



**TABLE 11
MARK CLARK EXPRESSWAY EXTENSION
ANTICIPATED DISBURSEMENT SCHEDULE**

	Sub (Millions)	Total (Millions)	7/1/05 to	7/1/06 to	7/1/07 to	7/1/08 to	7/1/09 to	7/1/10 to	Total Expenditures
			6/30/06 FY 2006	6/30/07 FY 2007	6/30/08 FY 2008	6/30/09 FY 2009	6/30/10 FY 2010	6/30/11 FY 2011	
US 17 Interchange		\$ 12.40							
Ramps	\$ 8.00					\$ 3.20	\$ 3.20	\$ 1.60	\$ 8.00
Bridge	\$ 4.40					\$ 1.76	\$ 2.64		\$ 4.40
North Approach Roadway		\$ 7.23							
Roadway	\$ 5.23					\$ 2.09	\$ 2.09	\$ 1.05	\$ 5.23
Bridge	\$ 2.00					\$ 0.80	\$ 1.20		\$ 2.00
River Crossing		\$ 154.38							
North Approach	\$ 27.50					\$ 9.63	\$ 13.75	\$ 4.13	\$ 27.50
High Level	\$ 41.25					\$ 14.44	\$ 20.63	\$ 6.19	\$ 41.25
South Approach	\$ 85.63					\$ 29.97	\$ 42.81	\$ 12.84	\$ 85.63
SC Route 700 Interchange		\$ 14.00							
Ramps	\$ 6.00					\$ 2.40	\$ 2.40	\$ 1.20	\$ 6.00
Bridges	\$ 8.00					\$ 3.20	\$ 4.80		\$ 8.00
West Approach Roadway		\$ 7.03							
Roadway	\$ 7.03					\$ 2.81	\$ 2.81	\$ 1.41	\$ 7.03
River Crossing		\$ 87.50							
West Approach	\$ 20.00					\$ 7.00	\$ 10.00	\$ 3.00	\$ 20.00
High Level	\$ 30.00					\$ 10.50	\$ 15.00	\$ 4.50	\$ 30.00
East Approach	\$ 37.50					\$ 13.13	\$ 18.75	\$ 5.63	\$ 37.50
East Approach Roadway		\$ 26.97							
Roadway	\$ 13.97					\$ 5.59	\$ 5.59	\$ 2.79	\$ 13.97
Bridges	\$ 13.00					\$ 5.20	\$ 7.80		\$ 13.00
Folly Road Interchange		\$ 11.60							
Ramps	\$ 10.00					\$ 4.00	\$ 4.00	\$ 2.00	\$ 10.00
Bridges	\$ 1.60					\$ 0.64	\$ 0.96		\$ 1.60
Sub Total Construction		\$ 321.10							
Misc. (Allowances)		\$ 47.00							
Utility Relocation	\$ 16.00			\$ 3.20	\$ 11.20	\$ 1.60			\$ 16.00
Right of Way	\$ 31.00				\$ 23.25	\$ 7.75			\$ 31.00
Others Fees		\$ 52.39							
EIS / ROD / Permit	\$ 6.00		\$ 1.50	\$ 3.90	\$ 0.60				\$ 6.00
Prel. Design	\$ 16.05			\$ 8.03	\$ 8.03				\$ 16.05
Final Design	\$ 9.63					\$ 9.63			\$ 9.63
R/W Acquisition	\$ 4.65				\$ 3.49	\$ 1.16			\$ 4.65
CEI/Testing	\$ 16.05					\$ 3.21	\$ 10.44	\$ 2.41	\$ 16.05
Total	\$ 420.49		\$ 1.50	\$ 15.13	\$ 46.56	\$ 139.70	\$ 168.86	\$ 48.73	\$ 420.49



**TABLE 12
PORT ACCESS ROAD
ANTICIPATED DISBURSEMENT SCHEDULE**

	Sub (Millions)	Total (Millions)	7/1/05 to	7/1/06 to	7/1/07 to	7/1/08 to	7/1/09 to	7/1/10 to	Total Expenditures
			6/30/06 FY 2006	6/30/07 FY 2007	6/30/08 FY 2008	6/30/09 FY 2009	6/30/10 FY 2010	6/30/11 FY 2011	
GC / Mobilization	\$ 9.56	\$ 9.56				\$ 9.56			\$ 9.56
Site Preparation		\$ 5.53							
Grading / Earthwork	\$ 4.65					\$ 4.65			\$ 4.65
Drainage	\$ 0.88						\$ 0.88		\$ 0.88
Pavement		\$ 17.92							
Ramps on grade	\$ 8.87					\$ 0.89	\$ 6.21	\$ 1.77	\$ 8.87
CD Roads	\$ 6.33					\$ 0.63	\$ 4.43	\$ 1.27	\$ 6.33
Misc. pavement	\$ 2.71					\$ 0.27	\$ 1.90	\$ 0.54	\$ 2.71
Specialty Items		\$ 3.45							
Guardrail / Barrier	\$ 0.92							\$ 0.92	\$ 0.92
Signalization	\$ 1.12							\$ 1.12	\$ 1.12
Lighting / Landscaping	\$ 1.41							\$ 1.41	\$ 1.41
Traffic Control / Signage / ITS		\$ 5.84					\$ 2.92	\$ 2.92	\$ 5.84
Structures		\$ 123.80							
Port Access Road (mainline - Elevated)	\$ 42.32					\$ 21.16	\$ 21.16		\$ 42.32
Port Access Road to I-26E	\$ 15.52					\$ 7.76	\$ 7.76		\$ 15.52
Port Access Road to I-26W	\$ 17.21					\$ 8.61	\$ 8.61		\$ 17.21
I-26E to Port	\$ 14.60					\$ 7.30	\$ 7.30		\$ 14.60
I-26W to Port	\$ 6.19					\$ 3.09	\$ 3.09		\$ 6.19
Ramp - Flyover to Meeting St.(Exit 217)	\$ 5.76					\$ 2.88	\$ 2.88		\$ 5.76
Ramp - Meeting St. to West I-26 (Exit 217)	\$ 4.54					\$ 2.27	\$ 2.27		\$ 4.54
Ramp - Flyover from Spruill to I-26E (Exit 218)	\$ 5.40					\$ 2.70	\$ 2.70		\$ 5.40
Ramp - West I-26 to Spruill (Exit 218)	\$ 2.47					\$ 1.24	\$ 1.24		\$ 2.47
MSE Walls	\$ 1.69					\$ 0.84	\$ 0.84		\$ 1.69
Barrier Walls	\$ 8.10					\$ 4.05	\$ 4.05		\$ 8.10
Construction		\$ 166.10							
		\$ 106.46							
N. Charleston Railroad Crossings Eliminations	\$ 80.99		\$ 4.05	\$ 8.10	\$ 40.50	\$ 24.30	\$ 4.05		\$ 80.99
Utility Relocation	\$ 5.79			\$ 2.89	\$ 2.89				\$ 5.79
Right of Way	\$ 19.68			\$ 12.79	\$ 6.89				\$ 19.68
		\$ 27.46							
Permitting	\$ 0.80		\$ 0.08	\$ 0.72					\$ 0.80
Prel. Design	\$ 3.49		\$ 0.17	\$ 1.22	\$ 2.09				\$ 3.49
Final Design	\$ 5.68				\$ 5.68				\$ 5.68
R/W Acquisition	\$ 3.47			\$ 2.26	\$ 1.22				\$ 3.47
Wetland Mitigation	\$ 1.16		\$ 0.29	\$ 0.87					\$ 1.16
Hazardous Site Cleanup	\$ 2.89			\$ 1.45	\$ 1.45				\$ 2.89
CEI/Testing	\$ 9.97			\$ 2.49	\$ 4.98	\$ 1.99	\$ 0.50		\$ 9.97
Total	\$ 300.01	\$ 300.01	\$ 0.5	\$ 8.30	\$ 32.07	\$ 140.06	\$ 104.53	\$ 14.50	\$ 300.01



2.8 Projected Revenues

Revenues that will be used to fund Charleston County’s local match will be generated through the Half-Cent Transportation Tax.

2.8.1 Revenue Schedule

TABLE 13
Projected Half-Cent Transportation Tax Revenues
(2005 – 2030)

Year	FY	Receipts	Roads
1	2005	6.302	4.096
2	2006	34.753	22.589
3	2007	36.143	23.493
4	2008	37.589	24.433
5	2009	39.092	25.410
6	2010	40.656	26.426
7	2011	42.282	27.484
8	2012	43.974	28.583
9	2013	45.733	29.726
10	2014	47.562	30.915
11	2015	49.464	32.152
12	2016	51.443	33.438
13	2017	53.501	34.775
14	2018	55.641	36.166
15	2019	57.866	37.613
16	2020	60.181	39.118
17	2021	62.588	40.682
18	2022	65.092	42.310
19	2023	67.695	44.002
20	2024	70.403	45.762
21	2025	73.219	47.593
22	2026	76.148	49.496
23	2027	79.194	51.476
24	2028	82.362	53.535
25	2029	24.476	15.910
26	2030	0.000	0.000
Total		\$1,303.360	\$847.184



2.8.2 Assumptions of Risks for Local Revenues

The revenues from the Half-Cent Transportation Sales Tax are projected to increase at a rate of four percent per annum through FY 2030, at which time the tax initiative expires. If this projected increase in the sales tax revenue is less than expected, then the collections will not reach the maximum allowed under the passage of the referendum (\$1.3 billion total, including \$847 million for roads). On the other hand, if the revenues from the sales tax collections are greater than expected, then it is possible that the tax collections will cease earlier than year 2030, meaning the maximum would be collected earlier, thus giving the program the dollars to complete projects ahead of schedule. In any event, the County is pledging to extend \$354 million as local match. This figure is far less than the total \$1.3 billion expected to be collected. Thus, the risk of the County not fulfilling its pledge is exceedingly small.

2.8.3 Determination of Projected Revenues

For budget projections, the County used local option sales tax collections for the entire County (including municipalities and before the five percent reallocation to other counties), divided in half, and added a growth rate of four percent per year. An adjustment was made for the collection costs to the State, which is higher for the Transportation Sales Tax than for the Local Option Sales Tax. **Table 14** indicates that over the last eight years Charleston County sales tax revenues have increased at an average of 6.72 percent per year. Thus the 4 percent per year growth assumption is considered relatively conservative.



TABLE 14

CHARLESTON COUNTY LOCAL OPTION SALES TAX RECEIPTS- COUNTYWIDE

	FY 2005	FY 2004	FY 2003	FY 2002	FY 2001	FY 2000	FY 1999	FY 1998	FY 1997
JULY	5,620,540	5,328,494	4,991,261	4,669,135	4,823,981	4,388,089	3,964,512	3,662,107	3,280,357
AUGUST	5,300,729	5,216,535	4,468,060	4,304,698	4,508,166	4,232,424	4,050,406	3,690,084	3,442,286
SEPTEMBER	5,083,484	5,310,079	4,814,191	4,562,348	4,643,880	3,972,396	3,968,826	3,584,453	3,221,948
OCTOBER	5,442,859	4,769,099	4,617,515	4,108,242	4,483,771	4,004,676	3,639,062	3,318,788	3,371,456
NOVEMBER	5,267,512	4,755,101	4,531,880	3,971,618	4,055,975	4,823,233	4,223,511	3,685,827	3,039,250
DECEMBER	6,284,566	5,925,029	5,227,932	5,327,282	5,366,936	4,982,846	4,596,266	4,285,796	4,073,560
JANUARY	4,502,189	4,143,309	4,146,517	3,722,207	3,404,951	3,084,432	2,981,615	3,198,171	2,978,311
FEBRUARY	5,331,038	5,402,798	3,407,080	4,188,887	4,374,894	4,783,437	4,314,485	3,222,896	3,115,428
MARCH	5,804,230	5,479,827	5,902,467	4,349,354	3,921,873	3,609,261	3,491,778	3,787,417	3,368,562
APRIL	6,845,799	5,376,263	5,486,760	6,220,512	5,121,891	5,114,142	5,109,560	4,020,258	3,868,660
MAY	7,028,462	5,754,715	5,247,196	4,969,060	5,517,652	6,004,384	4,869,286	4,419,950	3,678,019
JUNE	6,712,006	6,473,657	5,398,143	5,165,393	5,024,593	4,928,763	3,964,774	4,363,135	3,871,542
TOTAL	69,223,414	63,934,906	58,239,002	55,558,736	55,248,563	53,928,083	49,174,081	45,238,882	41,309,379
% Increase over Prior Year	8.27%	9.78%	4.82%	0.56%	2.45%	9.67%	8.70%	9.51%	
Average Yearly Increase	6.72%								

2.9 Useful Life of the Project

2.9.1 Method of Determination

The useful life determination was calculated using the best evidence available from SCDOT and FHWA experience. We estimate the useful life of roads topped with concrete pavement to be approximately 30 years and the useful life of the bridges to be 75 years.

2.9.2 Confirmation Letter from SCDOT

Charleston County has requested confirmation of the useful life of the project from SCDOT. A copy of Charleston County's letter to SCDOT is included in **Appendix E**.

2.10 Future Maintenance Requirements

2.10.1 SCDOT Projection of Future Maintenance Costs

Charleston County has transmitted a letter to SCDOT requesting a projection for future maintenance costs for the Mark Clark Express and the Port Access Road. A copy of this letter is included in **Appendix E**.

2.10.2 SCDOT Commitment for Future Maintenance Costs

Charleston County has transmitted a letter to SCDOT asking for the Department's commitment for future maintenance costs. A copy of this letter is included in **Appendix E**.

Charleston County will spend \$354 million in local funds improving SCDOT roads, thereby relieving SCDOT of the responsibility of maintenance for those roads involved in the improvements. This effort will more than offset the maintenance costs associated with the Mark Clark Expressway and the Port Access Roads/Railway overpasses for which funding is requested in this application.

2.11 Project Priority List

a) The **Extension of the Mark Clark Expressway** is further advanced in the project planning process and it is likely that the work on this project will proceed more rapidly than that of the Port Access Road. Should the SIB Board approve funding in early 2006, our schedule for completion shows a three-year program with construction completion planned for the end of calendar year 2010.

The first 15 months will involve preparing the Mark Clark Supplemental EIS, see **Figure 9**, followed by design and right-of-way acquisition. Depending on the availability of funds and pending discussions with SCDOT, it has been assumed that the Extension of the Mark Clark Expressway will likely use the design/build method of project delivery due to its enhanced certainty for project costs and the reduced risk of cost overruns and claims. The schedule and cash flow needs presented in Section 2.7 assume a design/build approach. Our analysis of cost indicates that the entire remaining section of the Mark Clark Expressway can be built for the amount requested.

b) Our timeline for the **Port Access Road** assumes that a Record of Decision (ROD) will be issued by August 2006 (as scheduled by the US Army Corps of Engineers) and that project implementation will be via the design/build method of project delivery due to its enhanced certainty for project costs and the reduced risk of cost overruns and claims.

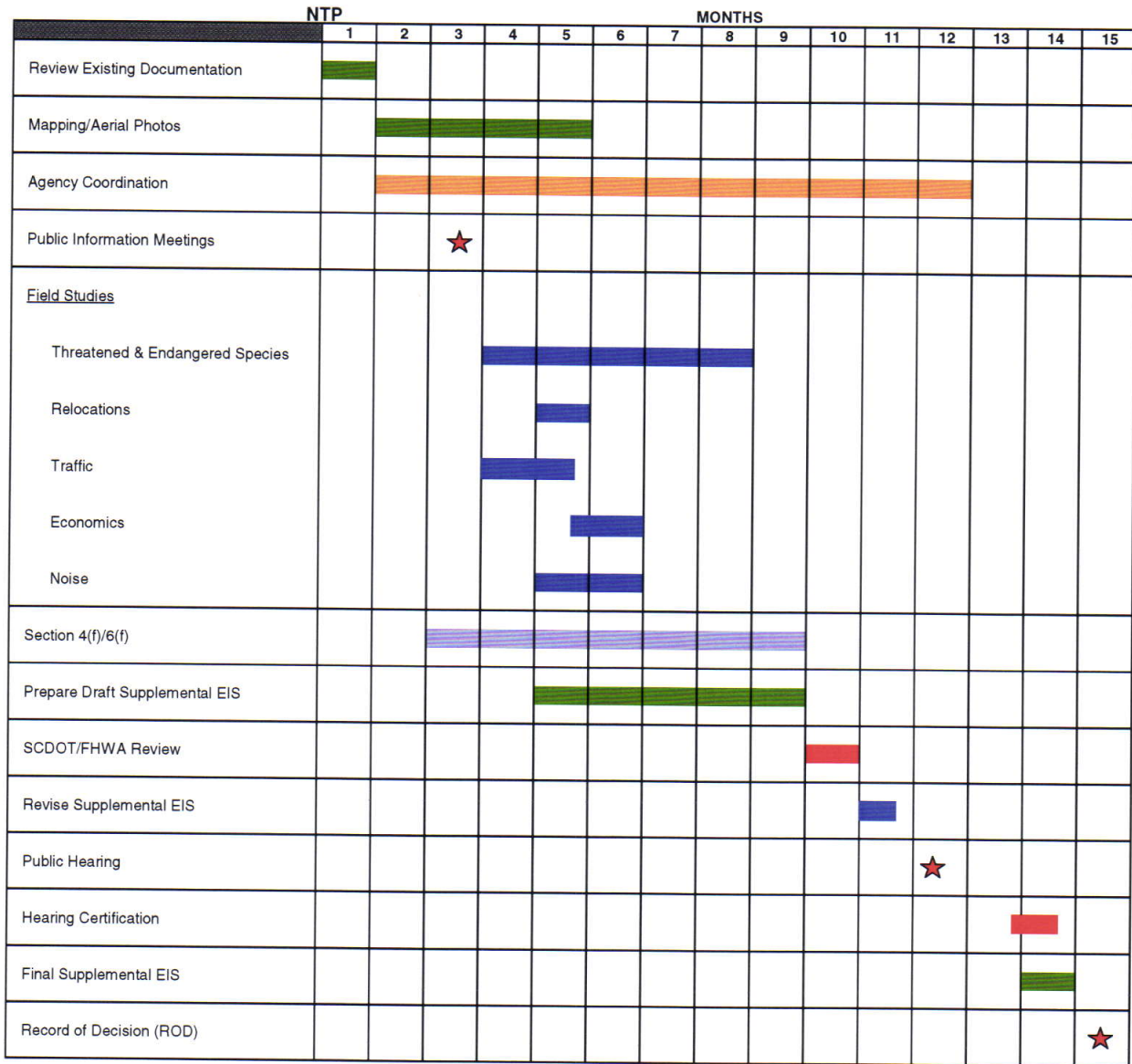
2.11.1 Contingency Plan

Should the SIB Board grant less than the amount requested for both projects, it is our intention to move forward on the Mark Clark Expressway and await further funding from the SIB or the State Legislature to proceed with the Port Access Road.



FIGURE 9

MARK CLARK EXPRESSWAY - SUPPLEMENTAL EIS SCHEDULE



Project Approach

3.0 PROJECT APPROACH

A. COMPLETION OF THE MARK CLARK EXPRESSWAY

A.3.1 Project Phases – Completion of the Mark Clark Expressway

A.3.1.1 Time Table Bar Chart (Project Delivery Schedule)

The project delivery schedule is included as **Figure 10**.

A.3.1.2 Critical Path Items

Critical path items are so indicated on the project delivery schedule, using red-shaded activity bars.

A.3.1.3 Status of Critical Path Items

All critical path items are pending funding and commencement of the project.

A.3.1.4 Confirmation Letter from SCDOT

See **Appendix E** for Charleston County's letter of request.

A.3.2 Description of the Current Project Status

The Mark Clark Expressway Extension Project has already completed the NEPA process through the EIS process and public hearing milestones. The "Draft Supplemental EIS (DEIS), dated August 1995" along with the original "Final EIS, dated December 1980" may require updating and possibly additional environmental studies. The following federal, state and local government permits may be required for this Project:

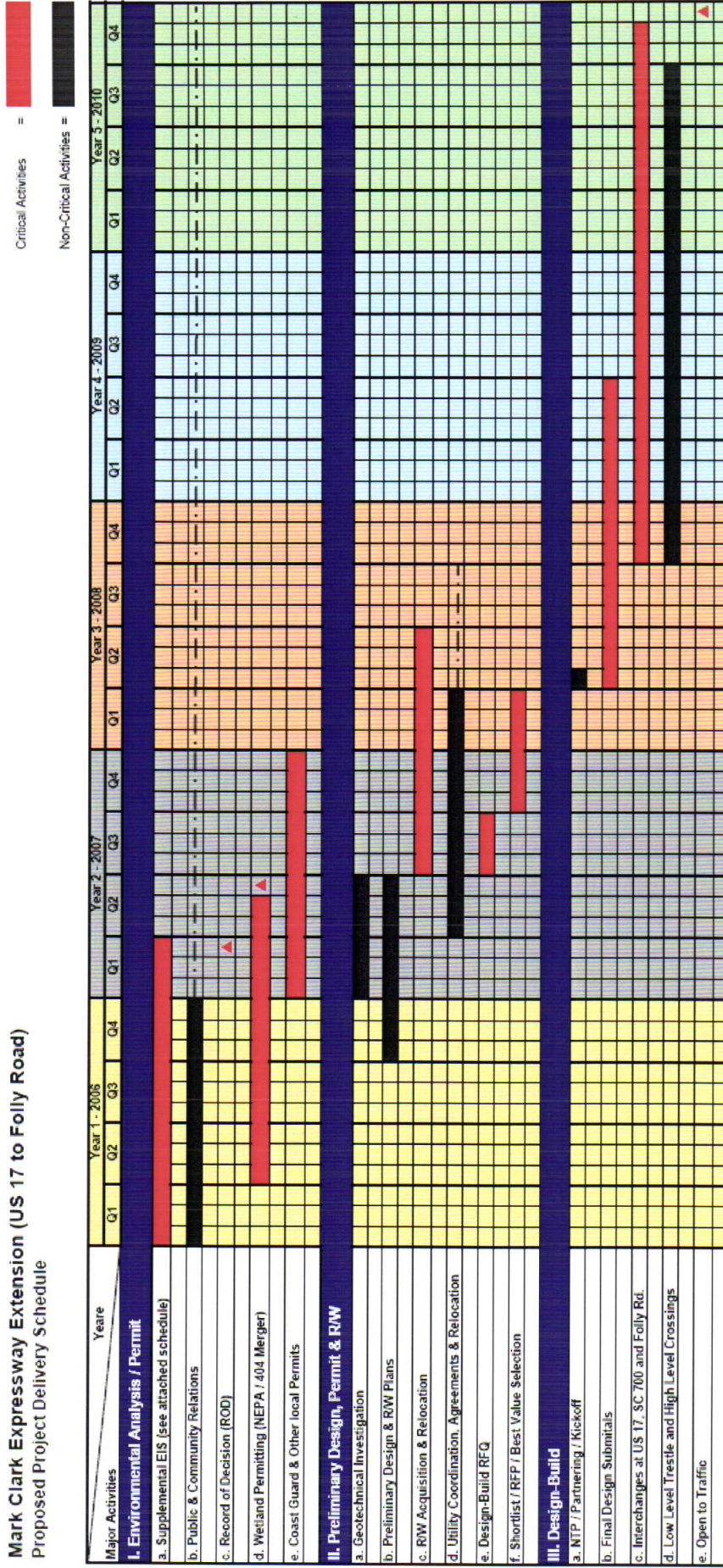
Federal Permits

- **Section 404** Section 404 of the Clean Water Act requires the USACOE to issue a permit for any fill in waters of the United States. An individual permit is required for this Project. Mitigation will be required for the estimated 14 acres of wetland impacts (9.8 freshwater and 4.2 salt marsh).
- **Sections 9 and 10** Sections 9 (bridging) and 10 (alteration) of the Rivers and Harbors Act require a permit for any bridges or fill associated with navigable waters of the United States. Section 9 authority was transferred from the USACOE to the U.S. Coast Guard (USCG) by the Department of Transportation Act of 1966. The USACOE still holds jurisdiction over Section 10, alteration of navigable waters. The bridges over the Stono River would require USCG approval.
- **NPDES** National Pollution Discharge Elimination System requires application for a land disturbance permit for projects that impact more than five acres of land. It is assumed that a general permit for land disturbance for this project would be required.



FIGURE 10
Project Delivery Schedule

Mark Clark Expressway Extension (US 17 to Folly Road)
Proposed Project Delivery Schedule





- **ESA** The Endangered Species Act requires federal agencies (such as the USACOE) to insure that their actions do not jeopardize the continued existence of threatened or endangered species. The USACOE permit constitutes a federal action; therefore, coordination with the U.S. Fish and Wildlife Service (USFWS) and the National Marine Fisheries Service (NMFS) would be necessary. However, it is assumed that the Section 7 clearance was obtained as part of the approved Supplemental EIS.
- **NHPA** The National Historic Preservation Act requires coordination with the Advisory Council on Historic Preservation, through the State Historic Preservation Officer (SHPO), to insure that federal actions take into account the impacts to items that are listed, or eligible for listing, on the National Register of Historic Places. A permit application (including permit issuance) is considered a federal action. It is assumed that the Section 106 clearance will be obtained as part of the approved Supplemental EIS.

State Permits

- **South Carolina Coastal Management Act** Requires permit authorization for alterations of the “critical areas” (including tidal areas). A permit is required from S.C. Department of Health and Environmental Control Office of Ocean and Coastal Resource Management (SCDHEC-OCRM). For activities within the Coastal Zone that are not subject to direct permitting authority but require a state or federal permit, SCDHEC OCRM must certify the activity as consistent with the State Coastal Zone Management Plan. An OCRM permit will be required for the salt marsh fill and bridging over the Stono River and associated salt marshes. OCRM must certify the 404 permit for the freshwater wetland fills. Mitigation for these impacts will be required.
- **South Carolina Stormwater Management and Erosion Control Act – SCDHEC OCRM** administers this act in Charleston County. A permit is required for land disturbances of two acres or more.
- **Section 401 Water Quality Certification** SCDHEC must issue a 401 Water Quality Certification for any Section 404, Section 9, or Section 10 permits. A SCDHEC OCRM permit includes the Section 401 Water Quality Certification.

Local Government Permits

- **Tree Ordinance** Charleston County and the City of Charleston have tree ordinances that require the preservation of significant trees or compensation / replacement as mitigation for removal.

A.3.3 Potential Obstacles

A.3.3.1 Description

A potential obstacle that may impact the Extension of the Mark Clark Expressway is opposition from local interest groups.

A.3.3.2 Methods to Manage/Avoid Obstacles

Opposition from local interest groups: The most effective way to overcome opposition is through education. As planning for the project advances, the project team will hold public information meetings. Through these meetings and other outlets, such as presentations to the Chamber of Commerce, town meetings, contacts with the local media, etc., the benefits of the project can be thoroughly explained.

A.3.4 Responsible Entities

A.3.4.1 Environmental Studies

We anticipate that the *1995 Draft Supplemental Environmental Impact State and Draft Section 4(f) Evaluation* document will require updates. Charleston County's Program Manager for the RoadWise Program is prepared to update the Supplemental EIS should SCDOT concur and should funding be made available. We suggest using a portion of the \$3 million SAFETEA-LU earmark funds for this purpose.

A.3.4.2 Project Design

SCDOT and/or Charleston County

A.3.4.3 Right-of-Way Acquisition

SCDOT and/or Charleston County

A.3.4.4 Construction Letting

SCDOT (Design/Build Method)

A.3.4.5 Construction Management

SCDOT and/or Charleston County

A.3.4.6 Operation/Maintenance

SCDOT

A.3.4.7 Tort Liability and Ownership

SCDOT

A.3.4.8 Law Enforcement

Charleston County and SCDPS

A.3.4.9 Marketing

SCDOT and Charleston County



B. PORT ACCESS ROAD AND RAILWAY OVERPASSES

B.3.1 Project Phases

B.3.1.1 Time Table Bar Chart

The project delivery schedule for the Port Access Road is included as **Figure 11**. Since necessary studies have not been completed for the Railroad overpasses, the delivery schedule for these projects is not included in this figure.

B.3.1.2 Critical Path Items

Critical path items are so indicated on the project delivery schedule, using red-shaded activity bars.

B.3.1.3 Status of Critical Path Items

The U.S. Army Corps of Engineers is completing the Environmental Impact Statement and the Record of Decision is expected in August 2006. The remaining critical path items are pending funding and commencement of the project.

B.3.1.4 Confirmation Letter from SCDOT

See **Appendix E** for Charleston County's letter of request.

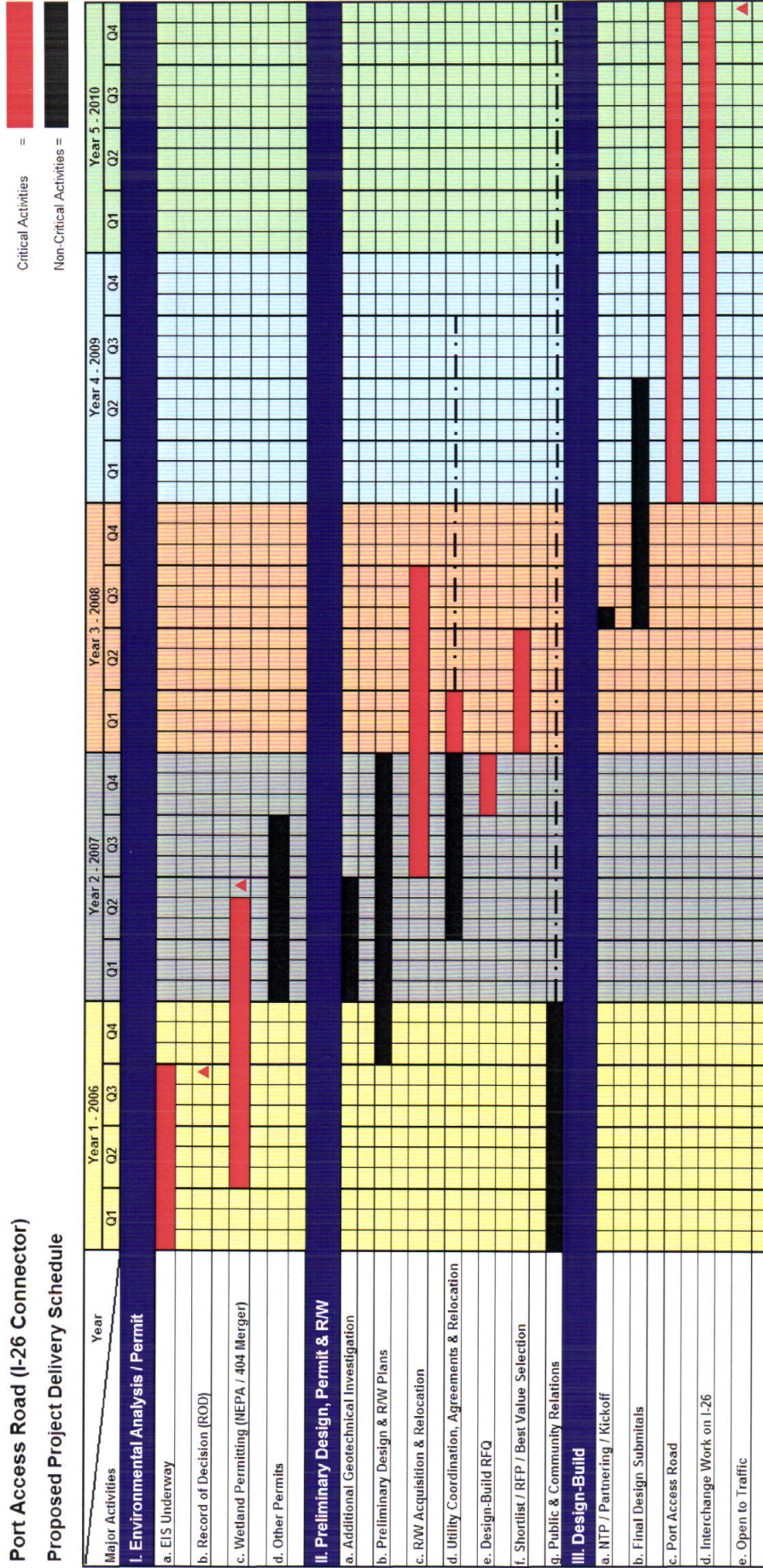
B.3.2 Description of the Current Project Status

The proposed Port Access Road is currently undergoing environmental analysis and the alternatives for further study have been identified. A preferred alternative is expected to be selected following the November-December 2005 public comment and hearing period. The ROD is expected in August 2006.



FIGURE 11
Project Delivery Schedule

Port Access Road (I-26 Connector)
Proposed Project Delivery Schedule





B.3.3 Potential Obstacles

B.3.3.1 Description

The primary, potential obstacle is the completion of the Environmental Impact Statement for the proposed port. The port project must receive the applicable permits from the U.S. Army Corps of Engineers before the project can proceed. Once the Record of Decision is issued, the port expansion is expected to be implemented, if funding for the Access Road and other infrastructure is received.

In addition, the cost estimates developed by the consultant for the Corps of Engineers for the Port Access Road are not available at this time. It is possible that their estimates will be different from those presented in this application.

Preliminary feasibility studies will be necessary for rail overpasses. These studies may result in significant costs to reconfigure roads and ramps in the vicinity of the overpasses and crossroad connections, which may be affected.

Other potential obstacles include:

- Inflation factors: Cost estimates may need to be revised.
- Minority Communities: These communities, both business and residential, may be impacted by the proposed projects.
- Traffic Maintenance: Access to businesses may be impacted during construction.
- Railroad Coordination: Significant coordination with railroad companies will be necessary for implementation of these projects.

B.3.3.2 Methods to Manage/Avoid Obstacles

In order to manage these obstacles, agency coordination is critical. It is also critical that the project team coordinate early in the process and frequently throughout the process with the railroad companies.

With sufficient funding, it may be possible to fast-track project construction to avoid as many inflationary cost increases as possible.

Finally, close coordination with the City of North Charleston and frequent communication with residents of the community may help



to address community issues before these potential issues become critical.

B.3.4 Responsible Entities

B.3.4.1 Environmental Studies

The Environmental Impact Statement and the required permit for the new port facility and the Port Access Road is currently being prepared for the U.S. Army Corps of Engineers, Charleston District. The Record of Decision is expected in August 2006. No feasibility or environmental studies have begun on the three railroad overpasses.

B.3.4.2 Project Design

SCDOT and/or Charleston County

B.3.4.3 Right-of-Way Acquisition

SCDOT and/or Charleston County

B.3.4.4 Construction Letting

SCDOT (Design/Build Method)

B.3.4.5 Construction Management

SCDOT and/or Charleston County

B.3.4.6 Operation/Maintenance

SCDOT

B.3.4.7 Tort Liability and Ownership

SCDOT

B.3.4.8 Law Enforcement

Charleston County and SCDPS

B.3.4.9 Marketing

SCDOT and SC State Ports Authority

Appendix A

**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 CAMPSER

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 BREELAND

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 Campser
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. Joneshouse

~~D. ...~~

Robert L. Brown

Floyd Bruland

V. Miller

J. Altman

R. Cleary

**A RESOLUTION
Of Charleston City 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 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

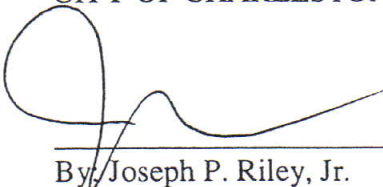
WHEREAS, Charleston County Council is committed to improving the transportation system with proceeds from the transportation sales tax and general obligation bonds in conjunction with any funds it may secure from private and other local, state or federal government sources such as the South Carolina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

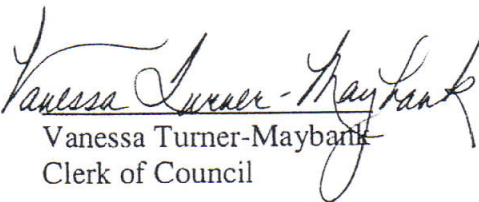
DONE this 8th day of November, 2005.

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**,

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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

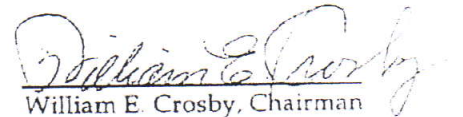
Whereas, Charleston County has also recognized the value of these two projects by identifying them as priorities while planning for the allocation of the proceeds from their countywide half cent sales tax; and

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

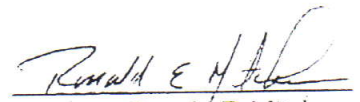
Whereas, the State of South Carolina already has a commitment to identify funding for the port access road, as part of the overall development of the new port terminal;

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 7th 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

chas

CHARLESTON METRO
CHAMBER OF COMMERCE

P.O.Box 975
Charleston, SC 29402-0975
843.577.2510
843.723.4853 fax
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.

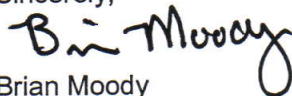
The new port terminal on the former Naval Base Complex is vital to the economic success and well-being of the entire state of the South Carolina. South Carolina's ports provide an estimated 281,660 jobs statewide and have an estimated economic impact of \$23 million to our state.

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."

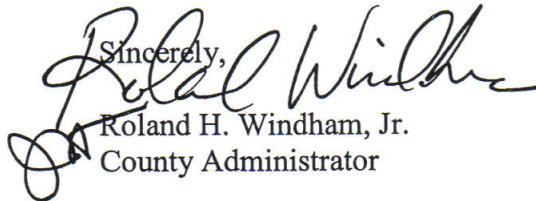
Charleston County Council has voted to submit an application for funding for a project to construct an access road from I-26 to the proposed new port facility at the old Charleston Navy base and complete the Mark Clark Expressway. A PowerPoint briefing on the application is attached for your information.

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) 958-4506
FAX (843) 953-4505
sdynes@charlestoncounty.org
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

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.

**A RESOLUTION
of Charleston County Council**

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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

A handwritten signature in blue ink, appearing to read "L. Stavrinakis", is written over the printed name.

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

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November 28, 2005

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South Carolina Transportation State Infrastructure Bank
November 28, 2005
Page -2-

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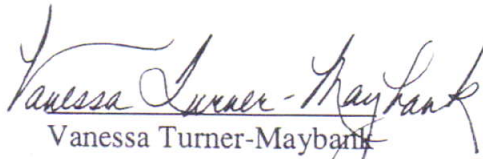
DONE this 8th day of November, 2005.

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

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Mayor

RESOLUTION

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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

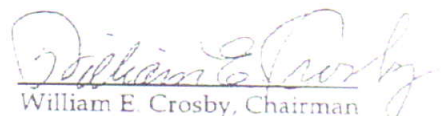
Whereas, Charleston County has also recognized the value of these two projects by identifying them as priorities while planning for the allocation of the proceeds from their countywide half cent sales tax; and

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

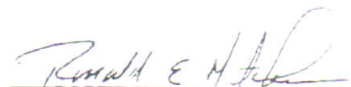
Whereas, the State of South Carolina already has a commitment to identify funding for the port access road, as part of the overall development of the new port terminal;

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 7th day of NOVEMBER, 2005.

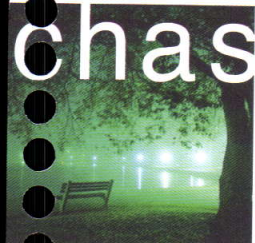

William E. Crosby, Chairman

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

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."

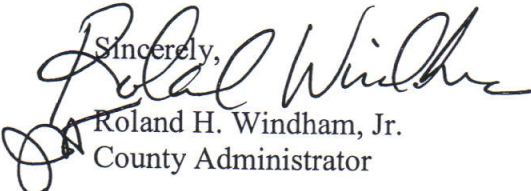
Charleston County Council has voted to submit an application for funding for a project to construct an access road from I-26 to the proposed new port facility at the old Charleston Navy base and complete the Mark Clark Expressway. A PowerPoint briefing on the application is attached for your information.

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) 958-4506
FAX (843) 953-4505
sdykes@charlestoncounty.org
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

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.

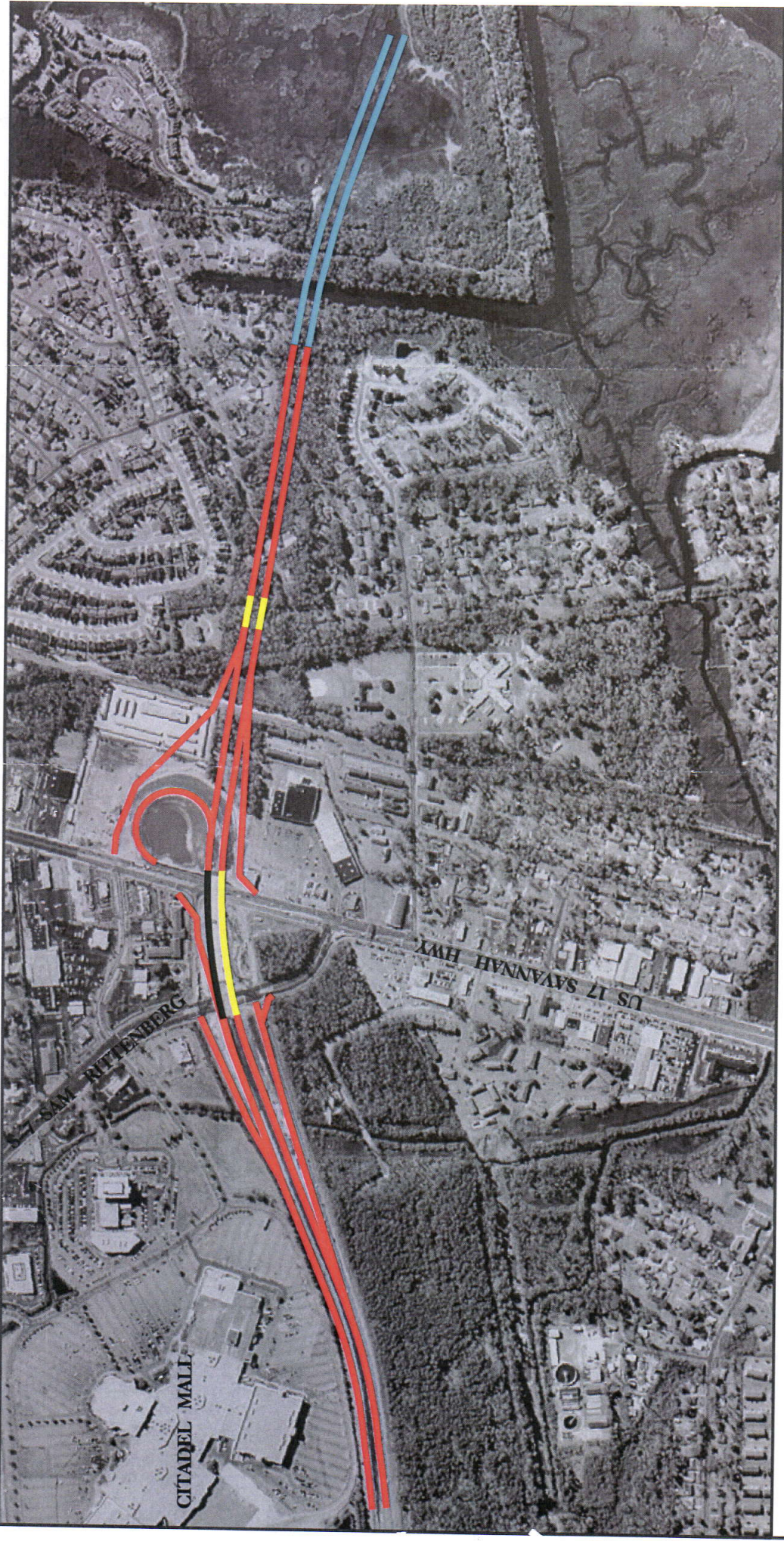
The SIB application is due on December 5, 2005, and will be considered at the SIB meeting of December 15, 2005. I realize that the CCED meeting will fall on December 7, but our advisor on the application, Bob Probst of LPA Group, Inc., believes that it would still be highly beneficial to be able to pass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

Appendix B

EXTENSION OF THE MARK CLARK EXPRESSWAY

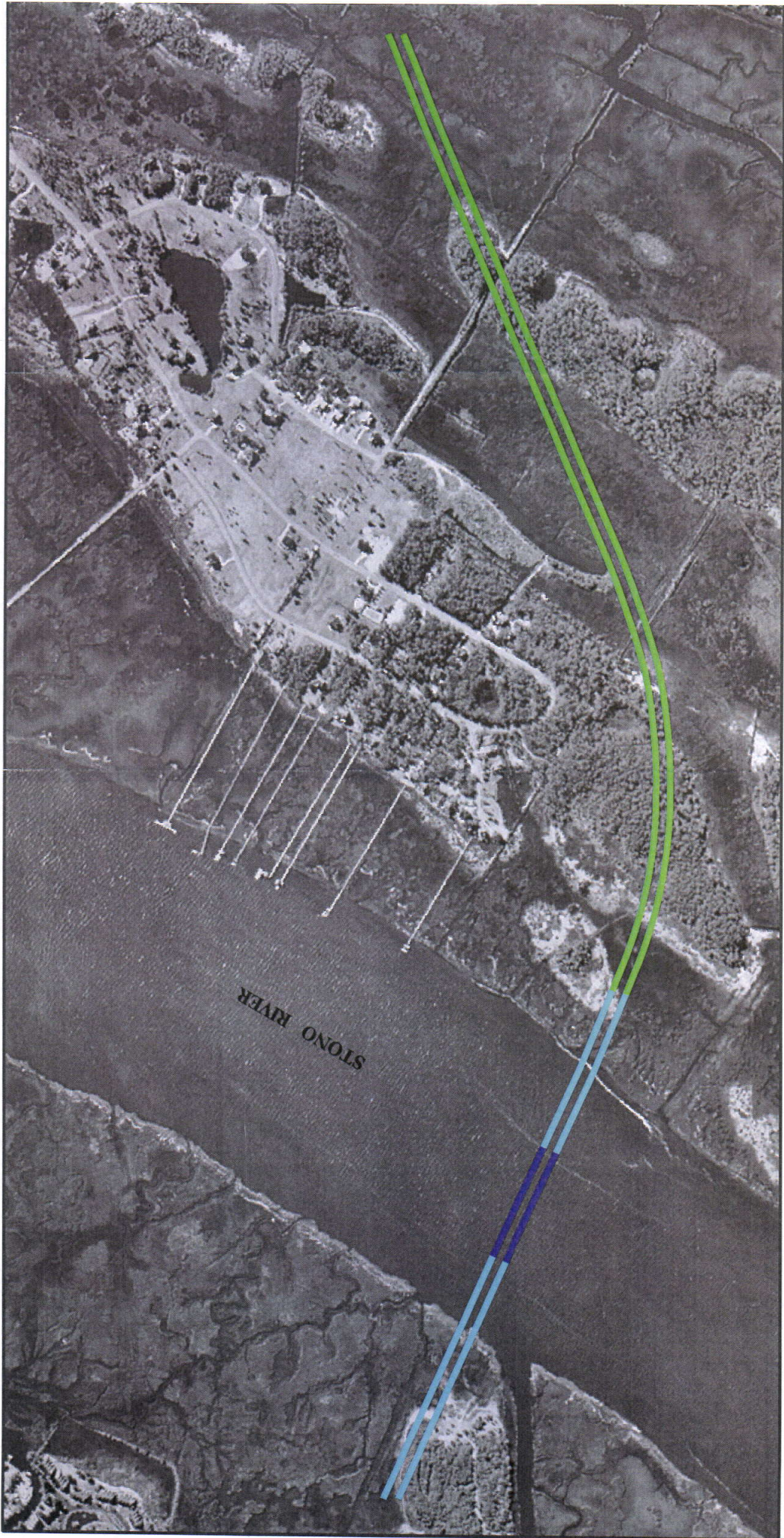


**CHARLESTON COUNTY
CONCEPTUAL DRAWINGS
(DERIVED FROM 1995 EIS)**

- ROADWAY
- HIGH LEVEL CROSSINGS
- LOW LEVEL CROSSINGS
- HIGH LEVEL BRIDGES
- OTHER BRIDGES
- EXISTING BRIDGES

**DWG. NO. 1
NOVEMBER 2005**

EXTENSION OF THE MARK CLARK EXPRESSWAY



**CHARLESTON COUNTY
CONCEPTUAL DRAWINGS
(DERIVED FROM 1995 EIS)**

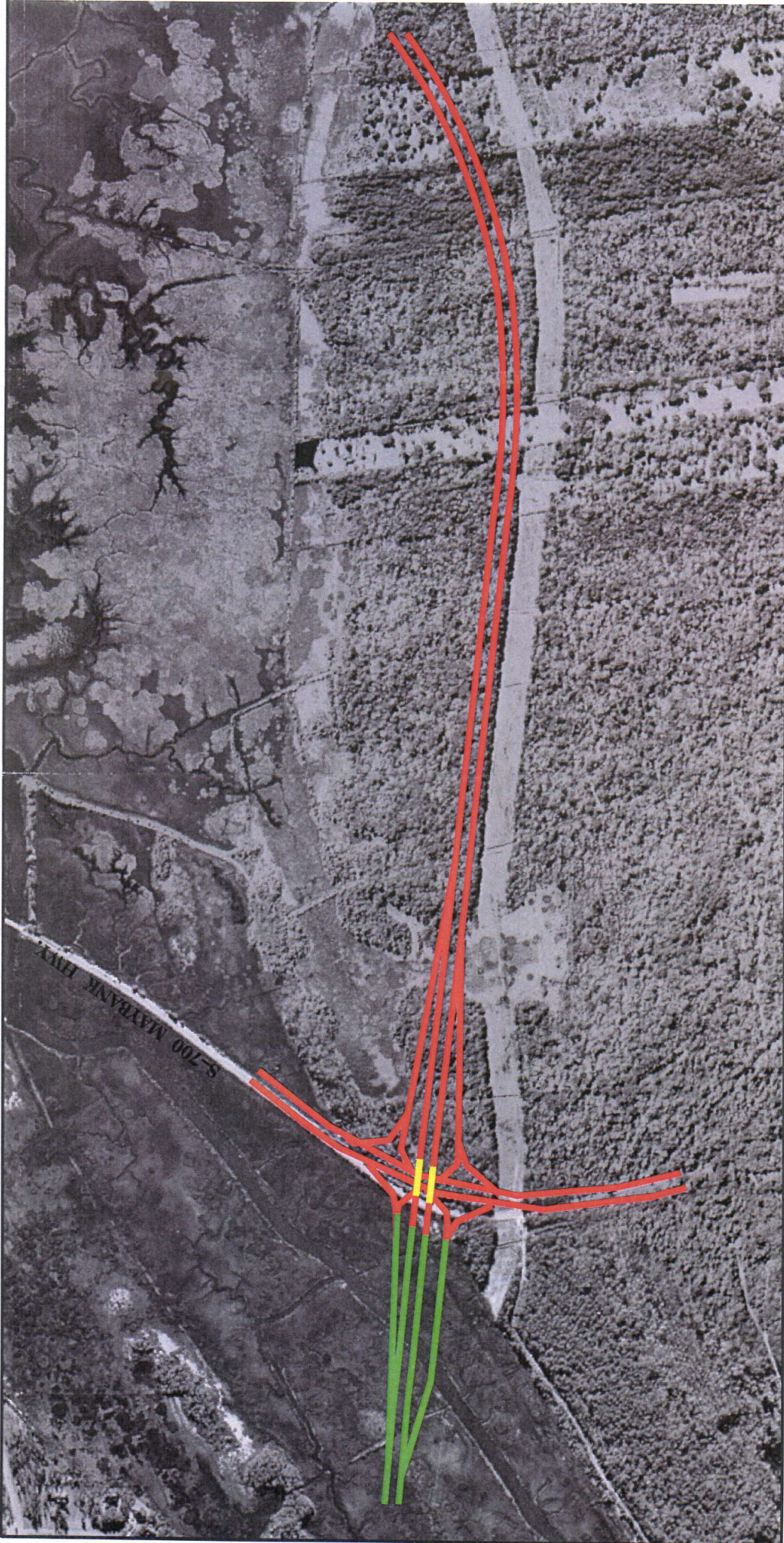
ROADWAY
HIGH LEVEL CROSSINGS
LOW LEVEL CROSSINGS

HIGH LEVEL BRIDGES
OTHER BRIDGES
EXISTING BRIDGES

DWG. NO. 2

NOVEMBER 2005

EXTENSION OF THE MARK CLARK EXPRESSWAY



**CHARLESTON COUNTY
CONCEPTUAL DRAWINGS
(DERIVED FROM 1995 EIS)**

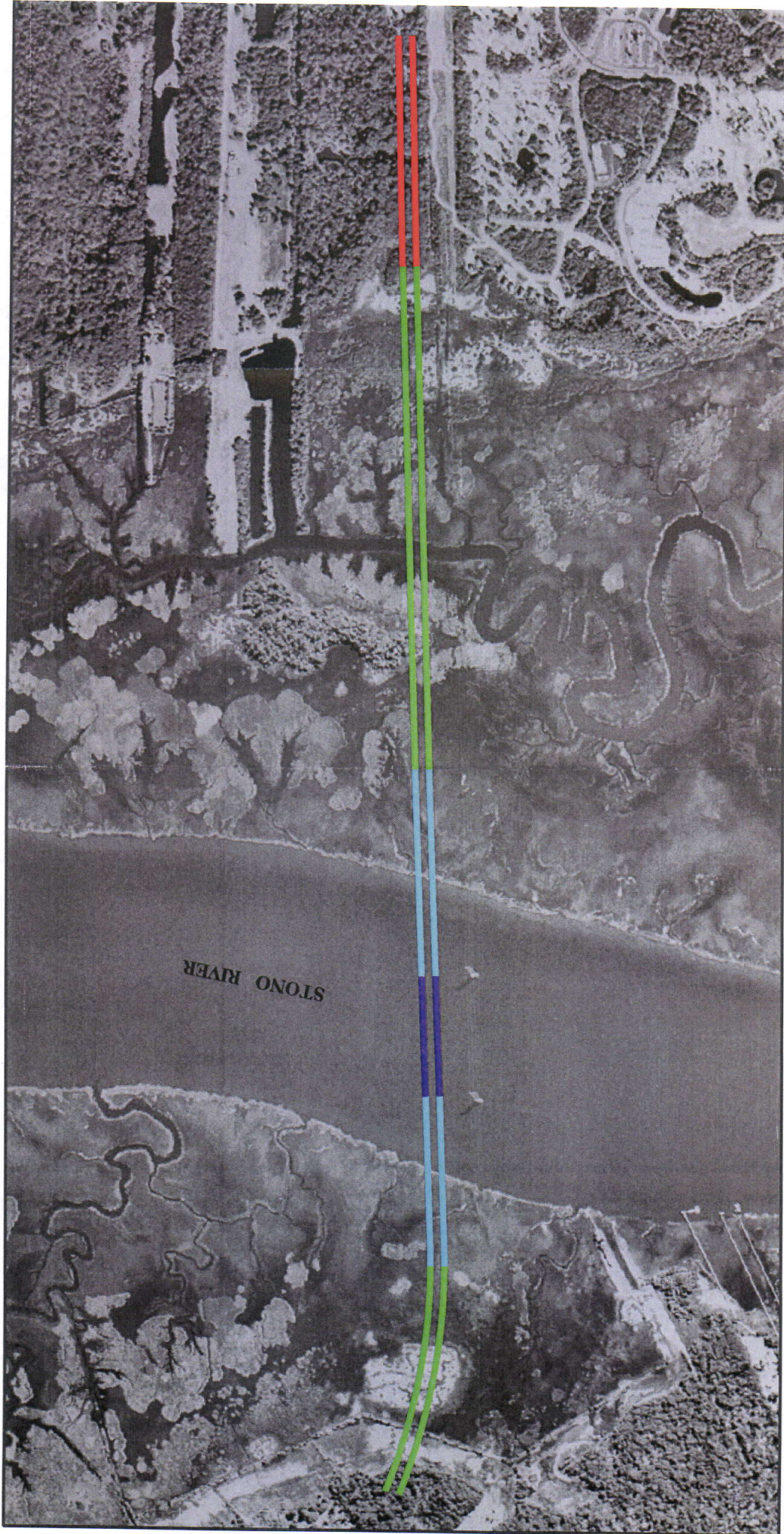
ROADWAY
HIGH LEVEL CROSSINGS
LOW LEVEL CROSSINGS

HIGH LEVEL BRIDGES
OTHER BRIDGES
EXISTING BRIDGES

DWG. NO. 3

NOVEMBER 2005

EXTENSION OF THE MARK CLARK EXPRESSWAY



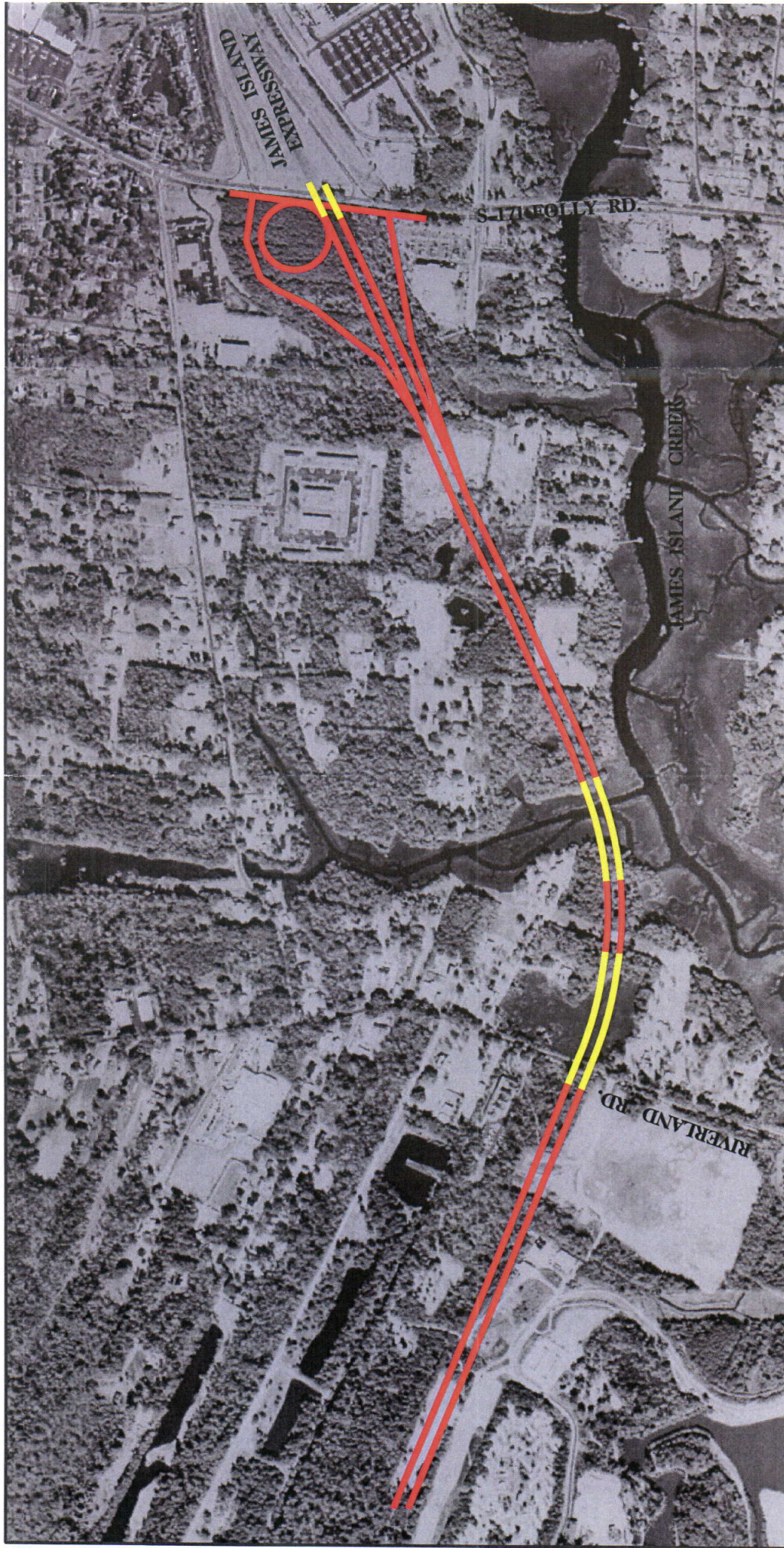
**CHARLESTON COUNTY
CONCEPTUAL DRAWINGS
(DERIVED FROM 1995 EIS)**

ROADWAY
HIGH LEVEL CROSSINGS
LOW LEVEL CROSSINGS

HIGH LEVEL BRIDGES
OTHER BRIDGES
EXISTING BRIDGES

DWG. NO. 4
NOVEMBER 2005

EXTENSION OF THE MARK CLARK EXPRESSWAY



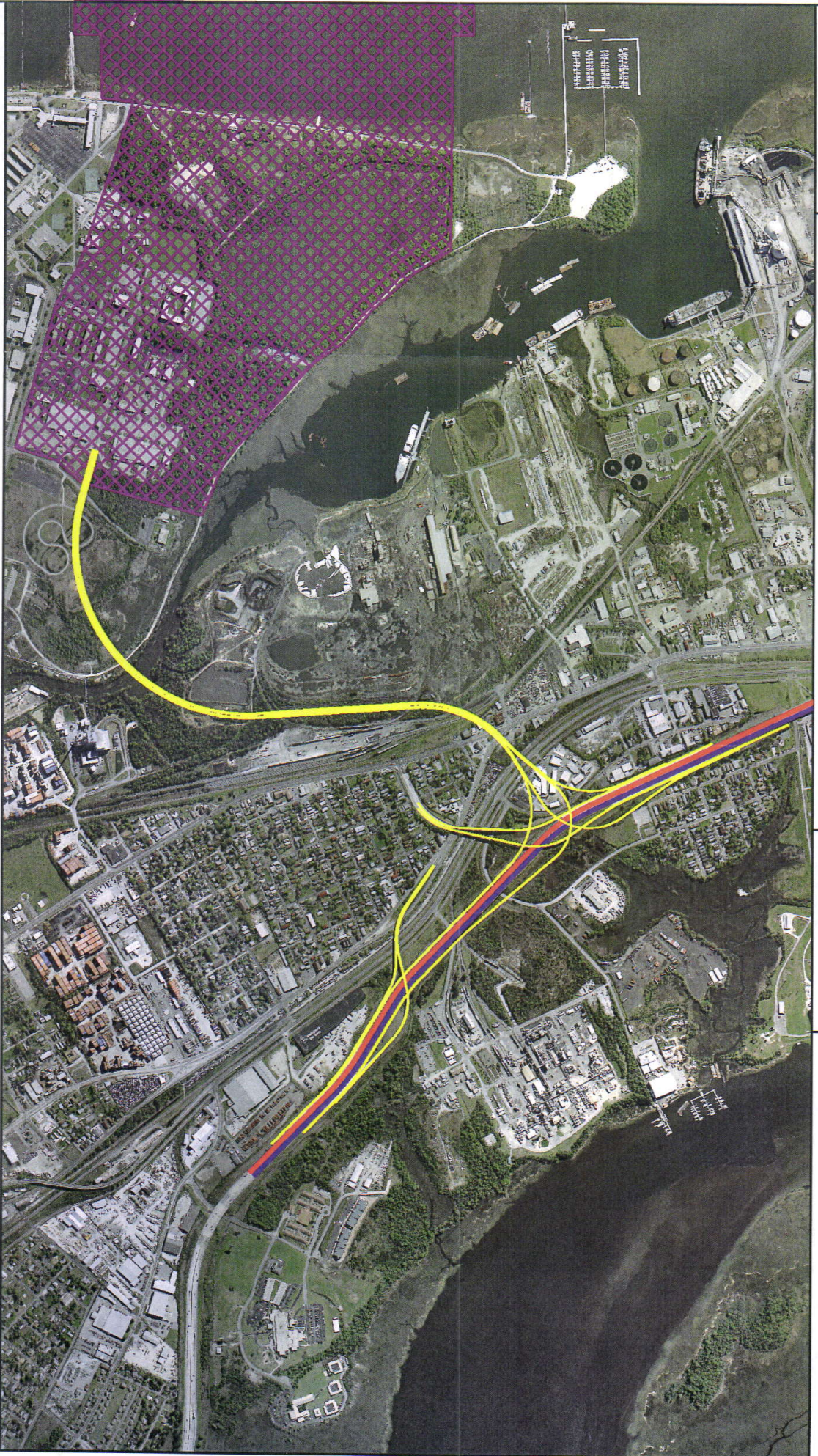
**CHARLESTON COUNTY
CONCEPTUAL DRAWINGS
(DERIVED FROM 1995 EIS)**

ROADWAY
HIGH LEVEL CROSSINGS
LOW LEVEL CROSSINGS

**HIGH LEVEL BRIDGES
OTHER BRIDGES
EXISTING BRIDGES**

**DWG. NO. 5
NOVEMBER 2005**

PORT ACCESS ROAD



PROPOSED PORT ACCESS ROADWAY
& INTERCHANGE - CONCEPTUAL DRAWING



EXISTING I-26 WEST-BOUND LANE
EXISTING I-26 EAST-BOUND LANE
NEW OR RECONSTRUCTED LANE
PROPOSED PORT FACILITY

DRAWING 1 OF 1
NOVEMBER 2005

Appendix C

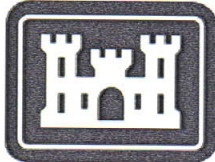
Access Roadway Feasibility Study

For the CNC Marine Terminal
Environmental Impact Statement
Proposed Alternative

Technical Memorandum No. 2 Identification of Feasible Alternatives

April 22, 2005

Submitted to



**US Army Corps
of Engineers®**
Charleston District

DRAFT

Submitted by



in association with



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APPENDICES

Appendix A Minutes of Transportation ATWG Meeting
March 22, 2005, 10:00 AM

1. INTRODUCTION

1.1 Technical Memorandum Format

This memorandum is the second of three to be prepared for the Access Roadway Feasibility Study for the CNC Marine Terminal Environmental Impact Statement (EIS) Proposed Alternative. The study has been divided into two phases with a preliminary evaluation of environmental impacts and issuance of the CNC draft EIS (dEIS) occurring between the first and second phase. Two technical memoranda have been prepared in Phase I, while one memorandum will be prepared in Phase II.

Technical Memorandum No. 2 is intended to identify Feasible Access Roadway Alternatives that will become the basis for additional planning analysis in both the Access Roadway Feasibility Study and the CNC EIS, including the following:

- Preliminary evaluation of environmental impacts of Feasible Alternatives;
- Development of evaluation criteria against which Feasible Alternatives will be weighed;
- Evaluation of environmental impacts of the Feasible Alternatives in the EIS.

This memorandum is divided into five main sections. Section 1 provides information on the technical memorandum format, public and agency participation, and constraints mapping not included in Technical Memorandum No. 1. Section 2 presents Conceptual Alternatives that have come forward from the "fatal flaw" analysis of Technical Memorandum No. 1. Traffic analysis of those Conceptual Alternatives to support alternatives screening is included in Section 3. Section 4 discusses the alternatives screening process used to identify Feasible Alternatives. Finally, Section 5 presents "next steps" in the completion of the Access Roadway Feasibility Study.

1.2 Public and Agency Participation

1.2.1 Transportation Agency Technical Working Group

The Transportation Agency Technical Working Group (ATWG) that has been established for the CNC EIS Project will continue to be a forum for the collaboration of agency representatives to address transportation issues including this study. Representatives from the following agencies participate in the Transportation ATWG: U.S. Army Corps of Engineers, South Carolina State Ports Authority (SCSPA), South Carolina Department of Transportation (SCDOT), Federal Highway Administration (FHWA), and Berkeley Charleston Dorchester Council of Governments (BCDCOG).

The Transportation ATWG is serving as a "sounding board" for preliminary ideas to develop this Access Roadway Feasibility Study. The Transportation ATWG will continue to provide overall policy and technical guidance to the project team for both phases of the Feasibility Study and inclusion of the results in the EIS.

On March 22, 2005, the Transportation ATWG met to discuss and comment on Technical Memorandum No. 1, Identification of Conceptual Alternatives. Minutes of this meeting are included in Appendix A. Specific comments received from the Transportation ATWG regarding Technical Memorandum No. 1 will be incorporated into the final documentation for the Access Roadway Feasibility Study. The next Transportation ATWG meeting will take place on May 3, 2005.

1.2.2 Project Stakeholders

In addition to the Transportation ATWG, there are stakeholders who will receive information regarding meetings and study progress. The Transportation ATWG has determined that the stakeholder group will be comprised of representatives from local governments and resource agencies.

Stakeholder meetings will serve as forums for stakeholders to receive study progress information and provide feedback on the process. Any comments received at stakeholder meetings will be documented and relayed back to the Transportation ATWG that will give consideration to each in the further development of the Access Roadway Feasibility Study. The first stakeholder meeting has been scheduled in conjunction with an Executive Coordination Committee (ECC) meeting on April 27, 2005. An Executive Summary of Technical Memoranda Nos. 1 and 2 will be presented at this meeting and comments and feedback will be received.

1.2.3 Opportunities for Public Participation

The general public will be given the opportunity to provide feedback on this Access Roadway Feasibility Study as part of public involvement efforts for the CNC EIS. To provide an opportunity for public feedback and discussion, Feasible Alternatives, and the planning process that led to their identification, will be presented at a public information meeting scheduled for May 12, 2005. Additional public meetings will be held as part of Phase II of the Access Roadway Feasibility Study.

All public meetings will be conducted in an open house format to maximize involvement and receive feedback from the general public. Citizen input obtained from each public meeting will be considered throughout the remaining stages of the study, and will be factored into subsequent technical memoranda.

Along with these meetings, any public information materials prepared for the CNC EIS will include information pertaining to the Access Roadway Feasibility Study as applicable. These alternative forms of project information dissemination may include flyers, fact sheets, website updates, and press releases.