highway 183 in Pickens County. The total project seeks funding for one-half of the construction cost for the Saluda River Bridge on the Greenville County line, he added the Pickens County portion will be part of a larger construction project in Greenville County, the Greenville County portion will cover 1.2 miles of widening and a half of the total bridge costs. The total project cost is \$71,200,000, up from \$67,021,000 requested in the 2019 application. He added the County's local match is \$22,500,000, with \$10 million from the appropriation bill, and \$12.5 million from the GO Bonds. He stated the staff recommends a score of 74 for the project.

Vice Chairman Duncan asked for a motion to set a score of 74 for the Pickens County SC Highway 183 Widening project. Senator Turner made the motion and Mr. Simrill seconded. Vice Chairman Duncan stated we have six ayes and that Chairman White did not vote.

Vice Chairman Duncan asked for a motion to approve financial assistance in the form of a grant from the Bank up to \$44,716,000, with the conditions that this approval is subject to the Bank's standard conditions and the parties entering into an intergovernmental agreement in a form with the terms and contents acceptable to the Bank. This also includes terms to ensure the Bank's financial assistance funds only the Pickens County portion of the overall project and that Pickens County will fund any shortfalls needed to complete the Pickens County portion of the project and the project receives at least \$10 million in funds from the 2023-24 Appropriations bill of the General Assembly.

Mr. Shehan made the motion, Mr. Simrill seconded. Vice Chairman Duncan stated we have six ayes and Chairman White did not vote.

### **Updates on Current Projects**

Chairman White stated the next item is an update on current project, calling on Rob Tyson for an update on Jasper County Exit 3 and the City of Aiken.

#### **Jasper County – Exit 3**

Mr. Tyson stated Exit 3 was a project that was approved in the first round of applications. The total project cost is approximately \$83 million, with \$56 million of the financial assistance coming from the Bank, half in the form of a loan and half in the form of a grant. The Bank staff had worked hard to ensure all the necessary backstops to ensure the County and City could pay back the loan. The procedural schedule put out by the attorneys for the City and the County indicate they've got to go through certain readings to get their tax increment financing approved and their mid-improvement district approved, so all of the financial readings and ordinances are scheduled to be approved in December or early 2024. The project is building an interchange at Exit 3 as part of the SCDOT's widening of I-95 North from the Georgia line for some 30 miles of I-95.

#### **City of Aiken – Whiskey Road Connector**

Mr. Tyson stated the Aiken project was approved by the Board in the second round of applications. It's a project to improve the Whiskey Road Corridor. The initial total cost of the project was \$37 million, but that has gone up \$750,000. The City has increased its local match and received Federal funds along with refinancing other revenue sources plus adding budget dollars and a portion of their capital projects sales tax dollars toward the project. The City's final reading of the intergovernmental



agreement is scheduled for later this month. After that vote, the IGA will be executed by the City and the Bank.

Chairman White asked for questions and no one responded. Chairman White thanked Mr. Tyson for the updates.

### **Report of Evaluation Committee and Discussion of and Possible action on Rural Project Program Implementation, Revisions, and Schedule**

Chairman White stated the next item for discussion is the report from the Evaluation Committee and discussion of possible actions on the rural program implementation, revisions, and schedule. He stated the Rural Program proposal before the Board is a result of the Joint Bond Review Committee discussion and other stakeholders. He says it is not something new, rather an improved process. He stated for Board approval, we are going to open a rural application round on March 15, 2024, and the Bank is going to commit \$250 million to the rural program over 10 years. He stated this is an action from the Evaluation Committee. The Chairman asked if there was a motion that the Bank establish March 15, 2024 as the date to begin accepting applications for rural projects under its rural program. Mr. Simrill made the motion. Representative Murphy and Senator Turner seconded. The motion passed unanimously.

Chairman White stated the Evaluation Committee proposes the Bank commit \$250 million, assuming the Bank has the cash flow and the monies available, over ten years. He then Mr. Tyson to read the resolution. Mr. Tyson stated the resolution reads as follows, the resolution:

Whereas, the South Carolina Transportation Infrastructure Bank Board hereby resolves to establish a Rural Project Program totaling \$250 million over ten years, the Bank Board reserves the right to ensure there is sufficient financial capacity as it moves forward toward meeting the objectives of this program. If there is not sufficient funding capacity at that time, the Bank Board will not be required to fund a round.

Chairman White asked for a motion to approve the resolution. Mr. Duncan made the motion and Mr. Simrill seconded. The motion passed unanimously.

Chairman White asked Mr. Tyson to describe the proposed changes to the Rural Project Program Application and Bank Operating Guidelines. Mr. Tyson described the definition of a "rural project" in the Operating Guidelines. A "Rural Project" is defined as a project that is eligible and qualified under the Bank Act that is located in a county with a population of 100,000 or less. The Evaluation Committee recommends changing that definition from 100,000 to 115,000. The second change to the Rural Project definition is a county that has a population from 115,000 to 200,000 can contain a rural project as long as the rural project is located outside the Metropolitan Planning Organization study area.

In the Application, Mr. Tyson stated the application contains two sections for scoring, the public benefit and the financial plan section. At the Evaluation Committee meeting, Mr. Rewis noted the public benefit section didn't add up to the 50 points, so that needed to be changed. The Evaluation Committee added points in two areas. The first area was in the project schedule where the general concept was to award more points for a project closer to completion. The areas of project schedule consists of: No preliminary engineering plans (0 points); Preliminary engineering has been initiated (5 points); Environmental NEPA document and Right of Way plans are completed (15 points); and

Construction plans are completed and permits are obtained (20 points). The Committee approved increasing the points by 5 for the last three areas.

Mr. Tyson stated the second area the Evaluation Committee raised the points is when a project is located in a Tier 3 or Tier 4 county according to the most recent Department of Revenue information letter, an additional ten points would be awarded instead of five points.

Mr. Tyson stated these two changes were the only changes made from the materials sent to the Board members previously. The Chairman asked if there were any questions or comments and for a motion to approve the revision of the Rural Project Program Application and the Bank Operating Guidelines. Mr. Simrill moved to approve the changes to the Operating Guidelines and the Application. Senator Turner seconded the motion. The motion passed unanimously.

### **Resolutions for the Following**


Chairman White stated we're going to recognize four individuals that have had a significant impact on the Bank and also in South Carolina. The resolutions honored Joe Taylor (former Board member), Mr. Ron Patton (former Evaluation committee member and consultant to the Bank), Mr. Bill Youngblood (the Bank's bond counsel since the Bank was created), and Tami Reed (the Bank's former CFO). The four resolutions (attached to these minutes) were read in their entirety. Chairman White asked for a motion to approve each resolution, adding a copy will be added as an exhibit for the record and the originals presented to the living honorees or their family members. Mr. Duncan made the motion and Mr. Shehan seconded. The motion passed unanimously.

### **New Business**

Chairman White stated the new business for discussion is our website and asked Ms. Butler to give an update. Ms. Butler stated the Bank's website is administered by the Department of Administration who is partnering with Tyler Technologies. Ms. Butler has had a few meetings with the vendor and has completed a questionnaire to assist with updating it to be more user-friendly. Ms. Butler said she will keep the Board posted on the process for these improvements.

### **Adjournment:**

Chairman White asked if there were any questions or comments, none were heard. He asked for a motion to adjourn. Mr. Duncan moved to adjourn and Mr. Shehan seconded the motion. The motion passed unanimously. The meeting adjourned at 3:00 p.m.

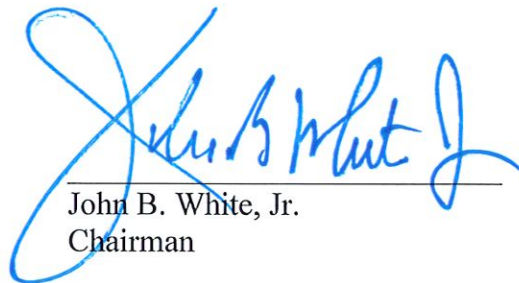
  
Board Secretary



**South Carolina Transportation Infrastructure Bank  
(Bank)**  
Potential Conflict of Economic Interest Statement

At its meetings on October 17, 2023, the South Carolina Transportation Infrastructure Bank's Evaluation Committee is considering taking action on recommendations to the Bank's Board of Directors on an application of Pickens County for financial assistance from the Bank on a highway project, and the Bank's Board of Directors may consider and take action on that recommendation and application. I am the Chair of the Evaluation Committee and Board of Directors. I may have a potential conflict of interest concerning the Pickens County application because I represent Pickens County in litigation unrelated to that application. For this reason, I hereby request to be excused from all deliberations, votes, and other actions on the aforementioned matters pending before the Committee and Board at its meetings on October 17, 2023, and I will recuse myself from and not participate in any deliberations, votes, or other actions on those matters at those meetings. I also request that this statement be placed in or attached to the minutes of both meetings.

October 17, 2023

  
\_\_\_\_\_  
John B. White, Jr.  
Chairman

RESOLUTION

TO EXPRESS THE HEARTFELT SORROW OF THE MEMBERS OF THE SOUTH CAROLINA TRANSPORTATION INFRASTRUCTURE BANK BOARD AND STAFF UPON THE PASSING OF JOE EARL TAYLOR, JR., TO CELEBRATE HIS LIFE AND ACHIEVEMENTS, AND TO EXTEND THE DEEPEST SYMPATHY TO HIS FAMILY AND FRIENDS.

*WHEREAS*, Joe E. Taylor, Jr., a lifelong South Carolina resident, passed peacefully on December 29, 2022; and

*WHEREAS*, Joe attended and graduated from Wofford College; and

*WHEREAS*, Joe was always a proud Terrier alumnus, serving on multiple boards including a long tenure on the Board of Trustees and earning the highest honor of an Honorary Doctorate from the College in 2019; and

*WHEREAS*, While Joe was a student at Wofford College, he and his father founded Southland Log Homes. As President and CEO, he led the company to become the largest pre-cut log building producer in North America. He sold the company in 2005; and

*WHEREAS*, Joe began his time in state leadership when Mark Sanford appointed him the chair of the South Carolina Jobs Economic Development Authority in 2003; and

*WHEREAS*, Joe was appointed Secretary of Commerce in 2006. Joe and his team worked tirelessly and passionately and put South Carolina on the map in regard to business development; and

*WHEREAS*, Joe spent his next years dedicated to making our local communities greater, stronger and better for future generations. He worked primarily in real estate development, private equity, business advising and holding numerous ownership positions in various other ventures. In 2014, he began to make waves in West Columbia, including being awarded West Columbia "Man of the Year" in 2020; and

*WHEREAS*, Joe took his passion for economic development and building a strong and safe community to Columbia City Council, winning the District 4 seat in 2021. In office, Joe spear-headed numerous projects, created strong alliances and teams and got multiple balls rolling all to improve and benefit the Midlands; and

*WHEREAS*, Joe led the team that recruited the largest economic development project in state history and the national economic development deal of the year in 2009, The Boeing Company's selection of Charleston, South Carolina, and the national economic development deal of the year in 2010, First Quality Tissue in Anderson, SC. Due to Joe's leadership, 2010 continues to rank as the top year in South Carolina history for the number of new jobs recruited to the state; and


*WHEREAS*, Joe loved his family deeply and was proud of their accomplishments. He passed on his passion, hard work, and loyalty to all; and

*WHEREAS*, after serving as Secretary, Senator Leatherman appointed Joe to serve on the South Carolina Transportation Infrastructure Bank. While serving on the Board, Joe played a major role in enhancing the State's transportation infrastructure. Joe worked hard on ensuring successful projects benefitted all areas of South Carolina and were sound financially. Joe was a true steward of the State of South Carolina's resources. His guidance and support of major transportation projects contributed significantly to the Bank's successes.

**NOW, THEREFORE, BE IT RESOLVED** that the members of the South Carolina Transportation Infrastructure Bank Board, in a meeting duly assembled this 17<sup>th</sup> day of October, 2023, hereby express their heartfelt sorrow upon the passing of Joe Earl Taylor, Jr., extend the sympathy of each member of the Board and staff of the Bank to his family and friends, and wish to recognize, honor and celebrate Joe Taylor's life and his many years of service and achievements for South Carolina.

  
John B. White, Sr., SCTIB Chairman

  
Tony K. Cox, SCTIB Board Member

  
David B. Shehan, SCTIB Board Member

  
Senator C. Ross Turner, III, SCTIB Board Member

  
Ernest Duncan, SCTIB Vice Chairman

  
Representative Chris Murphy, SCTIB Board Member

  
J. Gary Simrill, SCTIB Board Member



**RESOLUTION**

TO EXPRESS THE HEARTFELT SORROW OF THE MEMBERS OF THE SOUTH CAROLINA TRANSPORTATION INFRASTRUCTURE BANK BOARD AND STAFF OF THE BANK UPON THE PASSING OF RONLAD KEITH PATTON. TO CELEBRATE AND COMMEND HIS LIFE AND ACHIEVEMENTS AND TO EXTEND THE DEEPEST SYMPATHY TO HIS FAMILY AND FRIENDS.

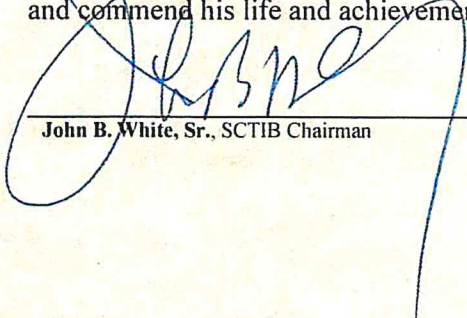
**WHEREAS**, a native of Greenville, Mr. Patton graduated from Clemson University in 1990 with a Bachelor of Science in Civil Engineering. He is well known for his unbridled passion and support of the University and the Tigers' athletic prowess and for a prodigious knowledge of Clemson football history; and

**WHEREAS**, Mr. Patton was a registered professional engineer with over 29 years of experience managing multidisciplinary projects in South Carolina. He spent most of his career with the South Carolina Department of Transportation holding many prestigious positions including: Program Manager/Project Engineer from 1993-2001, Director of Planning and Environmental from 2001-2010, Chief Engineer for Location Design from 2010-2015, and Deputy Secretary for Intermodal Planning from 2015-2019. He served as the first official SCDOT liaison to the Bank prior to his retirement from SCDOT and subsequently became a consultant to the Bank where he assisted the Bank in developing the current Bank application for financial assistance and the process for reviewing and evaluating transportation projects; and

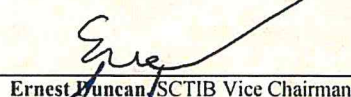
**WHEREAS**, Mr. Patton had a passion for music and an extensive music collection. He was commonly known as "RP" to many of his friends and is renowned for his "shagging" exploits on the dance floor, his love of music, and his willingness to add his spin as a DJ in any important social event; and

**WHEREAS**, he was married to his soulmate, the former Laura Coakley, and is a proud father of his son Benjamin. He had a passion for animals and spoke often of his own two beloved dogs who were an important part of his family.

**NOW, THEREFORE, BE IT RESOLVED** that the Chairman and Members of South Carolina Transportation Infrastructure Bank Board and the Staff of the Bank, in a meeting duly assembled this 17<sup>th</sup> day of October 2023, hereby express their heartfelt sorrow upon the passing of Ronald Keith Patton, celebrate and commend his life and achievements, and extend their sympathy to his family and friends.



John B. White, Sr., SCTIB Chairman



Ernest Duncan, SCTIB Vice Chairman




Tony K. Cox, SCTIB Board Member




Representative Chris Murphy, SCTIB Board Member



David B. Shehan, SCTIB Board Member



J. Gary Simrill, SCTIB Board Member



Senator C. Ross Turner, III



**RESOLUTION**

**TO EXPRESS THE HEARTFELT GRATITUDE OF THE MEMBERS OF THE SOUTH CAROLINA TRANSPORTATION INFRASTRUCTURE BANK BOARD AND STAFF UPON THE RETIREMENT OF M. WILLIAM YOUNGBLOOD, JR. TO CELEBRATE HIS ACHIEVEMENTS.**

*WHEREAS*, M. William Youngblood, Jr., born in Charleston, South Carolina. He received a Bachelor of Arts degree from the University of South Carolina in 1967 where he served as student body president. He received a Juris Doctor degree from Georgetown University Law Center in 1970. During law school he served as a legislative aide to U.S. Senator Fritz Hollings. After law school he was a law clerk to S.C. Supreme Court Chief Justice Bruce Littlejohn and served on active duty in the United States Air Force as an Agent in the Office of Special Investigations; and

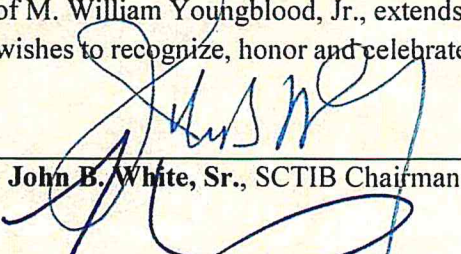
*WHEREAS*, Mr. Youngblood began the private practice of law in Charleston in 1972 as a public finance lawyer with Sinkler, Gibbs & Simons and later continued the practice of public finance law with former Governor Robert E. McNair, Sr. in the mid-1980s. He was selected by his peers for inclusion in *The Best Lawyers in America*® for several years. He is the former managing shareholder and chief executive officer of McNair Law Firm, P.A. and maintained an active practice primarily in the fields of public finance and economic development initiatives until his retirement from Burr Forman McNair in 2022; and

*WHEREAS*, as a long-time advocate for public education and in his personal mission to help the broadest range of stakeholders understand the connections between educational excellence and economic vitality, in 1985 Mr. Youngblood was awarded the Order of the Palmetto, South Carolina's highest civilian award for his work in developing the Education Improvement Act of 1984; and


*WHEREAS*, during his lifetime and many years of public service, Mr. Youngblood served on the South Carolina Council on Competitiveness, the Berkeley-Charleston-Dorchester CEO Council, the South Carolina Research Foundation, the Trident CEO Council, the Board of Directors of the South Carolina Aquarium and the Advisory Board of Leadership South Carolina. He also served as Chairman of the Charleston Metro Chamber of Commerce, Chairman of the Charleston Regional Development Alliance and Chairman of The Education Foundation; and

*WHEREAS*, none of this would have been possible without his partner and wife, Tomi. They have been a team through it all.

**NOW, THEREFORE, BE IT RESOLVED** that the South Carolina Transportation Infrastructure Bank Board, in a meeting duly assembled this 17th day of October, 2023, hereby expresses its heartfelt gratitude upon the retirement of M. William Youngblood, Jr., extends the congratulations of each member of the Board and the staff of the Bank, and wishes to recognize, honor and celebrate his life-long service to and many achievements for the State of South Carolina.

  
\_\_\_\_\_  
**John B. White, Sr., SCTIB Chairman**

  
\_\_\_\_\_  
**Tony K. Cox, SCTIB Board Member**

  
\_\_\_\_\_  
**David B. Shehan, SCTIB Board Member**

  
\_\_\_\_\_  
**Senator C. Ross Turner, III, SCTIB Board Member**

  
\_\_\_\_\_  
**Ernest Duncan, SCTIB Vice Chairman**

  
\_\_\_\_\_  
**Representative Chris Murphy, SCTIB Board Member**

  
\_\_\_\_\_  
**J. Gary Simrill, SCTIB Board Member**





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September 29, 2023

Chairman John B. White  
South Carolina Transportation Infrastructure Bank Board  
955 Park Street, Suite 120B  
Columbia, SC 29201

Chairman White and Members of the Bank Board,

The Charleston Trident Association of Realtors® (CTAR) are writing in support of the completion of I-526 the Mark Clark Extension. I-526 is a critical piece of infrastructure in our rapidly growing region. To ensure safety and mobility, completing the Mark Clark is a priority for us in the Lowcountry.

As Johns Island and West Ashley continue to attract new residents, we need the infrastructure in place to support the growth. The Mark Clark extension is a vital component of our network of roads. Completing a regional transportation system will improve safety and enhance mobility along our barrier islands and throughout the county.

Infrastructure and infrastructure funding are the priority issues our residents raise. CTAR supports this project and the value it will provide our community and constituents. Through a blend of funding, I-526 will be completed and be integral in raising the quality-of-life in our region.

CTAR Supports:

- A Charleston County Transportation Sales Tax Referendum as a reasonable financial approach to funding the completion of this project. The ½ cent continuation is supported by the public and will provide the resources necessary for I-526 and other projects in Charleston County.
- The State Infrastructure Bank voting to approve an additional \$75 million to fund remaining property acquisitions and engineering work.
- The Joint Bond Review Committee voting to approve the Mark Clark Extension project.

On behalf of CTAR and our 6,500+ members, we thank you for accepting our letter of support for the Mark Clark extension and completion. This is an important project for our region and the state. We appreciate the support the Infrastructure Bank can provide. For additional information, please contact our Government Affairs Director, Josh Dix, at [josh@charlestonrealtors.com](mailto:josh@charlestonrealtors.com) or (843) 608-8625.

Sincerely,

A handwritten signature in black ink that reads "Wil Riley".

Wil Riley  
CEO, Charleston Trident Association of Realtors®



**DEPARTMENT OF THE AIR FORCE  
HEADQUARTERS 628TH AIR BASE WING (AMC)  
JOINT BASE CHARLESTON SC**

28 August 2023

Colonel Michael A. Freeman  
Commander, Joint Base Charleston  
102 East Hill Blvd  
Joint Base Charleston, SC 29404

Bryan Derreberry  
President and CEO,  
Charleston Metro Chamber of Commerce  
4922 O'Hear Ave., Ste, 101,  
N. Charleston, SC 29405

Dear Mr. Derreberry,

I am writing in response to your message regarding the Mark Clark Extension Project. This letter is intended to inform the decision-making process, rather than support or oppose any proposal.

Joint Base Charleston is one of only 12 Department of Defense Joint Bases. We exist to enable global readiness while maintaining and operating \$7.8 billion of physical infrastructure spanning three seaports, two civil-military international airfields, 22 miles of coastline, and 38 miles of rail. We operate and maintain a joint-use airfield, sharing two runways with Charleston County Aviation Authority.

Overall, Joint Base Charleston employs approximately 24,000 service members, and delivers installation support to a total force of more than 90,000 Airmen, Sailors, Soldiers, Marines, Coast Guardsmen, civilians, dependents and retirees across four installations, including the Air Base and Weapons Station. Joint Base Charleston leads the state in economic contributions from the military community, with an annual impact of \$12.7 billion. One of every nine jobs in South Carolina is either directly or indirectly connected to the military community, with Joint Base Charleston supporting almost 80,000 jobs in the Charleston region, generating \$5.2 billion in labor income.

Robust and reliable transportation infrastructure is crucial to both Joint Base Charleston's inherent multimodal missions and the people that travel throughout the Lowcountry to and from the Installation to make it all happen. Increased housing costs continue to force Joint Base Charleston personnel, most of whom live off base, to live further and further away from the Installation. Any infrastructure improvements in the Lowcountry would directly and significantly increase the quality of life of Joint Base Charleston personnel, improving morale and increasing public safety. As stated above, the purpose of this letter is solely to provide information about how this proposal may affect Joint Base Charleston, not to endorse or oppose any particular proposal. We trust this information is helpful.

Sincerely,

A handwritten signature in blue ink, appearing to read "Michael A. Freeman".

MICHAEL A. FREEMAN, Colonel, USAF  
Commander





August 24, 2023

To Whom It May Concern,

At the Charleston Metro Chamber of Commerce, our mission is to honor and learn from our last 250 years, while we focus on initiating, advocating and empowering our region to advance a prosperous business environment. We represent over 160,000 professionals through our 1,600 members. Our members count on the Chamber to be their voice with local, state and national policy makers as well as for diligent, thorough research of issues that impact local businesses.

The Mark Clark Extension is an essential project to increase the capacity of the regional transportation system, improve safety and enhance mobility to and from the West Ashley, Johns Island and James Island areas. Additionally, the project's completion will enhance workforce recruitment and retention by reducing employee commute times and increase opportunities for economic development by connecting primary communities with a major transportation artery.

The Chamber has a long history of supporting the Mark Clark Extension. Unfortunately, outside organizations against the Mark Clark Extension have worked to delay the project every step of the way. Over 20 years later, the cost of the project has unsurprisingly increased, and alternative funds need to be identified to complete the project. The Charleston region is already behind the curve in relation to capacity demands. We cannot afford to further delay.

**We support:**

- A Charleston County Transportation Sales Tax Referendum as a reasonable financial approach to funding the completion of this project.
- The State Infrastructure Bank voting to approve an additional \$75 million to fund remaining property acquisitions and engineering work.
- The Joint Bond Review Committee voting to approve the Mark Clark Extension project.

Thank you for your consideration of this project. You have the full support and commitment from the Charleston Metro Chamber of Commerce and its 1,600 business members to get the Mark Clark Extension completed.

Sincerely,

A handwritten signature in black ink, appearing to read 'Bryan Derreberry', is written over a light blue circular stamp. The signature is fluid and cursive.

Bryan Derreberry  
*President & CEO*  
Charleston Metro Chamber of Commerce



## City of Charleston

JOHN J. TECKLENBURG

MAYOR

August 24, 2023

Dear Members of the SC Transportation Infrastructure Bank,

I write to express the City of Charleston's strong support for the completion of the Mark Clark Extension (I-526). In January 2023, Charleston City Council passed a resolution reaffirming support for the completion of I-526 as the project is critical for improving traffic safety and congestion in the most populated areas of the City.


Specifically, the proposed Mark Clark Extension project will enhance mobility to and from West Ashley, Johns Island and James Island. A 2019 Charleston Area Regional Transportation Study's (CHATS) travel demand study showed traffic volumes on 18 percent of the main thoroughfares in West Ashley, Johns Island, and James Island areas exceed the capacity of the facility during morning and evening peak hours. Given land capacity restrictions for new infrastructure, the completion of the existing Mark Clark Extension is the only viable option to truly reduce congestion and enhance traffic safety in these areas. Completing I-526 will not only improve congestion in the immediate areas where it is extended but will also increase the capacity of the entire regional transportation system. Increasing capacity in these areas is critical as the 2019 study also concluded that the number of Vehicle Miles Traveled in the study area is expected to increase 86 percent by 2050.

The new connection would also drastically improve safety by decreasing the risks of vehicle crashes through reduced congestion as well as providing another evacuation route during emergencies and allowing emergency workers to respond more quickly to citizens who need help. It would also include new bicycle and pedestrian facilities as part of the Mark Clark Extension to provide a safe route for those without cars and for citizens who want to travel for work and recreation throughout the area.

Understanding that the extension of I-526 is a complex project with an extensive timeline from planning to construction, the City is supportive of a phased development plan that would prioritize building the connection between West Ashley and Johns Island providing much needed traffic relief in those areas. Any further delays to the project would only continue to drive up costs and leave the area behind the curve in relation to traffic capacity. The City is committed to continued collaboration with Charleston County and the state to identify funding sources needed to progress this essential project.

Thank you for your consideration of this project. The City of Charleston remains committed to getting the Mark Clark Extension completed.

Most sincerely yours,

  
John J. Tecklenburg  
Mayor, City of Charleston

P.O. Box 652, CHARLESTON, SOUTH CAROLINA 29402  
843-724-3737 TECKLENBURG@CHARLESTON-SC.GOV

To whom it may concern,

As an employer in the Charleston Region, building a strong employee base across the metro area is essential. The traffic and infrastructure concerns in our county create challenges for recruiting and retaining employees.

JE Dunn Construction is a national general contractor with 26 offices nationwide. We recently opened a new office in the Navy Yard in North Charleston after building up our team for the last 6 years. We are working on projects across the Tri County area and our local employees make their homes in Mt Pleasant, James Island, Johns Island, West Ashley, and Clements Ferry. We, like so many other businesses, are actively recruiting. We ask our employees to drive to wherever the work is and due to the current infrastructure in our region, they frequently end up on the road for hours. We are even more concerned for the safety of our employees who live in the James and Johns Island areas when named storms come through and their ability to evacuate is impeded.

The Mark Clark Extension is an essential project to increase the capacity of the regional transportation system, improve safety, and enhance mobility to and from the West Ashley, Johns Island and James Island areas.

The Charleston region is already behind the curve in relation to capacity demands. We cannot afford to further delay.

**We support:**

- A Charleston County Transportation Sales Tax Referendum as a reasonable financial approach to funding the completion of this project.
- The State Infrastructure Bank voting to approve an additional \$75 million to fund remaining property acquisitions and engineering work.
- The Joint Bond Review Committee voting to approve the Mark Clark Extension project.

Thank you for your consideration of this important project.

Sincerely,

Janet Bates  
Client Solutions Manager  
JE Dunn

To whom it may concern,

As an employer in the Charleston Region, building a strong employee base across the metro area is essential. The traffic and infrastructure concerns in our county create challenges for recruiting and retaining employees.

It's disheartening to see the state of traffic in the Low Country, particularly on the roads of Johns Island and James Island. Brownstone Construction Group, a local minority-owned business with over 30 employees, is greatly impacted by the atrocious traffic conditions. The heavy traffic flow not only affects our staff's daily commute but also causes a ripple effect throughout the regional area, making it difficult for people to travel. While the extension could provide some relief to the drivers in the area, it's hard not to feel discouraged by the current state of things.

The Mark Clark Extension is an essential project to increase the capacity of the regional transportation system, improve safety, and enhance mobility to and from the West Ashley, Johns Island and James Island areas.

The Charleston region is already behind the curve in relation to capacity demands. We cannot afford to further delay.

**We support:**

- A Charleston County Transportation Sales Tax Referendum as a reasonable financial approach to funding the completion of this project.
- The State Infrastructure Bank voting to approve an additional \$75 million to fund remaining property acquisitions and engineering work.
- The Joint Bond Review Committee voting to approve the Mark Clark Extension project.

Thank you for your consideration of this important project.

Sincerely,

A handwritten signature in black ink, appearing to read "Bobby Teachey II". The signature is stylized and written in a cursive-like font.

**Bobby Teachey II, LEED GA**  
Senior Project Manager  
Brownstone Construction Group



To whom it may concern,

As an employer in the Charleston Region, building a strong employee base across the metro area is essential. The traffic and infrastructure concerns in our county create challenges for recruiting and retaining employees.

At Synovus Bank we have over 50 local employees that the Mark Clark Extension will impact. Numerous employees travel all throughout the Charleston area and the alleviation of traffic on main roads will improve employee arrival times at our local branches. It is imperative for our employees to be able to travel throughout the local Charleston metropolitan area without traffic impairment.

The Mark Clark Extension is an essential project to increase the capacity of the regional transportation system, improve safety, and enhance mobility to and from the West Ashley, Johns Island and James Island areas.

The Charleston region is already behind the curve in relation to capacity demands. We cannot afford to further delay.

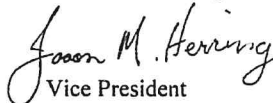
**We support:**

- A Charleston County Transportation Sales Tax Referendum as a reasonable financial approach to funding the completion of this project.
- The State Infrastructure Bank voting to approve an additional \$75 million to fund remaining property acquisitions and engineering work.
- The Joint Bond Review Committee voting to approve the Mark Clark Extension project.

Thank you for your consideration of this important project.

Sincerely,

**Jason M. Herring**



Vice President  
Commercial Relationship Manager  
158 Meeting St., Charleston, SC 29401



*Reputation is Everything*

September 1, 2023

Re: Mark Clark Extension Project Approval

To whom it may concern,

As an employer in the Charleston Region, building a strong employee base across the metro area is essential. The traffic and infrastructure concerns in our county create challenges for recruiting and retaining employees.

For nearly 30 years, Choate Construction Company's South Carolina operations have been based here in Charleston, while employing 65+ full time local staff members. As a long-time resident and employer, I have personally seen our region advance in so many positive ways, but to date, we have failed to alleviate this critical priority for our residents and our business community.

The Mark Clark Extension is an essential project to increase the capacity of the regional transportation system, improve safety, and enhance mobility to and from the West Ashley, Johns Island and James Island areas.

The Charleston region is already behind the curve in relation to capacity demands. We cannot afford to further delay.

**We support:**

- A Charleston County Transportation Sales Tax Referendum as a reasonable financial approach to funding the completion of this project.
- The State Infrastructure Bank voting to approve an additional \$75 million to fund remaining property acquisitions and engineering work.
- The Joint Bond Review Committee voting to approve the Mark Clark Extension project.

Thank you for your leadership, and consideration of this important project.

Sincerely,

**CHOATE CONSTRUCTION COMPANY**

J Matthew Brewer  
President & Chief Executive Officer

CHOATE CONSTRUCTION COMPANY  
235 Magrath Darby Blvd., Suite 250 Mount Pleasant, SC 29464  
(O) 843.284.9047 www.choateco.com

Allantia, Georgia | Charleston, South Carolina | Charlotte, North Carolina | Nashville, Tennessee | Raleigh, North Carolina | Savannah, Georgia



To Whom It May Concern,

I am writing this letter to express my strong support for the approval of an additional \$75 million in funding for the Mark Clark Extension project in the Charleston region. The impact of this project on our community's infrastructure and economy is of paramount importance, and I believe that empowering the members of the State Infrastructure Bank to make the best decision in favor of this funding will bring about significant positive change.

The Mark Clark Extension project holds immense promise for our region's future. By alleviating traffic congestion, improving transportation efficiency, and bolstering connectivity, it will not only enhance the daily lives of our residents but also contribute to the overall growth and development of our local businesses and industries. Moreover, this project aligns perfectly with the long-term vision of our community's sustainable growth and economic prosperity.

The need for enhanced transportation infrastructure in the Charleston region cannot be overstated. As our population continues to grow and our economy diversifies, it is essential that we invest in projects that will accommodate this growth while preserving the quality of life that makes our area so attractive. The Mark Clark Extension has the potential to address these challenges and position our region as a hub of innovation, commerce, and connectivity.

I have full confidence in the expertise and dedication of the members of the State Infrastructure Bank. Their ability to evaluate the project's merits and make informed decisions is commendable, and I strongly believe that their approval of the additional \$75 million in funding for the Mark Clark Extension is a crucial step towards ensuring the success of this vital project.

In closing, I urge the State Infrastructure Bank to seize this opportunity to invest in our community's future by approving the additional funding for the Mark Clark Extension. The benefits of this project extend far beyond transportation, touching every aspect of our lives and creating a lasting positive impact. I am confident that your decision will be made with the utmost consideration for our region's growth, prosperity, and well-being.

Thank you for your time and dedication to serving our community's best interests. I look forward to witnessing the positive outcomes that the Mark Clark Extension will undoubtedly bring to the Charleston region.

Sincerely,

Brent Case, CCIM

Coldwell Banker Commercial Atlantic



Pulte Home Company, LLC  
4401 Leeds Ave, Suite 400  
N. Charleston, South Carolina 29405

To whom it may concern,

As an employer in the Charleston Region, PulteGroup has more than 230 employees working on behalf of 30,000 customers with a 30 year history in the market. Our leadership anticipates strong business growth in the future with the right infrastructure and mobility solutions in place. The completion of I-526 will be a strong indicator of our region's capacity to support employers and employees like our business and will play a vital role in the affordable housing issue facing the Charleston Region.

As an employer in the Charleston Region, building a strong employee base across the metro area is essential. The traffic and infrastructure concerns in our County create challenges for recruiting and retaining employees. The Mark Clark Extension is an essential project to increase the capacity of the regional transportation system, improve safety, and enhance mobility to and from the West Ashley, Johns Island, and James Island areas.

The Charleston region is already behind the curve in relation to capacity demands. We cannot afford to further delay.

**We support:**

A Charleston County Transportation Sales Tax Referendum as a reasonable financial approach to funding the completion of this project.

The State Infrastructure Bank voting to approve an additional \$75 million to fund remaining property acquisitions and engineering work.

The Joint Bond Review Committee voting to approve the Mark Clark Extension project.

Thank you for your consideration of this important project.

Sincerely,

A handwritten signature in black ink, appearing to read "Matt Raines", is written over a circular scribble.

**MATT RAINES**  
Division President – Coastal Carolinas  
M: (843) 458-7879  
[Matthew.Raines@PulteGroup.com](mailto:Matthew.Raines@PulteGroup.com)







September 13, 2023

To whom it may concern:

As an employer in the Charleston Region, building a strong employee base across the metro area is essential. The traffic and infrastructure concerns in our county create challenges for recruiting and retaining employees. I will also add as an organization that represents over 200 companies involved in logistics, transportation, and supply chain that this project is imperative to our industry.

The Mark Clark Extension is an essential project to increase the capacity of the regional transportation system, improve safety, and enhance mobility to and from the West Ashley, Johns Island and James Island areas.

The Charleston region is already behind the curve in relation to capacity demands. We cannot afford to further delay.

**We support:**

- - A Charleston County Transportation Sales Tax Referendum as a reasonable financial approach to funding the completion of this project.
- - The State Infrastructure Bank voting to approve an additional \$75 million to fund remaining property acquisitions and engineering work.
- - The Joint Bond Review Committee voting to approve the Mark Clark Extension project.

Thank you for your consideration of this important project.

Sincerely,

Taylor Jackson

President / CEO

Maritime Association of South Carolina



**SOUTH CAROLINA  
FEDERAL**  
CREDIT UNION

September 5, 2023

To whom it may concern,

As an employer in the Charleston Region, building a strong employee base across the metro area is essential. The traffic and infrastructure concerns in our county continue to create challenges for recruiting and retaining qualified employees.

South Carolina Federal Credit Union, based in North Charleston, was chartered in 1936 and has grown to serve over 100,000 folks across the entire state of South Carolina. We employ over 550 dedicated people and strive to create a culture where hard work is recognized and rewarded and work/life balance is deemed a necessity. The added pressures of traffic throughout many of the areas our employees and members reside threatens that balance. Furthermore, our ability to attract, recruit, and retain talent is vital to the ongoing health and welfare of not only our business, but our ability to serve our members. We must take action to help alleviate the years of continued pressure on the infrastructure and the Mark Clark Extension project is a step in that direction.

The Mark Clark Extension is an essential project to increase the capacity of the regional transportation system, improve safety, and enhance mobility to and from the West Ashley, Johns Island and James Island areas.

The Charleston region is already behind in relation to capacity demands. We simply cannot afford to further delay.

**We support:**

- A Charleston County Transportation Sales Tax Referendum as a reasonable financial approach to funding the completion of this project.
- The State Infrastructure Bank voting to approve an additional \$75 million to fund the remaining property acquisitions and engineering work.
- The Joint Bond Review Committee voting to approve the Mark Clark Extension project.

Thank you in advance for your consideration of this important project.

Sincerely,

Scott Woods  
President and Chief Executive Officer

Joe Grech  
Chief Financial Officer

**LIFE SIMPLIFIED**

P.O. Box 190012, N. Charleston, SC 29419-9012, Tel: 843-797-8300, Toll Free: 800-845-0432  
scfederal.org



To whom it may concern,

As an employer in the Charleston Region, building a strong employee base across the metro area is essential. The traffic and infrastructure concerns in our county create challenges for recruiting and retaining employees.

My colleagues and I work at FORVIS, LLP in downtown Charleston. However, several of our employees work in James Island, West Ashley, Johns Island, Summerville, and Mt. Pleasant. Our office has roughly 80 employees that travel to our downtown office location several days a work and depending on where they are located, this can take anywhere up to an hour and a half due to the limited number of routes we currently have to take and the high volume of traffic moving downtown at the start of the work day as well as leaving downtown at the end of the work day. This hinders our staff's ability to come in the office every day and at appropriate times as some people have to come in much earlier or later than others to avoid these traffic delays. Completing this project would not only improve the employees commute time and well being, this also continues to keep our company as a competitive employer in the market as traffic and commute times is one of the key determinants of where people choose to work now days with the increasing availability of being able to work from home. I hope you strongly consider this project and move it forward as it is needed not only for right now but for the long-term growth of the town.

The Mark Clark Extension is an essential project to increase the capacity of the regional transportation system, improve safety, and enhance mobility to and from the West Ashley, Johns Island and James Island areas.

The Charleston region is already behind the curve in relation to capacity demands. We cannot afford to further delay.

**We support:**

- A Charleston County Transportation Sales Tax Referendum as a reasonable financial approach to funding the completion of this project.
- The State Infrastructure Bank voting to approve an additional \$75 million to fund remaining property acquisitions and engineering work.
- The Joint Bond Review Committee voting to approve the Mark Clark Extension project.

Thank you for your consideration of this important project.

Sincerely,

*Patrick Ward*

**FORVIS** 

Tuesday, September 12, 2023

**FACTOTUM REAL  
ESTATE, LLC**  
2157 Rich Street  
North Charleston, SC 29405



To whom it may concern,

As an employer in the Charleston Region, building a strong employee base across the metro area is essential. The traffic and infrastructure concerns in our county create challenges for recruiting and retaining employees.

Factotum Real Estate is a dynamic and multifaceted company specializing in real estate development and construction. Despite our relatively small team of just three individuals, we create opportunities that can positively impact the lives of tens to hundreds of people. The completion of i-526, which promises to bring about significant improvements in commuting throughout Charleston.

The completion of i-526 is a pivotal project with far-reaching implications. This major infrastructure undertaking will not only streamline transportation within the city but also serve as a catalyst for regional development.

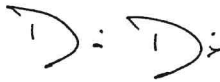
The Mark Clark Extension is an essential project to increase the capacity of the regional transportation system, improve safety, and enhance mobility to and from the West Ashley, Johns Island and James Island areas.

The Charleston region is already behind the curve in relation to capacity demands. We cannot afford to further delay.

We support:

- A Charleston County Transportation Sales Tax Referendum as a reasonable financial approach to funding the completion of this project.
- The State Infrastructure Bank voting to approve an additional \$75 million to fund remaining property acquisitions and engineering work.
- The Joint Bond Review Committee voting to approve the Mark Clark Extension project. Thank you for your consideration of this important project.

Sincerely,



David Dick  
Broker-in-Charge



A. Parker Richard, ACoM  
Broker/Development Associate



September 5, 2023

To whom it may concern,

Re: Mark Clark Extension

As an employer in the Charleston Region, building a strong employee base across the metro area is essential. The traffic and infrastructure concerns in our county and beyond create challenges for recruiting and retaining employees and negatively affect our quality of life.

My firm, Lee & Associates Charleston, presently employs 45 people. We recently lost a staff member who lives in Summerville due to the infrastructure problems we already have. We simply must get ahead of our infrastructure challenges across our region and throughout the State of South Carolina.

The Mark Clark Extension is an essential project to this end as it will increase the capacity of the regional transportation system, improve safety, and enhance mobility to and from the West Ashley, Johns Island and James Island areas. The Charleston region is already behind the curve in relation to capacity demands and falling further behind every day. We simply cannot afford to delay any further. Not only should we be working to extend and widen I-526, we should be considering a second beltway (I-726?) now given how long such projects take. The need will be here before you know it.

We support:

- A Charleston County Transportation Sales Tax Referendum as a reasonable financial approach to funding the completion of this project.
- The State Infrastructure Bank voting to approve an additional \$75 million to fund remaining property acquisitions and engineering work.
- The Joint Bond Review Committee voting to approve the Mark Clark Extension project.

Thank you for your consideration of this important project.

Kindest personal regards,



Robert H. Nuttall, SIOR, CPM  
Managing Principal

LEE & ASSOCIATES CHARLESTON  
O 843.747.1200 F 843.747.1070  
960 Morrison Drive, Suite 400 Charleston, SC 29403



LEE &  
ASSOCIATES  
COMMERCIAL REAL ESTATE SERVICES



To whom it may concern,

As an employer in the Charleston Region, building a strong employee base across the metro area is essential. The traffic and infrastructure concerns in our county create challenges for recruiting and retaining employees.

I am writing on behalf of ARCO Design/Build. We are a leading design-build construction firm with over 1,000 employees nationwide and ~25 here in our Charleston office. We specialize in the construction of cold storage warehouses, industrial distribution & manufacturing facilities.

As a relatively new Charleston office, one of the major hurdles for our business and our employees has been the poor traffic flow and access to affordable housing in the Charleston metro. We believe that any project that aids traffic flow in the city will not only benefit Charlestonian's quality of life, but will also contribute to growth of business in our city.

The Mark Clark Extension is an essential project to increase the capacity of the regional transportation system, improve safety, increase access to housing, and enhance mobility to and from the West Ashley, Johns Island and James Island areas.

The Charleston region is already behind the curve in relation to capacity demands. We cannot afford to further delay.

**We support:**

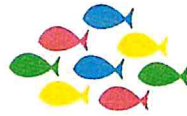
- A Charleston County Transportation Sales Tax Referendum as a reasonable financial approach to funding the completion of this project.
- The State Infrastructure Bank voting to approve an additional \$75 million to fund remaining property acquisitions and engineering work.
- The Joint Bond Review Committee voting to approve the Mark Clark Extension project.

Thank you for your consideration of this important project.

Sincerely,

The ARCO Design / Build – Charleston Team





# BRIGHTON

## SWIM ACADEMY

To whom it may concern,

As an employer in the Charleston Region, building a strong employee base across the metro area is essential. The traffic and infrastructure concerns in our county create challenges for recruiting and retaining employees.

Brighton Swim Academy employs more than 50 people. Completing the Mark Clark Extension will greatly improve accessibility and travel time.

The Mark Clark Extension is an essential project to increase the capacity of the regional transportation system, improve safety, and enhance mobility to and from the West Ashley, Johns Island and James Island areas.


The Charleston region is already behind the curve in relation to capacity demands. We cannot afford to further delay.

We support:

- A Charleston County Transportation Sales Tax Referendum as a reasonable financial approach to funding the completion of this project.
- The State Infrastructure Bank voting to approve an additional \$75 million to fund remaining property acquisitions and engineering work.
- The Joint Bond Review Committee voting to approve the Mark Clark Extension project.

Thank you for your consideration of this important project.

Sincerely,

  
Lance E. Ogren  
Owner



409 Coleman Blvd. STE 100

Mt. Pleasant, SC 29464

(843) 884-6192

MFCplanners.com

August 23, 2023

To whom it may concern,

Morris Financial Concepts, Inc has been practicing financial planning in the Charleston area since 1983. Although we are a small firm of 11 full time employees and a couple part time ones, we serve over 300 clients in the area. Both our staff and our clients have to travel from all over the region. Our business continues to grow and the need for sufficient infrastructure is crucial to our sustained success. We do serve many clients on John's Island and the Kiawah/Seabrook area. The completion of I-526 is absolutely necessary for the Charleston region to support the success of our business, our staff, and our clients.

As an employer in the Charleston Region, building a strong employee base across the metro area is essential. Just as important is the ability for our clients to get to us. The traffic and infrastructure concerns in our County create challenges for recruiting and retaining our staff and make it difficult for clients to be able to get to us safely and timely. The Mark Clark Extension is an essential project to increase the capacity of the regional transportation system, improve safety, and enhance mobility to and from the West Ashley, Johns Island and James Island areas.

The Charleston region is already behind the curve in relation to capacity demands. We cannot afford to further delay.

**We support:**

- A Charleston County Transportation Sales Tax Referendum as a reasonable financial approach to funding the completion of this project.
- The State Infrastructure Bank voting to approve an additional \$75 million to fund remaining property acquisitions and engineering work.
- The Joint Bond Review Committee voting to approve the Mark Clark Extension project.

Thank you for your consideration of this important project.

Sincerely,

Kyra Hollowell Morris, CFP®







To Whom it May Concern:

As an employer in the Charleston Region, building a strong employee base across the metro area is essential. The traffic and infrastructure concerns in our region create challenges for recruiting and retaining employees.

Floyd Lee Locums, currently employs 92 employees and we are in favor of the 526 completion. Having worked in the area (and industry) for over 25 years, I have seen how this area has significantly grown and we need remedies to support better traffic. We rely on our local elected officials to pass these initiatives, and we need to continue to think of other ways to help address the infrastructure problems as our region continues to grow.

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Thank you for your consideration of this important project.

Sincerely,

Natasha Lee, CEO & Co-Founder  
Floyd Lee Locums



To whom it may concern,

As an employer in the Charleston Region, building a strong employee base across the metro area is essential. The traffic and infrastructure concerns in our county create challenges for recruiting and retaining employees.

Pinnacle Financial Partners employs hundreds in the Charleston Tri-County region. It is imperative that our staff can get to and from our branch offices located across the region. Furthermore, we have a local HQ downtown and in Mt. Pleasant. Being in front of our clients is imperative to service them. Many of our teammates live in and commute from West Ashley, Johns Island and James Island every day.

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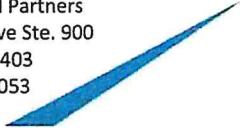
Thank you for your consideration of this important project.

Sincerely,

A handwritten signature in black ink, appearing to read "Devin R. Patro".

Devin R. Patro  
Senior Vice President, Commercial Banking

Pinnacle Financial Partners  
850 Morrison Drive Ste. 900  
Charleston, SC 29403  
Office: 843.216.3053

A blue graphic element consisting of a diagonal line that tapers to a point, located to the right of the contact information.



August 30, 2023

Dear Members of the South Carolina Transportation Infrastructure Bank,

KION NA has been an employer in the Charleston area for nearly 40 years. In 2022, we announced a \$35m expansion to our operations and a significant increase in our employee population. Since 2020, we've seen a 350% growth in revenue and more than a 2x increase in headcount. We've committed to the state in our development plans that we will grow nearly another 2x in headcount over the term of this first phase. While many employees are from the Summerville area, there is a good portion coming from all over the Charleston tri-county area. Specifically, we have employees in Johns Island, James Island, West Ashley, Mt. Pleasant and Daniel Island traveling to Summerville on a daily basis demanding transportation on I-526.

The traffic and infrastructure concerns in the tri-county area create challenges for recruiting and retaining employees. The Mark Clark Extension is an essential project to increase the capacity of the regional transportation system, improve safety, and enhance mobility to and from key communities. The Charleston region is already behind the curve in relation to capacity demands. We cannot afford to delay committing to this decision. As we all know, too many years have gone by without this being addressed. Now it the time to act.

Recently, I had the chance to participate in a presentation from Secretary Hall of the SCDOT. She made it very clear that the state is decades behind and is now addressing a significant portion of major highways. Nearly \$5b will be spent in 2023 road development programs and more than \$6b is to be spent in 2024. I-526 clearly needs to be one of these major priorities. Charleston County and the Tricounty Council of Governments both support this program and have allocated funding of \$75m to demonstrate this commitment.

**We support:**

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- The State Infrastructure Bank voting to approve an additional \$75 million to fund remaining property acquisitions and engineering work.
- The Joint Bond Review Committee voting to approve the Mark Clark Extension project.

Thank you for your consideration of this important project which is essential to properly building communities of Charleston, sustaining returns for the companies who are investing greatly in South Carolina and ensuring a satisfactory quality of life for those attempting to commute throughout the Charleston area.

Sincerely,

A handwritten signature in black ink, appearing to read "Jonathan Dawley".

Jonathan Dawley  
President & CEO



O.L. Thompson Construction Co., Inc.

RE: I-526 Mark Clark Extension

September 8, 2023

State Infrastructure Bank & JBRC

Our company has been operating in the Charleston Tri County region for over 75 years, and feel we have a deep understanding of the growth issues related to the area. We are continually frustrated with the lack of progress on the I-526 extension and the resultant escalation in cost and permitting issues associated with continually kicking the can down the road on this project.

This project must move forward. The area is becoming increasingly populated even without this project. Any perception that the project would lead to rural areas becoming populated is a false narrative – it will continue to move that way with or without the roadway. Without the project, traffic, congestion, and safety will continue to get exponentially worse. There is no way to become proactive on this issue, but with SIB & JBRC approval of the matching funds we can start to regain some ground.

There is always a way to get things moving if there is a will to find that path. The SCDOT, County, SIB, and JBRC must move in that direction.

On behalf of the hundreds of employees and families working with our various companies we wholeheartedly ask for your support on this much needed project.

Submitted:



President

**GROUNDWORK EARTHWORK TEAMWORK**  
PO Box 63535 Charleston, SC 29419  
843-572-0088 [www.OLTC.com](http://www.OLTC.com)

29A Leinbach Drive  
Charleston, SC 29407-6988  
Tel. 843.763.1166  
www.hlainc.com



August 31, 2023

**RE: Strong Support for the Mark Clark Extension**

To Whom It May Concern,

I am writing to express my support for the proposed Mark Clark extension. As a resident, and active community member, of a local consultant firm, I believe this extension will bring numerous benefits to our region and address vital transportation needs while maintaining the unique charm and character of the Charleston area.

The Mark Clark Extension is an essential project to increase the capacity of the regional transportation system, improve safety, and enhance mobility to and from the West Ashley, Johns Island, and James Island areas. This improved accessibility will benefit commuters and positively impact emergency response times, ensuring the safety and well-being of our community.

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In conclusion, I support the Mark Clark extension and urge you to consider this letter a testament to this project's strong business community support. I believe that with careful planning and collaboration, the extension can be a catalyst for positive change that benefits both current and future generations of residents.

Sincerely,

A handwritten signature in black ink that reads "John A. Lester".

John A. Lester, PE, RLS  
Project Engineer  
jalester@hlainc.com

29A Leinbach Drive  
Charleston, SC 29407-6988  
Tel. 843.763.1166  
www.hlainc.com



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Sincerely,

  
Bryan Huff  
Civil Engineer  
bhuff@hlainc.com



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Charleston, SC 29407-6988  
Tel. 843.763.1166  
www.hlainc.com



August 31, 2023

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Sincerely,

  
Yvonne Pittman  
Administration Assistant  
recpt@hlainc.com

29A Leinbach Drive  
Charleston, SC 29407-6988  
Tel. 843.763.1166  
www.hlainc.com



August 31, 2023

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Sincerely,

A handwritten signature in black ink, appearing to read "Nick Allport".

Nick Allport  
Landscape Designer  
nallport@hlainc.com

29A Leinbach Drive  
Charleston, SC 29407-6988  
Tel. 843.763.1166  
www.hlainc.com



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Sincerely,

A handwritten signature in blue ink that reads 'Douglas Cuthill'.

Douglas Cuthill  
Senior Survey Technician  
dcuthill@hlainc.com



29A Leinbach Drive  
Charleston, SC 29407-6988  
Tel. 843.763.1166  
[www.hlainc.com](http://www.hlainc.com)



August 31, 2023

**RE: Strong Support for the Mark Clark Extension**

To whom it may concern,

I am Barry P. Whalen the managing co-owner of HLA, Inc. a consulting firm in the Charleston area that employs 31 employees. We moved our office to the West Ashley area 31 years ago to utilize Savannah Highway for primary access. The West Ashley and Johns Island areas were the only cost-effective areas that our employees could afford to move to and the Mark Clark Expressway was a critical part of how we and our families would commute to and from work, school, play, shopping, and church.

As a co-owner and employer in the Charleston Region, building a strong employee base across the metro area is essential. The traffic and infrastructure concerns in our county create challenges for recruiting and retaining employees.

The Mark Clark Extension is an essential project to increase the capacity of the regional transportation system, improve safety, and enhance mobility to and from the West Ashley, Johns Island, and James Island areas.

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Thank you for your consideration of this important project.

Sincerely,

A handwritten signature in blue ink, appearing to read "B. Whalen", is written over a faint, larger version of the signature.

Barry P. Whalen, PLA, ASLA  
President, HLA  
[bwhalen@hlainc.com](mailto:bwhalen@hlainc.com)

29A Leinbach Drive  
Charleston, SC 29407-6988  
Tel. 843.763.1166  
www.hlainc.com



August 31, 2023

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I am writing to express my support for the proposed Mark Clark extension. As a resident, active community member, and co-owner of a local consultant firm, I believe this extension will bring numerous benefits to our region and address vital transportation needs while maintaining the unique charm and character of the Charleston area.

As a local Surveying, Civil Engineering, and Landscape Architectural consulting firm co-owner, I am responsible for building a strong employee base across the metro area. The current transportation infrastructure in our area faces significant issues due to increasing population and traffic congestion, which create challenges for recruiting and retaining our employees.

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In conclusion, I support the Mark Clark extension and urge you to consider this letter a testament to this project's strong business community support. I believe that with careful planning and collaboration, the extension can be a catalyst for positive change that benefits both current and future generations of residents.

Sincerely,

A handwritten signature in black ink, appearing to read "K. Neff", is written over a light blue horizontal line.

Kyle R. Neff, PE  
Vice President, HLA  
kneff@hlainc.com

29A Leinbach Drive  
Charleston, SC 29407-6988  
Tel. 843.763.1166  
www.hlainc.com



August 31, 2023

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Sincerely,

A handwritten signature in black ink, appearing to read 'Richard D. Lacey', written over a light blue horizontal line.

Richard D. Lacey  
Land Surveying Director, HLA  
rlacey@hlainc.com



29A Leinbach Drive  
Charleston, SC 29407-6988  
Tel. 843.763.1166  
www.hlainc.com



August 31, 2023

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Sincerely,

A handwritten signature in black ink that reads "Amy Chico".

Amy Chico, PLA  
Sr. Vice President, HLA  
[achico@hlainc.com](mailto:achico@hlainc.com)

29A Leinbach Drive  
Charleston, SC 29407-6988  
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August 31, 2023

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Sincerely,

A handwritten signature in black ink that reads "W. Paul Ensor".

Dave Ensor  
Survey Project Manager  
densor@hlainc.com

29A Leinbach Drive  
Charleston, SC 29407-6988  
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Sincerely,

A handwritten signature in black ink that reads "Amy Gerrard". The signature is fluid and cursive, with the first name "Amy" and last name "Gerrard" clearly legible.

Amy Gerrard  
agarrard@hlainc.com



29A Leinbach Drive  
Charleston, SC 29407-6988  
Tel. 843.763.1166  
www.hlainc.com



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Sincerely,

A handwritten signature in black ink, appearing to read "Mitchell Mansell", is written over a light blue horizontal line.

Mitchell Mansell, PLA  
Landscape Architect  
mmansell@hlainc.com

29A Leinbach Drive  
Charleston, SC 29407-6988  
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www.hlainc.com



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Sincerely,

A handwritten signature in black ink that reads 'Robert H. Baggett, Jr.'.

*Robert Baggett*  
Civil Drafter  
rbaggett@hlainc.com

29A Leinbach Drive  
Charleston, SC 29407-6988  
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www.hlainc.com



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Sincerely,

A handwritten signature in black ink that reads 'Daniel Doak'.

Daniel Doak, E.I.T.  
Civil Engineer in Training  
ddoak@hlainc.com