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July 16, 2020

The Honorable John J. Tecklenburg
Mayor, City of Charleston
50 Broad Street
Charleston, South Carolina 29401

Re: Status of City of Charleston, U.S. 17 / Septima Clark Drainage Project Application for
Financial Assistance from the South Carolina Transportation Infrastructure Bank (the Bank)

Dear Mayor Tecklenburg,

I am pleased to report that, at its meeting of July 7, 2020, the South Carolina Transportation Infrastructure Bank Board (the Board) approved providing financial assistance for your application, the US 17 /Septima Clark Drainage project, subject to certain conditions. After a thorough analysis of your application, the Board approved a grant in an amount up to \$21,500,000 to construct improvements to US/ 17 Septima Clark Parkway as described in the application for financial assistance. The local match for the project is from the City of Charleston's Drainage Fund and the King Street Gateway TIF, as explained in the application. The Bank's provision of financial assistance also requires approval of the Department of Transportation Commission (Commission) and the Joint Bond Review Committee (JBRC), and an executed Intergovernmental Agreement (IGA) between the parties in a form determined by the Bank. It is my understanding that the Commission approved Bank-approved applications at their meeting July 16, 2020, and that the JBRC potentially plans to review Bank-approved applications at its next meeting currently scheduled for August 11, 2020. Please note that, due to COVID-19 concerns, these dates are tentative and subject to change.

The next step will involve the Bank and the City of Charleston beginning the process of executing an IGA. At the appropriate time, counsel for the Bank will prepare the IGA between the Bank and the City of Charleston, and distribute to all parties for review. As time progresses, the Bank will ask for updates to the project status and timeframe in which the Bank's financial assistance of \$21,500,000 will be needed. The Bank also will need the contact information for the City's representatives who will work with us on preparing the IGA and providing project updates in the future. You may send this information to Tami Reed by email at reedtb@scdot.org.

Please do not hesitate to contact me if you have other questions.

Sincerely,

A handwritten signature in black ink that reads "John B. White, Jr." in a cursive style.

John B. White, Jr.
Chairman

US17 / Septima Clark Parkway Project

City of Charleston, South Carolina



Application for FY2019 Financial Assistance

Estimated Total Project Cost:	\$197,000,000
Requested STIB Funding:	\$21,500,000
City Match:	\$21,500,000

Submitted by the City of Charleston, SC to the
South Carolina Transportation Infrastructure Bank

September 25, 2019



TABLE OF CONTENTS

EXECUTIVE SUMMARY5

DESCRIPTION OF PROJECT8

1. PUBLIC BENEFIT

A. Public Benefit Ranked by Importance.....13

1.1 Traffic Studies/Traffic Volumes/Accident Data.....21

1.2. Urgency of Project21

1.3 Resolution from Local Governing Body21

1.4 Advisory Coordinating Council for Economic Development Certificate21

1.5 Current and Five Year History of Unemployment Data21

1.6 Resident Support.....22

1.7 State and Local Planning.....23

1.8 Regional and Statewide Significance23

1.9 Alternative Transportation Plans24

1.10 Environmental Impact24

1.11 Project Milestones24

1.12 Project Status.....25

1.13 Entity Contact List26

1.14 Project Score & Criteria27

2. FINANCIAL PLAN

2.1 Total Project Cost.....28

2.2 Local Contributions28

2.3 Local Funding Sources and Amounts28

2.4 Amount of Assistance Requested.....29

2.5 Type of Assistance Requested29

2.6 Other Proposed Sources of Funding29

2.7 Schedule of Anticipated Cash Flow 30

2.8 Schedule of Project Revenues	31
2.9 Commitment to Future Maintenance	32
2.10 Contingency Plan	32
2.11 Adoption of Impact Fees	32
2.12 Adoption of Local Hospitality Tax or Fee.....	32
2.13 Adoption of Local Sales Tax.....	32
2.14 Adoption of User Fee.....	32
2.15 Implementation of Tax Increment Financing Districts.....	33
2.16 Implementation of an Assessment Program.....	32
2.17 Development Agreement Programs.....	33
2.18 Zoning & Land Use Controls.....	33
2.19 Discount Rate 5%.....	33
2.20 Project Cost Estimate Inflation Rate.....	33
2.21 Condemnation Named Party Responsibility.....	33
2.22 Other Sources of Funding Sought.....	34
2.23 Potential Obstacles.....	34
2.24 Local Financial Support	34

LIST OF FIGURES

1. Project Location	10
2. Project Components	11
3. TIGER Grant Collection System Project Limits.....	12

LIST OF TABLES

1. Funding Sources	29
2. Anticipated Cash Flow Requirements	30
3. Schedule of Project Revenues	31

APPENDIX

A-1 The US 17 Septima Clark Parkway Transportation Infrastructure
Reinvestment Project Benefit Cost Analysis Report dated September 2009

A-2 Resolutions from the City of Charleston and SC General Assembly 2009

A-3 Unemployment Data 2008 – 2018

A-4 Letters of Support 2011

A-5 State and Local Planning Lists and Plans

A-6 Regulatory Permits and Approvals

EXECUTIVE SUMMARY

The City of Charleston is requesting an amendment to the First Amended and Restated Intergovernmental Agreement for the US 17/Septima Clark Parkway Project (Project) in the City of Charleston, South Carolina (Agreement). As you may know, a Final Application was submitted to the STIB by the City of Charleston for the Project on August 10, 2011. The Board of Directors subsequently found that the City's Application met the applicable state law criteria as an eligible and qualified project for financial assistance. An Agreement was entered into between the City and the STIB, effective on August 21, 2012. The Agreement was subsequently amended as of October 1, 2015. The Agreement set out terms for the City to receive STIB funding to construct the US17 Septima Clark project, for correcting deficiencies, repairing existing infrastructure, and supporting the advancement and sustainability of transportation along the US17 corridor through peninsular Charleston.

The City is requesting an amendment to the Agreement for two reasons. First, the Agreement (as amended) currently expires on April 30, 2021. The expected completion date of the fourth phase of the Project is June 2022. The fifth and final phase of the Project is anticipated to take another 18 months with the expected completion date of December 2023. The City has been working diligently on this Project but will need additional time to complete the project.

Second, the Agreement (as amended) identifies a total estimated Project cost of \$154 million comprised of a STIB grant of \$88 million and the City provided local match and other financial contributions of \$66 million. This cost estimate was prepared in 2011 during the height of the Great Recession. Since 2011, a number of factors have contributed to a significant increase in the estimated Project cost. The economy has shifted from recession to an economic boom both in the Country and especially in the Charleston region. In addition, Charleston has been impacted by 4 federally declared disaster events in the last 4 consecutive years, leading to increased drainage related construction resources (a problem further exacerbated by other recent large scale hurricane impacts outside the Charleston region), slowed construction rates on the Project, and the perception of an increased risk environment for the local construction market. These factors have led to an updated total estimated Project cost of \$197 million. The City proposes amending the Agreement to increase the City and local contribution to the Project by \$21.5 million for a total of \$87.5 million and the STIB contribution by \$21.5 million for a total of \$109.5 million; a 50/50 cost share of the additional funding needs. We are requesting this financial assistance from the 2019 STIB funds that are currently available.

The progress the City has made on the construction of the Project is readily apparent despite interruptions of major storm events and changes to the construction environment. The City has completed the surface drainage collection system and urban connectivity and safety improvements partially funded by the Federal TIGER grant. The 8 drop shaft with vortex boxes have been installed. The excavation of the access shafts and deep

tunnel system connecting to the drop shafts with final concrete lining is currently in progress. Construction is also underway on the wetwell and outfall system and the mitigation projects for the related salt marsh impacts are also completed. Furthermore, the City has identified the potential to leverage the Project into providing additional benefits by installing another deep shaft and tunnel addition to relieve flooding in an additional 27 acres of the Medical District. This addition would provide drainage to the emergency room access roads that experienced heavy flooding during the recent hurricane events. This new work is currently being funded for design by the City and would provide additional relief to the hospital district but it is dependent upon the successful completion of the original project. The last four years of catastrophic weather have demonstrated the vulnerability of the Project area to disruption by flooding even as the area has continued to increase its economic impacts to the statewide economy.

The City requests the opportunity to meet and discuss amending the Agreement to extend the time for completion of the Project and to seek the STIB's assistance in partnering with the City to fund the increase in Project cost. We ask this in recognition of the Statewide Project benefits as identified in the original grant application and enhanced by additional development in recent years. This Project is an outstanding example of the STIB fulfilling its purpose in providing financial assistance to governments who are contributing their own funds to construct and improve highway and infrastructure facilities that provide a public benefit and economic development Statewide. The City would appreciate the STIB's assistance in completing this valuable project.

Project Eligibility

The US 17/Septima Clark Parkway Project is a currently funded STIB project and is eligible to receive funding based on the 2019 financial assistance criteria. The Project meets both the \$25 million project cost requirement and the match requirement for projects with a total cost in excess of \$50 million. The STIB funds combined in hybrid format with the City's funds, those it has received through competitive grant processes, and with the other sources outlined in the financial plan herein, will allow this project to be completed. When reviewed by the STIB in 2011, the project was listed on the Berkeley Charleston Dorchester Council of Governments (BCDCOG) Transportation Improvement Program List (TIP) and the South Carolina Statewide Transportation Improvement Plan (STIP) report. The project is currently listed as a funded project on the TIP.

The US17/Septima Clark Parkway Project provides public benefits in all three of the following areas: the enhancement of mobility and safety; promotion of economic development; and increase in the quality of life and general welfare of the public. The Project will mitigate the existing hazards associated with flooding, including improving the reliability of this critical transportation asset and supporting the sustainability and continued economic viability for operations of the South Carolina Ports Authority (SPA) and the Medical University of South Carolina (MUSC). According to the 2011 data included in the City of Charleston's original STIB application, the cumulative economic impact of this project is approximately \$2.52 billion.

CONTACT PERSON

The Honorable John J. Tecklenburg
Mayor, City of Charleston
50 Broad Street
Charleston, South Carolina 29401

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DESCRIPTION OF PROJECT

The Spring / Fishburne US17 Drainage Basin encompasses approximately 500 acres or about twenty percent (20%) of peninsular Charleston (See Figure 1). The project to improve drainage within this basin has been identified as a high priority in the City's effective Master Drainage Plan. Centered about the basin and area of improvement is US17, an at grade route between bridges crossing the Cooper and Ashley rivers and serving the eastern terminus of I-26.

Septima Clark Parkway, a portion of US17 also previously referred to as the Crosstown, was constructed in 1968. The Federal Highway Administration acquired by condemnation a 100 foot wide and 3200 foot long swath of land in the middle of a residential neighborhood in the upper peninsula of the City of Charleston to build the six-lane highway connecting U.S. Highway 17 North to U.S. Highway 17 South. The newly constructed road ran from the old Cooper River Bridge on the east to the Ashley River Bridge on the west. Because it cut through the heart of the City from one river to the other, it quickly became known as the Crosstown.

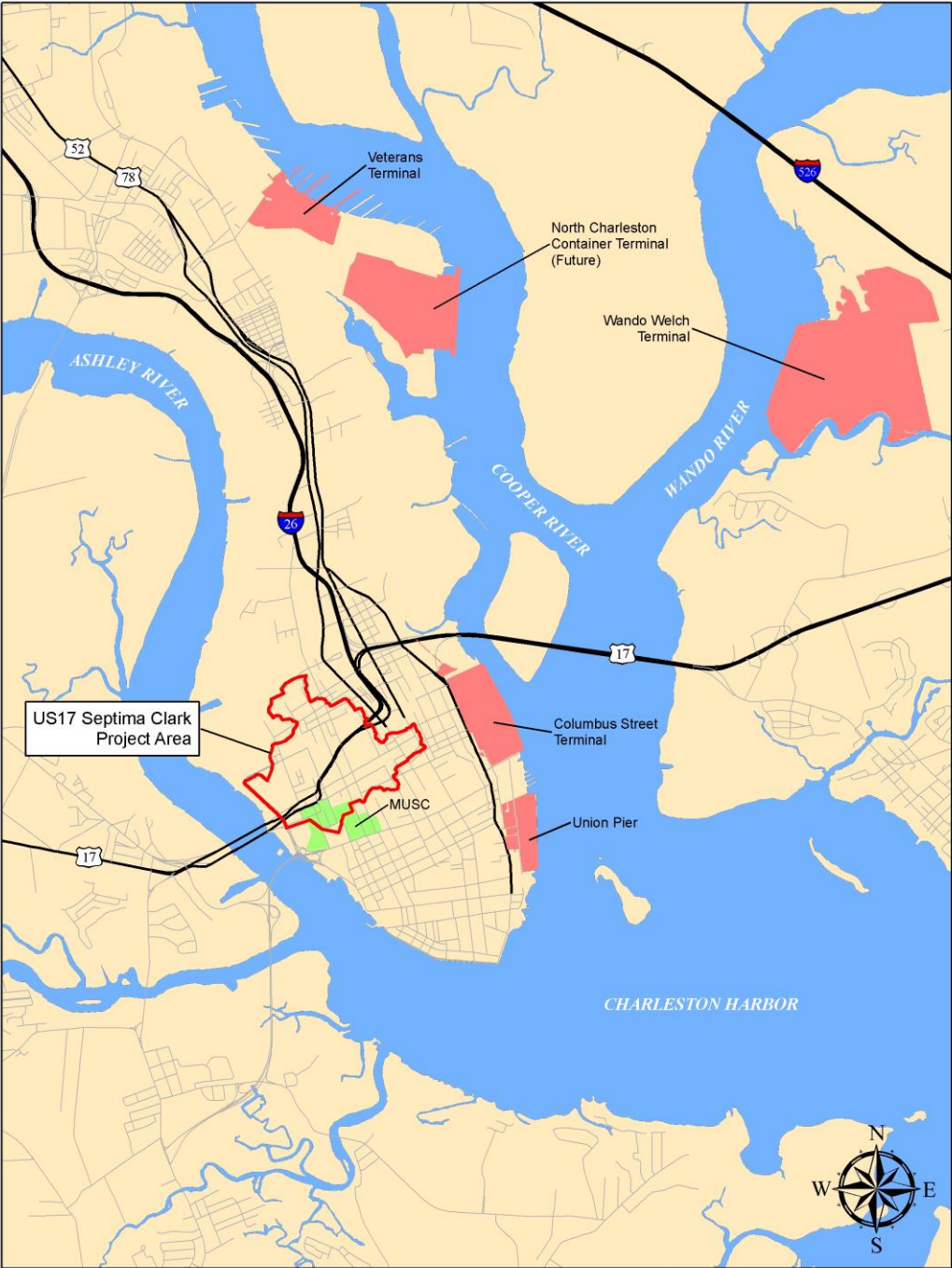
The work undertaken by the Federal Highway Administration in the 1960's did not take into account the consequences we now understand of paving with impervious asphalt a 100 foot wide parcel of land in the middle of a drainage basin formed by the natural topography of the land between two rivers. The route severed the existing road and drainage network and did not provide the area with an adequate drainage system to address the impact of the increase in impervious area or the impact to the existing drainage basin and collection system network. As a six-lane Federal highway running north-south and connecting the Cooper River and Ashley River bridge crossings, it provided a travel route for over 63,600 vehicles per day based on SCDOT's 2018 Average Daily Traffic Count. This route also serves as the lifeline for emergency service vehicles associated with three major hospitals, the only level one trauma center in the Lowcountry, and the City of Charleston's Police Department. As a designated evacuation route serving the region during hurricane season, its reliability and use immediately preceding and during the onset of tropical events is critical. This Federal route is maintained by SCDOT.

The City has carefully studied the flooding and transportation impacts over the years. In 2004, a Preliminary Engineering Report (PER) was commissioned that outlined recommended drainage improvements for alleviating frequent stormwater flooding. Recommendations were supported by hydrologic and hydraulic considerations and a conceptual design development for improvements. The long term solution to this flooding is the construction of a series of deep stormwater conveyance tunnels, a large stormwater pumping station at the edge of the Ashley River and a number of local neighborhood stormwater drainage improvements.

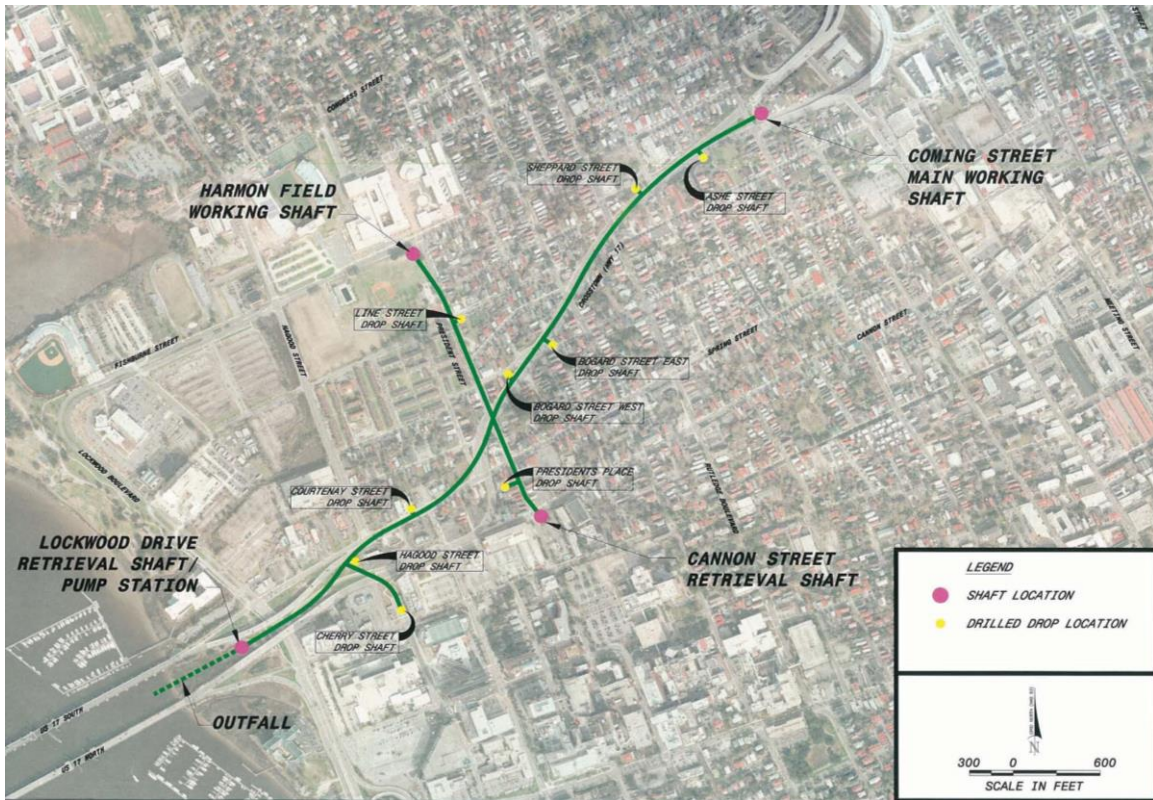
The PER led to the implementation of the Detailed Design which further defined the project requirements and developed detailed technical memoranda to document the design approach for each component of the project and ensure that the proposed improvements are technically feasible for construction. This Detailed Design provided the City with an estimated construction cost and scheduling strategy for construction of these improvements. All drawings and specifications are complete. All required regulatory permits and approvals have been received, to include but not limited to the US Army Corps of Engineers 404 Permit, the South Carolina Department of Health and Environmental Control (SCDHEC) NPDES Permit, the SCDHEC Office of Ocean and Coastal Resource Management (OCRM) Critical Area and 401 Water Quality Certification and OCRM Coastal Zone Consistency Certification, the SCDOT Encroachment Permit and all local permitting and approvals.

The City of Charleston started Phase I of the US17/ Septima Clark Parkway project in May of 2011 and has since completed Phase I, Phase II, and is in construction on Phase III and Phase IV. This major tunnel and pump project has been designed to alleviate flooding within the Spring and Fishburne Drainage Basins including the surrounding streets and neighborhoods. The project includes more than 8,200 linear feet of deep tunnel for stormwater conveyance, 4 access/working shafts, 8 drop shafts, a 550-ft long triple-barrel outfall into the Ashley River, an updated surface collection and conveyance system including more than 18,000 linear feet of new stormwater pipe and more than 500 new structures, and a pump station capable of pumping more than 360,000 gallons per minute located between the Ashley Bridges. This project will serve more than 500 acres of the west peninsula and will keep the Septima Clark Parkway open during most rain events when complete. The expected completion date for the final phase of the Project is December 2023.

Figure 1
US17 Septima Clark Transportation and Drainage Improvements
Project Location



**Figure 2
Project Components**



The City of Charleston submitted an application for a \$146 million grant from the U.S. Department of Transportation under the 2009 American Recovery and Reinvestment Act (ARRA) – Transportation Improvements Generating Economic Recovery (TIGER) program to complete this project. The City was awarded a \$10 million grant under this program (one of the fifty one projects selected out the over fourteen hundred applications submitted to the USDOT) to proceed with a portion of the collection system component of the project. The City elected to install drainage improvements and transportation safety enhancements for US 17 (Septima Clark Parkway) from Coming Street to Spring Street (approximately 0.6 miles) and along side streets that intersect this section of US17. The funded TIGER project component of the project is completed and included:

- Approximately 5,550 linear feet of storm drain piping varying in size from 15-inch reinforced concrete to 48-inch reinforced concrete and associated drainage structures. Existing 2,000 linear feet of storm drain systems cleaned and inspected.
- Milling, demolitions and removal of existing pavement and installation of new pavement and associated striping and signage and street lighting for the six lane section of US 17 Septima Clark Parkway from the Coming Street intersection to the Spring Street intersection (approximately 0.6 Miles).

- A concrete median wall (approx, 2,500 linear feet), curbing (approx, 9,300 linear feet) and 4-inch concrete sidewalk.
- An Intelligent Transportation System was installed to monitor and manage traffic along this route.

This project was advertised, bid and awarded in accordance with Federal, State and Local procurement regulations. Figure 3 depicts the TIGER Grant Collection System project limits.

Figure 3
TIGER Grant Collection System Project Limits



The City of Charleston continues to lead in exploring solutions to the problems caused by the original road construction in an environmentally sensitive area. As a result, this project works to enhance and complete the basic road project begun more than 40 years ago. The City is pleased to continue this partnership among our Federal, State and municipal governments to address vital concerns of public health, safety and quality of life to each and every one of the citizens we serve.

I. PUBLIC BENEFIT

A. This Project presents a significant number of public benefits. The City of Charleston has ranked public benefits in the order of importance from the perspective of the applicant.

1. Promotion of Economic Development

A detailed Benefit Cost analysis, titled “The US 17 Septima Clark Parkway Transportation Infrastructure Reinvestment Project Benefit Cost Analysis Report” was completed in September 2009 for this project and is included in **Appendix A-1**. In summary, the economic impact of this Project can best be described by the cumulative value of benefits for the Project estimated to be \$2.52 billion

- SPA Terminal Connectivity – US 17 is a vital coastal north-south link and provides connectivity between the various port facilities in the area with Interstates 26 and 526 allowing for distribution of goods from the port terminals to the rest of the State and Nation. The area port facilities provide over 187,600 jobs and are a significant resource in the over \$53 billion in trade that is generated in the State Economy. Recurring flooding and/or traffic accidents significantly reduces the capacity of US17 and occasionally brings traffic along the route to a standstill. Due to US17’s connectivity with the other major routes in the area, these capacity reductions extend onto Interstate 26, the Arthur C. Ravenel Bridge (US17) connecting Charleston with Mount Pleasant and US17 South across the Ashley River. As motorists seek alternate routes to avoid the congestion, Interstate 526 becomes the primary alternate route and it experiences congestion related delays. Inability of port related traffic to arrive and depart the port facilities greatly impacts the efficiency of port operations, making the Charleston port facilities a less attractive alternative to other Southeastern U.S. port facilities such as Norfolk, VA and Savannah, GA. The transportation and drainage improvements associated with this Project will ensure that these capacity reductions and interruptions are minimized to allow for the efficient movement of port related goods throughout the region.
- Maintaining and Supporting the MUSC - The MUSC had expressed an interest in moving its facility to an area without the repetitive threat of floods. If this facility moves, it will likely decrease access to health care and have a negative impact on the immediate area’s economy. The Project provides multiple long-term benefits to the Charleston Metropolitan Statistical Area (MSA). The City is well on its way to becoming a premier biotechnology and medical hub. In March 2009, MUSC’s Hollings Institute received a prestigious National Cancer Center designation. It is the only one in the state of State of South Carolina and was the 64th such designated center in the US. As part of this recognition, the Hollings Institute received an award of \$7.3 million (over a 5-year period) to help support its efforts.

- The MUSC Biomedical Research West Edge Area Redevelopment Project (“West Edge”) - The West Edge Project (formerly known as “Horizon”) is a research park that is further developing MUSC’s reputation as a biomedical research hub and will provide over 4.8 million square feet of commercial space. The ongoing redevelopment includes office space, lodging, retail space, and parking structures. The Project will serve as a national model for urban infill development as it incorporates all the necessary elements to support a knowledge-based economy. Upon completion, the local economy will realize an estimated benefit of \$121.6 million.
- Medical Centers – The U.S. 17 Septima Clark Parkway area is served by three medical facilities: MUSC, Roper St. Francis, and the Veterans Administration Hospital. These institutions currently employ over 15,500 people and provide beds to over 1,200 patients. During flood events access to each of the facilities and hospital business activity is negatively impacted. According to self-reported annual statistics, the hospitals admit more than 54,400 patients and serve more than 1,600,000 outpatients annually. A reduction in the number of patients seen and/or admitted to a medical facility represents a loss in revenue. Once the Project is completed and flooding is mitigated, an increase of \$77.5 million in business activity is expected as a result of access to these medical facilities over the 50 year evaluation period, in present value dollars. The MUSC has also completed a recent new Children’s Hospital, the Shawn Jenkins Children’s Hospital opens in 2019 with 250 beds and a rooftop helicopter pad specifically designed to support the U.S. Coast Guard’s new Jayhawk helicopter for emergency and disaster situations. This facility is another location that must have access during flooding and disaster events to keep MUSC functional.
- Increased Business Activity - The Project produces a measurable amount of increased business activity in Charleston.
- Commercial Properties – The primary consequence of flooding to commercial properties is the loss of business. A thorough analysis was completed to quantify the anticipated increase in business activity once the project is finished and flooding is remediated. Over the 50 year evaluation period, in present value dollars, the increase in business activity is \$126.4 million.
- Tourism – Charleston consistently appears on national publications’ lists of best U.S. cities to visit. Area attractions reported more than 7.28 million visitors in 2018, and the average person visiting Charleston spends about \$228 per day. In 2008, area attractions reported 1.5 million visitors. This is an increase of 5.8 million visitors in the past 10 years. The area’s tourism trade has been impacted by different flooding events.

2. Enhancement of Mobility and Safety

- Increased Pedestrian Safety - US17 presented a series of safety hazards to pedestrians. The route as originally constructed, bisected the community's historic street grid and had small, ineffective raised medians separating the directional travel lanes, lacking ample preventative management for crossing pedestrians attempting to continue movement along the original and adjacent street grid. As such, many pedestrians crossed US17 dangerously. The Project included enhancements which were mindful of pedestrian use, including larger raised medians, enhanced traffic signaling, enhanced pedestrian markings, and improved lighting, all of which have been completed. The improvements to the drainage system, the construction of a raised/landscaped center median, the construction of new sidewalks with landscaping, along with high visibility crosswalks, and the use of intelligent transportation systems, represent a substantial cumulative safety improvement for the traveling public and for the local community.
- Increased Vehicular Safety - It is anticipated that the Project will also reduce the number of vehicular accidents on US17 due to sudden stops for flooding. Accident history for the US 17 Septima Clark Parkway reported 1,076 vehicular and pedestrian accidents for the period of January 2015 to September 2019. The predominate cause of accidents was rear-end collisions, caused by sudden stops due to flooding of the US 17 corridor. This was aggravated by high traffic volume increasing the incidence of rear-end accidents along the facility. The Project improvements will make the US 17 Septima Clark Parkway safer for the motorists by alleviating roadway and intersection flooding.
- Uninterrupted Access to Emergency Facilities, Medical Care and Level 1 Trauma Center – The South Carolina National Guard Readiness Center, District U.S. Army Corps of Engineers Headquarters, the City of Charleston Police Headquarters, as well as two fire stations are located within or adjacent to the flooded areas, and are often inaccessible during storm events. Each of these disaster response teams utilizes US17 for maneuvering about the region and requires access in any conditions, particularly during or following storm events. The stormwater drainage improvements will serve to protect and maintain this level of access.
- Uninterrupted Access to Evacuation Routes - Another significant risk to public safety is the unreliability of hurricane evacuations during flood events on US17 as it serves as a local evacuation route and direct conduit to Interstate 26, a primary hurricane evacuation route. A flooding event which coincides with a hurricane evacuation order significantly increases risk to which the region and traveling public are exposed.

- Public Transportation - The Charleston Area Regional Transit Authority (“CARTA”) provides public bus service. Many of the bus routes traversing the area are impacted by frequent flooding. The bus fleet is encouraged to avoid crossing flooded streets as water infiltrating engines can cost a significant amount to repair

US 17 NORTH (HURRICANE EVACUATION ROUTE)



CHERRY STREET (at MUSC and VA HOSPITALS)



BEE STREET (at MUSC)



3. Increase in the Quality of Life and General Welfare of the Public.

- Reduced Residential and Commercial Damage -As a result of completing the Project, there will be a reduction in recurring damage to residential and commercial buildings in the affected area. A thorough study of flood damage in the area along with damage cost estimates from the Federal Emergency Management Agency (FEMA) showed that the project will save residential and commercial flood damages over the 50 year evaluation period, stated in present dollars of \$252 million for major flooding events, and nearly \$42 million for minor flooding events.
- Safe and Reliable Routes to School – Five public schools are located in the area affected by flooding along US17: Burke Middle School and Burke High School (the City’s only inner city public high school), Mitchell Elementary School, Charleston Development Academy (the only chartered elementary school in a federally-subsidized housing project in the US), C-E Middle School, and Buist Academy. A number of private schools in the area are affected as well. School attendance has been linked to graduation rates and higher incomes over the life of the graduate. Completion of the project and remediation of the flooding will facilitate safer and more reliable routes to school, supporting school attendance.
- Reduced Flood Debris – Significant amounts of storm debris are created during flood events. Structural debris, garbage, tree limbs, vegetation and road waste are swept into the environment as well as the sewer system. This creates both direct hazards to those attempting to traverse the area, as well as damage to the storm sewer system and conveyance of pollutants into the outfalls (rivers). Mechanical screenings, sedimentation basin, and the resultant flood alleviation from the Project will minimize storm debris.
- Improved Community Revitalization and Rehabilitation - The area of the Charleston peninsula accessed by US17 is a diverse combination of demographics, land-uses and architecture, and is in the heart of the Martin Luther King Jr. District. As previously stated, alleviating flooding in the area will improve revitalization and rehabilitation in this important community. Eliminating residential damage from floods, providing economic stability for the commercial entities in the area, and providing access for citizens to vital healthcare is integral to a thriving urban community. The Project provides these benefits while maintaining or improving the character of the existing neighborhoods.

- Enhanced Alternative Transportation Opportunities - In the year 2000, Hillary Rodham Clinton and then Secretary of Transportation Rodney Slater designated the Greenway adjacent to the U.S. 17 Septima Clark Parkway as one of our nation's 16 National Millennium Trails. The Millennium Trails initiative was part of the White House Millennium Council's efforts to stimulate national and local activities to "honor the past and imagine the future." The public/private partnership was led by the Department of Transportation, Rails-to-Trails Conservancy, and a collaboration of other agencies and organizations. A key element of this partnership was the construction of a bridge and adjacent pedestrian and bicycle lanes. These important alternative transportation lanes are inaccessible during storm events during flooding. Completion of the Project and remediation of the flooding will open these lanes and support the Millennium Trails initiative.
- Improved Accessibility to Public Transportation for Economically Disadvantaged Populations - During times of flooding, non-drivers and Senior Citizens in the affected areas have no access to public transportation or the ability to utilize pedestrian sidewalks and walkways. By eliminating flooding and the associated hazards, the Project will create improved accessibility for the economically disadvantaged population within the area.
- Improved Water Quality - During flooding, sediment, debris, and contaminants are swept from the flooded areas via stormwater runoff through the sewer system, into the Ashley River. Flooding conditions along roadways inundate the chassis of crossing vehicles and in some occasions lead to the stalling and eventual flooding of vehicles, causing the transfer of oils and fuels into the runoff. Flooding conditions within private property increases the chances of domesticated animal waste being contacted and directly transported by runoff. Completing the Project and alleviating frequent flooding within the basin, will limit the contact or contact time with contaminated surfaces, and pollutants currently transported to the Ashley River experienced will be eliminated or greatly reduced.

PRESIDENT STREET SOUTH OF CANNON STREET (through MUSC)



FISHBURNE STREET (ACCESS ROUTE to BURKE HIGH SCHOOL)



1.1 Traffic Studies/Traffic Volumes/Accident Data

US17 between the Lockwood Drive and Interstate 26 carries 64,500 vehicles per day according to SCDOT 2018 data. According to City of Charleston Police accident reports for the period of January 2015 through September 2019, 1,076 accidents were reported in the project corridor. A predominate cause of accidents was rear-end collisions, caused by sudden stops due to flooding of US17. This was aggravated by high traffic volume increasing the incidence of rear-end accidents along the facility.

1.2 Urgency of Project

The ongoing negative impact to mobility and safety, quality of life and general welfare of the public and to economic stability and development noted in the above paragraphs demonstrate the urgency in completing this Project as soon as possible. The drainage problems that this project proposes to remedy will only worsen over time as already over burdened drainage systems continue to age. This will result in continued significant reductions in access to evacuation routes, emergency response facilities, port traffic routes and other damages recurring with flooding conditions. The Project is currently under construction with Phases I-IV (surface improvements, access and drop shafts, deep tunnels, and wetwell/outfall) complete or in progress with Phase V (pump station) remaining.

1.3 Resolution from Local Governing Body

On August 26, 2019, the City of Charleston Council approved to submit the request to the STIB for an amendment to the agreement between the STIB and City of Charleston on behalf of the US 17/ Septima Clark Parkway Project. Previous documentation from the original application submission is 2011 can be found in **Appendix A-2**, including the City's Resolution dated September 2009 and the Concurrent Resolution from the General Assembly of the State of South Carolina dated May 19, 2009.

1.4 Advisory Coordinating Council for Economic Development Certificate

This is not applicable to the City of Charleston's 2019 US17/Septima Clark Parkway project.

1.5 Current and Five Year History of Unemployment Data

The historical unemployment data for the Charleston-North Charleston-Summerville, SC Metropolitan Statistical Area from 2008 to 2018 is included in **Appendix A-3**. Source of the data is the SC Department of Employment and Workforce.

1.6 Resident Support

Letters and resolutions of support for this Project from original application submission in 2011 can be found in **Appendix A-4**. Updated Letters of Support for the 2019 application will be sent after the fact from key partners such as Charleston County, Town of Mount Pleasant, SCPA, and MUSC.

- 1) South Carolina State Ports Authority (SCPA)
- 2) South Carolina Department of Transportation
- 3) Berkley-Charleston-Dorchester Council of Governments (BCD COG)
- 4) City of Charleston Fire Department
- 5) City of Charleston Police Department
- 6) Housing Authority of the City of Charleston
- 7) Charleston Water System
- 8) Roper St. Francis Healthcare
- 9) Medical University of South Carolina (MUSC)
- 10) The Citadel
- 11) Charleston County School District
- 12) Cannonborough Elliotborough Neighborhood Association
- 13) Lake Frances Properties Neighborhood Council
- 14) Westside Neighborhood Association
- 15) Nichol Chapel AME Church
- 16) Area Residents

1.7 State and Local Planning (MPO's)

The Project has been listed in the following planning lists, copies of which are located in **Appendix A-5**:

- 1) Charleston County Hazard Mitigation Plan 2019 - 2024
- 2) Berkeley Charleston Dorchester Council of Governments Transportation Improvement Program List (BCDCOG TIP)
- 3) South Carolina Statewide Transportation Improvement Plan (STIP) Report

1.8 Regional and Statewide Significance

- **Interstate Commerce** - It is estimated that the Charleston Port Facility provides 187,600 jobs paying \$10.2 billion in wages to South Carolinians. In all, trade pumps nearly \$53 billion in the state economy and generates \$912 million in state and local taxes. US17 is the main roadway infrastructure linking Charleston's Port to the East and Southeast regions of the United States. US17 is the primary north – south route for the coastal counties of Horry, Georgetown, Charleston, Colleton and Beaufort Counties and links the popular recreational and tourist areas of Hilton Head Island, Beaufort, Charleston and Myrtle Beach.
- **Uninterrupted Access to Evacuation Routes** – Also noted under Enhancement of Mobility and Safety, the unreliability of hurricane evacuations during flood events on the US17 is of regional significance. US17 serves as a local evacuation route and direct conduit to Interstate 26, a primary hurricane evacuation route. A flooding event which coincides with a hurricane evacuation order significantly increases risk to which the region is exposed.
- **Uninterrupted Access to Medical Care and Level 1 Trauma Center** – As previously stated under Enhancement of Mobility and Safety, US17 and adjacent City streets provide access to medical facilities including the Lowcountry's only Level 1 trauma center. During times of flooding, access is blocked to these vital facilities. Other Level 1 Trauma Centers in South Carolina are located in Columbia (over 103 miles away), Spartanburg (over 183 miles away), and Greenville (over 197 miles away). For a person requiring trauma care, traveling to another trauma center located over 100 miles away may have an impact on their chance of survival.

1.9 Alternative Transportation Plan

The Project is already partially funded by the STIB and other agencies with Phases I and II completed and Phases III and IV currently under construction. The Project area is heavily impacted by flooding and safety impacts along the US-17 corridor. Due to the topography of the area, there was not a reasonable alternative to the implementation of a deep tunnel pumping system to relieve the flooding. The traffic and pedestrian safety improvements as well as the neighborhood connectivity issues being addressed stem from the original issues with the US-17 road development. An alternative to relocate the major highway corridor would have a negative impact on a much greater population and is not feasible. Alternatives were considered in the original Preliminary Engineering Report for the project area prior to the original STIB application. Alternatives to not completing the Project from its current level of progress are not feasible due to the high level of progress on what was already determined to be the most feasible option.

1.10 Environmental Impact

The City of Charleston has received permits for this Project from SCDOT (August 2009 and April 2010), Department of the Army (November 2008 and August 2009), DHEC (August 2009), and the City of Charleston (August 2009). Please see **A-6 Regulatory Permits and Approvals**.

1.11 Project Milestones

Spring Fishburne Project Timeline		
Phase	Start	End (Completed or Planned)
I	May 2011 - actual	Jan 2013 – actual
II	June 2015 - actual	Dec 2017 - actual
III	July 2016 – actual	July 2020 - anticipated
IV	March 2019 – actual	June 2022 – anticipated
V	June 2022 – anticipated	December 2023 - anticipated

1.12 Project Status

The US17/ Septima Clark Parkway Project is a phased project to be completed in a total of five phases.

- Phase I made significant improvements to pedestrian safety, vehicular safety, and traffic efficiency along and directly adjacent to the Septima Clark Parkway from Spring Street to Coming Street. 175 stormwater structures and 5,500 linear feet (LF) of pipe ranging from 18-inch diameter to 48-inch diameter were installed in this same stretch of roadway.
- Phase II included work that added more than 12,000 linear feet of new stormwater pipe ranging in size from 15-inch to 54-inch and more than 300 stormwater structures (catch basins, inlets, junction boxes, conflict structures, etc) were installed in areas of the Spring Street and Fishburne Street basins outside of the Septima Clark Parkway. Eight drop shafts with vortex boxes were also constructed during this phase that connects the surface collection and conveyance system to the deep tunnel system.
- Phase III includes the construction of 8,232 linear feet of 12-foot diameter tunnel up to 150-feet below the ground surface, two 30-foot diameter working shafts, and two 20-foot diameter exit shafts. The main line tunnel is approximately 1 mile long running east-west under U.S.17 from between the Ashley River bridges to Coming Street. The President Street tunnel is approximately half mile north-south running under President Street from Harmon Field to Cannon Street and intersecting the main line tunnel more than 140 feet below the intersection of U.S.17 and President St. Jay Dee Construction, Inc. out of Livonia, MI mobilized in early July 2016 and is expected to complete this phase by July 2020.
- Phase IV includes the construction of the wet well for the large stormwater pumps and the triple box culvert outfall into the Ashley River. This phase started in March of 2019 and the expected completion date is June of 2022. With the completion of this phase of the project, some interim drainage improvements should be realized.
- Phase V is the final phase of the project and is expected to start in June of 2022 and complete by December 2023. This phase includes a new pump station between the Ashley River Bridges with three pumps each capable of pumping 120,000 gallons per minute, three 850 horse power diesel engines to power the pumps (thereby eliminating the need for electricity to run the pumps in the event of a power failure), and one back-up diesel generator to run the electrical and control systems in the event of a power failure. Once Phase 5 is complete and the pump station is online, the Crosstown and surrounding areas should remain passable in all but the very worst storm events.

1.13 Entity Contact List

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1.14 Project Score & Criteria

The project was listed in the Berkeley Charleston Dorchester Council of Governments (BCDCOG) Transportation Improvement Program List (TIP) and the South Carolina Statewide Transportation Improvement Plan (STIP) report. Documents can be found in **Appendix A-5**.

II. FINANCIAL PLAN

2.1 Cost of Project

The total cost of the Project is estimated to be \$197 million. The source of this estimate includes

- 1) Actual engineering costs incurred for master planning, preliminary and final design and permitting (\$8 million).
- 2) Actual construction and engineering costs for construction of Phases I and II
- 3) Actual bid results from Phases III and IV
- 4) Construction costs using recent competitive bid results and RS Means Construction Cost Data for Phase V. A copy of the Estimate of Construction Cost is included in the Appendix.

2.2 & 2.3 Local Funding Sources and Amounts

The City of Charleston received grant funding for this project in the amount of \$22.5 million, which consisted of a \$10 million 2009 ARRA Tiger grant from the US Department of Transportation and a \$12.5 million grant award from the 2012 SC Department of Transportation Federal Match Program. In addition to these grants, the City has been awarded \$88 million from the STIB for phases III and IV of this Project.

The City of Charleston has provided over \$23.2 million (approximately 12% of the total Project costs) in funding for this Project and has already committed to provide an additional \$21.5 million in funding through the King Street Gateway Tax Increment Finance District and millage dedicated specifically for drainage projects.

Table 1 Funding Sources (Amounts in Millions)

Source	Amount (\$millions)	Percent
City & USDOT	\$20.8	11%
City & SCDOT	\$31.5	16%
STIB	\$109.5	55%
City	\$35.2	18%
Total	\$197	100%

2.4 & 2.5 Amount and Form of Assistance Required from the STIB

The City of Charleston requests \$21.5 million in additional funding from the State Transportation Infrastructure Bank. This assistance would be used with the City’s financial contribution to the Project and other funding described in Table 1 above to meet the total cost of \$197 million.

The City understands that STIB financial support is often funded from proceeds of STIB revenue bonds. Due to the significant municipal and other funding sources for this Project, the requested STIB contribution could be made over a four-year period should the Board decide to fund the Project from sources other than bond proceeds. In such event, the City would suggest the Board consider funding this Project from revenues which remain available to the STIB after all payments required by the STIB revenue bond documents. Such an approach would allow the STIB contribution to the Project to be made out of cash flow on a pay as you go basis in annual amounts as displayed in Table 3 on page 25 of this application. Should this approach be taken, the City requests that the first such payment be made in the fiscal year commencing July 1, 2020 from revenues available as of the fiscal year ending June 30, 2021.

2.6 Other Proposed Sources of Funds

The City of Charleston has currently obligated \$44.7 million to the Project. The City continues to work with the USACE, The U.S. Department of Homeland Security, and other federal agencies to provide funding assistance.

As evidenced by the contribution of Funding Sources shown in Table 1 above, the City is not asking for a complete grant to pay the cost of the project. Neither is the City asking for a loan from the State Transportation Infrastructure Bank. Rather, the City is

requesting the State Transportation Infrastructure Bank join the City, the South Carolina Department of Transportation, the United States Department of Transportation and other Federal agencies in partnership to accomplish this infrastructure improvement so vitally important to our City, Region, State and Country. The level of support requested from the State Transportation Infrastructure Bank is 56% of the total project cost with the City agreeing to match the additional funding beyond the original award at a 50% match.

2.7 Schedule of Anticipated Cash Flow Requirements

To date, over \$82.3 million has been expended towards the Project. Of this amount, the City of Charleston has contributed \$23.7 million. These costs were incurred from 2004 through 2018 as indicated in Table 2 below. The 2019 costs are partially incurred as the project continues.

Table 2: Anticipated Cash Flow Requirements (Amounts in Millions)

Project Component	2004-2018	2019	2020	2021	2022	2023	Component Total
Pre Design & Planning	6.5						6.50
Phase 1 – Surface Collection	14.3						14.30
Phase 2 – Surface Collection	31.5						31.5
Phase 3 – Tunnels & Shafts	29.0	10.0	5.5				44.5
Phase 4 – Pump Station Wetwell & Outfall	1.0	5.0	19.0	20.0	20.0		65.0
Phase 5 – Pump Station Mechanical			1.0	2.0	16.0	16.2	35.2
Annual Total	82.3	15.0	25.5	22.0	36.0	15.7	197.0

2.8 Schedule of Project Revenues

Table 3 below summarizes the anticipated revenues for the Project. The additional STIB funding will be used to complete the pump station wetwell and outfall and begin the final component of the project, the pump station mechanical in 2022 and 2023. The remaining required funding will be provided by the City and/or other federal funding sources.

Table 3: Schedule of Project Revenues (Amounts in Millions)

Funding Source	2004-2018	2019	2020	2021	2022	2023	Total
City & USDOT	20.8						20.8
City & SCDOT	31.5						31.5
STIB	22.4	22.6	16.5	16	10.5		88.0
STIB – Additional Funding			5.5	5.5	5.5	5.0	21.5
City			1.0	2.0	16.0	16.2	35.2
Annual Total	74.7	22.6	23.0	23.5	32.0	21.2	197.0

2.9 Commitment to Future Maintenance

The useful life of the Project is anticipated to be 50 years based upon the materials and equipment specified for inclusion in the project. This useful life assumes adequate maintenance of all electrical and mechanical equipment as well as periodic resurfacing of pavements and cleaning of surface collection system components.

The City of Charleston will assume maintenance responsibility for the pump station, outfall, tunnels and shafts. Upon final approval and acceptance of the Project, SCDOT will assume maintenance of the streets and surface drainage collection system within their right-of-way. The SCDOT currently has maintenance responsibilities for the streets and drainage systems within their right-of-way as the City received an Encroachment Permit from SCDOT for improvements within the right-of-way. No additional maintenance costs to SCDOT are anticipated as a result of this Project.

2.10 Contingency Plan

This project is currently in construction with the exception of the proposed Phase V pump station. The contingency plan for the project is to use local funds raised from the millage dedicated to drainage capital projects and the King Street Gateway TIF to continue the project on an extended schedule to generate the necessary revenue. The priority of the project and the ability to accelerate completion with additional funding is the driver of this application.

2.11 through 2.14 & 2.16 City Adoption of Impact Fees, Local Hospitality Tax or Fee, Local Sales Tax, User Fees, Assessments.

The City has adopted a property tax levy and a stormwater utility fee for stormwater management and operation as noted above. The City has a long history of funding its Stormwater Utility System. At an election held November 3, 1987, the voters of the City approved \$9,500,000 general obligation bonds to construct City drainage improvements. The proceeds of those bonds were used to construct stormwater improvements at the intersection of Calhoun and East Bay and also in West Ashley. In connection with those bonds and continuing to present day, City Council has imposed on an annual basis ad valorem property tax millage to defray debt service/stormwater costs. Pursuant to the Stormwater Management and Sediment Reduction Act adopted by the South Carolina General Assembly in 1991, which, among other things, authorizes local governments to establish stormwater utility systems and to fund their operations through a fee or tax, City Council established the City's Stormwater Management Utility System which, pursuant to that State law, imposed a Stormwater Utility Fee. The South Carolina Attorney General challenged the City's imposition of the fee on State properties arguing that the State is exempt from all provisions of the 1991 legislation. The South Carolina Supreme Court unanimously rejected that argument and ruled in favor of the City of Charleston in a decision dated February 16, 1999. Pursuant to the State law and the South Carolina Supreme Court, the City continues to impose its Stormwater Utility Fee. The City's record of applying budgeted tax moneys as well as funds generated by the Stormwater

Utility Fee and its anticipated future commitment of those funds to Stormwater Management is not only eminently reasonable but also justification for funding support from State and Federal sources to meet the cost of the project.

2.15, 2.17 & 2.18 City Establishment of Tax Increment Financing Districts, Development Agreements or Land Use Control to assist in Financing the Project

In 1984, the South Carolina General Assembly adopted the Tax Increment Finance Law which, among other things, permits municipalities to establish Redevelopment Project Areas for purpose of constructing public infrastructure improvements. Pursuant to this legislation, City Council established the King Street Gateway Redevelopment Project Area in 1993. Public infrastructure improvements authorized by that Ordinance include drainage throughout this Tax Increment Finance District. The City contributes certain of the TIF revenues generated by the District to defray the cost of the project.

2.19 Discount Rate 5%

The 5% discount rate is \$9,850,000 which reduces the total project cost from \$197,000,000 to \$187,150,000.

2.20 Project Cost Estimate Inflation Rate

A cost estimate inflation rate of 3% per year has been assumed for this Project.

2.21 Condemnation Named Party Responsibility

Twenty four (24) property acquisition transactions were identified for this Project. Nine (9) of these requirements are on City or SCDOT properties and nine (9) of the requirements are for subsurface easements for the tunnel 140 feet below the surface. Property acquisitions have been completed for the project with no additional acquisitions expected. While condemnation is not anticipated, the City of Charleston will serve as the named party if a condemnation is required.

The City of Charleston is responsible for all aspects of the planning, design, right-of-way acquisition, and construction of the Project. The City of Charleston will assume maintenance responsibility for the pump station, outfall, tunnels and shafts. Upon final approval and acceptance of the Project, SCDOT will assume maintenance of the streets and surface drainage collection system within their right-of-way.

2.22 Other Sources of Funding Sought

The City of Charleston has attempted to obtain funding for the Project from the following outside resources:

- 1) Application for a 2009 ARRA TIGER (TIGER I) grant to fund the original \$146 million construction Project cost. The City received a grant award in the amount of \$10 million which was utilized for construction of the first phase of the Project as previously noted.
- 2) Application for a 2010 ARRA TIGER (TIGER II) grant in the amount of \$25 million to fund the remaining surface collection system portion of the Project. Two \$12.5 million projects were identified. The City was not awarded a grant.
- 3) The City submitted an application for \$25 million to participate in the SCDOT Federal Match Program for 2012, such that the City would receive \$12.5 million in funding from the program. The City was awarded the grant which allowed the City to complete the remainder of the collection system component division of the project.
- 4) The City has approached the US Army Corps of Engineers (USACE) to provide funding as a Federal Flood Control Investment Project. The City and USACE are continuing these discussions.
- 5) The City has approached the US Department of Homeland Security for funding assistance and is continuing these discussions.

2.23 Potential Obstacles

Given the current status of the Project to having completed Phases I and II, Phase III and IV underway with Phase V with an anticipated end date of June 2023, obtained all regulatory permits and having conducted several public meetings which demonstrate overwhelming support from the Project areas businesses, residents and traveling general public, there are few potential obstacles to completion of this Project.

The primary obstacle is currently funding. The City has identified its funding sources for this project but it will take time to generate the funding necessary to complete the entire project. The primary risk to the project is that a catastrophic storm will impact the City. With the additional STIB funding the project timeframes could be significantly accelerated as demonstrated in this application which greatly reduces the risk to storm exposure.

2.24 Local Financial Support

The City of Charleston has provided over \$23.2 million (approximately 12% of the total Project costs) in funding for this Project and has already committed to provide an additional \$21.5 million in funding through the King Street Gateway Tax Increment Finance District and millage dedicated specifically for drainage projects. The City is committed to completing this critical project.

APPENDIX

A-1 The US 17 Septima Clark Parkway Transportation Infrastructure Reinvestment Project Benefit Cost Analysis Report dated September 2009

A-2 Resolutions from the City of Charleston and SC General Assembly 2009

A-3 Unemployment Data 2008 – 2018

A-4 Letters of Support 2011

A-5 State and Local Planning Lists and Plans

A-6 Regulatory Permits and Approvals

A-1

**The US 17 Septima Clark Parkway Transportation
Infrastructure Reinvestment Project Benefit Cost Analysis
Report dated September 2009**

BUILDING A WORLD OF DIFFERENCE®



The City of Charleston, SC

**The US 17 Septima Clark Parkway Transportation
Infrastructure Reinvestment Project
Benefit Cost Analysis Report
FINAL**

**Black & Veatch Project: 147137
Black & Veatch File No.: 36.0000**

**September 2009
Revision 3**

TABLE OF CONTENTS

CITY OF CHARLESTON, SC
 US 17 SEPTIMA CLARK PARKWAY TRANSPORTATION INFRASTRUCTURE REINVESTMENT PROJECT
 FOR ADVANCEMENT OF MOBILITY, EFFICIENCY, EMERGENCY PREPAREDNESS, AND
 COMMUNITY LIVABILITY

1.0	INTRODUCTION	1-1
1.1	Background	1-1
1.2	Some Methodological Caveats	1-1
1.3	Disclaimer	1-2
2.0	METHODOLOGY	2-1
2.1	Costs, Time Profile and Discounting	2-2
2.2	PV Cost & Benefit Calculations	2-2
2.3	The Data Collection Process	2-3
2.4	Sensitivity Analysis	2-3
3.0	BENEFIT/COST MEASUREMENT AND ANALYSIS	3-1
3.1	Flooding Events	3-1
3.2	Residential and Commercial Buildings	3-2
3.2.1	Significant Flooding Events	3-2
3.2.2	Minor Flooding Events	3-3
3.3	Road Maintenance	3-3
3.4	Traffic	3-4
3.5	Traffic Flow Benefits	3-4
3.6	Medical Centers	3-5
3.7	School Attendance	3-6
3.8	Bus Services	3-6
3.9	Police Events	3-7
3.9.1	Significant Flooding Events	3-7
3.9.2	Minor Flooding Events	3-8
3.9.3	Total Police Results	3-8
3.10	Tourism	3-8
3.11	Accident Prevention	3-8
3.12	Maintaining the MUSC	3-9
3.13	Horizon Area Redevelopment Project	3-10
3.14	Other Benefits	3-11
3.14.1	Water Quality	3-11
3.14.2	Public Safety	3-11
3.14.3	Interstate Commerce	3-11
3.15	Long-Term Benefits and Job Creation	3-12
4.0	SUMMARY	4-1
	APPENDIX A: ALTERNATIVE ANALYSIS: 3% DISCOUNT RATE	A-1
	APPENDIX B: STATISTICAL ANALYSIS	B-2
	The Monte Carlo Method	B-2
	Monte Carlo Method versus What-If Scenarios	B-2
	Monte Carlo Method and BCA Analysis	B-2
	Flooding Events	B-3
	Residential and Commercial Damage	B-3
	Road Maintenance	B-5
	Traffic	B-6
	Medical Centers	B-6
	Improved School Attendance	B-7

TABLE OF CONTENTS

CITY OF CHARLESTON, SC
US 17 SEPTIMA CLARK PARKWAY TRANSPORTATION INFRASTRUCTURE REINVESTMENT PROJECT
FOR ADVANCEMENT OF MOBILITY, EFFICIENCY, EMERGENCY PREPAREDNESS, AND
COMMUNITY LIVABILITY

Bus Service Delays	B-8
Police Events.....	B-8
Tourism	B-9
Accident Prevention.....	B-10
Maintaining the MUSC.....	B-10
Loss of Horizon Area Redevelopment Project	B-11
Summary	B-12

LIST OF TABLES

Table 1 Identified Economic Assets and Services Affected by the Project.....	2-1
Table 2 Original Time Profile of Investments at Inflated Prices	2-2
Table 3 Long-Term Benefits and Jobs Created	3-13
Table 4 Summary of Present Value Results for the Project (in \$millions).....	4-2
Table 5 Comparison of BCA Results.....	4-3
Table 5 Comparison of BCA Results.....	4-4

TABLE OF FIGURES

Figure 1 Frequency of Significant Flood Events	B-3
Figure 2 Frequency of Minor Flood Events.....	B-3
Figure 3 PV for Avoided Flood Damage for a Major Event	B-4
Figure 4 PV for Avoided Flood Damage for a Minor Event	B-5
Figure 5 PV for Reduced Road Maintenance	B-5
Figure 6 PV for Improved Traffic Conditions	B-6
Figure 7 PV for Improved Access to Medical Centers	B-7
Figure 8 PV for Improved School Attendance and Earning Potential.....	B-7
Figure 9 PV for Improved Bus Services	B-8
Figure 10 PV for Police Events	B-9
Figure 11 PV for Tourism Impacts	B-9
Figure 12 PV for Accident Prevention.....	B-10
Figure 13 PV for Maintaining the MUSC.....	B-11
Figure 14 PV for Horizon Area Redevelopment Project	B-11
Figure 15 PV for Entire Project	B-12
Figure 16 PV for Entire Project without MUSC.....	B-13
Figure 17 B/C Ratios for Project (7% Discount Rate).....	B-13
Figure 18 B/C Ratios for Project (without MUSC, 7% Discount Rate)	B-14

INTRODUCTION

CITY OF CHARLESTON, SC
US 17 SEPTIMA CLARK PARKWAY TRANSPORTATION INFRASTRUCTURE REINVESTMENT PROJECT
FOR ADVANCEMENT OF MOBILITY, EFFICIENCY, EMERGENCY PREPAREDNESS, AND
COMMUNITY LIVABILITY

1.0 INTRODUCTION

1.1 Background

In 1964, US Highway 17 Expressway became an integral part of the historic city of Charleston, South Carolina ("City"). Though US Highway 17 serves as an important transportation corridor for the area, it is also physically dividing neighborhoods, greatly exacerbating drainage problems and creating a visual blight. Over time, the consequences of this highway being constructed without sufficiently attending to the storm water implications has had an impact on the health and safety, livability, and economics of the City. During times of heavy rainfall and especially when combined with high tide, this vital transportation link becomes flooded and effectively stops all activity. Safe access to hospitals, including the Veterans Administration ("VA") Hospital and regional Level 1 Trauma Center at Memorial University of South Carolina ("MUSC") are impacted and present a real and critical concern. The flooding creates difficulties in travel across the peninsula, access to businesses and homes in the area and emergency rescue access to anywhere in the area, particularly, the Crosstown region. Even getting children to and from the schools in the area is impacted. In order to address the shortcomings of this major federal highway, the City of Charleston is proposing an innovative infrastructure reinvestment: the US 17 Septima Clark Parkway Transportation Infrastructure Reinvestment Project for the Advancement of Mobility, Efficiency, Emergency Preparedness, and Community Livability ("Project"). This Project will facilitate critical disaster response and improve the safety of traveling on US Highway 17.

Since Hurricane Katrina, there has been a national awakening and awareness of investment in infrastructure. The deficit of safe and sound infrastructure has been implicated as a major contributor to loss of life and property in a crisis or disaster. Today, US Highway 17 is a dangerously dysfunctional primary transportation route. The necessary reinvestment in US Highway 17 requires the commitment and participation of all levels of government in order to fully transform a crucial commerce route within Charleston's regional transportation and emergency management infrastructure. The negative impacts on the surrounding community have been significant - disconnected neighborhoods, speeding traffic, dangerous pedestrian conditions, noise and pollution, and a general blight - but deemed the price to pay in 1964 for seamless flow of US Highway 17 traffic across the peninsula and up and down the East Coast. The American Recovery and Reinvestment Act ("ARRA") provides the opportunity for all these issues to be addressed and in the process provide substantial enhancements to a circa-1960's highway that certainly would not be built in this manner today. This project will make US Highway 17 - now Septima Clark Parkway - functional and beautiful, insuring that whether it is a thunderstorm or an approaching hurricane, this highway is passable, its adjacent emergency response and critical medical facilities accessible, and the surrounding community repaired.

"I urge you to consider the importance of this project. With this infrastructure reinvestment the obsolete US Highway 17 will be made a functionally efficient, environmentally responsive and aesthetically-pleasing US Highway 17/Septima Clark Parkway, and will represent a state of the art investment in transportation that all governmental jurisdictions will take pride in."

Mayor Joseph P. Riley, City of Charleston

1.2 Some Methodological Caveats

Founded on solid welfare theoretical grounds, public good projects decisions now rely on socio-economic investment analysis. The simplest and most frequently used methodology is the Benefit/Cost Analysis or Cost-Benefit Analysis ("BCA"). This type of investment analysis is based on resource use and resource savings. In fact, this type of analysis is so widely accepted that currently, the Federal Government requires such analyses before allocating resources to any public project.

INTRODUCTION

CITY OF CHARLESTON, SC
US 17 SEPTIMA CLARK PARKWAY TRANSPORTATION INFRASTRUCTURE REINVESTMENT PROJECT
FOR ADVANCEMENT OF MOBILITY, EFFICIENCY, EMERGENCY PREPAREDNESS, AND
COMMUNITY LIVABILITY

As noted by E.J. Mishan, *"But why bother with cost-benefit analyses at all? What is wrong with deciding whether or not to undertake any specific investment, or to choose among a number of specific investment opportunities, guided simply by proper accounting practices and, therefore, guided ultimately by reference to profitability? The answer is provided by the familiar thesis that what counts as a benefit or a loss to some part of the economy – to one or more persons or groups – does not necessarily counts as a benefit or loss to the economy as a whole. And in cost-benefit analysis we are concerned with the economy as a whole, with the welfare of a defined society, and not any smaller part of it."*¹

Thus, in the current case, the benefits or loss is to the economy of the United States.

In the same sense, employment, taxes and consumer goods sales, frequently treated as benefits, are not economic benefits in the resource sense mentioned above. Employment is a resource use and thus, if at all applicable, a cost. Taxes are economic transfers between actors in the economy – in reality a zero sum game - and consumer good sales are consumption. Taxing one group of citizens and giving it to another would certainly increase the consumption of the receiving group, but there are no guarantees that this represents a gain to the larger economic unit.

1.3 Disclaimer

In performing the economic analyses described in this document, Black & Veatch assisted the City in evaluating data, as well as collecting data and supporting materials for the City's use to apply for funding through program(s) offered under the American Recovery and Reinvestment Act of 2009 (the "ARRA") and any subsequent amendments thereto. The City understands that Black & Veatch does not monitor nor report on any current or future actions, costs or restrictions imposed upon or taken by any Local, State or Federal governmental or quasi-governmental entity and/or (other) agency, directly or indirectly affiliated with or that may supervise, administrate or be granted authority over the ARRA in any way. Therefore, the City agrees and acknowledges that Black & Veatch shall not be liable for consequences of any kind resulting from acceptance of or use of funds offered through the ARRA.

¹ E. J. Mishan, Cost-Benefit Analysis, Praeger Publishers, NY 1988 Foreword.

METHODOLOGY

2.0 METHODOLOGY

The benefit of a publicly funded transportation project is the resource savings or transportation cost savings that accrue from the project. The costs of the project will normally emanate from engineering planning or feasibility studies. Although the costs of a project may occur over a period of several years, the dollar amounts are normally available to the applicant for public funds only in the fiscal year for which the funds were appropriated. If the funding and construction period stretches over more than one fiscal period, care must be taken in the benefit/cost calculations to properly discount future capital outlays as well as future benefits. These aspects will be discussed in further in Section 3.0.

Whereas the economic cost components of a project, like the current one, can easily be adopted from the engineering costs data, the socio-economic benefits of the same project are much more difficult to assess. The identification of these benefits is essentially a process of finding out how the production of a common good requires more resources of differing kinds if the project is not undertaken. Sometimes, various common goods will be, positively or negatively, affected by a project. In the absence of the current project the identifiable economic loss to society is defined as shown in Table 1. As identified in Table 1, a distinction has been made between variables that have been quantitatively assessed in this BCA, and variables that have been qualitatively addressed.

**Table 1
Identified Economic Assets and Services Affected by the Project**

Affected Public Goods/Services	Definition
Quantitatively Assessed Variables	
Residential Buildings	Damage caused by flooding to residential structures within the impacted area
Commercial Buildings	Damage caused by flooding to residential structures within the impacted area
Road Maintenance	Increased cost of roadway maintenance caused by frequent flooding
Traffic	Cost of vehicles and employees idling during flood events
Traffic Flow	Benefits arising from traffic improvements aimed at enhancing mobility.
Medical Center	Impact to hospitals serving the area due to flooding events that limit access
School Attendance	Benefit of improved school utilization during flood events
Tourism	Costs associated with lost tourism dollars due to inaccessibility to businesses and tourist sites.
Bus Services	Cost associated with idled mass transit vehicles
Police Events	Cost associated with police resources during flooding events, and associated vehicle damage
Accidents	Costs associated with vehicular accidents in the Project Area arising from flooding events and congestion.
MUSC	Costs associated with MUSC expansion not occurring
Horizon Area Redevelopment Project	Costs associated with the Horizon Area Redevelopment not occurring.
Qualitatively Assessed Variables	
Water Quality	Benefit of improved quality of water runoff into the watershed during rain events
Maintaining Level I Trauma Center	Benefit of keeping the medical center at its present location
Tourism Vehicles	Cost associated with idled tourism vehicles

METHODOLOGY

2.1 Costs, Time Profile and Discounting

As indicated above the investment costs of the project were estimated by Davis & Floyd which undertook a detailed analysis of each of the cost components of the project. Their estimation and projections are shown in full in Appendix A. Table 2 shows a summary of the nominal costs and the time profile of the construction period.

Table 2
Original Time Profile of Investments at Inflated Prices

Cost Component	Date of Activity (Calendar Year)	Estimated Cost
Division I (Tunnels and Shafts)	2010	\$53,452,418
Division II (Pump Station Structure and Outfall)	2010	\$36,902,186
Division III (Collection System)	2011	\$21,810,442
Division III (US 17 Corridor Improvements)	2011	\$11,281,509
Division IV (Pump Station Mechanical and Architectural)	2011	\$22,778,892
Total Estimated Construction Cost		\$146,225,447

These numbers will be adjusted to clearly reflect the actual cost in the year of construction wherever necessary to conform to the Present Value ("PV") calculations. The base year is set to mid-year 2009 to which the PV of all future costs and benefits are calculated. Based on the Total Estimated Nominal Construction Cost, the 2012 annual operating costs for the facility will be approximately \$445,000.

The use of nominal prices instead of constant dollar prices, e.g., using 2009 calendar year ("CY") prices for each of the expenditure years, implies that the PV calculations have to be done with a nominal discount rate. Consistent with the approach endorsed by the Office of Management and Budget ("OMB"), and in accordance with the requirements outlined for the Transportation Investment Generating Economic Recovery ("TIGER") grant, the BCA analysis uses a discount rate of 7.0 percent and an alternative analysis, as allowed in the Federal Acquisition Register ("FAR") of June 17, 2009, using a 3.0 percent discount rate is presented in Appendix A. Consistent with econometric analysis methods, the calculated benefits will also be in nominal prices. The time horizon for the PV calculations will be set to 50 years which correlates to the relatively long-lived assets constructed for the Project, and is more than sufficient as the PV of the future benefits beyond this point will quickly approach zero.

2.2 PV Cost & Benefit Calculations

In the calculation of the future benefits and costs an inflation rate of 3 percent is used. Compared to a discount rate of 7 percent, this means that an approximate "real" discount rate of 4 percent is used. That is, the "real" interest rate is simply the nominal interest rate less inflation. For the sensitivity analysis, both the discount and inflation rates are set at 3 percent.

The PV calculation of both the benefit stream and the cost stream will use the following PV formula:

$$[\text{Eq. III.1}] \quad \text{PV of Benefits: } B = \sum_{i=0}^{50} \frac{B_i}{(1+r)^i}$$

$$[\text{Eq. III.2}] \quad \text{PV of Costs: } C = \sum_{i=0}^{50} \frac{C_i}{(1+r)^i} \text{ where } B_i \text{ and } C_i \text{ are the nominal benefits and costs in year (i).}$$

METHODOLOGY

CITY OF CHARLESTON, SC
US 17 SEPTIMA CLARK PARKWAY TRANSPORTATION INFRASTRUCTURE REINVESTMENT PROJECT
FOR ADVANCEMENT OF MOBILITY, EFFICIENCY, EMERGENCY PREPAREDNESS, AND
COMMUNITY LIVABILITY

The analytical process of the outcomes of these calculations is to assure that the ratio between the PV of the benefits and the costs, i.e., $\frac{B}{C} \geq 1.0$. That assures that for each dollar that is invested in the project the monetary worth of the benefits as measured is either equal to \$1 or larger. Various other measures such as Net Benefit Value² $(B-C) > 0$ and Net Benefit Cost Ratio $\frac{B-C}{C} > 0$ are frequently also used.

The Internal Rate of Return ("IRR") which is frequently used in financial analyses is not applicable in BCA. The simple reason for this is that in the IRR calculation there is an implicit assumption that each year's interest portion will be reinvested in same yielding assets. In BCA this is an unnecessary strict and unrealistic assumption. Consequently the IRR concept is not applied in these calculations.

2.3 The Data Collection Process

In the development of a project BCA that addresses flooding issues, both the US Army Corps of Engineers ("USACE") and the Federal Emergency Management Agency ("FEMA") have established procedures using geographic information system ("GIS") based mapping and data to establish the damage associated with flooding events. For instance, FEMA uses the Hazards US Multi-Hazard ("HAZUS-MH") tool to estimate losses associated with disasters, including flooding. Tools such as HAZUS-MH are sophisticated in their ability to relate topographical data with building elevations and disaster events to determine the annual costs of damage. These annual costs are avoided upon project completion and therefore are treated as benefits of the project in the BCA analysis. The project team on this engagement pursued the use of such tools in the quantification of benefits associated with the project. However, this methodology did not provide a suitable basis for use in this assessment due to the lack of sufficient mapping and data associated with the current "as-is" state. Additionally, the frequency of flooding in the affected area is much higher than the 100-, 50-, and 10-year flood events captured by the HAZUS-MH tool. Damage and decreased productivity of a number of assets is observed multiple times per year during periods of heavy rains, particularly when the rain events coincide with high tide.

As a result of limited applicability and data, an alternative approach to these more familiar methods has been used to quantify the benefits or avoided costs associated with the assets and services outlined in Table 2. Under this approach, for each asset or service, a determination of the frequency of flood events and the affect on the asset or service for each event is made.

2.4 Sensitivity Analysis

Details associated with the quantification of benefits are discussed in Section 3.0. It should be noted that assumptions required to determine the benefit are at times based on limited information. In an effort to reduce the potential for bias and improve the ability to draw conclusions from incomplete data, a Monte Carlo simulation was performed on the Excel-based model created to assess the BCA. Essentially, the Monte Carlo method is an analytical technique that generates a distribution of probable outcomes by running a large number of model simulations that change quantities for uncertain variables. Black & Veatch uses this method to help ascertain the robustness of assumption made in conducting the BCA and provide information on the likelihood of the benefits incurred by the Project. The BCA results presented herein represent the results of 100,000 Monte Carlo simulations for each identified benefit. Appendix B presents a full discussion of the statistical technique and the results of the sensitivity analyses.

² Which can, of course, also be calculated as $\sum_{i=0}^{50} \frac{(B_i - C_i)}{(1+r)^i}$

BENEFIT/COST MEASUREMENT & ANALYSIS

CITY OF CHARLESTON, SC
US 17 SEPTIMA CLARK PARKWAY TRANSPORTATION INFRASTRUCTURE REINVESTMENT PROJECT
FOR ADVANCEMENT OF MOBILITY, EFFICIENCY, EMERGENCY PREPAREDNESS, AND
COMMUNITY LIVABILITY

3.0 BENEFIT/COST MEASUREMENT AND ANALYSIS

Investments in transportation facilities, whether in equipment, structures, or infrastructure, should only be undertaken if resource savings will result from the investments. In the private sector, rational expansion and investment decisions are made based on bottom-line criteria. If an outlay generates long-term contributions larger than the current expenses, the investment will be made if funds are available. Evaluations of the feasible investment and operational options normally are based on cash-flow analyses, discounted by the firm's costs of capital. The investing firm normally will be on solid ground as long as its forecasts and pricing scenarios are based on the best available information. Business risks are normally considered both explicitly and implicitly – explicitly through market intelligence and implicitly by using the market cost of capital as the discounting factor (market interest rates) in cash-flow analyses. An interesting corollary is that in the absence of severe market distortions, private sector investment decisions undertaken based on such analysis, will save resources, thus furthering aims similar to those of the public sector as discussed below.

The private sector makes decisions based on maximizing long-term profits. For the public sector, however, the analysis is not always straightforward. Frequently there are no market prices available, particularly for investment decisions involving clean air or the environment. The long-term demand is difficult to assess and the cost of capital (tax revenues) difficult to assess/agree upon. Bond funding seemingly solves this issue. As shown below, however, the cost of capital of public funds is much more complex. The aim of public investments should be to improve the general welfare of the population. Investments should only be undertaken if the expected outcome will generate greater resources for everyone, and not just a subgroup of the economic unit (nation, state or local area) that is funding the investment. If a small subgroup of society is the only benefactor from a public investment, the question of economic transfers must be answered. If there is a general agreement in the economic unit that the transfer is appropriate, the investment may still be undertaken. However, economic transfers from the general population to a select group generally will not be accepted. A way around this dilemma has been developed over the last 50 to 75 years. If the benefit of a publicly funded investment focuses on the ability to save resources, the increased availability of these resources for public usage will show a direct increase in benefit for the general welfare of the population.

The methodology currently used to ensure resource savings by national, state and local investments has its basis in modern economic welfare theory. The benefits of an investment are the resource savings that will result from a public investment. The costs are the outlay of funds necessary to achieve the benefits. Publicly funded project should generally not be undertaken unless benefits and costs (the "B/C-ratio") is larger than one. A simple explanation of this theory is: for each \$1 invested, at least a \$1 return on investment should be realized. For example, a B/C-ratio of 2.0 indicates that for each dollar expended, society will receive benefits totaling \$2.

3.1 Flooding Events

For the purpose of this analysis, flooding events are stratified into two general categories: significant and minor. For the purposes of this analysis, a significant flood event is defined as one which is reportable by national agencies, such as the National Weather Service ("NWS"), the National Oceanic and Atmospheric Administration ("NOAA") and FEMA. It is estimated that the region affected by this project floods in a substantial way approximately 3 times per year.³ The impact of such events is expected to last about 8 hours in duration. A minor flood is defined as those that occur during heavy rainfall or when rain events and high tide conditions coincide. Based on interviews with local residents and review of local media reports, minor

³ Charleston Hazard Mitigation Plan 2005/2006 (pg 56); flooding events in 2002-2004.

BENEFIT/COST MEASUREMENT & ANALYSIS

CITY OF CHARLESTON, SC
US 17 SEPTIMA CLARK PARKWAY TRANSPORTATION INFRASTRUCTURE REINVESTMENT PROJECT
FOR ADVANCEMENT OF MOBILITY, EFFICIENCY, EMERGENCY PREPAREDNESS, AND
COMMUNITY LIVABILITY

flooding event are estimated to occur approximately 10 times per year⁴. Minor flood events are expected to last 2 hours in duration⁵.

3.2 Residential and Commercial Buildings

As noted in Table 1, one of the benefits associated with this Project is a reduction in recurring damage to residential and commercial buildings in the affected area. Benefits are identified for both significant as well as minor flooding events.

3.2.1 Significant Flooding Events

The City has indicated through study of the area that 2,557 properties are located there, with 82 percent of the properties being residential, 13 percent commercial, and the remainder representing civic and institutional properties⁶. This information indicates there are 2,097 and 332 residential and commercial properties in the area, respectively. It is assumed, in any given significant flood event, that some properties will be damaged while others will not. In the absence of better information, we have assumed 75 percent of residential properties incur structural damage in significant flood events, while 35 percent of commercial structures incur damage. Furthermore, it is assumed damages incurred per structure per event amount to \$7,800 for residential structures and \$7,800 for commercial structures. Values available from FEMA indicate that the typical homeowner's cost is \$7,800 to repair the damage inflicted by 2-inches of flood waters.⁷ For commercial damages, the damage value was rationalized based on an assumption that if damage substantially higher than this amount were realized, insurance claims would be filed.⁸

Additionally, for commercial properties, the damage also includes an assumed loss of business. The impact to businesses assumes that 15 to 45 percent of businesses in the area are impacted, with 30 percent being the most likely outcome. Of the impacted businesses, we assumed that a range of 15 to 75 percent of workers (with 50 percent being the most likely outcome) would not be able to report to work. Wages lost due to closed businesses were calculated using a range of \$6/hr to \$18/hr. This calculation only looks at the impact to hourly wage earners and as such, is a conservative estimate of the impact to businesses.

Finally, after any flooding event, the City expends resources to cleanup the storm debris. The City estimates that the additional costs (labor and equipment) for storm cleanup are almost \$2,000 per crew per minor event. For significant flooding events, our assumptions include: deployment of 4 to 12 crews, additional man-hours, and costs for garbage / trash personnel.

Using this set of data and assumptions, in conjunction with the frequency of flooding events as noted earlier in this section, estimates of annual damage realized due to significant flooding events can be created. Damages are determined to be \$12,415,723 in 2009 dollars per year. However, construction of the improvements is expected to enable benefits to first be realized beginning in 2012. As such, the damage estimate is inflated at 3.0 percent per year to \$13,566,996 in 2012. Over a 50-year period, the resulting total gross damage and lost of wages totals over \$1.53 billion. Using a 7 percent discount factor, the present value of the damage over the 50 year period is estimated to be \$252,159,666.

⁴http://mesonet.agron.iastate.edu/GIS/apps/rview/warnings_cat.phtml

⁵<http://www.city-data.com/forum/charleston-aren/171731-james-island-street-flooding.html>

⁶ Crosstown Brochure, pg 20 of 35

⁷ http://www.floodsmart.gov/floodsmart/pages/flooding_flood_risks/the_cost_of_flooding.jsp

⁸ Conversations with the State Insurance Office and local insurance firms confirmed the assumption that few insurance claims are filed when minor flooding events occur. The frequency of these flood events coupled with the cost of flood insurance results in individuals to paying expenses out of pocket rather than incur increased insurance premiums.

BENEFIT/COST MEASUREMENT & ANALYSIS

CITY OF CHARLESTON, SC
US 17 SEPTIMA CLARK PARKWAY TRANSPORTATION INFRASTRUCTURE REINVESTMENT PROJECT
FOR ADVANCEMENT OF MOBILITY, EFFICIENCY, EMERGENCY PREPAREDNESS, AND
COMMUNITY LIVABILITY

3.2.2 Minor Flooding Events

The approach to determining the potential benefit of reducing damages from minor flooding events has been structured consistent with the process to estimate major flood damage.

In the absence of recorded (via insurance claims) information, we have assumed 90 percent of the residential properties are in the downtown area, which is the Project area that is impacted by heavy rains and high tides the most. This 90 percent estimate is consistent with the US Census data reported for tracts 9 through 13. Furthermore, we have assumed that of these residential properties, 20 percent would incur structural damage in minor flood events, while 15 percent of commercial structures incur damage. It is assumed damages incurred per structure per event amount to \$250 for residential structures and \$1,500 for commercial structures. These damage values were rationalized for residential properties based on an assumption that if damage substantially higher than this amount were realized, insurance claims would be filed.

In addition to structural damage, an allowance was estimated for business losses. Using data from the US Census 2000 analysis (escalated to 2008 figures using the Census Bureau's growth percentages), the daytime population in Charleston was estimated to be about 144,078.⁹ Of this population, the number of residents is about 107,800 leaving 36,278 commuters entering the City. To estimate the business lost from people not able to access the downtown businesses, we assumed that 10 percent of the businesses would be impacted and that 10 percent of the people working in the City would be impacted. An average hourly rate of \$12.00 was used to generate an estimate for impacted dollars. Using this approach, we estimated approximately \$36,000 in lost business per day.

To address the cleanup costs incurred by the City following a minor flooding event, City personnel provided average labor costs, time, and equipment usage rates for street sweeping, vacuum trucks, and curb / inlet cleaning activities. On a per event basis, the City estimates that it spends approximately \$1,600 for post-event cleaning activities.

Using this set of data and assumptions, in conjunction with the frequency of flooding events as noted earlier in this section, estimates of annual damage realized due to minor flooding events can be created. Damages are determined to be \$2,065,977 in 2009 dollars per year. However, construction of the improvements is expected to enable benefits to first be realized beginning in 2012. As such, the damage estimate is inflated at 3.0 percent per year to \$2,257,549 in 2012. Over the evaluation period, the total gross damages and impact on lost business is \$254.6 million. Using a 7 percent discount factor, the present value of the damage over the 50 year period is estimated to be \$41,959,389.

3.3 Road Maintenance

In 2008, approximately 1 mile of US Highway 17 was resurfaced for a cost of about \$1.63 million dollars and the cost for resurfacing secondary roads was \$720,000 per mile.¹⁰ Engineering estimates indicate that under current conditions, the impacted US Highway 17 corridor requires repairs every 5 years, while the impacted secondary roads see repaving efforts every 7 years. Implementation of the Project is expected to extend the lifecycle of both the US Highway and secondary roads to 15 years.

Over the 50-year evaluation period, the present value of repairs on US Highway 17 is estimated be \$7.1 million. For the secondary roads, the PV is \$15.6 million. After implementation of the Project, the frequency

⁹ <http://www.sccommunityprofiles.org/index.php>. South Carolina Daytime Population for Places.htm

¹⁰ Data from City of Charleston Department of Public Works.

BENEFIT/COST MEASUREMENT & ANALYSIS

CITY OF CHARLESTON, SC
US 17 SEPTIMA CLARK PARKWAY TRANSPORTATION INFRASTRUCTURE REINVESTMENT PROJECT
FOR ADVANCEMENT OF MOBILITY, EFFICIENCY, EMERGENCY PREPAREDNESS, AND
COMMUNITY LIVABILITY

of maintenance significantly decreased and the PV cost of these repairs for both US Highway 17 and the secondary roads is \$7.8 million. The PV total lifecycle cost savings is then \$14.8 million.

3.4 Traffic

The road infrastructure in the area carries a significant amount of traffic. It has been noted that US Highway 17 between the Cooper River and Ashley River alone carries approximately 54,000 vehicles per day. Disruption of this traffic route caused by frequent flooding is significant, both in terms of its impact on idled vehicles as well as the lost productivity of the vehicle's occupants.

Estimating the amount of resources wasted through congested traffic as a result of flood events is a function of the number and duration of flood events, the amount of traffic, and the cost per hour of idle time of the resources involved. For the purpose of this analysis, we have limited the number of flood events to the quantity of minor flood events as noted in earlier in this document. That is not to say that major flood events do not have an impact on resources, however, we have assumed that during a major flooding event, all impacted areas would be shut down, and as such, traffic idling would be difficult to reliably quantify.

As noted earlier in this document, minor floods are anticipated to occur 10 times per year and last for approximately 2 hours per event. While US Highway 17 carries 53,720 vehicles per day, approximately 5,099 travel during the peak afternoon rush hour, 4,346 vehicles travel during the peak morning hour, and about 1,939 vehicles travel per hour on other non-peak times of day¹¹. In this analysis we have assumed flooding events happen 70 percent of the time during evening peak, 20 percent of the time during morning peak, and 10 percent of the time during other times of day. An average cost per hour of \$15.47 was used to represent the cost of vehicles as well as occupants¹². Under these parameters, the cost associated with traffic disruptions amounts to \$1,358,792. Inflated at 3 percent per year over 50 years provides a total resource cost of over \$167.5 million dollars. Using a 7 percent discount factor, the present value over a 50 year term is \$27,596,664.

3.5 Traffic Flow Benefits

The analysis above considers the costs that would be saved should the Project be constructed and the flooding events are mitigated. In addition to these benefits, the Project also involves the installation of light-emitting diode ("LED") traffic signaling devices that will improve traffic flow along various points of the transportation corridor. The introduction of LED technology will enhance traffic signal and pedestrian signal visibility for both drivers and pedestrians. At the same time, improved signaling will increase reliability of the signalization, increasing the safety element for the corridor. The retiming of traffic signals, the use of intelligent transportation systems, and the use of advanced communication systems and traffic signal controllers, together will form a network of advanced technologies that seek to improve the operational efficiency of the US 17 corridor. The synchronization of the traffic signals is anticipated to minimize the accident conditions.

Based on the detailed analysis contained in the October 2008, *City of Charleston Traffic Signal Timing Project: Downtown and West Ashley Signal Timing Effectiveness Study* ("Timing Effectiveness Study"), performed by Carter and Burgess, the estimated cost savings in the Crosstown area from delays, stopping, and fuel consumption is approximately \$655,178. In addition to this, the Timing Effectiveness Study also simulated the pounds of pollutants that would not be generated through the implementation of the Project. Using estimates provided in the National Highway Traffic Safety Administration ("NHTSA") guidance

¹¹ Traffic data modeled by City of Charleston and also reported in *City of Charleston Traffic Signal Timing Project: Downtown and West Ashley Signal Timing Effectiveness Study*, by Carter and Burgess, October 2008

¹²<http://ostpxweb.dot.gov> (Table 3, adjusted for local economic conditions.)

BENEFIT/COST MEASUREMENT & ANALYSIS

CITY OF CHARLESTON, SC
US 17 SEPTIMA CLARK PARKWAY TRANSPORTATION INFRASTRUCTURE REINVESTMENT PROJECT
FOR ADVANCEMENT OF MOBILITY, EFFICIENCY, EMERGENCY PREPAREDNESS, AND
COMMUNITY LIVABILITY

documents, a benefit of \$33/metric ton for carbon dioxide emissions is used in the analysis presented herein. The ratio of carbon dioxide to carbon is 3.67 and this generates a benefit of \$121/metric ton for hydrocarbon emissions.¹³ Finally, the guidance document provides an estimate of \$4,000/US ton for reductions in nitrous oxides. The Timing Effectiveness Study estimated that about 1,775 lbs of hydrocarbons, 493 lbs of carbon dioxide, and 27,210 lbs of nitrous oxides would be saved if the Project is constructed. This generates a total annualized savings of \$54,525. For the period of analysis and using a 7 percent discount factor, the impact of not building the Project on the area's traffic flows was calculated to be \$14,413,851.

3.6 Medical Centers

The Crosstown area of the Project serves three medical centers: MUSC, Roper St. Francis, and the VA Hospital. Collectively, these three medical facilities employ over 15,500 people¹⁴ and provide beds to over 1,200 patients¹⁵. These medical facilities are impacted by both major and minor flooding events and access to the facilities during flood events can be very difficult. The situation is further compounded by the fact that MUSC is the LowCountry's only Level 1 Trauma Center which provides critical medical care for trauma victims. The other Level 1 Trauma Centers in South Carolina are located in Columbia (over 103 miles away), Spartanburg (over 183 miles away), and Greenville (over 197 miles away)¹⁶. For a person requiring trauma care, traveling to another trauma center located over 100 miles away may have an impact on their chance of survival. A 2007 Study of triage patients in Detroit found that destination is important: severely injured patients have a 25 percent lower risk of death if they are treated at a Level 1 Trauma Center versus a non-trauma center¹⁷. It should be noted that this analysis does not examine the impact on mortality rates that delayed access to medical facilities may have. As such, the benefits of constructing the Project may be understated.

According to their reported annual statistics, the hospitals in the impacted Project area admit more than 54,400 patients on an annual basis, and service more than 1,600,000 outpatients. Using the MUSC 2008 budget as a proxy for all the hospitals (and excluding MUSC's University Associates expenditures), an average of \$1,314 per visit was assumed for the purposes of this analysis. Based on MUSC's 2008 annual report, when private donations are excluded from revenue sources, the medical facility recovers approximately 87 percent of costs from hospital billings and state appropriations.¹⁸ Thus, a reduction in the number of patients seen and/or admitted to a medical facility represents a potential loss in revenue for the hospital – it cannot recover its costs because it cannot bill for services. During times of natural disasters, arguments can be made that the number of visits to emergency rooms would increase. While this observation may be true, we were not able to find any quantitative reports to verify this claim. Studies by the American Hospital Association of the hospital systems show that the use of emergency room services by uninsured patients is higher than the national average and increases with downturns in the economy.¹⁹ The analysis presented herein assumes that either the number of patients seen during flooding events decreases or the ability for cost recovery through insurance billings is reduced if the number of uninsured patients increases. The former instance is easier to model than the latter and has been used to represent both occurrences.

¹³ <http://www.nhtsa.dot.gov/portal/site/nhtsa/menuitem.d0b5a45b55bfb5e582f57529cdba046a0/>

¹⁴ US Highway 17 Transportation Infrastructure Reinvestment Project, Informational Booklet, Page 16.

¹⁵ www.memorialhealth.com, www.ropersaintfrancis.com; and www.charleston.va.gov

¹⁶ <http://www.scdhec.gov/health/ems/trauma.htm>

¹⁷ *The Revised Field Triage Criteria: How will they New Changes Affect What You Do?*, Stewart C. Wang, Ph.D, MD., Director of Program for Injury Research and Education, University of Michigan. 2007

¹⁸ MUSC 2008 Annual Report.

¹⁹ *The Economic Downturn and Its Impact on Hospitals*, American Hospital Association, January 2009.

BENEFIT/COST MEASUREMENT & ANALYSIS

CITY OF CHARLESTON, SC
US 17 SEPTIMA CLARK PARKWAY TRANSPORTATION INFRASTRUCTURE REINVESTMENT PROJECT
FOR ADVANCEMENT OF MOBILITY, EFFICIENCY, EMERGENCY PREPAREDNESS, AND
COMMUNITY LIVABILITY

Recognizing that these medical facilities must remain open 24 hours a day, seven days a week, we have assumed that during major flooding events, a 25 percent decrease in hourly visits will be realized and during minor flooding events, the number of hourly visits decreases by 7.5 percent. For the period of analysis and using a 7 percent discount factor, the impact of not building the Project on regional medical centers was calculated to be \$77,473,956.

3.7 School Attendance

During periods of flooding, there are five public schools that are heavily impacted: Burke Middle and High School (the City's only inner city public high school), Mitchell Elementary School, Charleston Development Academy (the only chartered elementary school in a federally-subsidized housing project in the US), C-E Middle School, and Buist Academy. There are also a number of private schools in the area; however, because they do not receive state funding, the economic impact of lowered attendance at these schools has not been included in this analysis.

Using data from the South Carolina Department of Education Report Cards for each school, an average dollar per student per day was calculated.²⁰ The average dollar/student/day ranged from \$38.64 at C-E Middle School to \$67.35 at Burke Middle and High School. There are many studies in the academic arena that show that attending school improves the likelihood of graduation.²¹ There are also numerous studies that illustrate the relationship between potential income earnings with and without a high school degree.²² The data from the US Department of Education's National Center for Educational Statistics show that in 2006 dollars, white students graduating from high school earned about \$5,000 more than white students who did not earn a high school diploma. The earnings gap between those with high school degrees compared to those without increases for other minority races, with the highest gap being seen by African-American students (\$7,000). Escalating these earning gaps into 2008 dollars, we evaluated the impact of missing school would have on students attending the five impacted schools.

It should be noted that the higher incident of flood watches (as reported by the NWS) was used in the calculations because of the reported behavior that parents will often keep children at home if the potential for flooding exists. Conversations with administrators at three of the five schools confirmed that this pattern did exist and that the attendance rate when flood watches are in effect may drop as much as 0.5 percent²³ In addition, a study conducted in 2007 showed that when students miss more than 10 days of school, their on-time graduation rate decreases.²⁴ Extrapolating from the data in the study, we used the statistic that for every additional day in attendance, the graduation rate would increase by 0.7 percent. Combining this number with the earnings gap averages, and the number of flooding events (major and minor), we calculated that the present value impact to the City's youth of not building the Project would be \$10,370,032 over a 50-year period.

3.8 Bus Services

The City provides public bus service under the Charleston Area Regional Transit Authority ("CARTA"). Currently the bus fleet is approximately 100 vehicles, of which approximately 50 percent of the vehicles have routes traversing the area impacted by frequent flooding. The bus fleet is encouraged to avoid crossing flooded streets, as water infiltrating engines can cost \$20,000 to \$30,000 to repair. As such, a bus that

²⁰ <http://ed.sc.gov/topics/researchandstats/schoolreportcard/>

²¹ <http://www.nber.org/reporter/2008number1/heckman.html>, *The Declining American High School Graduation Rate: Evidence, Sources, and Consequences*.

²² <http://nces.ed.gov/programs/coe/2008/section2/table.asp?tableID=895>

²³ Conversations with school administrators at Burke Middle and High School, Charleston Development Academy, and Mitchell Elementary.

²⁴ http://www.heritage.edu/library/mastersprojects/Anderson_Andrea_2007.pdf

BENEFIT/COST MEASUREMENT & ANALYSIS

CITY OF CHARLESTON, SC
US 17 SEPTIMA CLARK PARKWAY TRANSPORTATION INFRASTRUCTURE REINVESTMENT PROJECT
FOR ADVANCEMENT OF MOBILITY, EFFICIENCY, EMERGENCY PREPAREDNESS, AND
COMMUNITY LIVABILITY

encounters flooded roadways is often idled. A bus costs CARTA \$60 per hour to operate by contract rate, regardless of whether the bus is running its route or idled due to flood²⁵.

Estimating the value of bus service impacted by flood events is a function of the number and duration of flood events, the number of buses, and the cost per hour of idle time of the resources involved. For the purpose of this analysis, we have limited the number of flood events to the quantity of minor flood events as noted in earlier in this document. That is not to say that major flood events do not have an impact on resources, however such assumptions have not yet been defined.

As noted earlier in this document, minor floods are anticipated to occur 10 times per year and last for approximately 2 hours per event. With 50 buses having routes through the flood prone area, and a rate of \$60 per hour per bus, the total annual cost is \$60,000. To incorporate the opportunity cost of idling passengers, we used an average hourly wage of \$12 and used CARTA's estimate that busses often carry up to 30 passengers. Inflated at 3 percent over a 50 year timeframe, the total avoided cost that will benefit from this project is about \$51.8 million. Using a 7 percent discount factor, the present value over a 50 year term is \$8,530,076.

3.9 Police Events

Frequent flooding in the Project area consumes City resources that could otherwise be directed to other activities. It appears logical that departments that provide emergency services would be impacted by flood events. Estimates for services provided by the Police Department due to flood events are included in this section as a benefit under the assumption that if the repetitive flooding events ceased, Police resources assigned to manage these events could be redirected and the value of the resource would therefore be enhanced.

3.9.1 Significant Flooding Events

The City's Police Department provided estimates of labor and vehicle resources consumed in a recent flood event. Labor costs, excluding Command Staff Officers that supported the event, were approximately \$13,694²⁶. Fuel and other vehicle costs of the 85 vehicles involved in this flood event were estimated at \$3,400.²⁷ Assuming this event is a reasonable proxy for similar significant flooding events, and using the assumption of 3 significant flooding events in a year, an annual cost for significant flood events can be determined.

City Police also indicated that during a major flood event it is common for cars to become stranded in flood water, requiring assistance to be towed or pushed out of the flood. These are not auto accidents but rather are flooded vehicles. Based on the last 12 months the Police estimated about 5 to 10 stranded cars per event was common, and results up to 20 cars or more is possible depending on the severity of the event. For the purposes of this analysis, we have assumed 10 cars are "rescued" per significant event, and that each of these vehicles sustains approximately \$400 in damage caused by flood infiltration.

Based on these assumptions an annual cost of \$53,082 (in 2009 dollars) for major flood events has been determined.

²⁵ Information regarding bus service was provided by the Transit Administrator with Charleston Area Regional Transportation Authority (CARTA) via phone conversation.

²⁶ July 29, 2009 Letter from Police Department to City Director of Public Services

²⁷ July 30, 2009 E-Mail from Police Department to City Director of Public Services

BENEFIT/COST MEASUREMENT & ANALYSIS

CITY OF CHARLESTON, SC
US 17 SEPTIMA CLARK PARKWAY TRANSPORTATION INFRASTRUCTURE REINVESTMENT PROJECT
FOR ADVANCEMENT OF MOBILITY, EFFICIENCY, EMERGENCY PREPAREDNESS, AND
COMMUNITY LIVABILITY

3.9.2 Minor Flooding Events

For this analysis we have assumed a minor event requires approximately 10 percent of the effort as a significant flood event. We have also assumed 3 cars are rescued from flood waters in a minor flood event. Based on these assumptions, an annual cost of \$66,776 (in 2009 dollars) for minor flood events has been determined.

3.9.3 Total Police Results

Total costs associated police resources and damaged or "rescued" vehicles is about \$119,858 per year. Inflated at 3 percent over a 50 year timeframe, the total avoided cost that will benefit from this project is about \$14.8 million. Using a 7 percent discount rate, the present value over a 50 year term is \$2,434,281.

3.10 Tourism

According to Condé Nast, the City of Charleston is "number 2 on their list of best US cities to visit for 2008."²⁸ Moreover, Condé Nast has ranked the City on its Top 10 List consistently over the last 12 years. This distinction serves to only confirm that Charleston, South Carolina, is considered among the most beautiful, historic and livable cities along the east coast. The City is situated only a few miles from surrounding beaches and sea coast islands, along the intra-coastal waterway, a short drive from world-class golf links, and within minutes of Charleston International and several executive airports. In the downtown area, promenades like the City's waterfront High Battery feature, on one side, a panoramic view of historic Fort Sumter and Charleston Harbor, and, on the other, a row of statuesque Italianate and Greek Revival mansions.

The City's Visitor's Center reported almost 903,000 people passing through the center in 2008.²⁹ Area attractions reported more than 1.5 million visitors in 2008 and the average person visiting Charleston spends about \$212 per day.³⁰ Using this data, we estimated the impact that different flooding events may have on the area's tourism trade. Looking only at the Crosstown area, we assumed that from 35 percent to 100 percent of the businesses would be impacted, with a most probable value of 75 percent. For regional tourist spots, the BCA assumes that between 15 to 30 percent of attractions would be impacted with a most probable value of 20 percent. Based on the \$212/day/person average reported by the College of Charleston analysis, this results in a commercial business lost of \$1,145 per hour for the City's tourism business and \$12,613/hr for regional tourism.

Total costs with the lost of tourism activity is about \$1,981,152 per year. Inflated at 3 percent over a 50 year timeframe, the total additional business generated from this Project is about \$244.2 million. Using a 7 percent discount factor, the present value over a 50 year term is \$40,236,624.

3.11 Accidents

Anyone caught in a heavy rain storm understands the danger of hydroplaning. According to the City, police department and accident reports, from January 2006 to June 2009, 174 traffic-related accidents were reported along the Project corridor. Clearly, decreasing the frequency of flooded roads in the Project Area will not only decrease vehicle damage, but may also increase passenger safety. In deriving a cost for this element, we used an average insurance deductible of \$500 per vehicle as a proxy for how much damage is sustained per accident. Based on this, and using an average of 48 vehicular accidents per year we calculated a vehicle accident safety cost of \$24,000 in 2009 dollars.

²⁸ <http://blog.rehava.com/charleston-named-2-best-us-city-to-visit>

²⁹ "Estimation of Tourism Economic Impact in the Charleston Area 2008", 2009 Office of Tourism Analysis, College of Charleston.

³⁰ Ibid.

BENEFIT/COST MEASUREMENT & ANALYSIS

CITY OF CHARLESTON, SC
US 17 SEPTIMA CLARK PARKWAY TRANSPORTATION INFRASTRUCTURE REINVESTMENT PROJECT
FOR ADVANCEMENT OF MOBILITY, EFFICIENCY, EMERGENCY PREPAREDNESS, AND
COMMUNITY LIVABILITY

In addition to vehicular accidents, the Project Area also sees bike and pedestrian accidents. For the latter, the City's police department reports an average of 1 pedestrian accident/yr. For the number of bike-related accidents, we used the values reported by the NHTSA and the statistic that 20 percent of bike accidents involve cars. This provided an estimate of 8 bike accidents/year.

Besides incurred structural damage, there are also the societal benefits associated with preventing accidents and fatalities. Using the NHTSA guidance on the Economic Value of a Statistical Life ("VSL"), the average VSL for a fatality is \$5.8 million.³¹ In the analyses conducted herein, we have assumed that for vehicular accidents, 90 percent minor (VSL factor of 0.0020), 9.5 percent moderate (VSL factor of 0.0155), and the remaining 0.5 percent are severe (VSL factor of 0.0575). For accidents involving bicycles, injuries can be more severe so the BCA assumes an accident profile of 25 percent minor, 30 percent moderate, and 45 percent severe. Finally, accidents involving pedestrians pose the greatest level of bodily injury. According, the BCA assumes an accident profile for pedestrian-related accidents of 5 percent minor, 30 percent moderate and 65 percent severe.

The BCA uses the above conditions to establish the "as-is" or pre-Project conditions. With the construction of the Project, traffic improvements should lead to fewer accidents and fatalities. For the purposes of the BCA, we have assumed that post-Project conditions will decrease car fatalities by 25 percent, bicycle accidents by 30 percent, and reduce pedestrian accidents by 50%.

Data reported by the NHTSA for Charleston County shows that in 2008, there were 17.53 vehicle fatalities per every 100,000 population, of which 3.16 were pedestrian-related and 0.86 were bicycle-related. Prorating this statistic to the Charleston area and assuming that only 15 percent of the people are in vehicles at any given time, we estimated 1 fatality in traffic-related accidents per year. In a similar manner, the number of fatalities resulting from a bike/car accident was estimated to be 0.2 occurrences per year, and 0.1 pedestrian fatalities per year.

The total benefit of the Project on preventing accidents and fatalities is estimated to be \$10,296,923. Inflated at 3 percent over a 50 year timeframe, the total avoided costs generated from this project is about \$1.3 billion. Using a 7 percent discount factor, the present value over a 50 year term is \$209,127,379.

3.12 Maintaining the MUSC

The MUSC has expressed an interest in moving its facility to an area without the repetitive threat of floods. The MUSC is an integral part of the region's medical care and also represents a substantial part of the region's economic activity. The MUSC recently indicated its willingness to stay in its current location, dependent on the ability to remedy the flooding problem. If this facility moves, it will likely decrease access to health care and have a negative impact on the immediate area's economy.

The Project provides long-term benefits to the Charleston MSA on a number of fronts. First, as has been mentioned previously, the City of Charleston is well on it's way to becoming a premier biotechnology and medical hub. In March 2009, MUSC's Hollings Institute received a prestigious National Cancer Center designation. This designation is the only one in the state of South Carolina and is the 64th such designated center in the US. The Hollings Institute joins other National Cancer Centers, such as the Mayo Clinic, the Stanford (University) Cancer Center, and Albert Einstein Cancer Research Center, as a research facility that is characterized by scientific excellence. As part of the recognition, the Hollings Institute received an award of \$7.3 million (over a 5-year period) to help support its efforts. This award is anticipated to benefit the

³¹ *Treatment of the Economic Value of a Statistical Life in Departmental Analyses -- 2009 Annual Revision*, Assistant Secretary for Transportation Policy, March 18, 2009

BENEFIT/COST MEASUREMENT & ANALYSIS

CITY OF CHARLESTON, SC
US 17 SEPTIMA CLARK PARKWAY TRANSPORTATION INFRASTRUCTURE REINVESTMENT PROJECT
FOR ADVANCEMENT OF MOBILITY, EFFICIENCY, EMERGENCY PREPAREDNESS, AND
COMMUNITY LIVABILITY

Charleston MSA by generating an additional \$31 million of local economic activity through economic multiplier effects.³²

In addition to the National Cancer Center, MUSC recently completed Phase 1 of its Vision 2020 plan, the Ashley River Tower Complex. With the completion of Vision 2020, MUSC hopes to further build upon its reputation as the leading medical facility in the Tri-County (Berkeley, Charleston, and Dorchester) area. As part of analysis for the MUSC Expansion, MUSC noted the need for transportation improvements to US Highway 17 to address drainage and accessibility issues. If the City does not address the drainage issues and accessibility concerns, the probability of Phase 2 and 3 proceeding is diminished. The City faces the risk that MUSC may construct Phases 2 and 3 in another part of the Tri-County region or another part of the State. Should this occur, the City faces a small possibility that eventually, MUSC will move all its facilities to the new location.

The MUSC has expressed an interest in moving its facility to an area without the repetitive threat of floods. The MUSC is an integral part of the region's medical care and also represents a substantial part of the region's economic activity. The MUSC recently indicated its willingness to stay in its current location, dependent on the ability to remedy the flooding problem. If this facility moves, it will likely decrease access to health care and have a negative impact on the immediate area's economy. For the BCA, the inherent assumption is that while Phases 2 and 3 may not occur in the Charleston MSA, the existing facilities will remain.

To evaluate the benefit cost impact of such an action by MUSC, the BCA incorporated the economic benefits provided by Phases 2 and 3 of the Vision 2020 plan. Discussions with MUSC indicate that the economic benefits of these Phases are of the same magnitude as those realized by Phase I (Phases 2 and 3 are of similar size as Phase I). Using the *2007 Economic Impact of the Medical University of South Carolina Report*³³ prepared for MUSC by the Dr. Helfner, the BCA assumes that the payroll increase seen by each new phase is 2 percent of the existing Phase I payroll. Furthermore, these figures are then multiplied by the probability that MUSC will not expand in the Charleston MSA (probable value of 10 percent)..

In 2014 dollars (the first year of loss), the potential loss to the region as a result of MUSC not expanding in the Project area is \$987,566,776 million. Over the course of 50 years, this amount grows to \$3.3 billion. Using a 7 percent discount factor, the present value over a 50 year term is \$1,443,703,919.

3.13 Horizon Area Redevelopment Project

The Horizon Area Redevelopment Project ("Horizon Project") is a major urban revitalization effort that supports the City's desire to advance the knowledge-based sector of the region's economy. The Horizon Project is a research park project that will provide over 4.8 million square feet of space. The planned redevelopment includes not only office space, but also includes construction of accommodations, retail space, parking and structures. The intent is to have the Horizon Project serve as a national model for urban infill development because the project incorporates all the necessary elements to support a knowledge-based economy. At the completion of the Horizon Project in 2018, the local economy is expected to realize an estimated benefit of \$121.6 million.³⁴

³² <http://www.charlestonbusiness.com/news/27456-musc-cancer-center-designation-means-boost-to-economy?rss=0>

³³ *The Economic Impact of the Medical University of South Carolina*, by Dr. Frank Helfner, College of Charleston, December 2007.

³⁴ *DRAFT Report - Project Horizon: An Urban Research Park/MXD Project*, by Basile Baumann Prost Cole & Associates, Inc., July 2009.

BENEFIT/COST MEASUREMENT & ANALYSIS

CITY OF CHARLESTON, SC
US 17 SEPTIMA CLARK PARKWAY TRANSPORTATION INFRASTRUCTURE REINVESTMENT PROJECT
FOR ADVANCEMENT OF MOBILITY, EFFICIENCY, EMERGENCY PREPAREDNESS, AND
COMMUNITY LIVABILITY

To evaluate the benefits that the Horizon Redevelopment Project generates, we assumed the following for the BCA:

- The incremental benefit from Phase I is \$55.5 million. This value represents the difference between the 2008 condition and the 2013 state as described in the Horizon Redevelopment Project feasibility study.
- The incremental benefit from Phase II is \$121.6 million.
- The likelihood of the Horizon Redevelopment Project going forward ranges from 25 percent to 100 percent, with 50 percent as the most probable occurrence.
- The percent of dollars lost of the Horizon Redevelopment Project does not occur ranges from 20 percent to 70 percent, with the most probable value of 40 percent. The implied assumption here is that not all benefits accrued from the project are lost. While the number of jobs that the Horizon Redevelopment Project may remain the same, the quality of the jobs (white collar versus blue collar) and the wage earnings potential will be impacted if a research development park is not created.

Using the assumptions listed above, a total 50-year benefit from the Horizon Area Redevelopment Project is estimated to be in excess of \$2.5 billion. Using a 7 percent discount rate, the present value of this stream of benefits is \$377,891,796 should the Project be implemented.

3.14 Other Benefits

Other benefits are expected to be generated by the Project, but for a variety of reasons have not been quantified in the BCA. These benefits are noted below.

3.14.1 Water Quality

Roadways, vehicles, and structures subjected to flood water provide sources of contamination that is deposited into the region's waterways, damaging the environment and its inhabitants. Contamination is a function of both contact occurrences as well as contact time. The design parameters for this project are intended to accommodate up to a 10-year flood, which should substantially reduce or eliminate both the frequency and the intensity of flood events, providing an opportunity to improve the region's watershed.

3.14.2 Public Safety

Efforts to quantify some of the benefit on Public Safety have been made in the BCA in earlier sections of this report. However it is important to note that the impact of flooding events on the fire, police, and other emergency response providers is significant in this area. Beyond the implications associated with flooding around the region's only Level 1 Trauma Center, and the consumption of the City's public safety resources to manage flood events, US Highway 17 serves as a hurricane evacuation route. It is conceivable that a flooding event could coincide with a hurricane evacuation order, increasing significantly the amount of risk to which the region is exposed.

3.14.3 Interstate Commerce

US Highway 17 serves as a major corridor for interstate commerce. The South Carolina State Ports Authority ("SPA") estimates that the Charleston port facility "provides 260,800 jobs paying \$11.8 billion in wages to South Carolinians. In all, trade pumps nearly \$45 billion in the state economy and generates \$1.5 billion in state and local taxes."³⁵ US Highway 17 is the main roadway infrastructure linking Charleston's port to the East and Southeast regions of the United States. Reduced flooding will help improve the productivity of this critical road infrastructure.

³⁵ Crosstown Brochure, page 15

BENEFIT/COST MEASUREMENT & ANALYSIS

CITY OF CHARLESTON, SC
US 17 SEPTIMA CLARK PARKWAY TRANSPORTATION INFRASTRUCTURE REINVESTMENT PROJECT
FOR ADVANCEMENT OF MOBILITY, EFFICIENCY, EMERGENCY PREPAREDNESS, AND
COMMUNITY LIVABILITY

3.15 Long-Term Benefits and Job Creation

Eventually, implementation of the Project will create a ripple effect through the local economy as dollars that were “lost” pre-Project are saved and redirected into productive economic activities. This section summarizes the long-term benefits and jobs created from the above identified benefit areas using the methodology described in the Economic Impact Analysis Report.³⁶

Table 3 presents the long-term benefits and jobs created as a result of the Project. The jobs created in the long-term do not include the construction jobs that will arise from the MUSC expansion or the Horizon Area Redevelopment Project. Additionally, not every benefit dollar generated results in job creation. As discussed in Section 3.12, a probability is associated with the likelihood that the MUSC expansion will not occur in the Charleston MSA. Thus, the argument can be made that the MUSC “benefit” would result regardless of whether the Project is implemented or not, because long-term benefits would be seen in the State of South Carolina. To assess the impact to the Charleston MSA, the weighted probability of the MUSC event is used in Table 3.

For all benefits, the PV of the 50-year cashflow stream are used as the starting point for the analysis. These values are then deflated down to 2006 dollars so that the appropriate RIMS II Input/Output (I/O) multipliers can be used. Where possible, a distribution of industries benefiting from the increased economic activity is used to help identify the quality of jobs created. Where such an assumption is not made, the analysis considers the impact to household discretionary income.

The benefits provided by the Project to the US in whole cannot be determined during the RIMS II I/O model. The BEA discontinued generating national I/O multipliers in 2007 and provides the following warning on its website:

“Note: Regional input-output multipliers such as the RIMS II multipliers attempt to estimate how much a one-time or sustained increase in economic activity in a particular region will be supplied by industries located in the region. RIMS II multipliers differ from macro-economic multipliers used to assess the effects of fiscal stimulus on gross national product. Differences in industry-specific regional multipliers are not meaningful or appropriate for use in a national context.”³⁷

As a result, in order to estimate the national benefits gained, Black & Veatch used the following approach: Estimates of personal income levels, regional Gross Domestic Product (GDP), and employment were generated using data generated by the BEA. From here, an estimate of the additional income provided via benefits from the Project is made and then extrapolated to a long-term jobs figure. It should be noted that this provides approach provides a general idea of the national benefits and jobs gained. Romer and Bernstein’s 2009 report on the job impact generated through the ARRA is often cited by the US Government as a means of estimating the impact of projects on a national-basis.³⁸ The rule of thumb cited, that a one percent increase in GDP produces about 1,000,000 jobs was used to serve as an upper bound on the estimate. Economic theory says that it is the addition of jobs that creates the increase in personal income and GDP levels, not vice versa. Moreover, the authors themselves note that the results of their analysis are based on historic trends versus economic theory. However, for the purposes of serving as an upper bound to an estimate, this rule of thumb suffices. The resulting calculations using these assumptions and caveats shows that the Project generates about \$563 million in long-term benefits and produces another 14,600 jobs nationally.

³⁶ *The US 17 Septima Clark Parkway Transportation Infrastructure Reinvestment Project, Economic Impact of Construction Activities and Ongoing Operations Report*, Black & Veatch, September 2009.

³⁷ <https://www.bea.gov/regional/rims/rimsii/>

³⁸ “*The Job Impact of the American Recovery and Reinvestment Plan*”, Christina Romer and Jared Bernstein, January 9, 2009, Office of the Vice President-Elect.

BENEFIT/COST MEASUREMENT & ANALYSIS

CITY OF CHARLESTON, SC
 US 17 SEPTIMA CLARK PARKWAY TRANSPORTATION INFRASTRUCTURE REINVESTMENT PROJECT
 FOR ADVANCEMENT OF MOBILITY, EFFICIENCY, EMERGENCY PREPAREDNESS, AND
 COMMUNITY LIVABILITY

**Table 3
 Long-Term Benefits and Jobs Created**

Benefit	Industry	Earnings (2006\$)			Earnings (2009\$)			Jobs	
		South Carolina \$ millions	Charleston MSA \$ millions	Charleston MSA \$ millions	South Carolina \$ millions	Charleston MSA \$ millions	Charleston MSA \$ millions	South Carolina Jobs	Charleston MSA Jobs
Flooding Events									
Major Flood Event	Food services and drinking places Professional, scientific, and technical services Retail trade Households	20.65 4.30 39.38 39.85	22.82 4.43 41.84 45.43	21.86 4.56 41.70 42.19	24.17 4.69 44.30 48.10	24.17 4.69 44.30 48.10	1,241 116 1,651	1,290 119 1,700	
Minor Flood Event	Food services and drinking places Professional, scientific, and technical services Retail trade Households	1.25 0.26 2.38 10.88	1.38 0.27 2.52 12.40	1.32 0.28 2.52 11.52	1.46 0.28 2.67 13.13	1.46 0.28 2.67 13.13	75 7 100	78 7 103	
Subtotal Flooding Events		\$ 108.06	\$ 118.69	\$ 114.42	\$ 125.67	\$ 125.67	3,189	3,296	
Improved Traffic									
LED Improvements	Households	\$ 8.74	\$ 9.97	\$ 9.26	\$ 10.56	\$ 10.56			
Reduced Road Maintenance	Households	\$ 4.57	\$ 5.21	\$ 4.84	\$ 5.51	\$ 5.51			
Medical Centers	Households	\$ 4.69	\$ 5.35	\$ 4.97	\$ 5.66	\$ 5.66			
	Households	\$ 24.55	\$ 27.99	\$ 25.99	\$ 29.63	\$ 29.63			
Tourism									
	Performing arts, museums, and related activities	2.88	2.29	3.05	2.42	2.42	116	107	
	Amusements, gambling, and recreation	1.66	1.46	1.76	1.55	1.55	71	72	
	Accommodation	1.56	1.38	1.65	1.47	1.47	55	56	
	Food services and drinking places	2.03	1.90	2.15	2.01	2.01	103	108	
	Retail trade	2.26	2.03	2.40	2.15	2.15	80	83	
	Households	0.69	0.67	0.73	0.71	0.71			
Subtotal Increased Tourism		\$ 10.39	\$ 9.07	\$ 11.01	\$ 9.60	\$ 9.60	426	425	
MUSC Phase 2 & 3 []									
Subtotal MUSC Expansions	University, Hospital Authority & UMA	254.79	223.50	269.77	236.64	236.64	7,160	6,630	
		\$ 254.79	\$ 223.50	\$ 269.77	\$ 236.64	\$ 236.64	7,160	7,160	
Horizon Area Redevelopment									
	Professional, scientific, and technical services	64.34	284.79	68.12	280.36	280.36	748	2,201	
	Accommodation	13.03	136.52	13.79	144.54	144.54	2,648	219	
	Retail trade	18.01	189.05	19.07	200.17	200.17	2,468	4,245	
	Educational services	44.09	194.94	46.68	206.40	206.40	609	2,826	
Subtotal Horizon Area Redevelopment		\$ 139.47	\$ 705.30	\$ 147.67	\$ 831.48	\$ 831.48	6,473	9,491	
School Attendance									
Accident Prevention	Households	3.29	3.75	3.48	3.97	3.97			
Bus Service	Households	66.27	75.55	70.16	79.99	79.99			
Police Events	Households	2.70	3.08	2.86	3.26	3.26			
	Households	0.77	0.88	0.82	0.93	0.93			
TOTAL PROJECT		\$ 628.29	\$ 1,268.33	\$ 665.24	\$ 1,342.91	\$ 1,342.91	17,249	20,372	

[] If the Project is not constructed, there is a chance that MUSC Phases 2 & 3 would be constructed elsewhere in the State. In that case, jobs and long-term benefits would not be lost to the State, just the Charleston MSA.

SUMMARY

CITY OF CHARLESTON, SC
US 17 SEPTIMA CLARK PARKWAY TRANSPORTATION INFRASTRUCTURE REINVESTMENT PROJECT
FOR ADVANCEMENT OF MOBILITY, EFFICIENCY, EMERGENCY PREPAREDNESS, AND
COMMUNITY LIVABILITY

4.0 SUMMARY

Benefits/Cost analysis is a relative analysis. From an analytical point of view, the “do nothing” project, i.e., the absence of the contemplated project, is just as important as the project itself. It provides a basis for testing the viability of a project from a public-funding point of view. However, the private sector investment analysis, normally undertaken as a cashflow analysis, does not need a relative viewpoint. Here the foundation of the analysis rests upon marketing, market intelligence, competition and private commitments. For public funding of projects that might have serious private sector competitive implications, it is necessary to ensure that changes to market infrastructure and the competitive environment, will imply a benefit to society. Real savings in transportation costs must be evident.

Table 4 shows the aggregate benefits created by the Project. The benefits are indicated in each column, with a summary column and a present value calculation noted in the last two columns of the table. With every benefit except Reduced Road Maintenance, the dollars represented in this table are the benefit of executing this Project. These benefits reflect the savings incurred through decreased damages and increased productivity of the resources in the Project area. These amounts are intended to represent the realized impact of repetitive flooding in the area today. Under the “do nothing” scenario, such costs would continue to be invested to deal with the flooding problem. Because the design parameters of the new infrastructure can withstand the impact of a 10-year flood, it is believed all demonstrated costs can be avoided upon completion of the Project.

The cumulative PV of benefits for the Project is estimated to be \$2.52 billion. Using the costs summarized in Table 2, of \$133.08 million, this produces a B/C-ratio of 18.33. The Monte Carlo simulations generated a range of benefit values from \$1.251 billion to \$9.425 billion, which subsequently produces a range of B/C-ratios of 9.4 to 70.23. The average B/C-ratio generated through the analysis was 27.03 with a median B/C-ratio of 25.82. Our calculated B/C-ratio, based on our most probable assessments is slightly below the average and median values, and supports a conservative approach to this analysis. Appendix B presents the full details on the statistical analysis conducted.

It should be noted that using a higher discount rate produces a lower PV value. Thus if a project yields a B/C-ratio larger than 1.0 with a high interest rate, it will yield a higher B/C-ratio if a lower interest rate is used. Thus, by using a 7 percent discount rate, essentially a 4 percent “risk premium” has been added to the analysis which covers some of the uncertainties that are inherent in forecasts and benefit estimates. Appendix A presents the details of the alternative analysis using a 3 percent discount rate. Table 5 compares the BCA results for both discount rates and also illustrates the impact that the MUSC benefit has on the analysis. The results shown on Table 5 support the conclusion that regardless of what discount rate is used and whether or not the MUSC expansion benefit is included, investment in the Project produces a clear benefit to the economy.

SUMMARY

**CITY OF CHARLESTON, SC
US 17 SEPTIMA CLARK PARKWAY TRANSPORTATION INFRASTRUCTURE REINVESTMENT PROJECT
FOR ADVANCEMENT OF MOBILITY, EFFICIENCY, EMERGENCY PREPAREDNESS, AND
COMMUNITY LIVABILITY**

**Table 4
Summary of Present Value Results for the Project (in \$Millions)**

Annual Benefits	Avoided Flood Damage -		Improved Traffic	LED Benefits	Medical Center Impacts	Tourism	Improved School Attendance	Reduced Road Maintenance	Bus Sys Delays	Police Events	Accident Prevention	Loss of MISC & Phase 2/3	Loss of Horizon Development	Total	Present Value
	Major Event	Minor Event													
2009															
2010	13.57	2.26	1.48	0.78	4.17	2.16	0.56	-	0.46	0.13	11.25	-	12.14	48.96	-
2011	13.97	2.33	1.53	0.80	4.29	2.23	0.57	1.89	0.47	0.13	11.99	-	12.50	52.32	38.96
2012	14.39	2.40	1.58	0.82	4.42	2.30	0.59	-	0.49	0.14	11.94	987.57	12.88	52.32	741.15
2013	14.83	2.47	1.62	0.85	4.55	2.37	0.61	6.47	0.50	0.14	12.30	5.92	13.27	65.89	43.90
2014	15.27	2.54	1.67	0.87	4.68	2.44	0.63	-	0.52	0.15	12.66	6.10	13.66	61.20	38.11
2015	15.73	2.62	1.72	0.90	4.83	2.51	0.65	-	0.53	0.15	13.04	6.28	14.07	63.04	36.89
2016	16.20	2.70	1.77	0.93	4.98	2.58	0.67	2.20	0.55	0.16	13.44	6.47	14.57	65.00	35.51
2017	16.69	2.78	1.83	0.95	5.13	2.65	0.69	-	0.56	0.16	13.84	1,151.53	15.00	62.73	622.73
2018	17.19	2.86	1.88	0.98	5.28	2.74	0.71	-	0.58	0.17	14.25	13.73	15.50	64.80	42.48
2019	17.70	2.95	1.94	1.01	5.44	2.82	0.73	-	0.60	0.17	14.68	14.14	16.00	67.00	40.89
2020	18.23	3.03	2.00	1.04	5.60	2.91	0.75	7.95	0.62	0.18	15.12	14.57	16.50	69.20	40.09
2021	18.76	3.12	2.06	1.07	5.77	3.00	0.77	(8.19)	0.64	0.18	15.58	15.00	17.00	71.50	39.50
2022	19.34	3.22	2.12	1.11	5.94	3.09	0.80	-	0.65	0.19	16.04	15.45	17.50	73.75	38.75
2023	19.92	3.32	2.18	1.14	6.12	3.18	0.82	-	0.67	0.19	16.52	15.92	18.00	76.00	38.00
2024	20.52	3.41	2.25	1.17	6.30	3.27	0.84	-	0.69	0.20	17.02	16.40	18.50	78.25	37.25
2025	21.14	3.52	2.31	1.21	6.49	3.37	0.87	-	0.72	0.20	17.53	16.89	19.00	80.50	36.50
2026	21.77	3.62	2.38	1.24	6.69	3.47	0.90	2.95	0.74	0.21	18.06	17.39	19.50	82.75	35.75
2027	22.42	3.73	2.45	1.28	6.89	3.58	0.92	9.78	0.76	0.22	18.60	17.92	20.00	85.00	35.00
2028	23.10	3.84	2.53	1.32	7.10	3.69	0.95	-	0.78	0.22	19.16	18.45	20.50	87.25	34.25
2029	23.79	3.96	2.60	1.36	7.31	3.80	0.98	-	0.80	0.23	19.73	19.01	21.00	89.50	33.50
2030															
2031															

SUMMARY

CITY OF CHARLESTON, SC
 US 17 SEPTIMA CLARK PARKWAY TRANSPORTATION INFRASTRUCTURE REINVESTMENT PROJECT
 FOR ADVANCEMENT OF MOBILITY, EFFICIENCY, EMERGENCY PREPAREDNESS, AND
 COMMUNITY LIVABILITY

Table 4 (continued)
 Summary of Present Value Results for the Project (in \$millions)

Annual Benefits	Avoided Flood Damage - Major Event	Avoided Flood Damage - Minor Event	Improved Traffic	LED Benefits	Medical Center Impacts	Tourism	Improved School Attendance	Reduced Road Maintenance	Bus Svc Delays	Police Events	Accident Prevention	Loss of Phase 2,3	Loss of Horizon Development	Total	Present Value
2002	24.50	4.08	2.88	1.40	7.53	3.91	1.01	-	0.83	0.24	20.32	19.58	41.40	127.47	26.39
2003	25.24	4.20	2.76	1.44	7.75	4.03	1.04	3.42	0.85	0.24	20.93	20.17	42.64	134.72	26.56
2034	26.00	4.33	2.85	1.49	7.99	4.15	1.07	-	0.88	0.25	21.58	20.77	43.92	135.23	24.92
2035	26.78	4.46	2.93	1.53	8.23	4.27	1.10	-	0.91	0.26	22.21	21.39	45.23	139.29	23.99
2036	27.58	4.59	3.02	1.58	8.47	4.40	1.13	12.03	0.93	0.27	22.87	22.03	46.59	155.50	23.02
2037	28.41	4.73	3.11	1.62	8.73	4.53	1.17	-	0.96	0.27	23.56	22.70	47.99	147.77	22.23
2038	29.28	4.87	3.20	1.67	8.99	4.67	1.20	(12.76)	0.99	0.28	24.27	23.38	49.43	139.45	19.60
2039	30.14	5.01	3.30	1.72	9.26	4.81	1.24	-	1.02	0.29	24.99	24.08	50.91	156.77	20.59
2040	31.04	5.17	3.40	1.77	9.54	4.95	1.28	-	1.05	0.30	25.74	24.80	52.44	161.48	19.32
2041	31.97	5.32	3.50	1.83	9.82	5.10	1.31	-	1.08	0.31	26.52	25.54	54.01	168.32	19.08
2042	32.93	5.48	3.60	1.88	10.12	5.25	1.35	-	1.11	0.32	27.31	26.31	55.63	171.31	18.37
2043	33.92	5.64	3.71	1.94	10.42	5.41	1.39	19.39	1.15	0.33	28.13	27.10	57.30	195.04	19.63
2044	34.94	5.81	3.82	2.00	10.73	5.57	1.44	-	1.18	0.34	28.97	27.91	59.02	181.74	17.02
2045	35.98	5.99	3.94	2.06	11.06	5.74	1.48	-	1.22	0.35	29.84	28.75	60.79	187.19	16.39
2046	37.06	6.17	4.08	2.12	11.39	5.91	1.52	-	1.25	0.36	30.74	29.61	62.61	192.81	15.77
2047	38.18	6.35	4.18	2.18	11.73	6.09	1.57	-	1.29	0.37	31.66	30.50	64.49	198.58	15.18
2048	39.32	6.54	4.30	2.25	12.08	6.27	1.62	5.33	1.33	0.38	32.61	31.42	66.43	208.88	14.00
2049	40.50	6.74	4.43	2.32	12.44	6.46	1.67	-	1.37	0.39	33.59	32.36	68.42	210.68	14.07
2050	41.72	6.94	4.57	2.39	12.82	6.66	1.72	18.19	1.41	0.40	34.50	33.33	70.47	235.20	14.98
2051	42.97	7.15	4.70	2.46	13.20	6.88	1.77	-	1.45	0.41	35.63	34.33	72.59	223.52	13.94
2052	44.26	7.36	4.84	2.53	13.60	7.08	1.82	-	1.50	0.43	36.70	35.36	74.77	230.23	12.55
2053	45.58	7.59	4.98	2.61	14.01	7.27	1.87	(19.88)	1.54	0.44	37.80	36.42	77.01	217.25	11.07
2054	46.95	7.81	5.14	2.68	14.43	7.49	1.93	-	1.59	0.45	38.94	37.51	79.32	244.25	11.53
2055	48.38	8.05	5.29	2.76	14.86	7.72	1.99	-	1.64	0.47	40.11	38.64	81.70	251.57	11.19
2056	49.81	8.29	5.45	2.85	15.30	7.95	2.05	-	1.68	0.48	41.31	39.80	84.15	259.12	10.78
2057	51.30	8.54	5.61	2.93	15.76	8.19	2.11	22.37	1.74	0.50	42.56	40.99	86.67	269.27	11.24
2058	52.84	8.79	5.78	3.02	16.24	8.43	2.17	7.16	1.79	0.51	43.83	42.22	89.27	282.07	10.25
2059	54.43	9.08	5.96	3.11	16.72	8.69	2.24	-	1.84	0.52	45.14	43.49	91.95	283.15	9.51
2060	56.06	9.33	6.14	3.20	17.22	8.95	2.31	-	1.90	0.54	46.49	44.79	94.71	291.64	9.25
2061	57.74	9.61	6.32	3.30	17.74	9.21	2.37	-	1.95	0.56	47.89	46.14	97.55	300.39	8.91
2062	59.48	9.90	6.51	3.40	18.27	9.49	2.45	-	2.01	0.57	49.33	47.52	100.48	309.40	8.57
50 Year	1,530.31	254.64	167.48	87.48	470.18	244.19	62.93	78.31	51.77	14.77	1,299.18	3,230.18	2,515.95	10,036.94	2,520.71

SUMMARY

CITY OF CHARLESTON, SC
 US 17 SEPTIMA CLARK PARKWAY TRANSPORTATION INFRASTRUCTURE REINVESTMENT PROJECT
 FOR ADVANCEMENT OF MOBILITY, EFFICIENCY, EMERGENCY PREPAREDNESS, AND
 COMMUNITY LIVABILITY

**Table 5
 Comparison of BCA Results**

Criteria Benefit	7% Discount Rate (Smillions)	3% Discount Rate (Smillions)
Police Events	2.43	5.99
Bus Service	8.53	21.00
School Attendance/Safety	10.37	25.53
Traffic Flow (LED Benefits)	14.41	35.49
US 17/Road Maintenance	14.81	33.44
Traffic	27.60	67.94
Tourism	40.24	99.06
Flooding – Minor	41.96	103.30
Medical Centers	77.47	190.73
Accident Prevention	209.13	514.85
Flooding – Major	252.16	620.79
Loss of Horizon Area Redevelopment	377.89	989.55
MUSC Expansion	1,443.70	2,145.20
Total PV of Benefits	\$2,520.71	\$4,852.86
Mean PV of Benefit and 95% Confidence Interval s	\$2,741.89 ± \$462.47	\$5,411.37 ± \$1,193.69
PV Benefits Range	\$1,868.55 - \$4,167.09	\$3,323.09 - \$8,954.71
Total PV of Project Costs	\$133.84	\$146.10
B/C Ratio – w/ MUSC	18.83	33.22
B/C Ratio – w/o MUSC	8.05	18.53
Statistical Min / Max Range for B/C Ratio w/ MUSC	13.96 – 31.13	22.74 – 61.29
Statistical Min / Max Range for B/C Ratio w/o MUSC	4.00 – 19.62	8.38 – 45.78

APPENDIX A

CITY OF CHARLESTON, SC
US 17 SEPTIMA CLARK PARKWAY TRANSPORTATION INFRASTRUCTURE REINVESTMENT PROJECT
FOR ADVANCEMENT OF MOBILITY, EFFICIENCY, EMERGENCY PREPAREDNESS, AND
COMMUNITY LIVABILITY

APPENDIX A ALTERNATIVE ANALYSIS: 3% DISCOUNT RATE

APPENDIX A

CITY OF CHARLESTON, SC
US 17 SEPTIMA CLARK PARKWAY TRANSPORTATION INFRASTRUCTURE REINVESTMENT PROJECT
FOR ADVANCEMENT OF MOBILITY, EFFICIENCY, EMERGENCY PREPAREDNESS, AND
COMMUNITY LIVABILITY

ALTERNATIVE ANALYSIS: 3% DISCOUNT RATE

As noted in the final rule for the TIGER grant, an alternative analysis of the Project is allowed using a 3 percent discount rate. Using the same assumptions as described in the report, we performed the BCA using a 3 percent discount rate and subjecting each input variable to the Monte Carlo simulation process. The table shown on the following page summarizes the results of the analyses and the sensitivity analyses generated via the Monte Carlo process are summarized in Appendix B.

APPENDIX A

CITY OF CHARLESTON, SC
 US 17 SEPTIMA CLARK PARKWAY TRANSPORTATION INFRASTRUCTURE REINVESTMENT PROJECT
 FOR ADVANCEMENT OF MOBILITY, EFFICIENCY, EMERGENCY PREPAREDNESS, AND
 COMMUNITY LIVABILITY

Present Value Cashflow Streams for 3% Discount Rate Alternative (In \$millions)

Annual Benefits	Avoided Flood Damage -		Improved Traffic	LED Benefits	Medical Center Impacts	Tourism	Improved School Attendance	Reduced Road Maintenance	Bus Svc Delays	Police Events	Accident Prevention	Loss of MISC & Phase 2/3	Loss of Horizon Development	Total	Present Value
	Major Event	Minor Event													
2009															
2010	13.57	2.26	1.46	0.78	4.17	2.16	0.56	-	0.46	0.13	11.25	-	12.14	48.98	44.60
2011	13.97	2.33	1.53	0.80	4.29	2.23	0.57	1.89	0.47	0.13	11.59	-	12.50	52.32	46.49
2012	14.39	2.40	1.58	0.82	4.42	2.30	0.59	-	0.49	0.14	11.94	-	12.68	56.89	51.89
2013	14.83	2.47	1.62	0.85	4.55	2.37	0.61	6.47	0.50	0.14	12.30	987.57	13.27	65.89	65.18
2014	15.27	2.54	1.67	0.87	4.69	2.44	0.63	-	0.52	0.15	12.66	6.10	13.66	61.20	49.76
2015	15.73	2.62	1.72	0.90	4.83	2.51	0.65	-	0.53	0.15	13.04	6.28	14.07	63.04	49.76
2016	16.20	2.70	1.77	0.93	4.98	2.58	0.67	2.20	0.55	0.16	13.44	8.47	14.07	60.00	61.31
2017	16.69	2.78	1.83	0.95	5.13	2.66	0.69	-	0.56	0.16	13.84	1,151.53	28.19	1,225.00	911.51
2018	17.19	2.86	1.88	0.98	5.28	2.74	0.71	-	0.58	0.17	14.25	13.73	28.03	86.40	64.59
2019	17.70	2.95	1.94	1.01	5.44	2.82	0.73	-	0.60	0.17	14.68	14.14	29.91	92.08	64.68
2020	18.23	3.03	2.00	1.04	5.60	2.91	0.75	7.95	0.62	0.18	15.12	14.57	30.80	102.80	70.00
2021	18.78	3.12	2.06	1.07	5.77	3.00	0.77	(6.19)	0.64	0.18	15.58	15.00	31.73	89.51	59.17
2022	19.34	3.22	2.12	1.11	5.94	3.09	0.80	-	0.65	0.19	16.04	15.45	32.68	100.63	64.59
2023	19.92	3.32	2.18	1.14	6.12	3.18	0.82	-	0.67	0.19	16.52	15.92	33.66	103.64	64.59
2024	20.52	3.41	2.25	1.17	6.30	3.27	0.84	-	0.69	0.20	17.02	16.40	34.57	106.75	64.59
2025	21.14	3.52	2.31	1.21	6.49	3.37	0.87	-	0.72	0.20	17.53	16.89	35.71	109.98	64.59
2026	21.77	3.62	2.38	1.24	6.69	3.47	0.90	2.95	0.74	0.21	18.06	17.39	36.78	116.21	66.27
2027	22.42	3.73	2.45	1.28	6.89	3.58	0.92	9.78	0.76	0.22	18.60	17.92	37.88	126.43	70.00
2028	23.10	3.84	2.53	1.32	7.10	3.69	0.95	-	0.78	0.22	19.16	18.45	39.02	120.15	64.59
2029	23.79	3.96	2.60	1.36	7.31	3.80	0.98	-	0.80	0.23	19.73	19.01	40.19	123.76	64.59

CITY OF CHARLESTON, SC
 US 17 SEPTIMA CLARK PARKWAY TRANSPORTATION INFRASTRUCTURE REINVESTMENT PROJECT
 FOR ADVANCEMENT OF MOBILITY, EFFICIENCY, EMERGENCY PREPAREDNESS, AND
 COMMUNITY LIVABILITY

Present Value Cashflow Streams for 3% Discount Rate Alternative (in \$millions)
 (cont'd)

Annual Benefits	Avoided Flood Damage - Major Event	Avoided Flood Damage - Minor Event	Improved Traffic	LED Benefits	Medical Center Impacts	Tourism	Improved School Attendance	Reduced Road Maintenance	Bus Svc Delays	Pedestrian Events	Accident Prevention	Loss of InJSC & Phase 2-3 Development	Loss of Horizon Development	Total	Present Value
2032	24.50	4.08	2.58	1.40	7.53	3.91	1.01	-	0.83	0.24	20.32	19.58	41.40	127.47	64.59
2033	25.24	4.20	2.76	1.44	7.75	4.00	1.04	3.42	0.85	0.24	20.93	20.17	42.64	134.72	66.27
2034	25.00	4.33	2.85	1.49	7.99	4.15	1.07	-	0.88	0.25	21.56	20.77	43.92	135.23	64.59
2035	26.78	4.46	2.93	1.53	8.23	4.27	1.10	-	0.91	0.26	22.21	21.39	45.23	139.29	64.59
2036	27.58	4.59	3.02	1.58	8.47	4.40	1.13	12.03	0.93	0.27	22.87	22.03	46.59	155.50	70.00
2037	28.41	4.73	3.11	1.62	8.73	4.53	1.17	(12.76)	0.96	0.27	23.56	22.70	47.99	147.77	64.59
2038	29.28	4.87	3.20	1.67	8.99	4.67	1.20	-	0.99	0.28	24.27	23.38	49.43	139.45	59.17
2039	30.14	5.01	3.30	1.72	9.26	4.81	1.24	-	1.02	0.29	24.99	24.08	50.91	156.77	64.59
2040	31.04	5.17	3.40	1.77	9.54	4.95	1.28	-	1.05	0.30	25.74	24.80	52.44	161.48	64.59
2041	31.97	5.32	3.50	1.83	9.82	5.10	1.31	-	1.08	0.31	26.52	25.54	54.01	166.32	64.59
2042	32.93	5.48	3.60	1.88	10.12	5.25	1.35	-	1.11	0.32	27.31	26.31	55.63	171.31	64.59
2043	33.92	5.64	3.71	1.94	10.42	5.41	1.39	19.39	1.15	0.33	28.13	27.10	57.30	195.84	71.89
2044	34.94	5.81	3.82	2.00	10.73	5.57	1.44	-	1.18	0.34	28.97	27.91	59.02	181.74	64.59
2045	35.98	5.99	3.94	2.06	11.06	5.74	1.48	-	1.22	0.35	29.84	28.75	60.79	187.19	64.59
2046	37.06	6.17	4.06	2.12	11.39	5.91	1.52	-	1.25	0.36	30.74	29.61	62.61	192.81	64.59
2047	38.18	6.35	4.18	2.18	11.73	6.09	1.57	-	1.29	0.37	31.66	30.50	64.49	198.59	64.59
2048	39.32	6.54	4.30	2.25	12.08	6.27	1.62	5.33	1.33	0.38	32.61	31.42	66.43	209.88	66.27
2049	40.50	6.74	4.43	2.32	12.44	6.46	1.67	-	1.37	0.39	33.59	32.36	68.42	210.69	64.59
2050	41.72	6.94	4.57	2.38	12.82	6.66	1.72	18.19	1.41	0.40	34.60	33.33	70.47	215.20	70.00
2051	42.97	7.15	4.70	2.46	13.20	6.86	1.77	-	1.45	0.41	35.63	34.33	72.59	223.52	64.59
2052	44.26	7.36	4.84	2.53	13.60	7.06	1.82	-	1.50	0.43	36.70	35.36	74.77	230.23	64.59
2053	45.59	7.59	4.99	2.61	14.01	7.27	1.87	(19.88)	1.54	0.44	37.80	36.42	77.01	217.25	59.17
2054	46.95	7.81	5.14	2.69	14.43	7.49	1.93	-	1.59	0.45	38.94	37.51	79.32	244.25	64.59
2055	48.35	8.05	5.29	2.76	14.86	7.72	1.98	-	1.64	0.47	40.11	38.64	81.70	251.57	64.59
2056	49.81	8.29	5.45	2.83	15.30	7.95	2.05	-	1.69	0.48	41.31	39.80	84.15	259.12	64.59
2057	51.30	8.54	5.61	3.02	16.24	8.19	2.11	22.37	1.74	0.50	42.55	40.99	86.67	269.27	66.27
2058	52.84	8.79	5.78	3.11	16.72	8.69	2.17	7.16	1.79	0.51	43.83	42.22	89.27	282.07	64.59
2059	54.43	9.06	5.96	3.20	17.22	8.95	2.24	-	1.84	0.53	45.14	43.49	91.95	283.15	64.59
2060	56.06	9.33	6.14	3.20	17.74	9.21	2.31	-	1.90	0.54	46.49	44.79	94.71	291.64	64.59
2061	57.74	9.61	6.32	3.30	17.74	9.21	2.37	-	1.95	0.56	47.89	46.14	97.55	300.39	64.59
2062	59.48	9.90	6.51	3.40	18.27	9.49	2.45	-	2.01	0.57	49.33	47.52	100.48	309.40	64.59
50 Year	1,530.31	254.64	167.48	87.48	470.18	244.19	62.93	79.31	51.77	14.77	1,289.16	3,290.18	2,515.55	10,036.94	4,852.85

APPENDIX B

CITY OF CHARLESTON, SC
US 17 SEPTIMA CLARK PARKWAY TRANSPORTATION INFRASTRUCTURE REINVESTMENT PROJECT
FOR ADVANCEMENT OF MOBILITY, EFFICIENCY, EMERGENCY PREPAREDNESS, AND
COMMUNITY LIVABILITY

APPENDIX B STATISTICAL ANALYSIS

STATISTICAL ANALYSIS

Statistical significance is a mathematical term that is used to denote whether the outcome of a model (experiment) is the result of a relationship between specific factors or due to chance. The statistical analysis of the data will produce a number that is statistically significant if it falls below 5%, which is called the confidence level. In other words, if the likelihood of an event is statistically significant, the researcher can be 95 percent confident that the result did not happen by chance.

As noted in this report, there is a high degree of variability associated with a number of assumptions made in the BCA presented herein. In order to determine the impact of these assumptions on the sensitivity of the results, we subjected the input assumptions to a statistical analysis, a Monte Carlo simulation. This appendix discusses the methodology behind the Monte Carlo method and presents the results of the statistical analysis performed.

The Monte Carlo Method

The Monte Carlo method is an analytical technique that involves using repeated random sampling and probability to solve problems. Monte Carlo methods tend to be used when it is impossible or unpractical to run calculations via a deterministic algorithm. It is also the preferred method for modeling systems that have a high degree of uncertainty associated with inputs, such as in the assessment of risk in businesses. In general, Monte Carlo methods use the following steps to execute its analysis:

1. Define the input domain.
2. Generate random inputs using a specified probability distribution.
3. Calculate the result using the randomly generated input.
4. Compile the individual results into an aggregated final result.

Monte Carlo Method versus What-If Scenarios

A frequently employed technique used in sensitivity analyses is commonly referred to as the "What-if" scenario. As the name implies, under this method, a single input assumption is changed (worst case, best case, most likely case), the calculation is run, and then the result is compared to the result of the most likely case. This technique is adequate when there is limited uncertainty associated with the input variables and the scenario results are all essentially of equal weighting.

With a Monte Carlo method, the random sampling of input values following a probability distribution function allows the generation of thousands of possible outcomes instead of the discrete number produced via a "What-if" analysis. The result of a Monte Carlo simulation is a probability of different outcomes occurring. Thus, based on changes in inputs, output results have different weightings.

Monte Carlo Method and BCA Analysis

In any statistical analysis, sample size is an important criterion that impacts the interpretation of statistical significance. In general, the larger the sample size, the smaller the likely error and the smaller the standard deviation from the mean. For the Monte Carlo analyses conducted herein, a total of 100,000 trials were run for each input variable to minimize the standard error of the mean. This statistical measure is used to help calculate the range of the confidence intervals as follows:

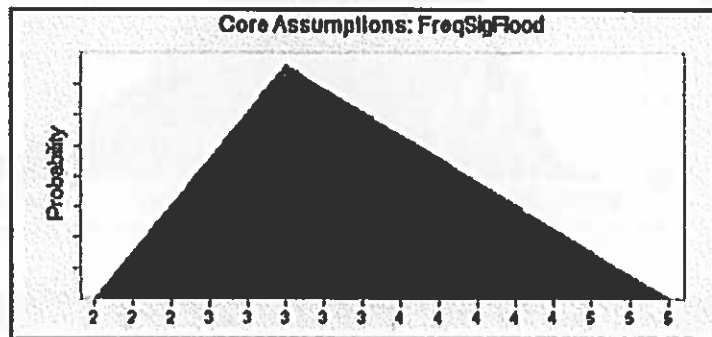
- 95% confidence interval = Mean \pm 1.96*(Standard error of the mean or Standard Deviation)
- 99% confidence interval = Mean \pm 2.58*(Standard error of the mean or Standard Deviation)

The range of variation is described through the standard deviation. Generally speaking, the more data examined, the more extreme the highs and lows. The larger the standard deviation, the more widespread the data points are from the mean.

Flooding Events

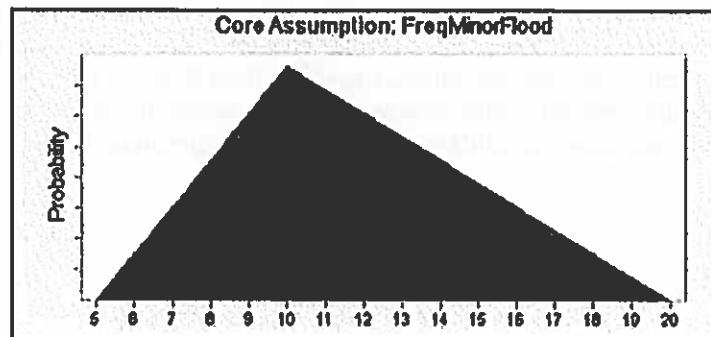
As noted in the report, we segregated flooding events into significant and minor categories. In any given year the number of flooding events is expected to vary depending on the timing and intensity of rain events. To recognize the potential variability in the flood event assumptions, and to support the Monte Carlo analysis, a range of events was assumed for both significant and minor floods. For significant floods, a range of 2 to 5 events per year was established, with 3 events identified as the most likely outcome, as shown in Figure 1. We assumed that the distribution of flooding events were discrete occurrences, thus, fractional outcomes (such as 0.5 flood events) were not considered.

Figure 1
Frequency of Significant Flood Events



For minor floods, a range of 5 to 25 events per year was established, with 10 events identified as the most likely outcome, as shown in the graph below. In both assumption sets, a triangular distribution (with discrete events) was assumed.

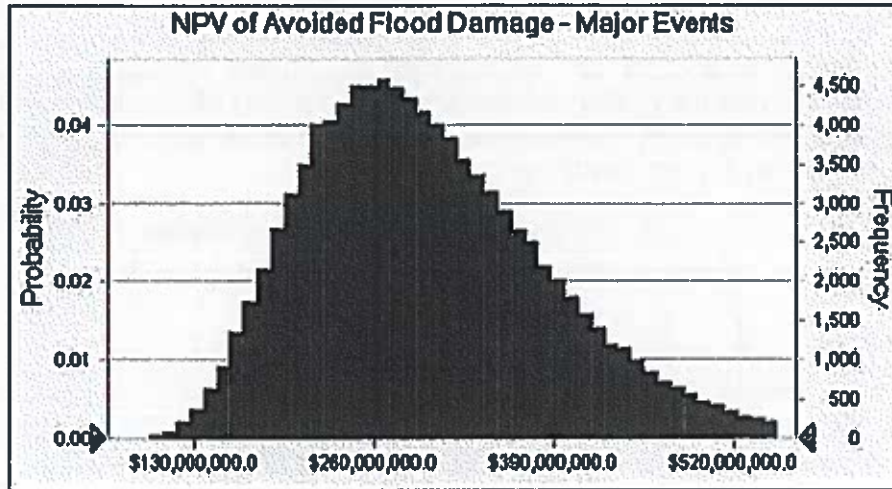
Figure 2
Frequency of Minor Flood Events



Residential and Commercial Damage

A Monte Carlo simulation was performed on the damage estimates for residential and commercial structures incurred during a significant flooding event. The number of properties in the Project area was allowed to flex 25 percent higher and lower than the most likely estimate of 2,557. The percent of structures damaged in flood events was allowed to flex above and below the most likely result by 40 percentage points and 30 percentage points, respectively. The amount of damage for residential and commercial damage was allowed to range from \$3,900 to \$15,600 was allowed to range from \$750 to \$2,250. Under these parameters, the following results were achieved as noted in Figure 3.

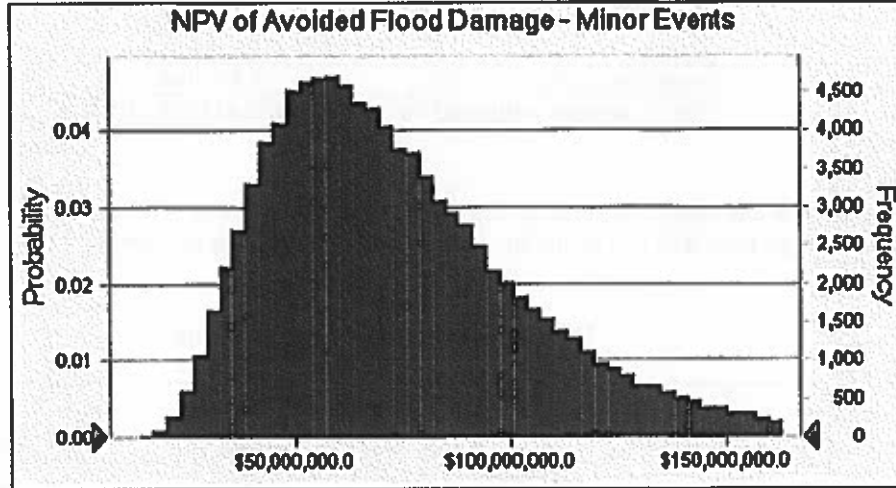
Figure 3
 PV for Avoided Flood Damage for a Major Event



Statistic	Forecast Values
Trials	100,000
Mean	\$299,005,724
Median	\$287,083,073
Standard Deviation	\$90,222,473
Mean Standard Error	\$285,309
95% Confidence Interval for PV = \$299,005,724 ± \$176,836,048	

Similarly, for a minor flooding event, a Monte Carlo simulation was performed on the damage estimates for residential and commercial structures. The percent of residential structures damaged in flood events was allowed to flex from 10 percent to 75 percent (assuming a most likely value of 20 percent impacted), while the percent of commercial structures damaged was allowed to flex from 5 percent to 25 percent. The amount of damage for residential damage was allowed to range from \$100 to \$500 (assuming a most likely value of \$250 for minor flooding events), while the amount of commercial damage was allowed to range from \$750 to \$2,250. Under these parameters, the following results were achieved as noted in the Figure 4.

Figure 4
 PV for Avoided Flood Damage for a Minor Event

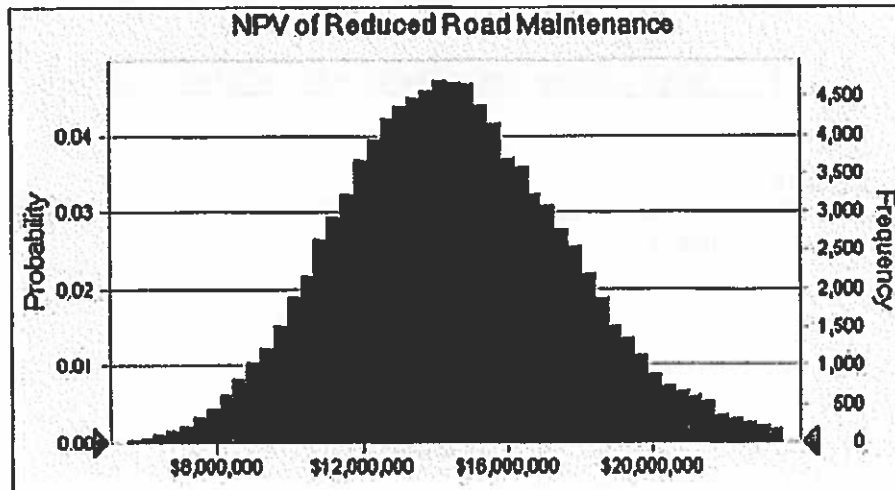


Statistic	Forecast Values
Trials	100,000
Mean	\$74,195,450
Median	\$68,202,081
Standard Deviation	\$31,734,430
Mean Standard Error	\$100,353
95% Confidence Interval for PV = \$74,195,450 ± \$62,199,483	

Road Maintenance

Under the parameters described in the report, the following road maintenance results were achieved as noted in Figure 5. It is likely that the impact to the liability for road maintenance caused by flooding has been substantially understated in our analysis, as the benefit capture is for a limited stretch of roadway and does not likely represent the total amount of road infrastructure that will benefit from this Project.

Figure 5
 PV for Reduced Road Maintenance



APPENDIX B

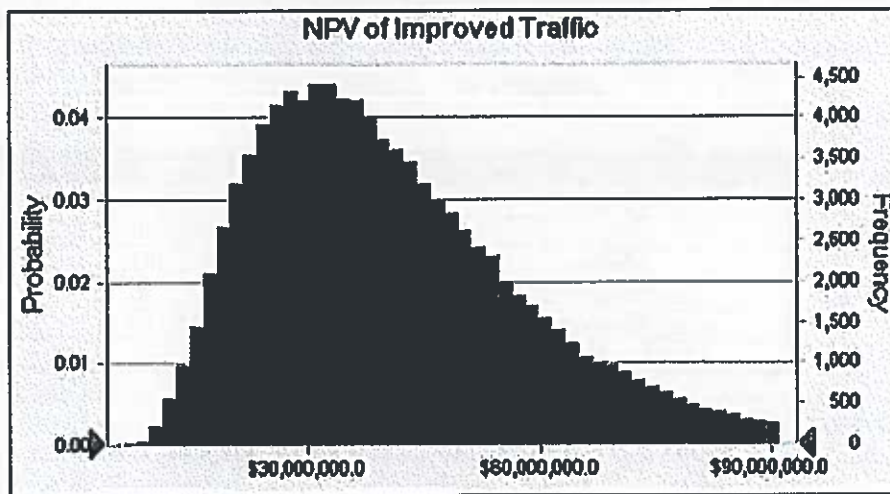
CITY OF CHARLESTON, SC
US 17 SEPTIMA CLARK PARKWAY TRANSPORTATION INFRASTRUCTURE REINVESTMENT PROJECT
FOR ADVANCEMENT OF MOBILITY, EFFICIENCY, EMERGENCY PREPAREDNESS, AND
COMMUNITY LIVABILITY

Statistic	Forecast Values
Trials	100,000
Mean	\$14,511,619
Median	\$14,360,099
Standard Deviation	\$3,224,294
Mean Standard Error	\$10,196
95% Confidence Interval for PV = \$14,511,619 ± \$6,319,616	

Traffic

Monte Carlo simulation was performed on the traffic cost assumptions. The cost per hour of an idle vehicle was allowed to range from \$12 to \$18 per hour. Results were achieved as noted in Figure 6.

Figure 6
PV for Improved Traffic Conditions

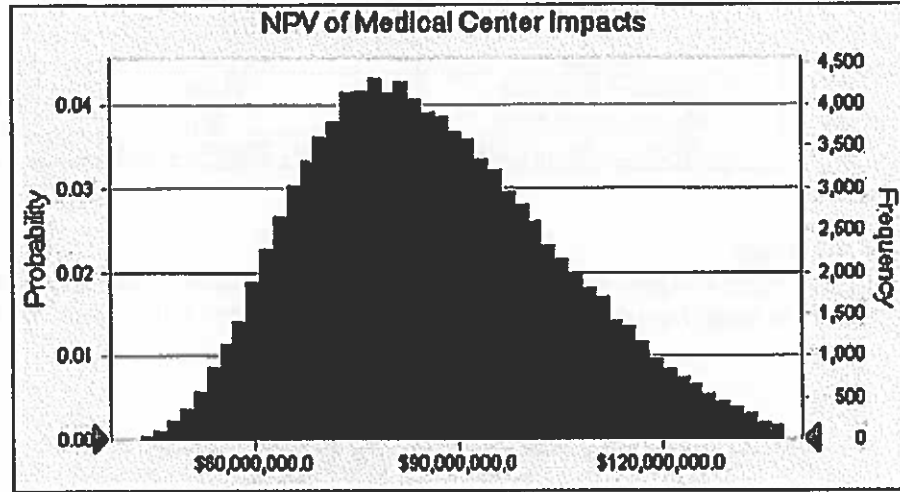


Statistic	Forecast Values
Trials	100,000
Mean	\$41,021,704
Median	\$37,811,032
Standard Deviation	\$17,801,919
Mean Standard Error	\$56,295
95% Confidence Interval for PV = \$41,9021,7048 ± \$34,891,762	

Medical Centers

The sensitivity of the assumptions described in Section 3.6 was tested via the Monte Carlo simulation and the results are presented in Figure 7.

Figure 7
 PV for Improved Access to Medical Centers

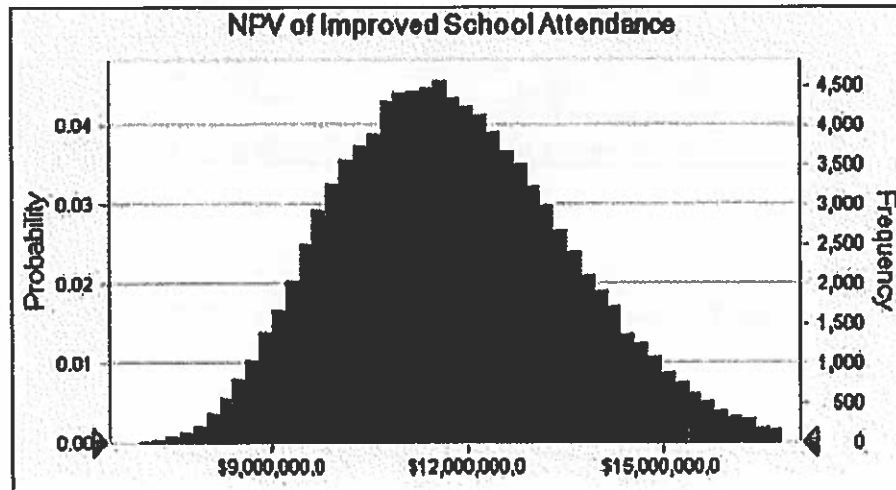


Statistic	Forecast Values
Trials	100,000
Mean	\$86,158,580
Median	\$84,263,190
Standard Deviation	\$18,378,068
Mean Standard Error	\$58,117
95% Confidence Interval for PV = \$86,158,580 ± \$36,021,013	

Improved School Attendance

Section 3.7 of the BCA Report addresses the impact of improved school attendance (as a result of improved access to the schools) on public school funding, high school dropout rates, and wage earnings potential. A Monte Carlo simulation was performed on the school attendance assumptions and the results achieved are noted in Figure 8.

Figure 8
 PV for Improved School Attendance and Earning Potential



APPENDIX B

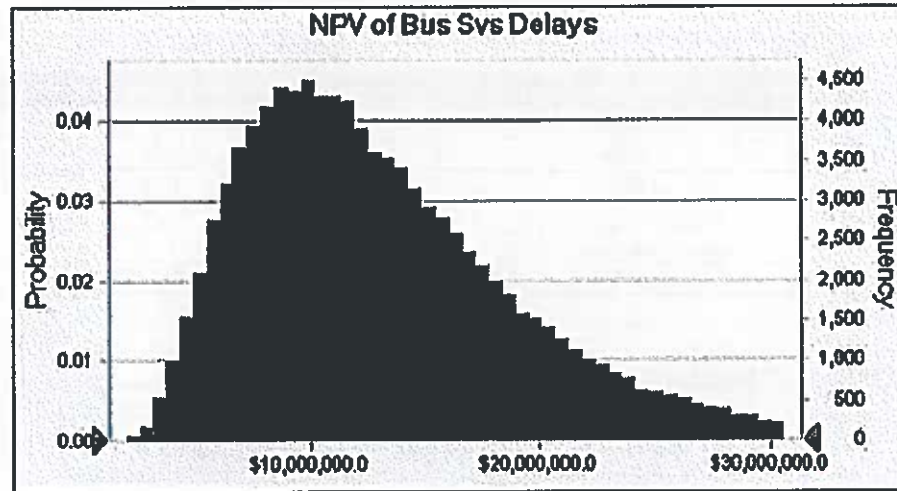
CITY OF CHARLESTON, SC
US 17 SEPTIMA CLARK PARKWAY TRANSPORTATION INFRASTRUCTURE REINVESTMENT PROJECT
FOR ADVANCEMENT OF MOBILITY, EFFICIENCY, EMERGENCY PREPAREDNESS, AND
COMMUNITY LIVABILITY

Statistic	Forecast Values
Trials	100,000
Mean	\$11,776,074
Median	\$11,651,265
Standard Deviation	\$1,806,762
Mean Standard Error	\$5,714
95% Confidence Interval for PV = \$11,776,074 ± \$3,541,254	

Bus Service Delays

Monte Carlo simulation was performed on bus cost assumptions, allowing the percent of buses which traverse flood prone areas to range from 45 percent to 55 percent. Results were achieved as noted in Figure 9.

Figure 9
PV for Improved Bus Services

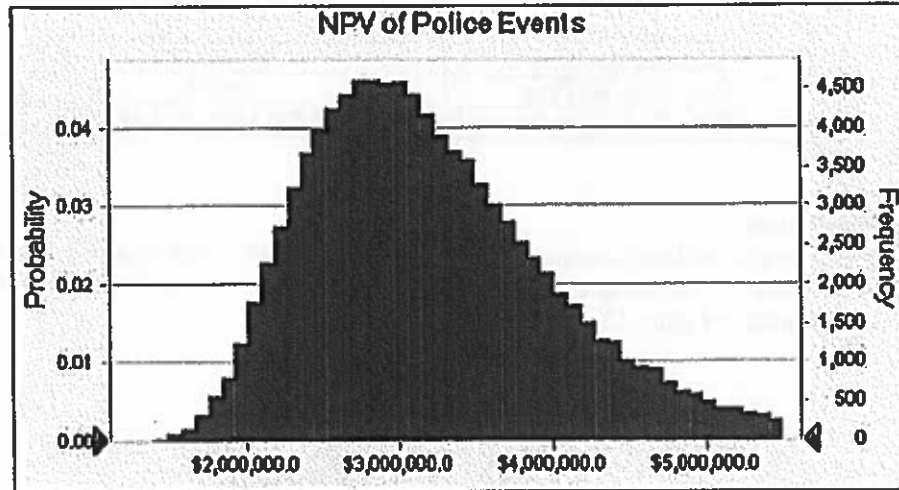


Statistic	Forecast Values
Trials	100,000
Mean	\$13,252,462
Median	\$12,057,045
Standard Deviation	\$6,188,552
Mean Standard Error	\$19,570
95% Confidence Interval for PV = \$13,252,462 ± \$12,129,562	

Police Events

Assumptions associated with the potential cost savings for the City's Police Department were subjected to a Monte Carlo simulation. The results of the modeling are presented in Figure 10 and summarized in the table.

Figure 10
 PV for Police Events

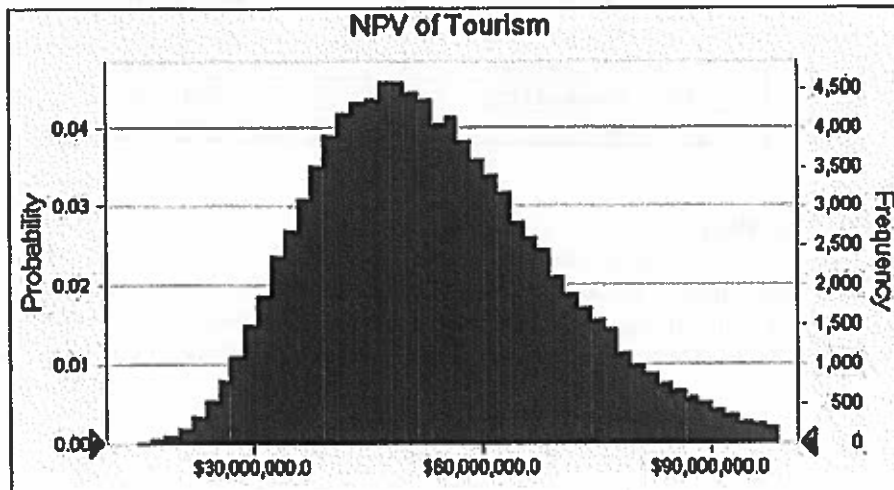


Statistic	Forecast Values
Trials	100,000
Mean	\$3,210,825
Median	\$3,092,218
Standard Deviation	\$816,797
Mean Standard Error	\$2,583
95% Confidence Interval for PV = \$3,210,825 ± \$1,600,922	

Tourism

Section 3.10 describes the different assumptions used to calculate the benefits to the Tourism Industry in Charleston. Subjecting these input variables to the Monte Carlo simulation results in the PV outcomes illustrated in Figure 11 and summarized in the table.

Figure 11
 PV for Tourism Impacts



APPENDIX B

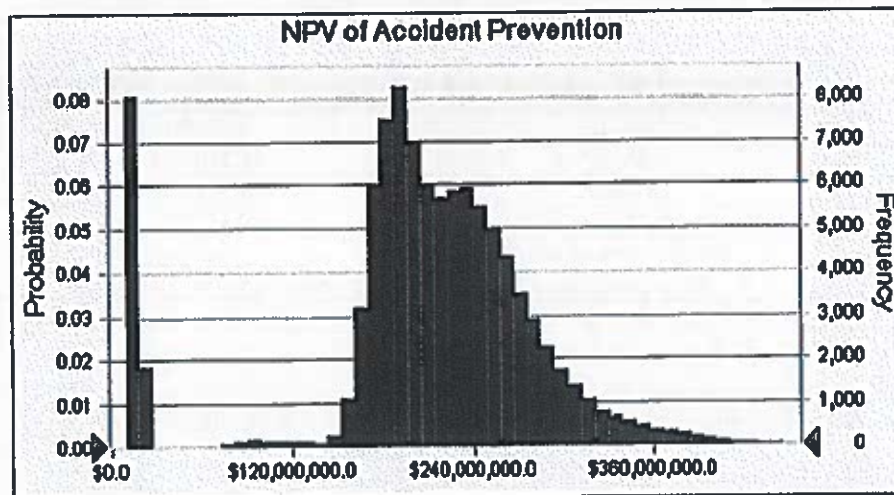
CITY OF CHARLESTON, SC
US 17 SEPTIMA CLARK PARKWAY TRANSPORTATION INFRASTRUCTURE REINVESTMENT PROJECT
FOR ADVANCEMENT OF MOBILITY, EFFICIENCY, EMERGENCY PREPAREDNESS, AND
COMMUNITY LIVABILITY

Statistic	Forecast Values
Trials	100,000
Mean	\$53,790,130
Median	\$51,976,224
Standard Deviation	\$16,047,262
Mean Standard Error	\$50,746
95% Confidence Interval for PV = \$53,790,130 ± \$31,452,634	

Accident Prevention

Section 3.11 describes the different assumptions used to calculate the impacts on the number of accidents and fatalities pre- and post-Project. Subjecting these input variables to the Monte Carlo simulation results in the PV outcomes illustrated in Figure 12 and summarized in the table.

Figure 12
PV for Accident Prevention

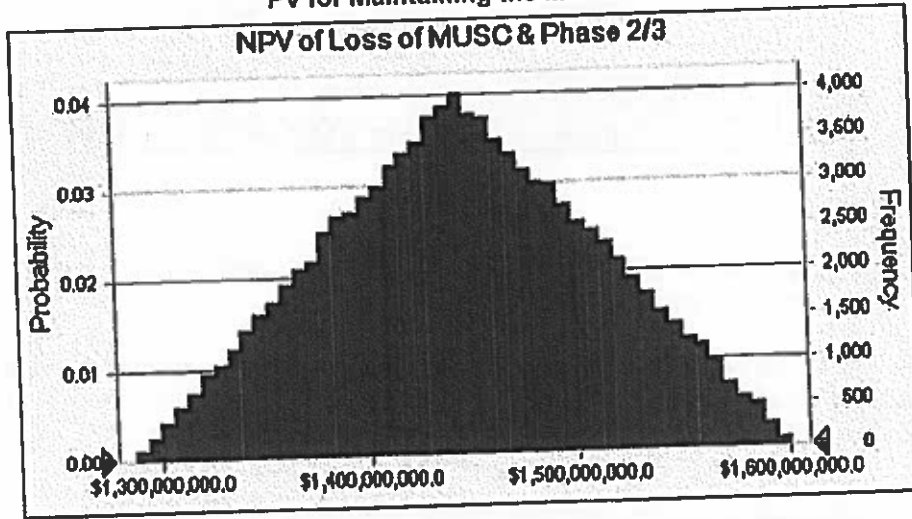


Statistic	Forecast Values
Trials	100,000
Mean	\$208,994,034
Median	\$213,801,973
Standard Deviation	\$84,533,564
Mean Standard Error	\$267,319
95% Confidence Interval for PV = \$208,994,034 ± \$165,685,785	

Maintaining the MUSC

MUSC's impact on the local economy is large – over \$2.3 billion in 2007 alone. Because this criterion represents the single largest variable in the BCA, the sensitivity analysis conducted examines the resulting B/C ratio with and without Phases 2 and 3 of the expansion. Using the assumptions outlined in Section 3.12 of the report, the Monte Carlo simulation results are presented in Figure 13 and the associated table.

Figure 13
 PV for Maintaining the MUSC

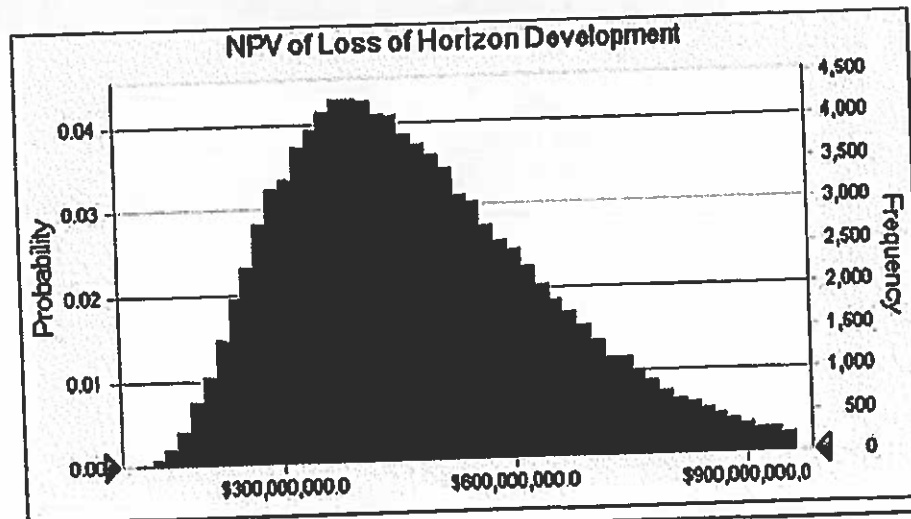


Statistic	Forecast Values
Trials	100,000
Mean	\$1,443,866,757
Median	\$1,443,752,024
Standard Deviation	\$64,504,796
Mean Standard Error	\$203,982
95% Confidence Interval for PV = \$1,443,866,757 ± \$126,429,400	

Loss of Horizon Area Redevelopment Project

Unlike the case for MUSC, the loss of the Horizon Area Redevelopment project would represent a definite loss to the Charleston MSA. While MUSC's expansion would likely still take place (it would just move out of the area), cancellation of the Horizon Area project would be the end of the project. Subjecting the assumptions described in Section 3.13 to a Monte Carlo simulation results in the PV outcomes illustrated in Figure 14 and the associated table.

Figure 14
 PV for Horizon Area Redevelopment Project



APPENDIX B

CITY OF CHARLESTON, SC
US 17 SEPTIMA CLARK PARKWAY TRANSPORTATION INFRASTRUCTURE REINVESTMENT PROJECT
FOR ADVANCEMENT OF MOBILITY, EFFICIENCY, EMERGENCY PREPAREDNESS, AND
COMMUNITY LIVABILITY

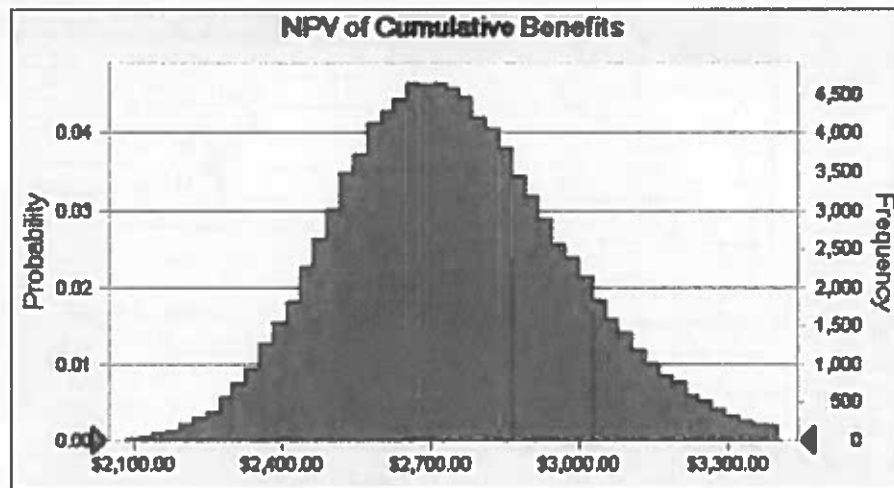
Statistic	Forecast Values
Trials	100,000
Mean	\$477,691,976
Median	\$452,810,441
Standard Deviation	\$172,875,292
Mean Standard Error	\$546,680
95% Confidence Interval for PV = \$477,691,976 ± \$338,835,573	

Summary

The individual calculations of PV over the 50-year period resulted in values that were within one standard deviation of the mean for each benefit considered.

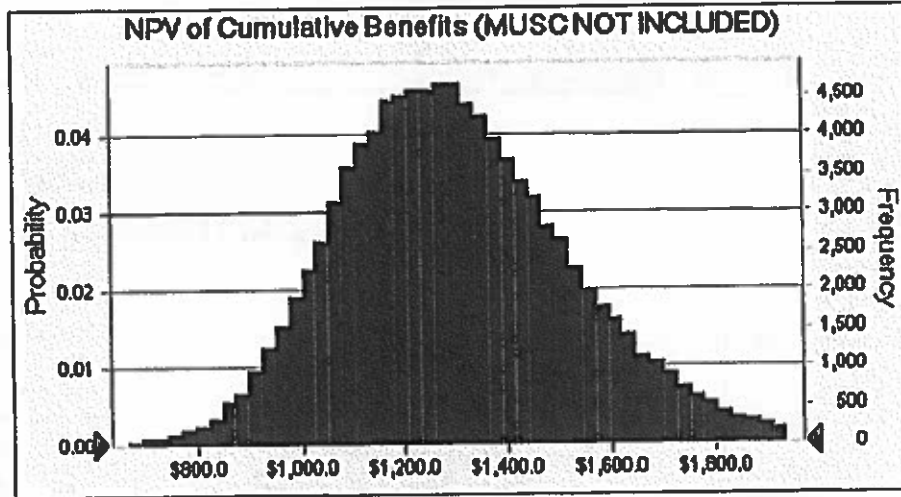
As a final test on the possible interdependency of input variables, we performed a Monte Carlo simulation on all considered benefits together (with and without the MUSC Expansion). The results of this simulation are illustrated in Figures 15 and 16 and the associated tables below each figure.

Figure 15
PV for Entire Project



Statistic	Forecast Values
Trials	100,000
Mean	\$2,741.89 million
Median	\$2,726.84 million
Standard Deviation	\$235.95 million
Mean Standard Error	\$0.75million
95% Confidence Interval for PV = \$2,741,889,229 ± \$462,470,795	

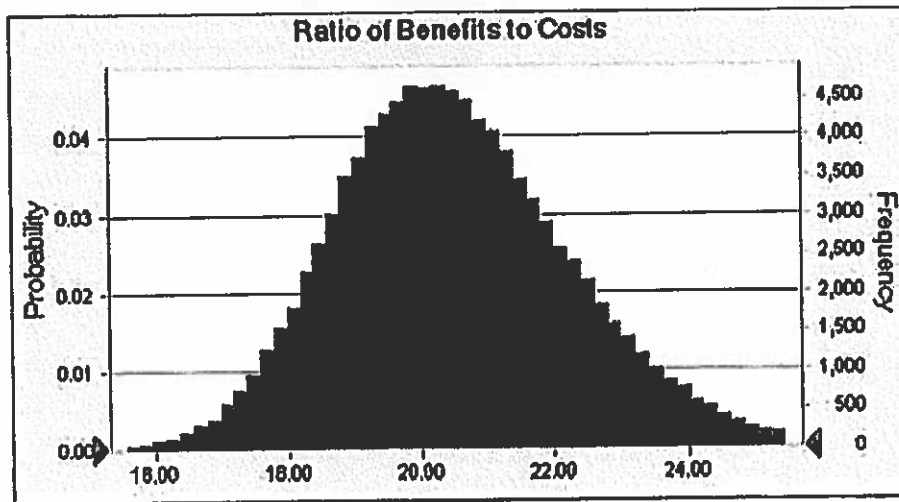
Figure 16
 PV for Entire Project without MUSC



Statistic	Forecast Values
Trials	100,000
Mean	\$1,298.0 million
Median	\$1,282.2 million
Standard Deviation	\$227.1 million
Mean Standard Error	\$0.70million
95% Confidence Interval for PV = \$1,298,022,473 ± \$445,061,196	

Rerunning the Monte Carlo simulation to calculate a B/C ratio produces the distributions illustrated in Figures 17 and 18 (with and without MUSC).

Figure 17
 B/C Ratios for Project (7% Discount Rate)

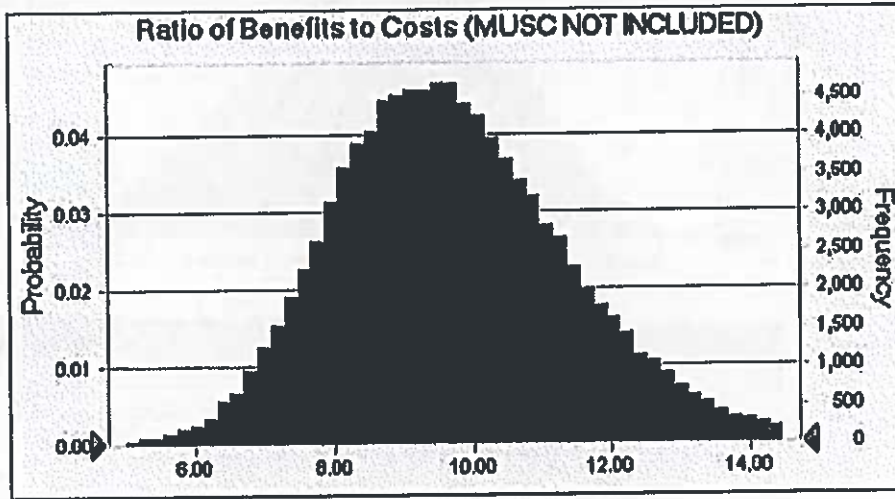


APPENDIX B

CITY OF CHARLESTON, SC
 US 17 SEPTIMA CLARK PARKWAY TRANSPORTATION INFRASTRUCTURE REINVESTMENT PROJECT
 FOR ADVANCEMENT OF MOBILITY, EFFICIENCY, EMERGENCY PREPAREDNESS, AND
 COMMUNITY LIVABILITY

Discount Rate	B/C Ratio
Mean @ 7%	20.49 ± 3.46
Min - Max Range @ 7%	13.96 - 31.13
Mean @ 3%	37.04 ± 8.17
Min - Max Range @ 3%	22.74 - 61.29

Figure 18
B/C Ratios for Project (without MUSC, 7% Discount Rate)



Discount Rate	B/C Ratio
Mean @ 7%	9.70 ± 3.33
Min - Max Range @ 7%	4.00 - 19.62
Mean @ 3%	22.36 ± 7.80
Min - Max Range @ 3%	8.38 - 45.78

From the above summarized results, it is clear that regardless of the discount rate used; with or without consideration of the MUSC scenario; and even if consideration is only given to the lowest PV values, construction of the Project produces a B/C ratio that supports public investment.

A-2

**Resolutions from the City of Charleston
& SC General Assembly 2009**



A RESOLUTION

WHEREAS, U.S. 17 is a vital federal highway that serves a portion of the United States east coast and is a major North-South corridor along the South Carolina Coast; and

WHEREAS, a section of U.S. 17 that traverses the City of Charleston Peninsula is named the Septima Clark Parkway and is a vital emergency and hurricane evacuation route for the Charleston Region; and

WHEREAS, U.S. 17 – Septima Clark Parkway experiences operational deficiencies, hazards, and disruption to traffic flow caused by frequent flooding directly affecting 20% of the Charleston Peninsula; and

WHEREAS, U.S. 17 – Septima Clark Parkway is a dangerous and dysfunctional primary transportation route in need of reconstruction to address a series of negative impacts on the surrounding communities; and

WHEREAS, major and critical infrastructure investments are needed to mitigate the serious effects of frequent and disruptive flooding of U.S. 17 – Septima Clark Parkway which negatively impacts the highway, residents, visitors, businesses, schools, hospitals and local, state, and federal facilities; and

WHEREAS, U.S. 17 – Septima Clark Parkway has been designated as a portion of the National Highway Systems (NHS) for national security and connectivity, as a Strategic Highway Network (STRAHNET) route, as a federally designated Surface Transportation Assistance Act (STAA) route for freight connectivity, and the South Carolina Department of Transportation (SCDOT) has identified it in its Strategic Corridor Plan as a designated state evacuation route; and

WHEREAS, the U.S. 17 – Septima Clark Transportation Improvement Project has been adopted by the Charleston Area Transportation Study Policy Committee (the Regions Metropolitan Planning Organization – MPO) in the Region’s Transportation Improvement Plan (TIP) and the Project is included in the Statewide Transportation Improvement Program (STIP) for South Carolina; and

WHEREAS, U.S. 17 – Septima Clark Parkway is a major component of the strategic highway system in South Carolina that provides the needed connectivity that

allows South Carolina to maintain and enhance its economic vitality and provides access to the Interstate system in the Region (I-26), the Port of Charleston and other local, state and federal facilities; and

WHEREAS, the City of Charleston has determined that the cost to repair U.S. 17 – Septima Clark Parkway and its drainage infrastructure deficiencies, to include the construction of collection, conveyance and discharge systems to adequately serve the U.S. 17 – Septima Clark Corridor, has been estimated at \$146.3 Million Dollars; and

WHEREAS, the City of Charleston is critically in need of federal funds to construct the U.S. 17 – Septima Clark Transportation Infrastructure Reinvestment Project for Advancement of Mobility, Efficiency, Emergency Preparedness, and Community Livability; and

WHEREAS, the U.S. 17 – Septima Clark Transportation Infrastructure Reinvestment Project for Advancement of Mobility, Efficiency, Emergency Preparedness, and Community Livability is a viable project expected to generate substantial economic recovery for the Charleston region, the State of South Carolina and the United States and is a project that is considered “shovel – ready” because the City is in a position to announce bids for the Project immediately upon receipt of federal grant funding; and

WHEREAS, the City of Charleston seeks \$146.3 Million Dollars from the U.S. Department of Transportation’s (USDOT) Transportation Investment Generating Economic Recovery (TIGER) Discretionary Grant Program to construct the U.S. 17 – Septima Clark Transportation Infrastructure Reinvestment Project for Advancement of Mobility, Efficiency, Emergency Preparedness, and Community Livability; and

WHEREAS, the U.S. 17 – Septima Clark Transportation Infrastructure Reinvestment Project for Advancement of Mobility, Efficiency, Emergency Preparedness, and Community Livability has strong support from local and state entities as well as from the residents and businesses from the affected areas.

NOW, THEREFORE, BE IT RESOLVED BY THE MAYOR AND CITY COUNCIL OF THE CITY OF CHARLESTON, IN COUNCIL ASSEMBLED, THAT THE CITY OF CHARLESTON ENDORSES AND SUPPORTS THE U.S. 17 – SEPTIMA CLARK TRANSPORTATION INFRASTRUCTURE REINVESTMENT PROJECT FOR ADVANCEMENT OF MOBILITY, EFFICIENCY, EMERGENCY PREPAREDNESS AND COMMUNITY LIVABILITY.

NOW, THEREFORE, BE IT FURTHER RESOLVED THAT THE CITY OF CHARLESTON IS PREPARED TO IMMEDIATELY BEGIN THE CONSTRUCTION OF THE U.S. 17 – SEPTIMA CLARK TRANSPORTATION INFRASTRUCTURE REINVESTMENT PROJECT FOR ADVANCE OF MOBILITY, EFFICIENCY, EMERGENCY PREPAREDNESS AND COMMUNITY LIVABILITY WITH THE SUPPORT AND FUNDING OF \$146.3 MILLION DOLLARS IN GRANT FUNDS

FROM THE U.S. DEPARTMENT OF TRANSPORTATION THROUGH ITS USDOT TRANSPORTATION INVESTMENT GENERATING ECONOMIC RECOVERY (TIGER) DISCRETIONARY GRANT PROGRAM TO CONSTRUCT THE U.S. 17 - SEPTIMA CLARK TRANSPORTATION INFRASTRUCTURE REINVESTMENT PROJECT FOR ADVANCEMENT OF MOBILITY, EFFICIENCY, EMERGENCY PREPAREDNESS AND COMMUNITY LIVABILITY FOR THE BENEFIT OF THE RESIDENTS OF THE CITY OF CHARLESTON, THE STATE OF SOUTH CAROLINA AND THE UNITED STATES OF AMERICA.

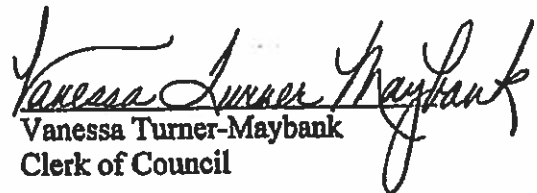
The above Resolution shall become effective immediately upon its adoption by City Council.

Done this 8th day of September, 2009.



Joseph P. Riley, Jr., Mayor
City of Charleston

ATTEST:



Vanessa Turner-Maybank
Clerk of Council

H. 3274.

Introduced by Representatives Gilliard, Alexander, Brantley, Clyburn, Cobb-Hunter, Forrester, Govan, Gunn, Hosey, Howard, Hutto, Jefferson, Kirsh, Mack, Miller, Sottile, Stavrinakis, Whipper and R.L. Brown.

A CONCURRENT RESOLUTION

TO MEMORIALIZE THE UNITED STATES CONGRESS TO APPROPRIATE THE FUNDS NECESSARY TO ALLOW THE STATE OF SOUTH CAROLINA AND THE CITY OF CHARLESTON TO COMPLETE THE SPRING STREET/FISHBURNE STREET/UNITED STATES HIGHWAY 17 DRAINAGE BASIN IMPROVEMENTS PROJECT LOCATED IN THE CITY OF CHARLESTON, SOUTH CAROLINA.

WHEREAS, the Spring Street/Fishburne Street/United States Highway 17 drainage basin encompasses approximately five hundred acres, or about twenty percent of the City of Charleston, South Carolina peninsula; and

WHEREAS, the area drained by this basin is of local, state, and national concerns as it serves businesses, schools, hospitals, and neighborhoods as well as United States Highway 17, a major hurricane evacuation route; and

WHEREAS, existing drainage facilities which discharge into the Ashley River provide less than six percent of the required capacity, and as such, these facilities are not adequate to manage the collection, conveyance, and drainage of storm water runoff; and

WHEREAS, critical improvements are needed to mitigate the serious effects of frequent and disruptive flooding to the residents, businesses, schools, and services in this area; and

WHEREAS, the City of Charleston has developed a Master Drainage and Floodplain Management Plan, and has determined that the Spring Street/Fishburne Street/United States Highway 17 Drainage Basin improvements have the highest priority of any unstarted project in this plan; and

WHEREAS, the City of Charleston has determined that the cost of constructing a collection, conveyance, and discharge system that will adequately serve this area will total approximately one hundred thirty million dollars; and

WHEREAS, the City of Charleston critically needs federal and state funding to assist in matching city funds for the construction of this project.

NOW, THEREFORE,

BE IT RESOLVED by the House of Representatives, the Senate concurring:

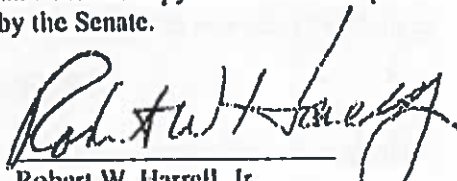
THAT the members of the General Assembly of the State of South Carolina memorialize the United States Congress to appropriate the funds necessary to allow the State of South Carolina and the City of Charleston to complete the Spring Street/Fishburne Street/United States Highway 17 Drainage Basin Improvements Project located in the City of Charleston, South Carolina.

BE IT FURTHER RESOLVED that a copy of this resolution be forwarded to the President of the United States Senate, the Speaker of the United States House of Representatives, and each member of the South Carolina Congressional Delegation.

State of South Carolina
In the House of Representatives
Columbia, South Carolina
May 19, 2009

I hereby certify that the foregoing is a true and correct copy of a resolution passed in the House of Representatives and concurred in by the Senate.




Robert W. Harrell, Jr.
Speaker

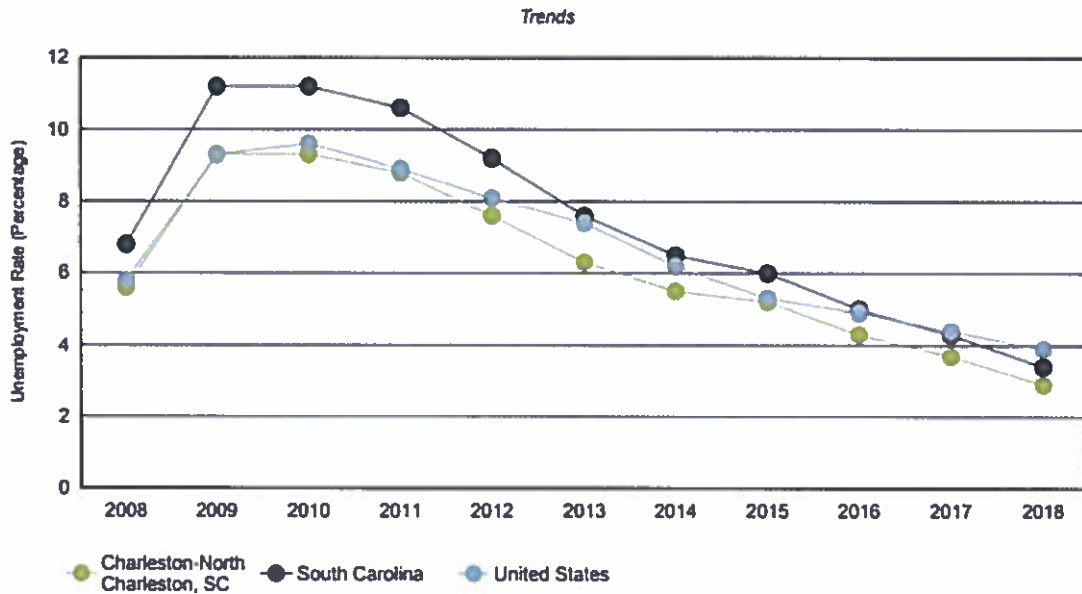
Charles F. Reid
Clerk of the House

A-3

Unemployment Data 2008 – 2018

Unemployment Data 2008 – 2018

Annual Unemployment Rate (Unadjusted)



Year	Charleston-North Charleston, SC			South Carolina			United States		
	Employment	Unemp	Rate	Employment	Unemp	Rate	Employment	Unemp	Rate
2018	371,484	11,057	2.9%	2,243,858	79,553	3.4%	155,761,000	6,314,000	3.9%
2017	363,354	13,801	3.7%	2,207,404	98,617	4.3%	153,337,000	6,982,000	4.4%
2016	355,425	18,094	4.3%	2,175,584	114,978	5.0%	151,436,000	7,751,000	4.9%
2015	345,346	18,754	5.2%	2,132,099	135,450	6.0%	148,834,000	8,296,000	5.3%
2014	333,857	19,518	5.5%	2,078,592	143,753	6.5%	146,305,000	9,617,000	6.2%
2013	323,289	21,787	6.3%	2,023,642	167,326	7.6%	143,929,000	11,460,000	7.4%
2012	317,007	28,094	7.8%	1,985,818	201,260	9.2%	142,489,000	12,506,000	8.1%
2011	306,350	29,442	8.8%	1,945,900	229,623	10.6%	139,869,000	13,747,000	8.9%
2010	296,883	30,266	9.3%	1,915,045	240,823	11.2%	139,064,000	14,825,000	9.6%
2009	288,390	29,686	9.3%	1,910,670	242,075	11.2%	139,877,000	14,265,000	9.3%
2008	299,909	17,733	5.8%	1,996,409	145,823	6.8%	145,362,000	8,924,000	5.8%

Source: S.C. Department of Employment & Workforce

A-4

Letters of Support 2011

South Carolina State **PORTS AUTHORITY**

JAMES I. NEWSOME, III
President and Chief Executive Officer

P.O. BOX 22287
CHARLESTON, S.C. 29413-2287 USA
(843) 577-8600
FAX: (843) 577-8626

May 20, 2011

The Honorable Joseph P. Riley, Jr.
Mayor, City of Charleston
P. O. Box 652
Charleston, SC 29402-0652

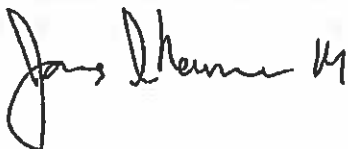
Dear Mayor Riley:

I write to you today on behalf of the South Carolina Ports Authority to express our support for the City of Charleston's application to the State Infrastructure Bank for the U.S. 17 Septima Clark Transportation and Drainage Improvement Project. The U.S. 17 Septima Clark Parkway is a vital transportation facility that provides access to Charleston's main interstate, I-26, which is the primary access highway to the Port of Charleston. During times of heavy rainfall, the U.S. 17 Highway is rendered impassable creating access issues to and from downtown port terminals. Additionally, U.S. 17 is an important thoroughfare for cargo travelling south. Any interruption in this traffic is detrimental to port operations and freight mobility.

The Port of Charleston represents the main economic engine for the State of South Carolina and the continued and unimpeded access to the Port by way of highways in the Charleston area is paramount to the continued success of our operations. Repairing the drainage deficiencies on U.S. 17 Septima Clark Parkway is critical for the continued movement of people and goods in our area.

We support the City of Charleston in their application to the State Infrastructure Bank for funding to invest in infrastructure that will find the ultimate solution to the drainage problems on Highway 17. Having unfettered access to Highway 17 in our region will enhance mobility and transportation contributing to better access to the Port of Charleston which in turn strengthens economic development for our State, region and nation.

Sincerely,



James I. Newsome, III



Secretary of Transportation
South Carolina Department of Transportation

August 1, 2009

The Honorable Ray LaHood, Secretary
United States Department of Transportation
1200 New Jersey Ave, SE
Washington, DC 20590

Dear Secretary LaHood:

I write to you today on behalf of the South Carolina Department of Transportation (SCDOT) to express our full support for the TIGER Grant application being submitted by the City of Charleston for the "U.S. 17 - Septima Clark Transportation Infrastructure Reinvestment Project for Advancement of Mobility, Efficiency, Emergency Preparedness and Community Livability". We believe that this project meets all of the requirements as set by the TIGER Grant Program criteria and most importantly, the funding of this grant application will immediately and successfully create jobs within an economically disadvantaged area, further stimulating the local, regional, and national economy.

The U.S. 17 - Septima Clark Parkway is a vital transportation facility that provides access to Charleston's main interstate highway (I-26), access to the Port of Charleston, and hospitals such as the Veterans Administration Hospital, the Medical University of South Carolina Hospital and its Level I regional trauma center. During times of rainfall and high tide, the U.S. 17 Highway is rendered impassable, thus preventing access to Interstate 26, area hospitals, to five schools, the Port of Charleston, and other businesses and homes within the Charleston Community. In order to address the shortcomings of this major federal highway (U.S. 17), the City of Charleston, in partnership with SCDOT, is proposing an innovative infrastructure reinvestment project that will improve transportation efficiency and safety for the region and facilitate critical disaster response. The U.S. 17 Highway is today a dangerously and dysfunctional primary transportation route in need of reconstruction to address a series of negative impacts on the surrounding a community. The project is expected to create growth in employment, production, and high-value economic activity, improve community livability and energy efficiency.

Letter to USDOT Secretary Ray LaHood
Re: City of Charleston Septima Clark Project
August 1, 2009
Page 2

Any funds awarded for this project will be used in a manner consistent with state and federal law, and any request or commitment for supplemental funding is subject to approval by the SCDOT Commission.

We thank you and the U.S. Department of Transportation Tiger Grant Program evaluation team for the opportunity to consider the U.S. 17 - Septima Clark project for a TIGER discretionary grant.

Sincerely,

A handwritten signature in black ink, appearing to read "H. B. Limehouse Jr.", with a long, sweeping horizontal stroke at the end.

H. B. Limehouse Jr.
Secretary of Transportation



Berkeley-Charleston-Dorchester Council of Governments

Charleston Area Transportation Study Policy Committee

CHAIRMAN:
Larry Hargott

VICE CHAIRMAN:
Michael J. Heitzler

EXECUTIVE DIRECTOR:
Ronald E. Mitchum

July 14, 2009

Secretary LaHood
U.S. Department of Transportation
1200 New Jersey Ave, SE
Washington, DC 20590

Re: US 17 (Crosstown) Improvements in Charleston, SC

Dear Secretary LaHood:

As Executive Director of BCDCOG and the CHATS MPO, I hereby support the improvements to US 17, the 'Crosstown,' as proposed by the City of Charleston, South Carolina. The Crosstown serves as a vital transportation facility in the Charleston area, as well the major north-south corridor along the South Carolina coast. This section of US 17, from the end of I-26 to the Ashley River Bridges, experiences operational deficiencies in most weather events.

This corridor has been designated as a portion of the National Highway System (NHS) for national security connectivity, as a Strategic Highway Network (STRAHNET) route, and as a federally designated Surface Transportation Assistance Act (STAA) route for freight connectivity. The South Carolina Department of Transportation identified the corridor in its Strategic Corridors Plan, as it serves as a designated state evacuation route for the coastal region.

The CHATS Policy Committee has included this project in the Long Range Transportation Plan (LRTP) and the Transportation Improvement Program (MTIP), as a project of regional significance. The project has been included in the Statewide Transportation Improvement Program (STIP) and public review and comment periods have been provided with each action.

US 17 is a component of the strategic highway system in South Carolina providing the needed connectivity that will allow South Carolina to maintain and enhance its economic vitality. Thank you for your time and support of this important project. If you have any questions or need any additional information, please don't hesitate to call me at (843) 529-0400.

Sincerely,

Ronald E. Mitchum
Executive Director



Berkeley-Charleston-Dorchester Council of Governments

Charleston Area Transportation Study Policy Committee

CHAIRMAN:
Larry Hargett

VICE CHAIRMAN:
Michael J. Heitzler

EXECUTIVE DIRECTOR:
Ronald E. Mitchum

July 14, 2009

Secretary LaHood
U.S. Department of Transportation
1200 New Jersey Ave, SE
Washington, DC 20590

Re: US 17 (Crosstown) Improvements in Charleston, SC

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Sincerely,

Ronald E. Mitchum
Executive Director



Berkeley-Charleston-Dorchester Council of Governments

CHAIRMAN:
R. Keith Summey

VICE CHAIRMAN:
Larry Hargett

SECRETARY:
Michael J. Heltzler

TREASURER:
Mary R. Miller

EXECUTIVE DIRECTOR:
Ronald E. Mitchum

May 4, 2009

The Honorable Henry E. Brown, Jr.
U.S. House of Representatives
103 Cannon House Office Building
Washington, DC 20515

Re: US 17 (Crosstown) Improvements in Charleston, SC

Dear Congressman Brown:

As Executive Director of BCDCOG and the CHATS MPO, I hereby support the improvements to US 17, the 'Crosstown,' as proposed by the City of Charleston, South Carolina. The Crosstown serves as a vital transportation facility in the Charleston area, as well the major north-south corridor along the South Carolina coast. This section of US 17, from the end of I-26 to the Ashley River Bridges, experiences operational deficiencies in most weather events. Moreover, this corridor has been identified in the South Carolina Department of Transportation's Strategic Corridors Plan. The CHATS Policy Committee has included this project in the Long Range Transportation Plan (LRTP) and the Transportation Improvement Program (TIP), as project of regional significance.

US 17 is a component of the strategic highway system in South Carolina providing the needed connectivity that will allow South Carolina to maintain and enhance its economic vitality. Thank you for your time and support of this important project. If you have any questions or need any additional information, please don't hesitate to call me at (843) 529-0400.

Sincerely,

Ronald Mitchum
Executive Director



**CHARLESTON METRO
CHAMBER OF COMMERCE**

*P.O. Box 975
Charleston, SC 29402-0975
843.577.2510
843.723.4853
www.charlestonchamber.net*

September 9, 2011

The Honorable Joseph Riley, Jr.
Mayor, City of Charleston
PO Box 652
Charleston SC 29402

Dear Mayor Riley:

The Charleston Metro Chamber of Commerce supports the City of Charleston's application to the State Infrastructure Bank for the US 17 Septima Clark Transportation and Drainage Improvement project.

The US 17 Septima Clark Parkway is a transportation artery that provides access to downtown Charleston and many of the employment centers and economic engines of our region. It is through this route that both healthcare workers and patients access the medical center complex downtown, workers and customers access the Port terminals and the millions of visitors that come to our community each year access the cultural attractions, hotels, restaurants and shops on the Peninsula.

During periods of heavy rainfall and high tides, this artery is flooded and impassable by all those who need it. Just two weeks ago, heavy flooding and high tides from Irene resulted in lost business on the Peninsula as businesses were forced to close early in order to get their workforce safely off the Peninsula. We desperately need to solve the draining problems on US 17.

We support the City in their application to the State Infrastructure Bank for funding to invest in solving the drainage problems on US 17 Septima Clark.

Sincerely,

Mary Graham, CCR, IOM, CCE
Senior Vice President
Business Advocacy



JOSEPH P. RILEY, JR.
MAYOR

THOMAS CARR, JR.
CHIEF

City of Charleston

South Carolina

Fire Department

August 27, 2009

Dear Mayor Riley:

I would like to provide my support for the City of Charleston's plans to seek direct federal assistance for the US17 Septima Clark Transportation Infrastructure Reinvestment Project for Advancement of Mobility, Efficiency, and Emergency Preparedness. I understand that the City is actively pursuing TIGER grant money through the American Recovery and Reinvestment Act (ARRA) to fund this project. I would like to be on record as being in full support of your request and to give you some of the reasons this project is most worthy of receipt of federal funds.

When the federal government and the SC Department of Transportation built US Hwy 17 (known as the Septima Clark Expressway, or simply the Crosstown) across the peninsula, it created an indelible scar that divided neighborhoods, separated friends and families, and created a tear in the fabric of the City of Charleston. The six-lane highway, while designed to quickly move vehicles from one side of the peninsula to the other, is daunting and dangerous to pedestrians as the crossings are outdated, outmoded, and inadequate in number. Additionally, little if any consideration was given to the effect of the project on an area rife with drainage challenges. The impervious area that was added with an extra six lanes of asphalt contributes voluminous amounts of stormwater runoff to an already overburdened, undersized stormwater collection and conveyance system. As such, with each heavy rain, or even a moderate rain at high tide, the Crosstown becomes impassable to vehicles, oftentimes for many hours, until the water can drain away and traffic can again safely pass.

The project has been in development since the early 1980s and the time for action is now. With each pedestrian who crosses the expressway life and limb are risked, sometimes with deadly results. With each flooding event additional private, city, state and federal infrastructure is subject to water damage and potential washout of supporting soils. The region's largest and most significant health care facilities become inaccessible to citizens and emergency response vehicles during these flooding events. While the flooding has occurred for years, its cumulative effects are taking its toll on neighborhoods and the area's regional and national infrastructure. Because of ongoing changes to Charleston's coastal environment, the flooding and its impacts have worsened. In the end, the loss of one of the City's most important evacuation routes (US 17) cannot be allowed to continue.

I understand that the city has invested millions of local dollars in the planning and design of the ultimate solution. That solution includes numerous improvements to traffic such as safer lanes for vehicular traffic, improved intersections for safe pedestrian crossings and efficient traffic

flow, intelligent traffic systems (ITS), and energy-efficient traffic lights. To alleviate the significant flooding problem, the solution includes the construction of a series of deep stormwater collection tunnels, a large stormwater pumping station at the edge of the Ashley River with a specially designed outfall, and a number of local neighborhood drainage improvements.

We are all struggling during these changing economic times to manage our resources responsibly while maintaining our communities. We concur with the City that because of this project's benefit to regional and national interests and because of the overall public safety issues involved, this project only becomes affordable with the combination of local, state, and federal resources.

On behalf of all the citizens in our area, we thank you for your past support and consideration for this request.

Sincerely,



Tom Carr
Fire Chief



JOSEPH P. RILEY, JR.
Mayor

City of Charleston

GREGORY G. MULLEN
Chief of Police

SOUTH CAROLINA

POLICE DEPARTMENT

TO: Major Joseph P. Riley, Jr
FROM: Chief Gregory G. Mullen
DATE: 31 August 2009
REF: Crosstown Flooding Issues

As the City of Charleston continues its efforts to obtain funding to improve the US Highway 17 corridor that transverses the city between Interstate 26 and the Ashley River Bridges, I would like to take this opportunity to furnish you with information that may assist.

Historically, the "Cross-town Corridor" has been one susceptible to flooding when inclement weather occurs. When we experience a weather event consisting of even moderate rainfall, it makes US Highway 17 and nearby streets impossible to travel. Whenever the Charleston area experiences flooding, it requires a significant amount of law enforcement resources to address the situation. We are not only required to deploy high profile vehicles so that officers can respond to routine calls for service, but also provide staffing and manpower to block intersections, divert traffic, clear roadways, and conduct rescues of stranded motorists. When even moderate rainfall occurs, it is not uncommon for roadways and neighborhoods to become impassible to vehicle traffic in the area, which includes those routes to many of the downtown hospitals.

As you know, this is not an infrequent event, but one that occurs on a regular basis. The situation is compounded when the elements of wind, water and tidal conditions combine to create a scenario where it is difficult for the water to recede. While the police department is ready and poised to respond to these situations, it becomes very disruptive when officers are pulled from their normal duties for extended periods of time simply because of this drainage issue. As a result of this constant scenario which plays out regularly in Charleston, officers are pulled away from their primary patrol zones and duties and prevented from executing their normal law enforcement activities.



Crosstown Flooding Issues
31 August 2009
Page 2

The present situation places a tremendous burden on our resources and creates a dangerous driving condition for passing motorists who often become stranded in the rising waters. In addition, this constant flooding places an unnecessary hardship on the businesses and residents that are located within this area. Furthermore, without correction, this situation will impact our response during natural emergencies. Highway 17 and the Cross-town Corridor are major roadway systems that are depended upon during evacuations and other major events which impact the City. Currently, once the roadway is flooded, it is effectively crossed and, therefore, adds another impediment to the orderly management of residents and traffic flow.

As you know, I fully support the effort to obtain funding to upgrade and improve the drainage situation found near the "Cross-town Corridor." Not only will this be a welcome relief to the residents, visitors, and businesses that live or operate in this area, but it will have a significant impact on public safety in general. Primarily, it will enhance roadway safety and protect those who find themselves trapped in the flood waters so often. Additionally, yet just as important, it will allow law enforcement resources to focus on their community crime intervention and prevention strategies and not spend valuable time and effort addressing flooding that can be solved through engineering and road improvements. Finally, this improvement will assist us in our response to emergencies which require large volumes of people and vehicles to move through the area.

If I can be of further assistance or provide additional information to assist with this effort, please do not hesitate to contact me.

Warm regards,



Gregory G. Mullen
Chief of Police



HOUSING AUTHORITY OF THE CITY OF CHARLESTON

550 MEETING STREET, CHARLESTON, SOUTH CAROLINA 29403
TELEPHONE (843) 720-3970 FAX # (843) 720-3977 TDD (843) 720-3685
Donald J. Cameron, SPHM - Chief Executive Officer

August 27, 2009

2000
HOUSING ACHIEVEMENT AWARD
S.C. STATE HOUSING FINANCE
AND DEVELOPMENT AUTHORITY

1999
SECRETARY'S COMMENDATION
U.S. DEPARTMENT OF HOUSING AND
URBAN DEVELOPMENT

1991-98
CERTIFICATE OF EXCELLENCE
IN MANAGEMENT OPERATIONS
U.S. DEPARTMENT OF HOUSING AND
URBAN DEVELOPMENT

1997
FOUNDERS AWARD
HISTORIC CHARLESTON FOUNDATION

1991
SUSTAINED PERFORMANCE AWARD
U.S. DEPARTMENT OF HOUSING AND
URBAN DEVELOPMENT

1989, 1990, 1997
CAROLINUS AWARD
PRESERVATION SOCIETY
OF CHARLESTON

1991
SPECIFIC ACTIVITY AWARD
U.S. DEPARTMENT OF HOUSING AND
URBAN DEVELOPMENT

1991
HONOR AWARD
AMERICAN INSTITUTE OF ARCHITECTS

1988
AWARD FOR
NATIONAL EXCELLENCE
U.S. DEPARTMENT OF HOUSING AND
URBAN DEVELOPMENT

1986
HONOR AWARD
AMERICAN INSTITUTE OF ARCHITECTS

1985
AWARD FOR
DESIGN EXCELLENCE
PRESIDENT RONALD REAGAN

1985
HONOR AWARD
NATIONAL ASSOCIATION OF HOUSING
AND REDEVELOPMENT OFFICIALS

1981
FEDERAL DESIGN
ACHIEVEMENT AWARD
NATIONAL ENDOWMENT
FOR THE ARTS

The Honorable Joseph P. Riley, Jr.
Mayor, City of Charleston
P. O. Box 652
Charleston, SC 29402

Re: Septima Clark Transportation Infrastructure

Dear Mayor Riley:

I would like to provide my support for the City of Charleston's plans to seek direct federal assistance for the US17 Septima Clark Transportation Infrastructure Reinvestment Project for Advancement of Mobility, Efficiency, and Emergency Preparedness. I understand that the City is actively pursuing TIGER grant money through the American Recovery and Reinvestment Act (ARRA) to fund this project. I would like to be on record as being in full support of your request and to give you some of the reasons this project is most worthy of receipt of federal funds.

When the federal government and the SC Department of Transportation built US Hwy 17 (known as the Septima Clark Expressway, or simply the Crosstown) across the peninsula, it created an indelible scar that divided neighborhoods, separated friends and families, and created a tear in the fabric of the City of Charleston. The six-lane highway, while designed to quickly move vehicles from one side of the peninsula to the other, is daunting and dangerous to pedestrians as the crossings are outdated, outmoded, and inadequate in number. Additionally, little if any consideration was given to the effect of the project on an area rife with drainage challenges. The impervious area that was added with an extra six lanes of asphalt contributes voluminous amounts of storm water runoff to an already overburdened, undersized storm water collection and conveyance system. As such, with each heavy rain, or even a moderate rain at high tide, the Crosstown becomes impassable to vehicles, oftentimes for many hours, until the water can drain away and traffic can again safely pass.



August 27, 2009
Re: Septima Clark Transportation Infrastructure
Page 2

The project has been in development since the early 1980s and the time for action is now. With each pedestrian who crosses the expressway life and limb are risked, sometimes with deadly results. With each flooding event additional private, city, state and federal infrastructure is subject to water damage and potential washout of supporting soils. The region's largest and most significant health care facilities become inaccessible to citizens and emergency response vehicles during these flooding events. While the flooding has occurred for years, its cumulative effects are taking its toll on neighborhoods and the area's regional and national infrastructure. Because of ongoing changes to Charleston's coastal environment, the flooding and its impacts have worsened. In the end, the loss of one of the City's most important evacuation routes (US 17) cannot be allowed to continue.

I understand that the city has invested millions of local dollars in the planning and design of the ultimate solution. That solution includes numerous improvements to traffic such as safer lanes for vehicular traffic, improved intersections for safe pedestrian crossings and efficient traffic flow, intelligent traffic systems (ITS), and energy-efficient traffic lights. To alleviate the significant flooding problem, the solution includes the construction of a series of deep storm water collection tunnels, a large storm water pumping station at the edge of the Ashley River with a specially designed outfall, and a number of local neighborhood drainage improvements.

We are all struggling during these changing economic times to manage our resources responsibly while maintaining our communities. We concur with the City that because of this project's benefit to regional and national interests and because of the overall public safety issues involved, this project only becomes affordable with the combination of local, state, and federal resources.

On behalf of all the citizens in our area, we thank you for your past support and consideration for this request.

Sincerely,



Donald J. Cameron
President & CEO

DJC:ss



Charleston Water System

P.O. Box B
Charleston, SC 29402
103 St. Phillip Street (29403)
(843) 727-6800
www.charlestonwater.com

Board of Commissioners
Thomas B. Pritchard, Chairman
David E. Rivers, Vice Chairman
William E. Koopman, Jr., Commissioner
Mayor Joseph P. Riley, Jr. (Ex-Officio)
Councilmember Louis L. Waring (Ex-Officio)

Officers
Kin Hill, P.E., Chief Executive Officer
Dorothy Harrison, Chief Administrative Officer
Wesley Ropp, CMA, Chief Financial Officer
Andy Falrey, Chief Operating Officer
Mark Cline, P.E., Capital Projects Officer

August 21, 2009

Mayor Joseph P. Riley, Jr.
P.O. Box 652
Charleston, SC 29402

Dear Mayor Riley:

The Charleston Water System would like to provide support for the City of Charleston's plans to seek direct federal assistance for the US 17 Septima Clark Transportation Infrastructure Reinvestment Project for Advancement of Mobility, Efficiency and Emergency Preparedness. The City is actively pursuing TIGER grant money through the American Recovery and Reinvestment Act (ARRA) to fund this project. Charleston Water System would like to be on the record as being in full support of the City's request and to give you some of the reasons this project is most worthy of receipt of federal funds.

When the federal government and the SC Department of Transportation built US Hwy 17 (known as the Septima Clark Expressway, or simply the Crosstown) across the peninsula, it created an indelible scar that divided neighborhoods, separated friends and families, and produced a tear in the fabric of the City of Charleston. The six-lane highway, while designed to quickly move vehicles from one side of the peninsula to the other, is daunting and dangerous to pedestrians as the crossing are outdated, outmoded, and inadequate in number. Additionally, little if any consideration was given to the effect of the project on an area rife with drainage challenges. The impervious area that was added with an extra six lanes of asphalt contributes voluminous amounts of stormwater runoff to an already overburdened, undersized stormwater collection and conveyance system. As such, with each heavy rain, or even a moderate rain at high tide, the Crosstown becomes impassable to vehicles, oftentimes for many hours, until the water can drain away and traffic can again safely pass. Accidents often occur with vehicles damaged and occupants injured when drivers unaware of the situation drive into the high flood waters.

These occurrences also cause impact to Crosstown businesses. Local customers are flooded in or flooded out and decide to avoid the area in the future taking their business elsewhere. Employees of area businesses have difficulty accessing their workplaces by foot, bike or vehicle and miss work with a resulting lost of productivity and profit to the business. Travelers traumatized by these flooding events decide to push on to find food, gas or lodging. Businesses often sustain physical damage to their properties forcing temporary closure until cleanup occurs and repairs are made. These additional risks and costs discourage retail/commercial growth.

The project to update the drainage system and make much needed renovations to the Crosstown has been in development since the early 1980s. And, the time for action is now. With each pedestrian who crosses the expressway life and limb are risked, sometimes with deadly results. With each flooding event additional private, city, state and federal infrastructure is subject to water damage and potential washout of supporting soils. The region's largest and most significant health care facilities become inaccessible to

Mayor Joseph P. Riley, Jr.
Page 2 of 2
August 21, 2009

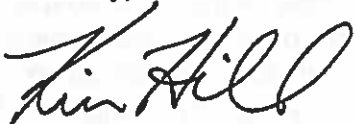
citizens and emergency response vehicles during these flooding events. While the flooding has occurred for years, its cumulative effects are taking its toll on neighborhoods and the area's regional and national infrastructure. Because of ongoing changes to Charleston's coastal environment, the flooding and its impacts have worsened. In the end, the loss of one of the City's most important evacuation routes (US 17) cannot be allowed to continue.

The city has invested millions of local dollars in the planning and design of the ultimate solution. That solution includes numerous improvements to traffic such as safer lanes for vehicular traffic, improved intersection for safe pedestrian crossing and efficient traffic flow, intelligent traffic systems (ITS), and energy-efficient traffic lights. To alleviate the significant flooding problem, the solution includes the construction of a series of deep stormwater collection tunnels, a large stormwater pumping station at the edge of the Ashley River with a specially designed outfall, and a number of local neighborhood drainage improvements.

All municipalities and utilities are struggling during these changing economic times to manage our resources responsibly while maintaining our communities. We concur with the City that because of this project's benefit to regional and national interests and because of the overall public safety issues involved, this project only becomes affordable with the combination of local, state, and federal resources.

On behalf of the Charleston Water System, located at 103 St. Philip Street, in downtown Charleston, thank you very much for your support and hard work in making this critical and urgent project a reality.

Sincerely,



Kin Hill, PE
Chief Executive Officer

msh

xc: Thomas Pritchard, Chair, CWS, Mark Cline, PE, CPO, CWS, Lucas Padgett, Esq.

(Charleston Drainage Problem - Mayor's Support)



July 15, 2009

125 Doughty Street
Suite 760
Charleston, SC 29403
(843) 724-2910
(843) 720-8355

The Honorable Joseph P. Riley, Jr.
Mayor, The City of Charleston
80 Broad Street
Charleston, SC 29401

Dear Mayor Riley:

We would like to provide our support for the City of Charleston's plans to seek direct federal assistance for the US17 Septima Clark Transportation Infrastructure Reinvestment Project for Advancement of Mobility, Efficiency, and Emergency Preparedness. We are encouraged that the City is actively pursuing TIGER grant money through the American Recovery and Reinvestment Act (ARRA) to fund this project. In the meantime, we would like to be on record as being in full support of the request and to give you some of the reasons this project is most worthy of receipt of federal funds.

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The project has been in development since the early 1980's, and the time for action is now. With each pedestrian who crosses the expressway, life and limb are risked, sometimes with deadly results. With each flooding event additional private, city, state and federal infrastructure is subject to water damage and potential washout of supporting soils. The region's largest and most significant health care facilities become inaccessible to citizens and emergency response vehicles during these flooding events. While the flooding has occurred for years, its cumulative effects are taking its toll on neighborhoods and the area's regional and national infrastructure. Because of ongoing changes to Charleston's coastal environment, the flooding and its impacts have worsened. In the end, the loss of one of the City's most important evacuation routes (US 17) cannot be allowed to continue.

The Honorable Joseph P. Riley, Jr.
July 15, 2009
Page Two

We understand that the city has invested millions of local dollars in the planning and design of the ultimate solution. That solution includes numerous improvements to traffic such as safer lanes for vehicular traffic, improved intersections for safe pedestrian crossings and efficient traffic flow, intelligent traffic systems (ITS), and energy-efficient traffic lights. To alleviate the significant flooding problem, the solution includes the construction of a series of deep storm water collection tunnels, a large storm water pumping station at the edge of the Ashley River with a specially designed outfall, and a number of local neighborhood drainage improvements.

We are all struggling during these changing economic times to manage our resources responsibly while maintaining our communities. We concur with the City that because of this project's benefit to regional and national interests and because of the overall public safety issues involved, this project only becomes affordable with the combination of local, state, and federal resources.

Thank you for your consideration.

Sincerely,



David L. Dunlap, FACHE
President and Chief Executive Officer

Bcc: Jane Baker



Office of the President
Colcock Hall
179 Ashley Avenue
MSC 001
Charleston SC 29425-0010
Tel 843 792 2211
Fax 843 792 1097
www.musc.edu

July 14, 2009

The Honorable Joseph P. Riley, Jr.
The City of Charleston
80 Broad Street
Charleston, SC 29401

Dear Mayor Riley:

We would like to provide our support for the City of Charleston's plans to seek direct federal assistance for the US17 Septima Clark Transportation Infrastructure Reinvestment Project for Advancement of Mobility, Efficiency, and Emergency Preparedness. We are encouraged that the City is actively pursuing TIGER grant money through the American Recovery and Reinvestment Act (ARRA) to fund this project. In the meantime, we would like to be on record as being in full support of the request and to give you some of the reasons this project is most worthy of receipt of federal funds.

When the federal government and the SC Department of Transportation built US Hwy 17 (known as the Septima Clark Expressway, or simply the Crosstown) across the peninsula, it divided neighborhoods, separated friends and families, and created a tear in the fabric of the City of Charleston. The six-lane highway is daunting and dangerous to pedestrians as the crossings are outdated, outmoded, and inadequate in number. Additionally, little if any consideration was given to the effect of the project on an area with considerable drainage challenges. The impervious area that was added with an extra six lanes of asphalt contributes large amounts of stormwater runoff to an already overburdened, undersized stormwater collection and conveyance system. With even a moderate rain at high tide, the Crosstown becomes impassable to vehicles, oftentimes for many hours, until the water can drain away and traffic can again safely pass. This adversely affects our patients and employees, and can deter access to essential medical care.

The project has been in development since the early 1980s and the time for action is now. With each pedestrian who crosses the expressway life and limb are risked, sometimes with deadly results. With each flooding event additional private, city, state and federal infrastructure is subject to water damage and potential washout of supporting soils. The region's largest and most significant health care facilities become inaccessible to citizens and emergency response vehicles during these flooding events. While the flooding has occurred for years, its cumulative effects are taking its toll on neighborhoods and the area's regional and national infrastructure. Because of ongoing changes to Charleston's coastal environment, the flooding and its impacts have worsened. In the end, the loss of one of the City's most important evacuation routes (US 17) cannot be allowed to continue.

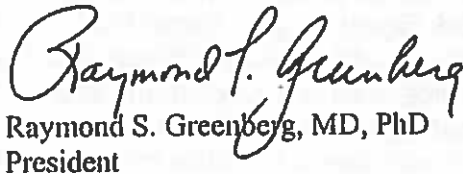
The Honorable Joseph P. Riley, Jr.
July 14, 2009
Page Two

We understand that the city has invested millions of local dollars in the planning and design of the ultimate solution. That solution includes numerous improvements to traffic such as safer lanes for vehicular traffic, improved intersections for safe pedestrian crossings and efficient traffic flow, intelligent traffic systems (ITS), and energy-efficient traffic lights. To alleviate the significant flooding problem, the solution includes the construction of a series of deep stormwater collection tunnels, a large stormwater pumping station at the edge of the Ashley River with a specially designed outfall, and a number of local neighborhood drainage improvements.

We strongly endorse the City's project's benefit to regional and national interests and because of the overall public safety issues involved, this project only becomes affordable with the combination of local, state, and federal resources.

Thank you for your consideration.

Sincerely,


Raymond S. Greenberg, MD, PhD
President

August 27, 2009

Mayor Joseph P. Riley, Jr.
P.O. Box 652
Charleston, SC 29402

Dr. Nancy J. McGinley
Superintendent of Schools

Dear Mayor Riley:

Board of Trustees

Toya Hampton Green, Chair
75 Calhoun Street
Charleston, SC 29401

Gregg Meyers, Vice Chair
39 Broad Street, Suite 300
Charleston, SC 29401

Chris Collins
1206 Chesterfield Road
North Charleston, SC 29405

Chris Fraser
4 Old Summer House Road
Charleston, SC 29412

Ruth Jordan
1784 Banbury Road
Charleston, SC 29414

Elizabeth Kandrak
P.O. Box 70673
North Charleston, SC 29415

Ann Oplinger
813 Duck Hawk Retreat
Charleston, SC 29412-9056

Arthur Ravenel, Jr.
109 Center Street
Mt. Pleasant, SC 29464

Raymond Toler
4914 Foxwood Drive
North Charleston, SC 29418

I hope this finds you well. As Superintendent of the Charleston County Public Schools, I am writing in support of the City of Charleston's plans to seek direct federal assistance for the US-17 Septima Clark Transportation Infrastructure Reinvestment Project for Advancement of Mobility, Efficiency and Emergency Preparedness. The City is actively pursuing TIGER grant money through the American Recovery and Reinvestment Act (ARRA) to fund this project. The Charleston County School District would like to be on the record as being in full support of the City's request, and to give you some of the reasons this project is worthy of receipt of federal funds.

When the federal government and the SC Department of Transportation built US Hwy 17 (known as the Septima Clark Expressway, or simply the Crosstown) across the peninsula, it divided neighborhoods and separated friends and families in the City of Charleston. Little if any consideration was given to the effect of the project on an area rife with drainage challenges. The impervious area that was added with an extra six lanes of asphalt contributes voluminous amounts of storm water runoff to an already overburdened, undersized storm water collection and conveyance system. As such, with each heavy rain—or even a moderate rain at high tide—the Crosstown area and connecting streets in downtown Charleston become impassable to vehicles, often for many hours, until the water can drain away and traffic can again safely pass.

This flooding has a direct, negative and significant impact on our downtown schools. It prohibits busses from transporting students, resulting in delays and lost instructional time. It prevents parents and students from walking to and from school—robbing them of safe passage and rare opportunities for exercise and family time. It renders pedestrian, bike and car routes to school unsafe or impassable for staff and students. And it impacts the infrastructure of schools and school grounds, making them more subject to water damage.

The city has invested millions of local dollars in the planning and design of the ultimate solution. That solution addresses traffic, safety and flooding issues. In order to alleviate the significant flooding problem, the solution includes the construction of a series of deep storm water collection tunnels, a large storm water pumping station at the edge of the Ashley River with a specially designed outfall, and a number of local neighborhood drainage improvements.

Charleston >excellence is our standard
County SCHOOL DISTRICT

We are all struggling during these changing economic times to manage our resources responsibly while maintaining our communities. We concur with the City that because of this project's benefit to regional and national interests—in particular, our public schools—and because of the overall public safety issues involved, this project only becomes affordable with the combination of local, state, and federal resources.

On behalf of the Charleston County School District, I thank you very much for your support and hard work in making this critical and urgent project a reality.

Sincerely,



Nancy J. McInley, Ed.D.

NJM:rsk



THE CITADEL

THE MILITARY COLLEGE OF SOUTH CAROLINA

Office of the President

10 August 2009

The Honorable Joseph P. Riley, Jr.
The Mayor of the City of Charleston
80 Broad Street
Charleston, SC 29401

Dear Mayor Riley:

The Citadel supports the City of Charleston's plans to seek direct federal assistance for the US 17 Septima Clark Transportation Infrastructure Reinvestment Project for Advancement of Mobility, Efficiency, and Emergency Preparedness. We are encouraged that the City is actively pursuing TIGER grant money through the American Recovery and Reinvestment Act (ARRA) to fund this project. In the meantime, we would like to be on record as being in full support of the request.

US Hwy 17 (known as the Septima Clark Expressway, or simply the Crosstown) quickly moves vehicles from one side of the peninsula to the other, but presents limited crossings for pedestrians. Additionally, the current stormwater collection and conveyance system is insufficient for the runoff from the highway. A heavy rain, or even a moderate rain at high tide, can render the Crosstown impassable for many hours until the water can drain away.

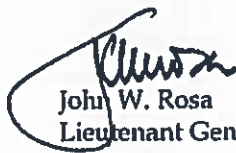
The region's largest and most significant health care facilities can become inaccessible to citizens and emergency response vehicles are seriously hampered during flooding events. Because of ongoing changes to Charleston's coastal environment, the flooding and its impacts have worsened. The loss of one of the City's most important evacuation routes (US 17) cannot be allowed to continue.

We commend the City of Charleston for investing millions of local dollars in the planning and design of a sustainable solution. The planned projects will significantly enhance the quality of life at The Citadel and the neighborhoods surrounding it by improving the region's capacity to operate safely during weather emergencies.

We concur with the City that because of this project's benefit to regional and national interests and because of the overall public safety issues involved, this project warrants a combination of local, state, and federal resources.

With gratitude for your service to the citizens of the Lowcountry,

Sincerely,



John W. Rosa
Lieutenant General, USAF (Retired)
President

JWR:jp



July 30, 2009

Dear Mayor Riley –

I am writing on behalf of the Cannonborough Elliotborough Neighborhood Association in support for the City of Charleston's plans to seek direct federal assistance for the US 17 Septima Clark Transportation Infrastructure Reinvestment Project for Advancement of Mobility, Efficiency, and Emergency Preparedness. I understand that the City is pursuing TIGER grant money through the ARRA to fund this project. The Cannonborough Elliotborough Neighborhood Association strongly supports your request for funding for this desperately needed project.

US Hwy 17 (hereinafter "the Crosstown") is the northern boundary of our neighborhood, and most of our residents travel upon and / or need to cross this road area every day of their lives. Several of our residents' homes are immediately adjacent to the Crosstown. The flooding on the expressway makes it very difficult and sometimes impossible for residents to get to and from their homes, creating significant safety problems and causing property damage. Some residents simply cannot leave their homes when flooding occurs, and many are afraid to do so. I have had new residents in the neighborhood call me from their cell phones, panicked and scared, on the other side of the flooding in pouring rain, unable to navigate to their homes.

From a livability standpoint, the Crosstown is a significant hazard for pedestrians, bicyclists, and especially our neighborhood's children who must cross this six lane highway in order to reach the public schools. The Crosstown desperately needs improvements for pedestrian safety such as better timed lights, multiple proper crosswalks and pedestrian signals, and a decent sized pedestrian friendly median where it would be safe to stand if one was not able to make it all the way across the highway in time (at the present time there is only a very narrow, high concrete divider between the two way traffic).

In addition, our neighborhood would welcome any improvements to the extremely unpleasant streetscape of the Crosstown. It is a concrete and chain link fence jungle. Pedestrians are blocked from most of the area by rusted chain link fence (which is in disrepair and cut in many areas, and which serves no purpose in many areas, such as the median and partial panels in odd areas). The current aesthetic of the Crosstown discourages any human activity while it only encourages speeding traffic by creating a concrete-only pathway for cars to speed through.

Our neighborhood has been asking the City for years to make improvements to the terrible flooding, traffic, safety, pedestrian, and streetscape problems of the Crosstown, but funding has always been an impediment to addressing these issues that the City is well aware of. Improvements to the Crosstown in these areas would have immediate tangible benefits for the residents of our large and diverse neighborhood.



Please let me know if our neighborhood can do anything to help in your efforts to obtain this funding.

Sincerely,

A handwritten signature in black ink that reads 'Claire Xidis'. The signature is written in a cursive, flowing style.

Claire Xidis – President
Cannonborough Elliotborough Neighborhood Association
36 Bogard St.
Charleston, SC 29403
943-834-4747
clairexidis@gmail.com

Dear Mayor Riley:

July 14, 2009

I would like to provide my support for the City of Charleston's plans to seek direct federal assistance for the US17 Septima Clark Transportation Infrastructure Reinvestment Project for Advancement of Mobility, Efficiency, and Emergency Preparedness. I understand that the City is actively pursuing TIGER grant money through the American Recovery and Reinvestment Act (ARRA) to fund this project. I would like to be on record as being in full support of your request and to give you some of the reasons this project is most worthy of receipt of federal funds.

When the federal government and the SC Department of Transportation built US Hwy 17 (known as the Septima Clark Expressway, or simply the Crosstown) across the peninsula, it created an indelible scar that divided neighborhoods, separated friends and families, and created a tear in the fabric of the City of Charleston. The six-lane highway, while designed to quickly move vehicles from one side of the peninsula to the other, is daunting and dangerous to pedestrians as the crossings are outdated, outmoded, and inadequate in number. Additionally, little if any consideration was given to the effect of the project on an area rife with drainage challenges. The impervious area that was added with an extra six lanes of asphalt contributes voluminous amounts of stormwater runoff to an already overburdened, undersized stormwater collection and conveyance system. As such, with each heavy rain, or even a moderate rain at high tide, the Crosstown becomes impassable to vehicles, oftentimes for many hours, until the water can drain away and traffic can again safely pass.

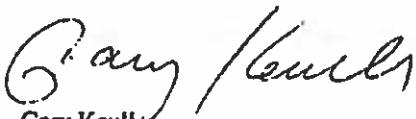
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I understand that the city has invested millions of local dollars in the planning and design of the ultimate solution. That solution includes numerous improvements to traffic such as safer lanes for vehicular traffic, improved intersections for safe pedestrian crossings and efficient traffic flow, intelligent traffic systems (ITS), and energy-efficient traffic lights. To alleviate the significant flooding problem, the solution includes the construction of a series of deep stormwater collection tunnels, a large stormwater pumping station at the edge of the Ashley River with a specially designed outfall, and a number of local neighborhood drainage improvements.

We are all struggling during these changing economic times to manage our resources responsibly while maintaining our communities. We concur with the City that because of this project's benefit to regional and national interests and because of the overall public safety issues involved, this project only becomes affordable with the combination of local, state, and federal resources.

On behalf of all the citizens in our area, we thank you for your past support and consideration for this request.

Sincerely,



Gary Keull
President, Lake Frances Properties Neighborhood Council
James Island

**Westside Neighborhood Association
P. O. Box 22851
Charleston, SC 29413
Arthur P. Lawrence, President**

July 14, 2009

Dear Mayor Riley:

I would like to provide my support for the City of Charleston's plans to seek direct federal assistance for the US17 Septima Clark Transportation Infrastructure Reinvestment Project for Advancement of Mobility, Efficiency, and Emergency Preparedness. I understand that the City is actively pursuing TIGER grant money through the American Recovery and Reinvestment Act (ARRA) to fund this project. I would like to be on record as being in full support of your request and to give you some of the reasons this project is most worthy of receipt of federal funds.

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On behalf of all the citizens in our area, we thank you for your past support and consideration for this request.

Sincerely,



Address:



A-5

State and Local Planning Lists and Plans

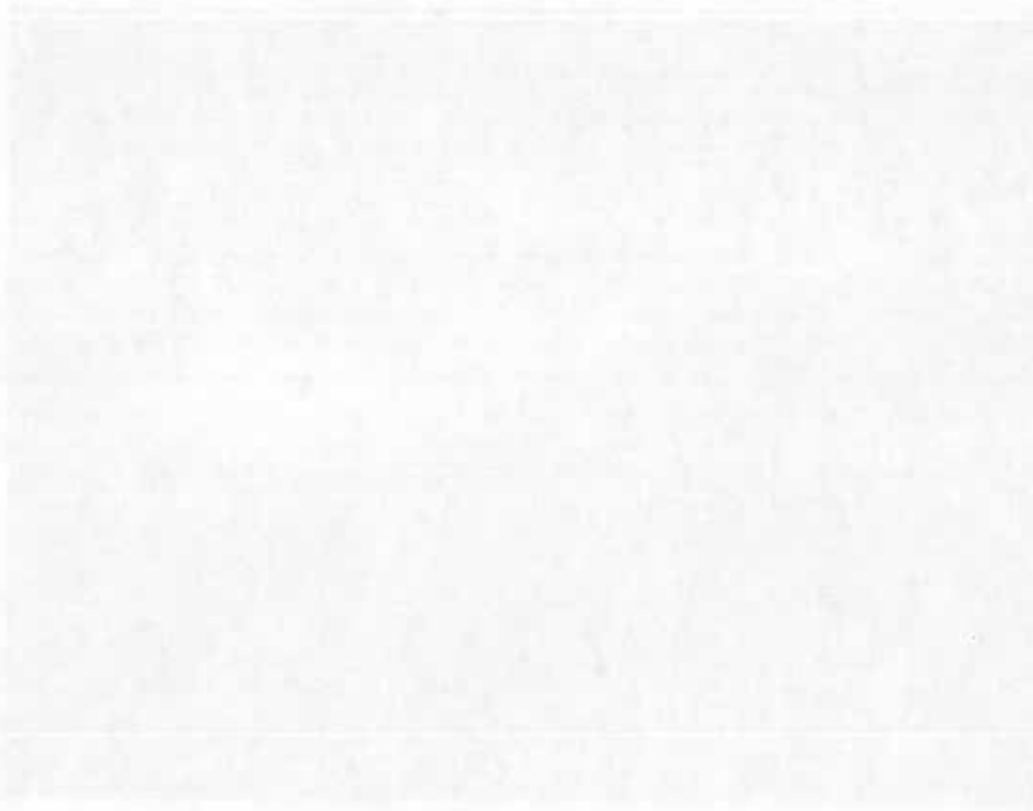
CHARLESTON REGIONAL HAZARD MITIGATION PLAN

2005 to 2006 Edition



Hurricane Hugo
2:44 p.m. EDT
September 21, 1989

VI. POSSIBLE ACTIVITIES



ATTACHMENT VI-C

Following is a list of the major drainage improvement projects or studies in process or recently undertaken within the Charleston County area. This list is referenced in the Structural Projects section of the plan in the table of on-going projects. There are additional smaller projects and studies that have also been conducted which are not included here in the interest of conserving space. Anyone interested in the entire list of drainage improvement projects conducted within the area is encouraged to contact the Public Works or Engineering Department for the jurisdiction of interest for additional information.

DRAINAGE IMPROVEMENT PROJECTS

Market Street Drainage Project (City of Charleston)

Design is being finalized for the tunnel system that will tie into the East Bay/Calhoun Tunnel and pump station. This will dramatically reduce the level of flooding now experienced in the Market area.

Byrnes Down Drainage Project (City of Charleston)

The City has retained B.P. Barber and Assoc, Inc. to design the recommend improvements as detailed in the *Storm Drainage Study of the Byrnes Downs Drainage Basin*, dated January 2001. Construction was scheduled to begin in January, 2005.

Spring/Fishburne Drainage Project (City of Charleston)

Preliminary engineering is underway for this project, which will alleviate the flooding in this combined drainage basin, which is the largest on the Peninsula of Charleston.

St. Andrews/Forest Acres Drainage Project (City of Charleston)

This project includes the St. Andrews, the Forest Acres and a portion of the 5th Avenue Drainage Basins. The City is considering engineering proposals to design the recommended improvements as detailed in the *Hydrological and Hydraulic Analysis of the Forest Acres/Fifth Avenue and St. Andrews Drainage Basins*, dated May 2001. The recommended improvements consist of upgrading the existing channelized/piped drainage collection system, pump station and outfall in the Forest Acres basin, and providing system-wide improvements in the St. Andrews basin.

Calhoun/Concord Street Deep Tunnel Connection (City of Charleston)

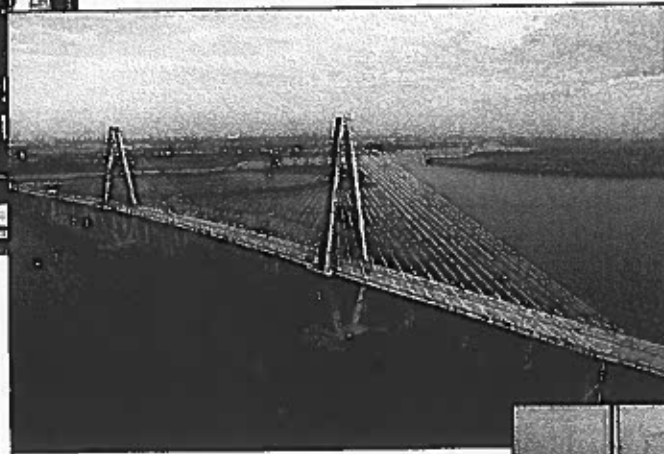
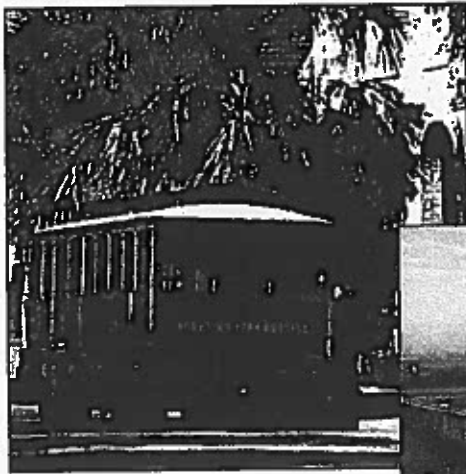
This project will connect Calhoun Street east of the railroad track at Washington and Concord Street (from Charlotte Street to Calhoun Street) to the East Bay/Calhoun Street Drainage Tunnel and Pump Station that was completed in 2000, thereby alleviating flooding in these areas.

East Bay Street Brick Arch Evaluation (City of Charleston)

Charleston Area Transportation Study (CHATS)
Metropolitan Planning Organization

FY 2010 - 2015

Transportation Improvement Program



June 8, 2009

BCDC  **G**
BERKELEY-CHARLESTON-DORCHESTER
COUNCIL OF GOVERNMENTS
1362 McMillan Avenue, Suite 100
North Charleston, South Carolina 29405
(843) 629-0400 Fax: (843) 629-0005

TRANSPORTATION IMPROVEMENT PROGRAM
FOR THE
CHARLESTON AREA TRANSPORTATION STUDY

Locally Funded Projects

Locally Funded Projects ↑

**Charleston Area Transportation Study
 Transportation Improvement Program
 FY 2010 - 2015
 Locally Funded Transportation Projects**

CHATS ID: -	CHATS Priority: NA	PIN: -
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Project: US 17 (Septima Clark Pkwy)	Planning Ref #:
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Description: Project seeks to improve safety and operations of the facility, including drainage improvements.

From: End of I-26	Length (Miles): 0.92
To: Ashley River Bridges	Length (km): 1.48

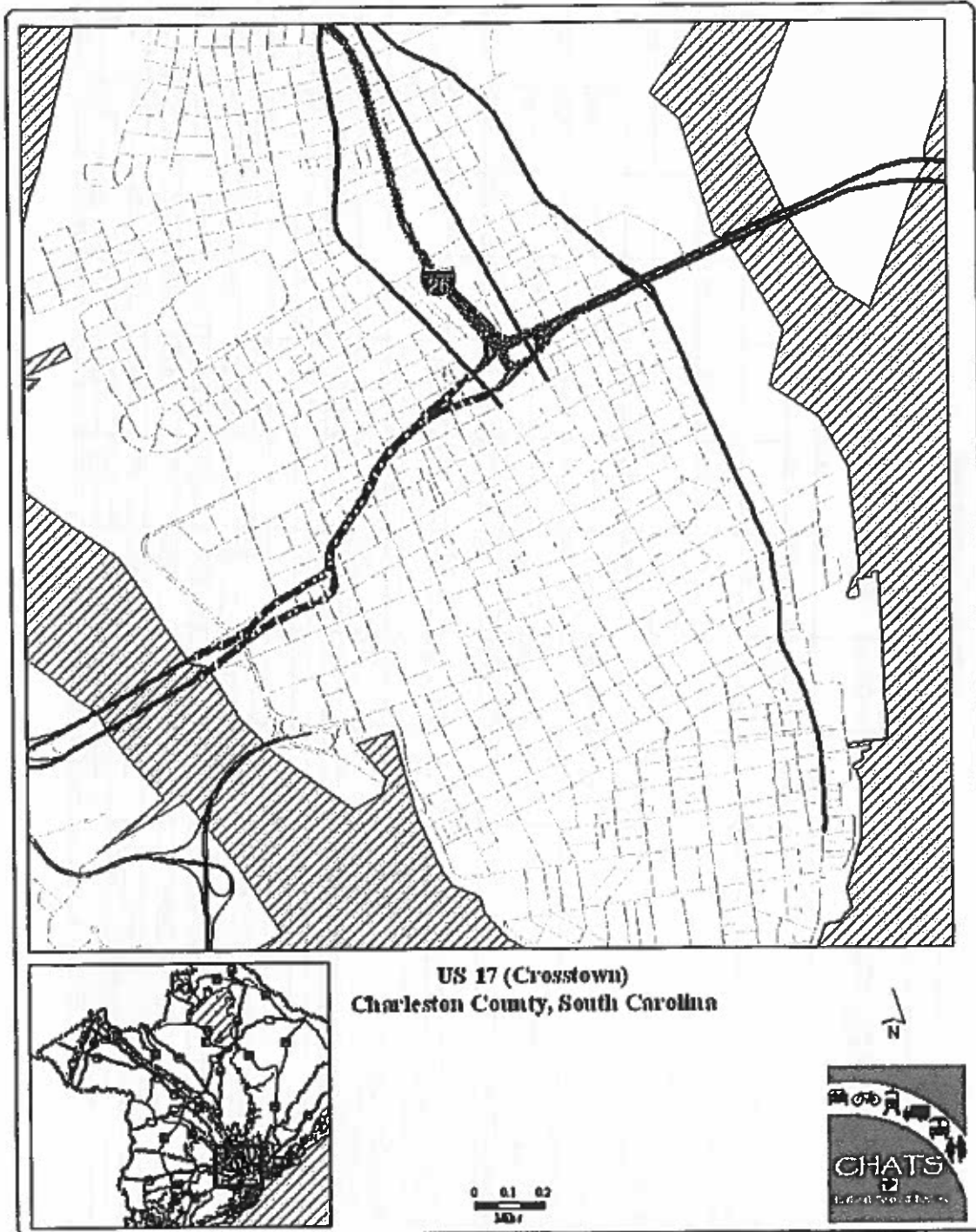
County: Charleston County	Program type:
----------------------------------	----------------------

Funding: TIGER Application	Funding Type:
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Comments / Status:

Estimated Obligated Cost (in Thousands)

	Prior Year	FY 2009	FY 2010	FY 2011	FY 2012	FY 2013	FY 2014	FY 2015	Total TIP
PE									\$0
ROW									\$0
Const				\$156,300					\$156,300
Total	\$0	\$0	\$0	\$156,300	\$0	\$0	\$0	\$0	\$156,300



CHATS FINANCIAL STATEMENT

PROJECT ID	PROJECT NAME	FUNDING										TOTAL	REMARKS	
		FY 2009	FY 2010	FY 2011	FY 2012	FY 2013	FY 2014	FY 2015	TP COST (2010-2015)	REMAINING CHATS COST (2016+)	FUNDING			
2048	SEALIN INTERS PARKWAY - LAST PHASE (PC 160 TO US 17A)*	800 PL	0 C	1,500 PL	0 C	7,231 -	7,231 -	13,730	CHATS Guidelines and Deerwater Co. Sales Tax					
	HARBORVIEW RD		183 P	2,000 C	2,000 C	1,000 C		8,000	CHATS Guidelines					
	CCC 30 TO PORT JOHNSON RD		2,175 R	14,150 C				16,310	Deerwater Co. Sales Tax					
	SACKO'S BRIDGE RD				2,500 C	2,500 C		7,200	CHATS Guidelines and Deerwater Co. Sales Tax					
	US 78 (BEULAH INTERS POINT TO CHATS BOUNDARY)				3,000 C	4,000 C		13,000	CHATS Guidelines and Deerwater Co. Sales Tax					
4020	BEES FERRY RD (US 17 TO ASHLEY RIVER RD)	25 PL	4,250 R	9,200 C	1,625 C			24,375	CHATS Guidelines					
	LOCAL FUNDING							2,200	CHATS Subventions					
	COLLEGE PARK ROAD							18,000	CHATS Subventions and Deerwater Co. Sales Tax					
	FROM US HWY 17 ALT TO CORPORATE POINT							141	CHATS Subventions					
	LOCAL FUNDING							24,375	SCOTT Animal Match Program					
2048	CONGESTION MANAGEMENT							1,000	CHATS Subventions					
	SIGNAL SYSTEM IMPROVEMENT							150	CHATS Subventions					
4020	LONG RANGE PLAN							2,300	CHATS Subventions					
2048	INTERSECTION IMPROVEMENTS MURRAY DR @ HANNAH RD, (CITY OF HANNAH)	300 C	200 R	1,000 PL				800	CHATS Subventions					
	LOCAL FUNDING							1,100	CHATS Subventions					
2040	INTERSECTION IMPROVEMENTS EMBASSY AT OLD CHAMBERSBURG	100 PL	21 R	815 C				1,400	CHATS Subventions					
	CONRAUER MAIL STUDY							500	CHATS Subventions					
2040	US HWY 62 / US HWY 78 BICYCLE FACILITY	80 C	80 C	1,000 PL				1,000	CHATS Subventions					
	USE ANALYSIS							8,000	CHATS Subventions					
	COMPLETE STREETS							1,000	CHATS Subventions					
2040	REGIONAL LAND USE PLAN							97	CHATS Subventions					
	NECK ARCA MASTER PLAN							30,751	CHATS Subventions					
	TRANSPORTATION MODELING/CALIBRATION SYSTEM IMPROVEMENTS							8,000	CHATS Subventions					
	DEBT SERVICE							894,379	CHATS Subventions					
	GROWTH SUBTOTALS	87,240	89,860	821,840	811,804	521,500	519,200	518,134	894,379					
	GROWTH ALLOCATION	13,100	11,800	18,000	18,000	18,000	18,000	18,000	24,734					
	NON AREA FUNDS	14,800	14,800	14,200	10,100	10,100	10,100	10,100	20,000					
	RESERVED FUNDS	3,200	3,200	3,200	3,200	3,200	3,200	3,200	3,200					
	RESERVED FUNDS	1,743	1,743	1,743	1,743	1,743	1,743	1,743	1,743					
	BALANCE	9,000	9,000	9,000	9,000	9,000	9,000	9,000	9,000					

*Cost-Share Projects-Funding is to be shared by county sales tax revenues and CHATS Guidelines funding (either MTS or STP). Funding will be approximately \$2.5 million a year for Deerwater Co. projects and \$3 million a year for Chatham Co. projects that are active during the current MTP years.
 **Non AREA Funds

CHATS FINANCIAL STATEMENT

FUND #	PROJECT DESCRIPTION	FY										TOTAL	REMARKS		
		2009	2010	2011	2012	2013	2014	2015	TP COST (2011-2015)	REMAINING CHATS COST (2011-)	FUNDING				
	(COST IN THOUSANDS)														
	AMERICAN RECOVERY AND REINVESTMENT ACT OF 2009 PROJECTS														
	BRICKYARD ROAD (2-109)	1,100 C													AMERICAN RECOVERY AND REINVESTMENT ACT OF 2009 FEDERAL AD BRIDGE- \$110,000
	PAVEMENT RESURFACING PROJECTS														
	2-4 (FROM 2-343 TO US 32)														
	2-791 (FROM 2-1142 TO US 32)														
	2-1058 (FROM 2-381 TO 2-28)														
	US 32 (FROM 2-107 TO 2-10)														
	2-20 (FROM 2-54 TO 2-54)														
	2-284 (FROM SC 7 TO N. CHAS CITY LIMIT)														
	2-233 (FROM SC 27 TO DEAD END)														
	US 17 ALT. (FROM SUMMERVILLE TOWNSHIP LIMIT TO 2-211)														
	US 178 (FROM 1007 N. H. A. TO 2-488 TO 2-18 AT 8 OF 2-488)														
	2-20 (FROM 2-54 TO 2-54)														
	2-1058 (FROM 2-381 TO 2-28)														
	US 32 (FROM 2-107 TO 2-10)														
	US 32 (SC 642 TO Near 2-207)														
	SC 642 (2-42 to Chas. Co. 11m)														
	INTERSTATE ITS														
	1428 FIBER OPTIC CABLE	10,000 C													AMERICAN RECOVERY AND REINVESTMENT ACT OF 2009 FEDERAL AD PAVEMENT MAN.
	PAVEMENT STOPPING & WARRING	800' C													AMERICAN RECOVERY AND REINVESTMENT ACT OF 2009
	1428 MARKING PROJECT	305 C													AMERICAN RECOVERY AND REINVESTMENT ACT OF 2009
	INTERSTATE MAINTENANCE														
	1428 EAST BOUND IAN 208- IAN 217	12,000 C													
	1428 WEST BOUND IAN 208- IAN 219	24,882 C													AMERICAN RECOVERY AND REINVESTMENT ACT OF 2009
	INTERSTATE 26 REHABILITATION														
	26 MILE MARKER 255219														
	AMERICAN RECOVERY AND REINVESTMENT ACT OF 2009 PROJECTS														
	CAPITAL CAPITAL PROGRAM	6,075													
	BUS SHELTERS (STEBEL-HYDE)	725													
	FACILITY REPAIRS/RENOVATION	1,000													
	VEHICLE REPLACEMENT	4,794 C													
	LOCALLY FUNDED PROJECTS														
	JOHNIE DODDS BOULEVARD	2,707 P													
	(CAPACITY IMPROVEMENTS FROM ARTHUR RAVENEL JR. BRIDGE TO I428 INTERCHANGE)	5,000 R 19,500 C													
	MUSIC ROAD IMPROVEMENTS	282 P 400 R													
	SUBSTRUCTURE IMPROVEMENTS TO ROADWAYS SURROUNDING THE MUSIC CAMPUS	5,500 C													
	MAYBANK HIGHWAY														
	(ROCHESTER RD TO STONO RIVER)	500 P 5,500 R													
	LOCAL FUNDING														
	LEWIS RD. INTERCHANGE, US 178/208, US 178 FRONTAGE ROADS, SHEEP ISLAND HWY, & SHEEP ISLAND RD. INTERCHANGE AT US 178	2,600 P 20,800 R													
	SC 642 (ROCHESTER RD)	500 P 5,500 R													
	(US 178 TO TROLLEY RD)	500 P 5,500 R													
	U.S. 17 SEPTIMA CLARK PARWAY (FROM END OF US 178 TO ASHLEY RIVER BRIDGE)	10,000 C													
		148,300 C													
	2009 ECONOMIC STIMULUS BILL PROJECTS SUBTOTAL	\$4,882	\$1,820												
	CHATELAIN COUNTY TRANSPORTATION SALES TAX														
		2,000 R 25,075 C													
	CHATELAIN COUNTY TRANSPORTATION SALES TAX														
		5,500 C													
	CHATELAIN COUNTY TRANSPORTATION SALES TAX														
		500 P 5,500 R													
	REPUBLIC COUNTY TRANSPORTATION IMPACT FEE														
		1,600 R 20,000 C													
	SCOUT Federal Health Program - 20%														
		500 C													
	Demolition Co. Sales Tax														
		10,000 C													
	CITY OF CHATELAIN COUNTY FUNDED PROJECT RE FEDERAL FUNDING VIA THE USDOT TRUCK PROGRAM - CITY PROVIDING 82.5 IN MATCHING FUNDS														
		148,300 C													

CHATS Transportation Improvement Program

CHATS FINANCIAL STATEMENT

April - April 30, 2011

COST IN THOUSANDS	SAFE ROUTES TO SCHOOL PROGRAM (R202)	FY 2009	FY 2010	FY 2011	FY 2012	FY 2013	FY 2014	FY 2015	FY 2016	TP COST (2016-2019)	REMAINING CHATS COST (2014)	PURCHAS	
												TOTAL	MATCH
1	AUSTON MIDDLE SCHOOL (Cherokee Co. School District) (FY10)	200										TOTAL	\$200,000
												MATCH	\$200,000
2	COLLEGE PARK ELEMENTARY SCHOOL (Berkeley Co. School District) (FY10)	200										TOTAL	\$200,000
												MATCH	\$200,000
3	COLLEGE PARK MIDDLE SCHOOL (Berkeley Co. School District) (FY10)	200										TOTAL	\$200,000
												MATCH	\$200,000
4	HANLEY PARK ELEMENTARY SCHOOL (Cherokee Co. School District) (FY10)	200										TOTAL	\$200,000
												MATCH	\$200,000
5	STONO PARK ELEMENTARY SCHOOL (Cherokee Co. School District) (FY10)	200										TOTAL	\$200,000
												MATCH	\$200,000
1	SOLOMER BLUFF ELEMENTARY SCHOOL (Berkeley Co. School District) (FY10)	200										TOTAL	\$200,000
												MATCH	\$200,000
2	SARLAND PARK ELEMENTARY SCHOOL (City of North Cherokee) (FY10)	200										TOTAL	\$200,000
												MATCH	\$200,000
3	BEECHMILL ELEMENTARY SCHOOL (Cherokee Co. School District) (FY10)	200										TOTAL	\$200,000
												MATCH	\$200,000
4	STILES POINT ELEMENTARY SCHOOL (Cherokee Co. School District) (FY10)	200										TOTAL	\$200,000
												MATCH	\$200,000
	SAFE ROUTES TO SCHOOL PROGRAM SUBTOTAL	\$1,800								\$1,800		TOTAL	\$1,800,000
	GRAND TOTAL	\$1,800,000	\$1,800,000	\$1,800,000	\$1,800,000	\$1,800,000	\$1,800,000	\$1,800,000	\$1,800,000	\$1,800,000	\$1,800,000	TOTAL	\$18,000,000

LET: P - PRELIMINARY BIDDING; R - REPORT OF RAY; C - CONSTRUCTION

Demographic and Transportation Trends in South Carolina

With positive growth trends in population, employment and travel demand, as well as significant road maintenance requirements, there are many challenges to providing a safe and efficient transportation system in South Carolina. South Carolina as a whole grew by just over 6 percent between 2000 and 2005 with certain regions growing by as much as 17%. By 2030, the state's population is expected reach nearly 5.5 million people, about a 27% increase from 2005. Even with recent fluctuations in gas prices, the historical growth trend in vehicle miles of travel (VMT) is about twice as fast as population. VMT is a measure of travel activity that considers traffic volume in relation to the length of the highway system.

As a result of these trends, the amount of time lost due to congestion increases. While South Carolina is fortunate to not have the extreme congestion problems of more populated states, delay is becoming more prevalent in metropolitan areas. Based on the annual hours of delay and the average hourly rates of individuals and commercial operators, in 2005 over \$345 million was lost to congestion and the magnitude of this economic impact is occurring every year.

The state-maintained highway system consists of interstate routes, primary routes (SC and US routes), and secondary routes, totaling approximately 41,500 miles. The state maintains 8,338 bridges and at any given time approximately 25 percent of the bridges are categorized as structurally deficient, functionally obsolete, post for weight restrictions or closed. The size of the road system in South Carolina translates into the fourth largest state-maintained system in the country while the state was just 15th largest in terms of population.

Public Transit is an important component to South Carolina's transportation network. Most counties have public transit service in at least a portion of their county, which translates into over 9 million passenger trips annually statewide. Establishing, financing, and sustaining effective publicly-operated transit service in both urban and rural areas continues to be a major challenge.

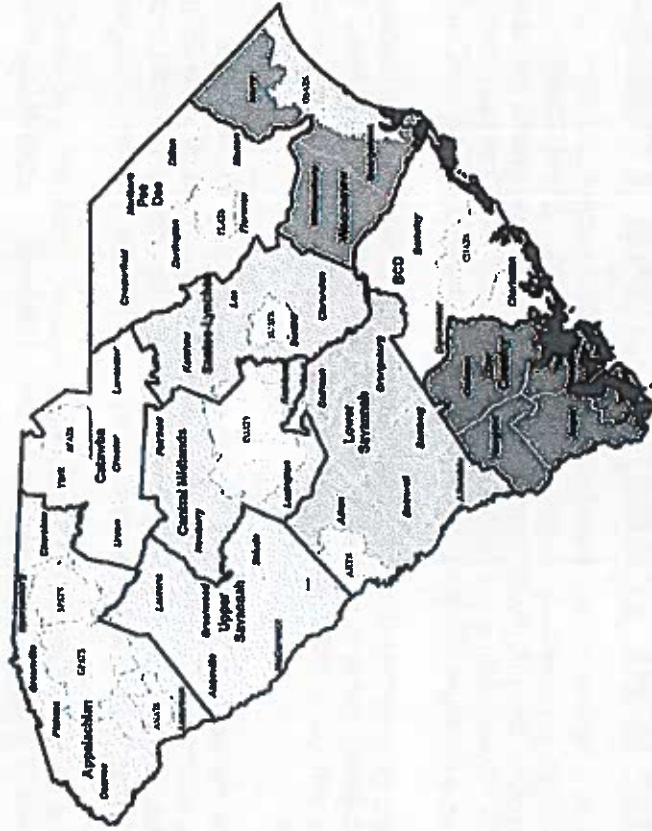
Finally, South Carolina has one of the highest mileage death rates in the country, relies extensively on the highway system to move the majority of freight, and has emerging air quality concerns as a result of more stringent federal standards, and it becomes clear the funding objectives and projects identified in the STIP are critical to providing mobility and accessibility for people, goods, and services.

Transportation Partners

Federal transportation laws require the establishment of a Metropolitan Planning Organization (MPO) in every urbanized area of the United States with a population over 50,000. In South Carolina, there are ten Metropolitan Planning Organizations that were created in order to ensure that existing and future expenditures for transportation projects and programs were based on a comprehensive, cooperative, and continuing (3-C) planning process. The role of the MPO includes: establishing a local forum for transportation decision making; evaluating transportation alternatives; developing and updating a long-range transportation plan; developing a Transportation Improvement Program (TIP); and getting the public involved as early as possible.

There are ten Councils of Governments (COGs) in South Carolina that assist SCDOT in transportation planning for areas outside of designated MPOs. COGs serve county and municipal governments from a regional perspective and offer a wide variety of planning, economic development and social service coordination. Each COG produces a regional long-range transportation plan and a rural Transportation Improvement Program (TIP).

The SCDOT coordinates with all ten MPOs and COGs to facilitate an ongoing transportation planning process that defines both urban and regional transportation priorities. Projects that originate from the MPO and COG programs are reflected in the STIP District Tables



Metropolitan Planning Organizations (MPO) and Councils of Government (COG) in South Carolina

STIP Facts

The STIP identifies all transportation programs and projects that are funded with federal funding, as well as other significant projects funded by the state or local governments, including the State Transportation Infrastructure Bank and local option sales tax programs.

The STIP is a project scheduling and funding program document; it is not a plan. The projects listed in the STIP evolve from SCDOT planning processes, the Statewide Multimodal Transportation Plan, and MPO and COG long-range plans. All projects listed in the STIP have been evaluated for consistency with state and federal law.

The STIP only includes projects for which there is committed funding available and therefore is fiscally constrained. Projects listed in the STIP may include highway and bridge construction or repairs, transit service improvements and capital purchases, safety projects, and operational improvements, such as Intelligent Traffic Systems (ITS), incident management, or traffic signal system projects. The funding for these projects is primarily federal funding, with the required state matching funds and in many cases the federal funding is only eligible for specific categories of improvements. For example, interstate maintenance funds can only be used for improvements to the existing interstate system and may not be used solely for adding additional capacity or be used on any non-interstate facility. The various programs and categories of projects are the building blocks of the STIP.

By approving the STIP, the SCDOT Commission allocates appropriated federal funding to specific projects. When preparing the STIP, SCDOT consults and coordinates with MPOs and COGs, transportation interest groups, and other affected local jurisdictions. Projects are approved and scheduled in consideration of their priority, available funding, and status.

Projects are initially placed in the STIP with cost and scheduling information based on planning level analysis. As the project is developed, the project scope, termini, cost estimate, and schedule may be modified as the project matures, or the project may be removed completely if it is no longer deemed feasible. Depending on the project sponsor, these changes may be subject to approval of the MPO, COG, SCDOT Commission, FHWA, and FTA. Projects may also be modified as a result of input received during the public review process.

This document is the 2010–2015 STIP. The document and process of developing the STIP meets the requirement of the Safe, Accountable, Flexible, Efficient, Transportation Equity Act: A Legacy for Users (SAFETEA-LU). SAFETEA-LU was enacted August 10, 2005, and provides federal funds for transportation projects. The STIP was developed in accordance with the rules and regulations outlined in 23 CFR Part 450, Subpart B – Statewide Transportation Planning and Programming. In addition, the project selection and prioritization process used to develop the STIP was completed in accordance with South Carolina General Assembly Act 114 enacted on June 2007.

ACT 114

In June 2007, state legislation was passed in South Carolina to restructure and reform SCDOT. Among the numerous provisions, Section 57-1-370 addresses the STIP development in an effort to establish a consistent process for identifying highway improvement projects. Subsection (B) (8) of this section states, "the commission shall establish a priority list of projects to the extent permitted by federal laws or regulations, taking into consideration at least the following criteria: (1) financial viability including a life cycle analysis of estimated maintenance and repair costs over the expected life of the project; (2) public safety; (3) potential for economic development; (4) traffic volume and congestion; (5) truck traffic; (6) the pavement quality index; (7) environmental impact; (8) alternative transportation solutions; and (9) consistency with local land use plans." The SCDOT Commission ensures that priorities from each plan consider the nine criteria prior to solicitation for public comment.

Document Overview

The STIP includes information about federally-funded projects, including project of regional significance regardless of funding source, for the 2010-2015 timeframe. The program covers the six-year period beginning October 1, 2009, which is the beginning of the 2010 federal fiscal year, and ends September 30, 2015 which is the end of the 2015 federal fiscal year. Amendments to this document may occur that alter the scope, schedule, and number of approved projects in the STIP. To see the latest version of the complete STIP document or a complete listing of the individual amendments, go to: <http://www.scdot.org/inside/stip.shtml>

District 6 Charleston

Description	Project	Length	Rank	RFPO / COG	STP Category	Federal Program	Previous STIP (B)	FY 2010	FY 2011	FY 2012	FY 2013	FY 2014	FY 2015	2016-2015 Project Cost	Remaining Cost
FOSS (M1), RRM1 (Reusable Fort Moultrie visitor center entrance road and the visitor center parking area.)	BCD / CHATS				Federal Lands	Federal Lands		564 C						\$664	
ICRack Agency - National Park Service, Kings Mountain National Military Park	BCD / CHATS				Federal Lands	Federal Lands		3,000 C						\$3,000	
SC FM 2047	BCD / CHATS				Federal Lands	Federal Lands									
S-16235-152 from US 17 to Charleston-Berkeley County line. Resurfacing and safety improvements	CHATS				Federal Lands	Recreational Trails		75						\$75	
Wannamaker Nature Trails	CHATS				Federal Lands	Recreational Trails		121						\$121	
This project was awarded with the 2008 Recreational Trails program	CHATS				Federal Lands	Recreational Trails									
Agency - Charleston County Park & Recreation Commission	CHATS				Federal Lands	Recreational Trails									
West Ashley Greenway 3 Pipes Bridge Replacement	CHATS				Federal Lands	Recreational Trails									
This project was awarded with the 2009 Recreational Trails program	CHATS				Federal Lands	Recreational Trails					1,028			\$1,028	
Agency - City of Charleston	CHATS				Federal Lands	Recreational Trails									
ABS 10001	BCD / CHATS				Federal Lands	Recreational Trails									
Refuge Partner Road (Route 109)	CHATS				Federal Lands	Recreational Trails									
Agency - U.S. Fish and Wildlife Service, Ace Basin National Wetlands Refuge	BCD / CHATS				Federal Lands	Recreational Trails									
Agency - U.S. Fish and Wildlife Service, Ace Basin National Wetlands Refuge	BCD / CHATS				Federal Lands	Recreational Trails									
Some Visitor & Environmental Education Center	CHATS				Federal Lands	Recreational Trails									
Boardwalk	CHATS				Federal Lands	Recreational Trails									
This project was awarded with the 2010 Recreational Trails program	CHATS				Federal Lands	Recreational Trails									
Agency - Cape Roman National Wildlife Refuge	CHATS				Federal Lands	Recreational Trails									
Agency - U.S. Fish and Wildlife Service, Ace Basin National Wetlands Refuge	CHATS				Federal Lands	Recreational Trails									
Agency - U.S. Fish and Wildlife Service, Ace Basin National Wetlands Refuge	CHATS				Federal Lands	Recreational Trails									
(Awarded FY 2008 funding)	CHATS				Federal Lands	Recreational Trails									
(The amount shown includes \$13,509 of local match)	CHATS				Federal Lands	Recreational Trails									
1-28	CHATS				Interstate (Rehab)	ARRA		14,881 C						\$15,828	
(Near MM 212 to Near MM 218)	CHATS				Interstate (Rehab)	ARRA									
(Westbound)	CHATS				Interstate (Rehab)	ARRA									
(Near MM 212 to Near MM 217)	CHATS				Interstate (Rehab)	ARRA									
(Eastbound)	CHATS				Interstate (Rehab)	ARRA									
CHATS TMA,ARRA allocation will be utilized	CHATS				Interstate (Rehab)	ARRA									
1-338	CHATS				Interstate (Rehab)	ARRA		150 P						\$0,650	
(Near MM 17 to Near MM 20)	CHATS				Interstate (Rehab)	ARRA									
(Westbound)	CHATS				Interstate (Rehab)	ARRA									
1-28 @ S-13 (Remount Rd)	CHATS				Interstate (Widening / Interchange)	ARRA			4,000 C					\$5,000	
Exit 212	CHATS				Interstate (Widening / Interchange)	ARRA			1,000 C						
1-638	CHATS				Interstate (Widening)	ARRA				2,000 P				\$3,000	
(S-26 to S-7)	CHATS				Interstate (Widening)	ARRA				500 P					
(Widen to 6 lanes)	CHATS				Interstate (Widening)	ARRA									
(Funding identified in the Interstate Long Range Plan for Design Plans only)	CHATS				Interstate (Widening)	ARRA									
Schedule Outside Benchmark	CHATS				Local	ARRA									
(Arthur Roper) LP Bridge to the I-26 Overpass)	CHATS				Local	ARRA									
US 32 @ R. Ely Station	CHATS				Local	ARRA									
(US 17 to James Island Expressway)	CHATS				Local	ARRA									
Note: All project funding has been allocated by the State Infrastructure Bank (SIB) through a three party agreement between the SIB, SCDDOT, and Charleston County. SCDDOT is managing this project on behalf of Charleston County as a Local Project.	CHATS				Local	ARRA									
Charleston County Reauthorizing	CHATS				Local	ARRA									
S-50 (Near S-64 to S-2143)	CHATS				Local	ARRA									
S-884 (S-7 to Near ALChar, City limit)	CHATS				Local	ARRA									
S-50 (S-2143 to S-700)	CHATS				Local	ARRA									
S-884 (S-475 to 0.3 mi E of S-1217)	CHATS				Local	ARRA									
S-1025 (US 17 to US 17 to 0.85 mi S of S-1217)	CHATS				Local	ARRA									
US 32 (S-642 to Railroad Crossing)	CHATS				Local	ARRA									
US 32 (S-642 to Near S-231)	CHATS				Local	ARRA									

District 6 Charleston

Description	Project Length	Rank	MPO / COG	STP Category	Federal Program	Previous STP(s)	FY 2010	FY 2011	FY 2012	FY 2013	FY 2014	FY 2015	2010-2015 Project Cost	Remaining Cost
US2 (fiber optic cable to connect existing cameras and CAC signs) (This project includes activities in Lexington County)			CHATS	Safety	ARRA Safety	810 C 90 C								
POB Interstate pavement remaining project			CHATS	Safety	ARRA Safety	347 C							\$22,510	
Harborview Road (North Shores Drive to Fort Johnson Rd)	3.70	CHATS-4	CHATS	System Upgrade	ARRA Safety Local	38 C	183 P 2,173 R 3,300 C	10,850 C 2,000 C	3,000 C	1,000 C			\$46,975	
Bees Ferry Road Widening (Savannah Hwy to Ashley River Road)	4.50	CHATS-5	CHATS	System Upgrade	STP Local Federal Match Local Match		4,250 R	5,900 C 2,000 C 7,000 C 7,000 C	7,625 C 3,000 C	4,000 C	3,000 C			
The amount to each project will be based on half of the construction shortfall at the time the contract is awarded. Any further adjustments to the project's Federal Match Program construction allocation can be made up to be matched amount approved by the Commission.														
Marshall Highway Widening (Shore River Bridge to Blain Road)	3.80	CHATS-3	CHATS	System Upgrade	Local		500 P 5,500 R	2,852 C	10,000 C	9,548 C			\$28,780	
US Hwy 52 / US Hwy 78 Bypass Facility		NA	CHATS	System Upgrade	STP		98 P	600 C					\$800	

District 6 Charleston

Revision 21 - May 19, 2011

Project Description	WFO / COG	STIP Category	Federal Program	Previous STIP(U)	FY 2019	FY 2011	FY 2012	FY 2013	FY 2014	FY 2015	2016-2015 Project Cost	Remaining Cost
CARTA	CHAITS/ BCD	Mass Transit	5307	4,837 CA	4,889 CA	5,112 CA	5,368 CA				\$15,340	
CARTA	CHAITS/ BCD	Mass Transit	5309	475 FC	403 VA	6,020 FC 1,412 VA					\$7,835	
Capital - Facility Construction Intermodal Center Vehicle Acquisition	CHAITS/ BCD	Mass Transit	5316 - Large Urban	496 OP		258 VA					\$258	
CARTA	CHAITS/ BCD	Mass Transit	5316 - Large Urban	12 AD		3 AD					\$3	
Operations, Vehicle Acquisition Admin.	CHAITS/ BCD	Mass Transit	5316 - Large Urban			563 OP					\$663	
BCD COG Operations	CHAITS/ BCD	Mass Transit	5317 - Large Urban	255 OP		144 OP					\$144	
CARTA	CHAITS/ BCD	Mass Transit	5317 - Large Urban	12 AD		3 AD					\$300	
Operations Admin, Operations	CHAITS/ BCD	Mass Transit	ABDA - Urban	1,725 CA 4,753 VA		317 OP						
CARTA Capital - Vehicle Acquisition, Facility Rehab, Bus Stations, ITS	CHAITS/ BCD	Mass Transit										

A6

Regulatory Permits and Approvals



File No.
Pin No.
Project No.
Route: US 17

CATEGORICAL EXCLUSION
Type C

County: Charleston
Date: August 26, 2009

To: Federal Highway Administration

From: Environmental Manager

Description: Spring/Fishburne US 17 Route Drainage Improvements

(SEE ATTACHED SHEET)

The Department's environmental assessment has determined the effects of this project are as described in the "General Support for Categorical Exclusion Determination" dated April 22, 1985, and is in compliance with the required findings reflected below. The project has been assessed for possible effects on the human and natural environment with a determination that no significant environmental impact will occur. The class of action and impact determination documented by this statement would qualify this project as a categorical exclusion under 23 CFR 771, Section 115(b).

A determination has been made that the project will not likely adversely affect federally-listed threatened and endangered species nor destroy or adversely modify critical habitat. Therefore, no further investigation under Section 7 of the Endangered Species Act is necessary.

In consultation with the SHPO, the project was determined to have no adverse effect upon historic properties.

The EFH assessment was submitted to NOAA-National Marine Fisheries Service and they concluded that the proposed project would have a substantial adverse impact on EFH. Section 305(b)(4)(A) of the Magnuson-Stevens Act requires the agency to provide EFH conservation recommendations when an activity is expected to adversely impact EFH. Based on this requirement, the following recommendations would be incorporated into the project:

1. The mitigation credits proposed for enhancing the 5.4 acres of Gadsden Creek shall be revised to reflect only a partial enhancement.
2. Permanent impacts to wetlands shall be compensated by a 2:1 mitigation ratio since the proposed creation sites within the Gadsden Creek drainage would continue to receive stormwater runoff and be of lower quality than at the project impact site.
3. The mitigation calculations shall include offsetting the impacts from the improvements to Lockwood Boulevard (permit number 94-1A-109-P) since this mitigation would be nullified by the proposed action.

4. Best management practices shall be used in construction of the drainage system minimizing the affects of construction by controlling sedimentation and turbidity adjacent to the project site.
5. The final mitigation plan shall identify the baseline conditions of the impact and mitigation sites and the location of an appropriate reference site for determining success criteria. Pre- and post-construction monitoring reports shall be provided to the NOAA-National Marine Fisheries Service

8-26-09

Date


Environmental Manager

9-4-09

Date


Federal Highway Administration

DEPARTMENT OF THE ARMY PERMIT

Permittee: **City of Charleston**
Laura Cabiness

75 Calhoun Street, 3rd Floor
Charleston, SC 29401

Permit No: **SAC-2007-00591-2IN**

Issuing Office: **CHARLESTON DISTRICT**

NOTE: The term "you" and its derivatives, as used in this permit, means the permittee or any future transferee. The term "this office" refers to the appropriate district or division office of the Corps of Engineers having jurisdiction over the permitted activity or the appropriate official of that office acting under the authority of the commanding officer.

You are authorized to perform work in accordance with the terms and conditions specified below.

Project Description:

The work consists of the placement of fill material in waters of the United States to construct a deep tunnel and pumped outfall stormwater management system within the Spring Street and Fishburne Street drainage basins of the City of Charleston in accordance with the attached drawings entitled: Applicant: City of Charleston; Project Title: Spring/Fishburne, US 17 Drainage Improvements; Project Location: Charleston County. Sheets 1 thru 10 of 11 dated November 2008 and Sheet 11 of 11 dated August 2009.

Project Location:

This project is located on the Ashley River between the existing US Highway 17 bridges in Charleston County, South Carolina.

Permit Conditions:

General Conditions:

1. The time limit for completing the work authorized ends on **31 December 2019**. If you find that you need more time to complete the authorized activity, submit your request for a time extension to this office for consideration at least one month before the above date is reached.
2. You must maintain the activity authorized by this permit in good condition and in conformance with the terms and conditions of this permit. You are not relieved of this requirement if you abandon the permitted activity, although you may make a good faith transfer to a third party in compliance with General Condition 4 below. Should you wish to cease to maintain the authorized activity or should you desire to abandon it without a good faith transfer, you must obtain a modification of this permit from this office, which may require restoration of the area.
3. If you discover any previously unknown historic or archeological remains while accomplishing the activity authorized by this permit, you must immediately notify this office of what you have found. We will initiate the Federal and state coordination required to determine if the remains warrant a recovery effort or if the site is eligible for listing in the National Register of Historic Places.

4. If you sell the property associated with this permit, you must obtain the signature of the new owner in the space provided and forward a copy of the permit to this office to validate the transfer of this authorization.

5. If a conditioned water quality certification has been issued for your project, you must comply with the conditions specified in the certification as special conditions to this permit. For your convenience, a copy of the certification is attached if it contains such conditions.

6. You must allow representatives from this office to inspect the authorized activity at any time deemed necessary to ensure that it is being or has been accomplished in accordance with the terms and conditions of your permit.

Special Conditions:

SEE PAGE 4-7.

Further Information:

1. Congressional Authorities: You have been authorized to undertake the activity described above pursuant to:

Section 10 of the Rivers and Harbors Act of 1899 (33 U.S.C. 403).

Section 404 of the Clean Water Act (33 U.S.C. 1344).

Section 103 of the Marine Protection, Research and Sanctuaries Act of 1972 (33 U.S.C. 1413).

2. Limits of this authorization.

a. This permit does not obviate the need to obtain other Federal, state, or local authorizations required by law.

b. This permit does not grant any property rights or exclusive privileges.

c. This permit does not authorize any injury to the property or rights of others.

d. This permit does not authorize interference with any existing or proposed Federal project.

3. Limits of Federal Liability. In issuing this permit, the Federal Government does not assume any liability for the following:

a. Damages to the permitted project or uses thereof as a result of other permitted or unpermitted activities or from natural causes.

b. Damages to the permitted project or uses thereof as a result of current or future activities undertaken by or on behalf of the United States in the public interest.

c. Damages to persons, property, or to other permitted or unpermitted activities or structures caused by the activity authorized by this permit.

d. Design or construction deficiencies associated with the permitted work.

e. Damage claims associated with any future modification, suspension, or revocation of this permit.

4. Reliance on Applicant's Data: The determination of this office that issuance of this permit is not contrary to the public interest was made in reliance on the information you provided.

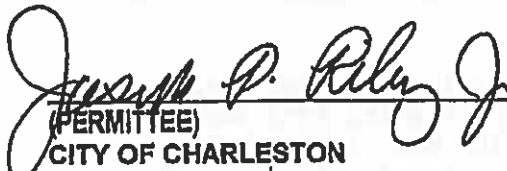
5. Reevaluation of Permit Decision. This office may reevaluate its decision on this permit at any time the circumstances warrant. Circumstances that could require a reevaluation include, but are not limited to, the following:

- a. You fail to comply with the terms and conditions of this permit.
- b. The information provided by you in support of your permit application proves to have been false, incomplete, or inaccurate (See 4 above).
- c. Significant new information surfaces which this office did not consider in reaching the original public interest decision.

Such a reevaluation may result in a determination that it is appropriate to use the suspension, modification, and revocation procedures contained in 33 CFR 325.7 or enforcement procedures such as those contained in 33 CFR 326.4 and 326.5. The referenced enforcement procedures provide for the issuance of an administrative order requiring you to comply with the terms and conditions of your permit and for the initiation of legal action where appropriate. You will be required to pay for any corrective measures ordered by this office, and if you fail to comply with such directive, this office may in certain situations (such as those specified in 33 CFR 209.170) accomplish the corrective measures by contract or otherwise and bill you for the cost.

6. Extensions. General condition 1 establishes a time limit for the completion of the activity authorized by this permit. Unless there are circumstances requiring either a prompt completion of the authorized activity or a reevaluation of the public interest decision, the Corps will normally give favorable consideration to a request for an extension of this time limit.

Your signature below, as permittee, indicates that you accept and agree to comply with the terms and conditions of this permit.



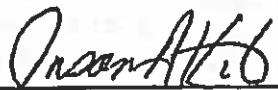
(PERMITTEE)
CITY OF CHARLESTON
LAURA CABINESS

9-14-09

(DATE)

PRINT NAME

This permit becomes effective when the Federal official, designated to act for the Secretary of the Army, has signed below.



(DISTRICT ENGINEER)
Jason A. Kirk, P.E.
Lieutenant Colonel, U.S. Army
or his Designee
Tina B. Hadden
Chief, Regulatory Division

14 SEP 2009

(DATE)

When the structures or work authorized by this permit are still in existence at the time the property is transferred, the terms and conditions of this permit will continue to be binding on the new owner(s) of the property. To validate the transfer of this permit and the associated liabilities associated with compliance with its terms and conditions, have the transferee sign and date below.

(TRANSFEREE)

(DATE)

BOARD:
Paul C. Aughtry, III
Chairman
Edwin H. Cooper, III
Vice Chairman
Steven G. Kisner
Secretary



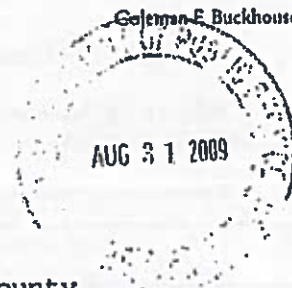
C. Earl Hunter, Commissioner

Promoting and protecting the health of the public and the environment

BOARD:
Henry C. Scott
M. David Mitchell, MD
Glenn A. McCall
Gejeman F. Buckhouse, MD

August 27, 2009

LAURA S CABINESS
CITY OF CHARLESTON
75 CALHOUN ST
CHARLESTON SC 29401



RE: SPRING/FISHBURNE US 17 DRAINAGE IMPROVEMENTS, Charleston County
File number: 10-09-07-08

Dear Laura S Cabiness:

The Department of Health and Environmental Control (Department or DHEC) has received approval of and the Notice of Intent for the above-referenced project from City of Charleston MS4. Based on your submission of the Notice of Intent (NOI) and in accordance with the NPDES General Permit for Storm Water Discharges from Large and Small Construction Activities SCR100000 (2006 CGP), this project was granted coverage under the 2006 CGP on August 27, 2009. This project's general permit coverage number is SCR10L439. The total disturbed area for this site is 26.8 acres. This NPDES coverage expires on 08/27/2014, 5 years from the date of issuance.

See attached DHEC Office of Ocean and Coastal Resource Management (DHEC-OCRM) certification approved 08/25/2009 for additional conditions related to the Coastal Zone Consistency determination.

Be advised that this approval is granted under the following conditions:

- 1) All contractors, sub-contractors, or persons performing land-disturbing activity on-site are responsible for appropriate handling and disposal of soil and groundwater in accordance with state and federal standards.
- 2) A co-permittee agreement must be read and signed by all persons responsible for land-disturbing activities prior to the pre-construction meeting.
- 3) A pre-construction meeting will be held on-site involving all site contractors and the Department for full discussion of the importance of appropriate handling and disposal of soil and groundwater.
- 4) During construction activities, please refer to plan sheet CS-G102 and sections 02500, 02576 and 02578 of the specifications manual for procedures on handling and disposal of soil and groundwater.

Monthly reports must be submitted to the Department for the above-referenced site. Please refer to SCR100000, mainly Section 3.10, for information about requirements for inspections and monthly reporting. Your first monthly report is due on or before October 28, 2009.

Because this project disturbs 10 or more acres, a pre-construction meeting must be held onsite with all co-permittees and contractors who are not co-permittees (contractors) prior to that co-permittee or contractor performing construction related work intended to disturb soils at the above-referenced site. Please refer to SCR100000, mainly Section 3.2, for information about requirements for pre-construction meetings and certification of those meetings.

The inspections for this site must be performed by qualified personnel who meets the requirements list in Section 3.10.D of the 2006 CGP. Qualified personnel must be one of the following:

1. SWPPP preparer
2. Person under direct supervision of SWPPP preparer
3. Person who has been certified through a Construction Site Inspector Certification Course that has been approved by DHEC (see our website for a list of approved courses)
4. Person with registration equivalent of SWPPP preparer
5. Person under direct supervision of person with registration equivalent to SWPPP preparer

An as-built survey(s), signed and sealed by a S.C. Licensed Land Surveyor, should be submitted to City of Charleston MS4 for all detention structure(s) on this site. The survey(s) should show grades, contours, and depths for all structure(s) and should include the elevations and dimensions of all outlet structures, including but not limited to pipes, orifices, risers, weirs, and emergency spillways. A statement signed by the project's S.C. Registered Engineer indicating that the structure(s) was installed and is operating as shown on approved plans and in approved calculations is required. If the elevations or dimensions of the structures listed above do not match those used in the approved plans, provide a certification statement signed by the project's S.C. Registered Engineer indicating that the structure, as built, will function as shown in approved calculations. A new analysis of the structure (routing) may be necessary. The as-built survey and/ or analysis must be accepted by City of Charleston MS4 before a Notice of Termination (NOT) can be submitted to the Department.

The 2006 CGP can be downloaded at the following website:

<http://www.scdhec.gov/environment/water/docs/finalcgp.pdf> or you may request a copy from us via email (stormwatercgp@dhec.sc.gov). You are responsible for ensuring your contractor(s) complies with the approved SWPPP and the minimum requirements of the 2006 CGP. Also, you are responsible for overall compliance with the Storm Water Management and Sediment Reduction Act of 1991 (1991 Act) and the Federal Clean Water Act (CWA).

You must notify this DHEC-OCRM Office prior to starting any land-disturbing activity. The address and telephone number of the DHEC-OCRM office are as follows:

S.C. DHEC-OCRM
1362 McMillan Avenue, Suite 400
Charleston, SC 29405
843-953-0200

You should be aware that this approval is only applicable for the Stormwater Pollution Prevention Plan (SWPPP) that was submitted for this project. Any additional construction or land disturbing activity beyond the scope of the approved plans is not authorized. Any future work for this project not shown on the stamped, approved plans will require that you submit another site plan for review and approval. All major modifications require review and approval by City of Charleston MS4; the Department must be notified in writing by City of Charleston MS4 of the approval of major modifications if the disturbed area changes. Minor modifications to the approved SWPPP may be made by the SWPPP preparer and do not require review and approval by the Department; these changes should be signed and dated by the SWPPP preparer. If you have a question about

whether a modification is major or minor, contact the Stormwater Permitting Section at (843) 953-0200.

A copy of the stamped, approved SWPPP (including a copy the 2006 CGP and signed co-permittee and contractor certifications), NOI, and CGP coverage letter from DHEC must be retained at the construction site (or accessible within 30 minutes during normal business hours) from the date of commencement of construction activities to the date of final stabilization. A copy of the stamped, approved SWPPP must be available at a central location on-site for the use of all those identified as having responsibilities under the SWPPP whenever they are on the construction site. If an on-site location is unavailable to store the SWPPP when no personnel are present, notice of the plan's location must be posted near the main entrance at the construction site.

All contractors who will conduct land-disturbing activities at the site must sign a certification statement as a co-permittee or as a contractor who is not a co-permittee. You are responsible for any contractor who is not a permittee. You are also responsible for listing all contractors in the SWPPP and for holding a pre-construction conference with each co-permittee and contractor who is not a co-permittee before they can conduct land-disturbing activity at the site.

The Department may conduct periodic inspections of your site. Any violations found during these inspections may result in enforcement action. Failure to comply with the approved SWPPP or the minimum requirements of the 2006 CGP, 1991 Act, or CWA may subject you to applicable penalties.

This NPDES coverage should be terminated by the permittee when one of the conditions listed in Section 5.1 of the 2006 CGP has been met. You must submit a Notice of Termination (NOT) to cancel your NPDES coverage under the 2006 CGP. Please see section 5.1 of the 2006 CGP for more information about termination of coverage.

You are responsible for obtaining any other federal, state, or local permit that may be required for this project. Please note we have not sent a copy of this letter to any county or city building official. You must send a copy of this letter to these agencies, if necessary.

Please see the enclosed "Notice of Appeal Procedure" document for information about the procedures for appealing this NPDES coverage. Also, see the enclosed document from the S.C. DHEC Compliance Assurance Division detailing some of the compliance requirements of the 2006 CGP.

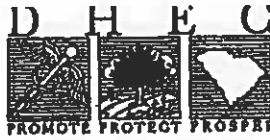
If you have any questions or cannot access the referenced websites, please call Richard V Geer at 843-953-0238.

Sincerely,



Richard V Geer, Engineer Associate
Regulatory Programs Division

CC: Michael V Horton-DAVIS & FLOYD INC
Region 7, Charleston EQC Office
Fowler Del Porto-City of Charleston MS4



G. Earl Hunter, Commissioner

Promoting and protecting the health of the public and the environment.

August 12, 2009

City of Charleston
Attn: Laura Cabiness, PE
75 Calhoun Street, 3rd Floor
Charleston, SC 29401

Re: 2007-00591-2IN(09)
City of Charleston

Dear Ms. Cabiness:

The SCDHEC Office of Ocean and Coastal Resource Management has reviewed your application to construct a pump station in the marshes located between the US highway 17 Ashley River bridges to alleviate stormwater in conjunction with the overall Spring/Fishburne drainage improvements, Charleston, Charleston County, South Carolina and has issued a permit for this work. You should carefully read the description of the authorized project and any special conditions that have been placed on the permit, as these conditions may modify the permitted activity. In addition, there are a series of general conditions that should be reviewed. The original and one photocopy of the permit, as issued, are enclosed. After carefully reading the permit, if you wish to accept the permit as issued, sign and date in the signature block entitled "PERMITTEE" on the original version of the permit and return it to this Department. Keep the photocopy for your records.

PLEASE READ CAREFULLY: You are required to sign and return the original version of your permit to this Department. If this permit is not signed and returned within thirty (30) days of issuance, OR appealed within 15 days as described on the enclosed "Notice of Appeal Procedure", the Department reserves the right to cancel this permit. Please carefully review the enclosed "Notice of Appeal Procedure" for information and deadlines for appealing this permit.

We have also enclosed a "request for a construction placard" card. You must send in this card before the time you wish to start construction. At that time a construction placard will be sent to you to post at the construction site.

PLEASE NOTE: You are not authorized to commence work under the permit until we have received the original version of the entire permit signed and accepted by you, and a construction placard has been issued and posted at the construction site. The receipt of this permit does not relieve you of the responsibility of acquiring any other federal or local permits that may be required.

Sincerely,


Tess Rodgers
Wetland Section Coordinator

**SEE SPECIAL
CONDITIONS(S)**

Enclosure

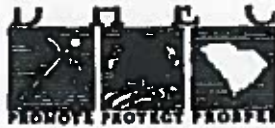
CC: Blair Williams, Section Manager
Tidewater Environmental Services
Richard Geer, OCRM

SOUTH CAROLINA DEPARTMENT OF HEALTH AND ENVIRONMENTAL CONTROL

Ocean and Coastal Resource Management

Charleston Office • 1362 McMillan Avenue, Suite 400 • Charleston, SC 29405

Phone: 843-953-0200 • Fax: 843-953-0201 • www.scdhec.gov



C. Earl Hunter, Commissioner

Promoting and protecting the health of the public and the environment.

August 25, 2009

MICHAEL V HORTON
DAVIS & FLOYD INC
P O BOX 61599
CHARLESTON SC 29419-1599

Re: SPRING/FISHBURNE US 17 DRAINAGE IMPROVEMENTS, CHARLESTON County
Certification ID # 67541

Dear MICHAEL V HORTON:

The Department of Health and Environmental Control's Office of Ocean and Coastal Resource Management has completed the Coastal Zone Consistency review for the plans dated July 22, 2009 on August 25, 2009. Upon receipt of a copy of the MS4 approval letter, a copy of the final Notice of Intent and the \$125 NPDES fee, your application will be considered administratively complete. This document is for notification purposes, but it does not constitute final approval.

Please feel free to contact me if you have any questions at 843-953-0238.

Sincerely,

RICHARD V GEER
Stormwater Project Manager
Regulatory Programs Division

cc: Laura Cabiness (cabinessl@ci.charleston.sc.us)
Fowler Del Porto (delportof@ci.charleston.sc.us)
Tammy Huggins (thuggins@davisfloyd.com)

SOUTH CAROLINA DEPARTMENT OF HEALTH AND ENVIRONMENTAL CONTROL

Ocean and Coastal Resource Management

Charleston Office • 1362 McMillan Avenue, Suite 400 • Charleston, SC 29405
Phone: 843-953-0200 • Fax: 843-953-0201 • www.scdhec.gov



JOSEPH P. RILBY, JR.
Mayor

City of Charleston
South Carolina
Department of Public Services

LAURA S. CABINISS, P.E.
Director

August 26, 2009

Michael V. Horton
Davis and Floyd Inc.
P.O. Box 61599
Charleston, SC 29419-1599

Re: **Spring/Fishburne US 17 Drainage Improvements**
Project # 30295.00

Mr. Horton,

The City of Charleston's Engineer or an appointed designee has reviewed the civil construction drawings and stormwater management plan for the above referenced project located within the City of Charleston's MS4 jurisdiction. The proposed construction project has been found to be in compliance with the City of Charleston's minimum standards and Stormwater Management Ordinance. Please note that the City by reviewing and providing an opinion on compliance does not assume any liability as a result of providing such review and opinion. This letter shall not alleviate the designer engineer, owner's, and/or developer's duty, responsibility, or liability for any Federal, State or City laws or regulations.

This approval does not constitute, in any way, the right to start construction. After receipt of this letter the Office of Ocean and Coastal Resource Management (OCRM) will issue final approval of the Notice of Intent (NOI) and will certify coverage under the National Pollutant Discharge Elimination System (NPDES) Construction General Permit (CGP). No construction can commence until DHEC-OCRM has certified coverage and the City issues an approved construction application. Any construction started before full permitting is received shall be subject to a stop work order and other penalties prescribed by law.

If you have any questions or comments regarding this approval, please contact a member of our engineering staff at (843) 724-3757.

Sincerely,

Fowler B. Del Porto, P.E.
Engineer

cc: Christine Koczera (DHEC-OCRM)



South Carolina
Department of Transportation

April 30, 2010



City of Charleston
75 Calhoun Street
Charleston, SC 29401

RE: Permit #: 84608 – US 17 (Septima Clark Expressway) – Spring/Fishburne Drainage and Roadway Improvement Project

Dear Permittee:

The attached permit has been approved with the following stipulations:

1. The South Carolina Department of Transportation (SCDOT) shall be given the opportunity to attend any pre-construction conferences.
2. A pre-construction meeting shall be held prior to construction activities commencing within South Carolina Department of Transportation (SCDOT) right-of-way. At a minimum, SCDOT shall be given *2 weeks* notice before holding a pre-construction conference in order to give ample time for Construction Inspection coordination. Return a completed copy of the attached Permit Construction Notification form.
3. Materials that are approved and required by the City of Charleston (including brick pavers, granite curb, specialty construction materials, etc.) may be placed in the right-of-way for driveways and sidewalk in the Downtown Peninsula area. The maintenance of these materials and all associated problems caused by these materials will be the responsibility of the City of Charleston for the life of the improvement. The SCDOT will not be held liable for any damages to the driveway, sidewalk, or roadway as a result of these materials. All areas of maintenance required by SCDOT forces will be repaired using concrete, asphalt or other SCDOT approved materials.
4. In the event of a hurricane evacuation, either voluntary or mandated, all operations shall cease and all equipment shall be removed from the SCDOT right of way. Work may resume at this location once the State Government has given an all-clear to return to the affected areas.

Also, please note all provisions attached to or written on the approved permit, as well as the requirements outlined on the back of the permit. *Failure to comply with any of these provisions may result in stoppage of work, the permit being revoked, and removal of all materials placed within the right-of-way at full expense of the permittee.* I ask for your full cooperation in this matter so that we may avoid costly corrections and maintain the integrity of our transportation infrastructure.

Respectfully,

Richard Turner
Resident Maintenance Engineer



Charleston Maintenance
2401 Maintenance Way
North Charleston, South Carolina 29406

Phone: (843) 740-1055
Fax: (843) 740-1648

AN EQUAL OPPORTUNITY
AFFIRMATIVE ACTION EMPLOYER

S.C. Department of Transportation
Form 637 (Rev 4/2008)

Application for Encroachment Permit

RecId: 2967

Permit Nbr: 8A608

Applicant: <u>City of Charleston</u>		County: <u>Charleston</u>
Street: <u>75 Calhoun Street</u>	Cnty/Route:	Road Name:
City: <u>Charleston</u>	1. <u>Multiple Sites</u>	<u>See Attached Drawing</u>
State: <u>SC</u> Zip: <u>29401</u>	2. _____	_____
Phone: <u>843-724-3754</u>	3. _____	_____
Fax: <u>843-973-7261</u>	4. _____	_____
Contact: <u>Laura Cabiness</u>	5. _____	_____

1. Type of Encroachment:

Roadway and Drainage: Surface Collection system improvements in various locations
Roadway, drainage and transportation enhancements on US 17 Septima Clark Parkway
from the Coming Street intersection through the Lookwood Boulevard intersection.

2. Description of Location:

Reference attached drawings for Limits of Encroachment indicating location/limits
of proposed construction. The area of improvements is bounded by the Ashley River
(west), Moultrie Street (north), Meeting Street (east) and Ratcliffe Street (south)
(Attach sketch indicating roadway features such as: pavement width, shoulder width, sidewalk and curb and gutter location, significant drainage structure, north arrow, right of way, and location of the proposed encroachment with respect to the roadway centerline and the nearest interconnecting road on the State system.)

3. The undersigned applicant hereby requests the SCDOT to permit encroachment on the SCDOT right of way as described herein. It is understood that the encroachment, if and when constructed, shall be installed in accordance with the sketch attached hereto and made a part hereof.

The applicant agrees to comply with and be bound by the SCDOT's "A Policy for Accommodating Utilities on Highways Right of Way", "Standard Specifications for Highway Construction", the "General Provisions" and "Special Provisions", attached here made a part hereof by reference, during the installation, operation and maintenance of said encroachment within the SCDOT's of Way.

DISCHARGES OF STORM WATER AND NON-STORM WATER: Work within State Highway right-of-way shall be conducted in compliance with all applicable requirements of the National Pollutant Discharge Elimination System (NPDES) permit(s) issued by the Department of Transportation (Department), to govern the discharge of storm water and non-storm water from its properties. The applicant shall also be in compliance with all other applicable Federal, State and Local laws and regulations, and with the Department's Encroachment Permits Manual and encroachment permit. The encroachment permit will not be issued until the applicant has obtained an NPDES construction permit from SC Department of Health and Environmental Control.

The applicant agrees to comply with all current SCDOT Standards Specifications for Highway Construction including all Supplemental Technical Specifications. The applicant hereby further agrees, and binds his/her/its heirs, personal representatives, successors, assigns, assume any and all liability for accidents or injuries to persons, or damage to property, including the highway, that may be caused by the construction, maintenance, use, moving or removing of the physical appurtenances contemplated herein, and the applicant agrees to indemnify and hold SCDOT harmless from and against any and all claims for personal injury and/or property damage which may be sustained by any person by reason of the construction, maintenance or existence of said encroachment on the SCDOT's right of way.

Applicant's Name: Laura B. Cabiness, PE
(Please print or type)

Date: 4/22/2010

Applicant's Sig: *Laura B. Cabiness*

Title: Director, Dept. Public Service

In accordance with your request and subject to all the provisions, terms, conditions, and restrictions stated in the application and the special provisions attached hereto, the SCDOT hereby approves your application for an encroachment permit. This permit shall become void unless the work contemplated herein shall have been completed prior to: April 29, 2017

See Attached Special Provisions and/or Permit Requirements NPDES Permit Nbr: SC R10L439

(Date received by Res. Maint. Engr.)

(SCDOT Approval)

(Date)

See all attached Special provisions

Resident Maintenance Engineer
 District Engineering Administrator

Deputy Secretary for Engineering
 District Maint./Constr. Engineer

Application for Encroachment Permit

General Provisions

Permit Nbr:

84608

- 1. DEFINITIONS:** The word "Permittee" used herein shall mean the name of the person, firm, or corporation to whom this permit is addressed, his, her, its, heirs, personal representatives, successors and assigns. The word "DEPARTMENT" shall mean the South Carolina Department of Transportation.
- 2. NOTICE PRIOR TO STARTING WORK:** Before starting the work contemplated herein within the limits of the highway right of way, the Department's Resident Maintenance Engineer in the county in which the proposed work is located shall be notified 24 hours in advance so that he may be present while the work is under way.
- 3. PERMIT SUBJECT TO INSPECTION:** This permit shall be kept at the site of the work at all times while said work is under way and must be shown to any representative of the Department or law enforcement officer on demand.
- 4. PROTECTION OF HIGHWAY TRAFFIC:** The applicant shall be responsible for the protection of the highway traffic at all times during the construction, maintain removing or moving of the encroachment permitted herein. Detours, barricades, warning signs and flagmen, as necessary, shall be provided by and at the expense of the Permittee and shall be in accordance with the "Manual on Uniform Traffic Control Devices" (MUTCD). The work shall be planned and carried out so that there will be the least possible inconvenience to the motoring public. The Permittee agrees to observe all rules and regulations of the Department while carrying on the work contemplated herein and take other precautions that circumstances warrant.
- 5. STANDARDS OF CONSTRUCTION:** All work shall conform to the Department's standards of construction and shall be performed in a workman-like manner. The applicant shall make adequate provisions for maintaining the proper drainage of the highway as it may be affected by the encroachment permitted herein. All work shall be to the supervision and satisfaction of the Department.
- 6. FUTURE MOVING OF PHYSICAL APPURTENANCES:** If, in the opinion of the State Highway Engineer, it should ever become necessary to move or remove physical appurtenances, or any part thereof contemplated herein, on account of change in location of the highway, widening of the highway, or for any other sufficient reason such moving shall be done on demand of the Department at the expense of the Permittee.
- 7. RESTORATION OF HIGHWAY FACILITIES UPON MOVING OR REMOVING OF PHYSICAL APPURTENANCES:** If, and when, the physical appurtenances contemplated herein shall be moved or removed, either on the demand of the Department or at the option of the Permittee, the highway and facilities shall immediately be restored to their original condition at the expense of the Permittee.
- 8. COSTS:** All work in connection with the construction, maintenance, moving or removing of the physical appurtenances contemplated herein shall be done by and at expense of the permittee.
- 9. ADDITIONAL PERMISSIONS:**
- It is distinctly understood that this permit does not in any way grant or release any rights lawfully possessed by the abutting property owners. The Permittee shall any such rights, as necessary, from said abutting property owners.
 - The Permittee shall be responsible for obtaining all other approvals or permits necessary for installation of the encroachment from other government entities.
 - There shall be no excavation of soil nearer than two feet to any public utility line or appurtenant facility except with the consent of the owner thereof, or except special permission of this Department after an opportunity to be heard is given the owner of such line or appurtenant facility.
- 10. ADDITIONAL WORK PERFORMANCE:**
- All crossings over the highway shall be constructed in accordance with "Specifications for Overhead Crossings of Light and Power Transmission Lines and Telephone Lines over each other and over Highway Rights of Way in South Carolina," as approved by the Public Service Commission of South Carolina and effective as of this permit.
 - All tunneling, boring, or jacking shall be done in such a way as not to disturb the highway surfacing.
 - No pavement shall be cut unless specifically authorized herein.
 - No excavation shall be nearer than three feet to the edge of pavement unless specifically authorized herein.
 - Underground facilities will be located at minimum depths as defined in the "Utility Accommodations Manual" for the transmittant, generally as follows: 4 feet minimum for hazardous or dangerous transmittant, 3 feet minimum for other lines. The Department may approve shallower depths if adequate protection is provided. Such approval must be obtained in writing.
 - Service and other small diameter pipes shall be jacked, driven, or otherwise forced underneath the pavements on any surfaced road without disturbing the pavement. The section under the highway pavement and within a distance of three (3) feet on either side shall be continuous without joints.
- 11. ACCESS:**
- Permittee is responsible for maintaining reasonable access to private driveways during construction.
 - It is expressly provided that, with respect to any limited access highway, the Permittee shall not have or gain access from the main traveled way of the highway, on or off ramps to such facility, except upon approval by the Department.
- 12. DRIVEWAYS:**
- The existing crown of the highway shall be continued to the outside shoulder line of the highway.
 - If the driveway or approach is concrete pavement, the pavement shall be constructed at least 6 inches thick and with a minimum of class 2500 concrete. There shall be a bituminous expansion joint, not less than 3/4 inches in thickness, placed between the highway paving and the paving of the approach for the full width of the approach.
- 13. BEAUTIFICATION:**
- All trees, plants, flowers, etc. shall be placed in accordance with the provisions specifically stipulated herein.
 - All trees, plants, flowers, etc. shall be maintained by, and at the expense of, the Permittee and the provisions of this permit shall become null and void, if and when the Permittee ceases to maintain said trees, plants, flowers, etc.
- 14. AS-BUILT PLANS:**
- The applicant shall provide the Department with survey-quality as-built plans in accordance with the requirements set forth in the Department's "A Policy for Accommodating Utilities on Highway Rights of Way".



Additional Standard Provisions – Permit # 84608

The following are general requirements that this permitted project will need to comply with:

- No work can begin until the District 6 Office approves the construction staging plan, detour plan, and lane closures.
- The City of Charleston is responsible for maintenance and repair of granite curb, specialty construction materials, and non-standard features of this project.
- This permit expires 7 years after the date of permit authorization.
- Tolerance for the movement of bridge structures shall be 0.25 inches of vertical movement, 0.25 inches lateral traverse movement, and 0.25 inches of lateral longitudinal movement. This shall supersede tolerances given in Section 3 of Technical Memorandum: GL-11.
- All mitigation measures for scour and deposition shall be subject to SCDOT approval prior to implementation. Reference Technical Memorandum OF-5 Section 4 Mitigation.
- The Department considers this project to be in two phases. The first phase of the project is the roadway enhancement improvements along US-17. The second phase is the remainder of the work which includes the pump station, drainage shaft, tunnels, etc. If the second phase of the project is segmented into smaller individual projects, subsequent authorizations from the Department are required for each phase.
- If federal funding is administered by SCDOT, the City shall apply for Local Public Agency (LPA) certification and comply with all Procedures for LPA Project Administration.
- This permit includes the following:
 - Signed Permit Application
 - Special Provisions
 - Signed and Sealed Plans
 - Technical Memorandum CS-12
 - Technical Memorandum CS-13
 - Technical Memorandum CS-14



Additional Standard Provisions
Permit # 84608

- Technical Memorandum GL-11
 - Technical Memorandum OF-5
 - Three Signed Design Exceptions
-
- Construction shall meet the regulations of the current SCDOT Standard Drawings for Road Construction, SCDOT Standard Specifications for Highway Construction, and Supplemental Specifications at the time of construction.
 - All "Permanent" pavement markings will be replaced with thermoplastic materials meeting the requirements of the current SCDOT Standard Specifications.
 - Permittee will provide competent project management staff and SCDOT certified inspection staff that have authority to make decisions on site during construction.
 - Permittee will provide competent CEPSCI certified inspector to perform weekly Erosion Control Inspections.
 - The permittee will follow the latest SCDOT materials testing and sampling requirements as set forth in the SCDOT Construction Manual and provide SCDOT staff with copies of all testing and inspection reports during construction.
 - The permittee will submit traffic and erosion control plans prior to commencing work.
 - Permittee will have certified traffic control supervisor on site during traffic control operations.
 - Work will be performed by a SCDOT pre-qualified contractor.
 - Prior to commencement of work, the permittee will have a pre-construction conference with all appropriate parties to discuss the project requirements.
 - The permittee will schedule a final inspection upon completion of the project.
 - The SCDOT will provide competent staff to frequently monitor projects and review testing and inspection reports as necessary to confirm reasonable compliance.
 - Permittee is required to follow all SCDOT Department Safety Standards and Guidelines when working on State Roads.



Additional Standard Provisions
Permit # 84608

- Permanent construction signs are to be placed for all construction activities on State routes unless otherwise approved by SCDOT and shall be placed in accordance with appropriate traffic control plan of the current SCDOT Standard Drawings for Road Design.
- Once work commences and/or construction signs are placed on the road, the Permittee and/or Permittee's contractor is responsible for all road maintenance and liability.



SOUTH CAROLINA DEPARTMENT OF TRANSPORTATION
HIGHWAY MAINTENANCE MANAGEMENT SYSTEM
Encroachment Permit

Permit No: 84608
Permit Decision Date: April 30, 2010
Expiration Date: April 29, 2017

<u>Location</u>	LANDSCAPING	OTHER
<u>District</u>	<u>Work County</u>	<u>Type</u>
6	CHARLESTON	US
	<u>Route</u>	<u>Aux</u>
	17	00
	<u>Begin MP</u>	<u>End MP</u>
	29.95	30.93

Contact Information

Applicant: CITY OF CHARLESTON
Contact: LAURA CABINISS
Address: 75 CALHOUN STREET

Phone: (843) 724-3754
Phone:

City: CHARLESTON

State: SC Zip: 29401

Comments

SPRING & FISHBURNE DRAINAGE AND ROADWAY ENHANCEMENTS US-17 (SEPTIMA CLARK EXP), LOCKWOOD BLVD AND SIDE STREETS ALONG US-17.
SEE ALL ATTACHED SPECIAL PROVISIONS.

Special Provisions

- 101 - SHOULDER SOD DESTROYED BY THIS INSTALLATION TO BE REPLACED FOR THE ENTIRE AREA. THE AREA SHALL BE RE-SHAPED AND ROLLED TO THE CROSS SECTION EXISTING PRIOR TO THIS WORK.
- 104 - ALL VALVES AND MANHOLES SHALL CONFORM TO THE EXISTING ELEVATION OF THE ROADWAY OR SHOULDER AND CONFORM TO THE ACCEPTED STANDARD. THE VALVES WILL BE LOCATED OUT OF THE PAVEMENT. THEY SHALL NOT BE PLACED IN A DITCH FLOW LINE.
- 105 - ALL EXCAVATED MATERIAL SHALL BE PLACED ON THE SIDE OF THE TRENCH AWAY FROM THE TRAVELED ROADWAY, AND SHALL BE NO CLOSER THAN FIFTEEN (15) FEET TO THE EDGE OF PAVEMENT.
- 117 - OPEN TRENCHES SHALL BE COVERED WITH METAL PLATES WHEN THE PAVEMENT CANNOT BE RESTORED THE SAME DAY. PLATES SHALL BE MONITORED PERIODICALLY TO ENSURE THAT THE TRENCH IS PROPERLY COVERED.
- 123 - ALL WORK PERFORMED IN CONNECTION WITH THIS PERMIT SHALL CONFORM TO THE SCDOT "A POLICY FOR ACCOMMODATING UTILITIES ON HIGHWAY RIGHT-OF-WAY", DATED AUGUST 2005.
- 2 - ALL REPAVING IS TO CONFORM TO STANDARD DEPARTMENT SPECIFICATIONS. THE ROAD, AT DROP INLETS, SHALL BE MILLED TO MAKE A SMOOTH TRANSITION WHEN PAVED. PAVEMENT WITH CURB AND/OR SIDEWALK WILL BE PAVED FULL DEPTH FROM OUTER EDGE TO GUTTER EDGE.

SOUTH CAROLINA DEPARTMENT OF TRANSPORTATION
HIGHWAY MAINTENANCE MANAGEMENT SYSTEM
Encroachment Permit

Permit No: 84608

Permit Decision Date: April 30, 2010

Expiration Date: April 29, 2017

Special Provisions

- 204 - SIDEWALK OR CURB AND GUTTER REMOVAL SHALL BE REPLACED FROM JOINT TO JOINT.
- 209 - DISTURBED VEGETATION SHALL BE RESEDED ACCORDING TO THE SPECIFICATION FOR HIGHWAY CONSTRUCTION.
- 302 - NO EXCAVATION SHALL BE LEFT OPEN ALONG HIGHWAY.
- 304 - PAVEMENT MARKINGS ALTERED DURING THIS INSTALLATION SHALL BE RESTORED BY THE APPLICANT.
- 305 - FLASHING ARROW BOARDS SHALL BE USED FOR ALL LANE CLOSURES ON PRIMARY ROUTES AND/OR ROADS WITH HIGH TRAFFIC VOLUMES.
- 306 - TRAFFIC CONTROL, LIGHTS, SIGNS AND FLAG-MEN WILL BE FURNISHED BY APPLICANT AND WILL CONFORM TO PART VI OF THE MANUAL ON UNIFORM TRAFFIC CONTROL DEVICES.
- 310 - FIELD CHANGES, IF NECESSARY, MUST BE APPROVED IN WRITING BEFORE ACTUAL CONSTRUCTION OF PROPOSED CHANGES.
- 311 - SEDIMENT AND EROSION CONTROL DEVICES SHALL BE USED TO MINIMIZE THE MOVEMENT OF SEDIMENT.
- 312 - THE PERMITTEE SHALL HOLD THE DEPARTMENT HARMLESS FOR DAMAGES TO BOTH UPSTREAM AND DOWNSTREAM PROPERTIES.
- 317 - THE APPLICANT IS TO PROVIDE ALL THE NECESSARY MAINTENANCE TO THE AREA BEAUTIFIED.
- 318 - THE APPLICANT SHALL BE RESPONSIBLE FOR IMMEDIATE REMOVAL OF SUCH TRAFFIC HAZARDS AS MUD, DEBRIS, LOOSE STONE, AND TRASH AS MAY BE WASHED OR SPILLED ON THE TRAVELED ROADWAY AS A RESULT OF THE PROPOSED WORK.
- 319 - ALL VEGETATION WITHIN SITE AREA SHALL NOT EXCEED 30 INCHES, TREE LIMBS SHALL NOT BE PERMITTED BELOW 4' 9" FROM GROUND.
- 4 - SCDOT SHALL BE NOTIFIED WHEN WORK DEFINED IN THE PERMIT STARTS AS WELL AS WHEN THE WORK IS COMPLETED. REFERENCE SHALL BE MADE BY PERMIT NUMBER.
- 5 - APPLICANT SHALL PROVIDE TO THE DEPARTMENT THE OPPORTUNITY OF ATTENDING ANY PRE-CONSTRUCTION MEETING PRIOR TO THE BEGINNING OF WORK.
- 125 - ALL CROSSLINE PIPES ARE TO BE LOCATED AND FLAGGED PRIOR TO BEGINNING OPERATION.



South Carolina
Department of Transportation

**Permit Construction Notification
Fax - Back**

Fax To: SCDOT Charleston Encroachment Permit Office
(843) 740-6169

This fax is to inform the Department of the following permitted work:

Permit #: _____

Road Name/No.: _____

Project Name: _____

Name of Permittee: _____

Contact Name & Phone No.: _____

Proposed Preconstruction Date: _____
(Date will be confirmed with Resident Construction Engineer)

Estimated Project Completion Time: _____

NOTES:

- *This notice must be sent at least 2 WEEKS PRIOR to holding a Preconstruction Conference in order to coordinate with assigned SCDOT Resident Construction Engineer's Office.*

cc: District Construction Engineer
File/Charleston Maintenance

Charleston Maintenance
2401 Maintenance Way
North Charleston, South Carolina 29408



Phone: (843) 740-1056
Fax: (843) 740-1548

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AFFIRMATIVE ACTION EMPLOYER