

Legislative Oversight Committee

May 26, 2016

Vince Graham, Chairman

SC Transportation Infrastructure Bank

vince@iongroup.com

TABLE 1 – Comparing State and Total Lane Miles Per Capita

State	State Hwy Agency Lane Miles	County & Muni Govt Lane Miles	Total	State Hwy Lane Miles as % of Total	State Population (2015 est)	State Hwy Lane Feet per Capita	Total Hwy Lane Feet per Capita	Persons per State Lane Mile	Persons per Total Lane Mile
CA	51,897	367,737	419,634	12.4%	39,144,818	7	57	754	93
FL	43,602	224,164	267,766	16.3%	20,271,272	11	70	465	76
GA	49,131	216,024	265,155	18.5%	10,214,860	25	137	208	39
MO	76,313	194,520	270,833	28.2%	6,083,672	66	235	80	22
OH	49,438	209,116	258,554	19.1%	11,613,423	22	118	235	45
TX	195,755	474,898	670,653	29.2%	27,469,114	38	129	140	41
AVG	77,689	281,077	358,766	20.6%	19,132,860	28	124	314	53
SC	90,365	66,485	156,850	57.6%	4,896,146	97	169	54	31

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South Carolina DOT administers one lane mile for every 54 people in the State.

Missouri DOT administers one lane mile for every 80 people.

Texas DOT administers one lane mile for every 140 people.

Georgia DOT administers one lane mile for every 208 people.

Ohio DOT administers one lane mile for every 235 people.

Florida DOT administers one lane mile for every 465 people.

California DOT administers one lane mile for every 754 people.

TABLE 2 – Comparing State and Total Lane Miles Per Unit of Land Area

State	State Hwy Agency Lane Miles	County & Muni Govt Lane Miles	Total Lane Miles	State Hwy Lane Miles as % of Total	Area (Sq. Miles)	State Hwy Lane Miles per Sq. Mile	Total Hwy Lane Miles per Sq. Mile	Acres per State Lane Mile	Acres per Total Lane Mile
CA	51,897	367,737	419,634	12.4%	163,696	0.32	2.56	2,019	250
FL	43,602	224,164	267,766	16.3%	65,755	0.66	4.07	965	157
GA	49,131	216,024	265,155	18.5%	59,425	0.83	4.46	774	143
MO	76,313	194,520	270,833	28.2%	68,709	1.11	3.94	576	162
OH	49,438	209,116	258,554	19.1%	44,825	1.10	5.77	580	111
TX	195,755	474,898	670,653	29.2%	268,581	0.73	2.50	878	256
AVG	77,689	281,077	358,766	20.6%	111,832	0.79	3.88	965	180
SC	90,365	66,485	156,850	57.6%	32,020	2.82	4.90	227	131

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SCDOT administers one lane mile for every 227 acres in the State.

Missouri DOT administers one lane mile for every 576 acres.

Ohio DOT administers one lane mile for every 580 acres.

Georgia DOT administers one lane mile for every 774 acres.

Texas DOT administers one lane mile for every 878 acres.

Florida DOT administers one lane mile for every 965 acres.

California administers one lane mile for every 2,019 acres.

Table 3 SC Gas Tax, Cents/Gallon (1961-1016)

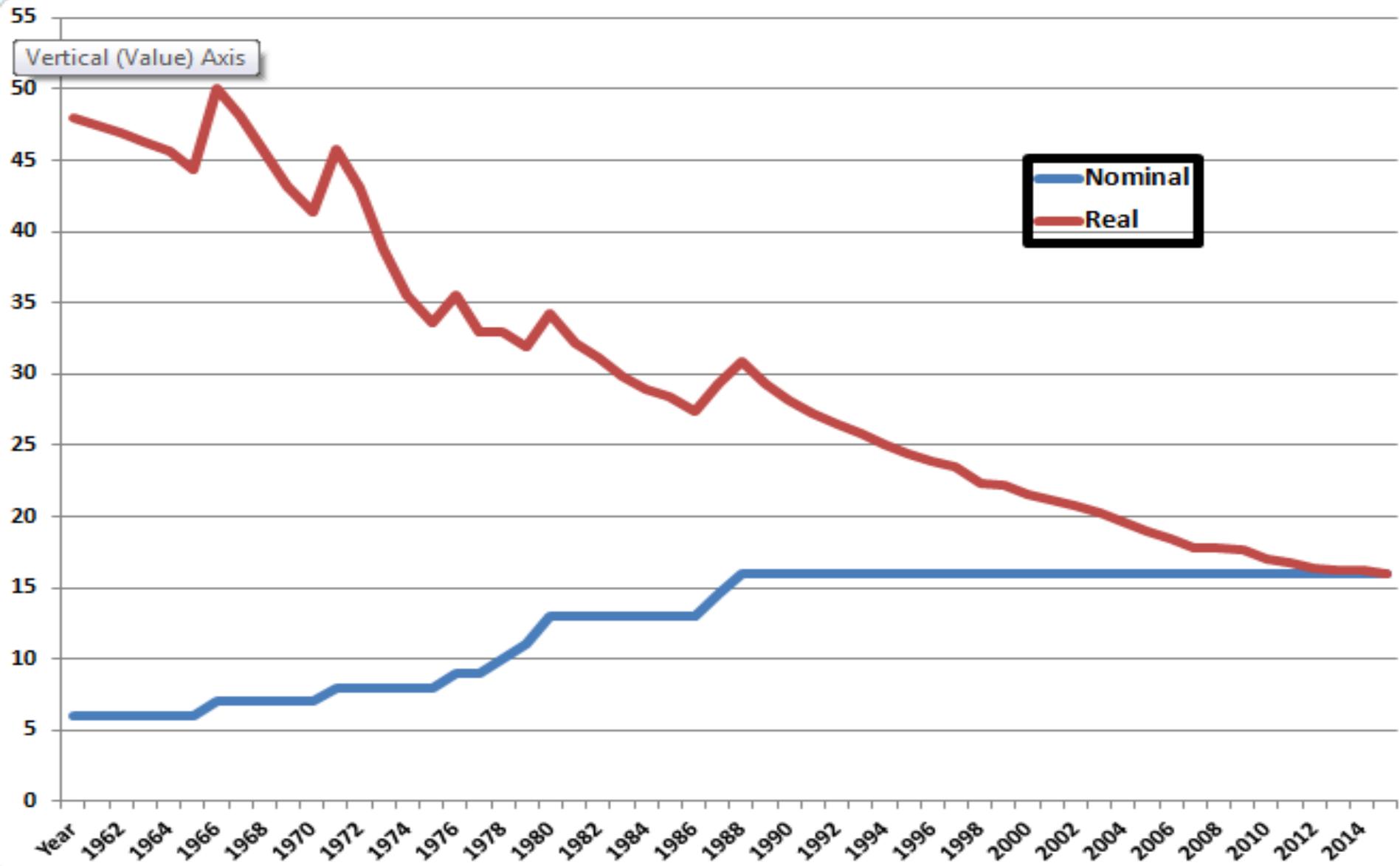


TABLE 4 – A Comparison of Fuel Taxes in 7 States

State	Federal Excise Tax	State Excise Tax	Other State + Average Local Taxes*	Total Fuel Tax
CA	\$0.184	\$0.395	\$0.4500	\$1.0290
FL	\$0.184	\$0.173	\$0.1928	\$0.5498
GA	\$0.184	\$0.260	\$0.0502	\$0.4942
MO	\$0.184	\$0.170	\$0.0030	\$0.3570
OH	\$0.184	\$0.280	\$0.0000	\$0.4640
TX	\$0.184	\$0.200	\$0.0000	\$0.3840
AVG	\$0.184	\$0.246	\$0.1160	\$0.5463
SC	\$0.184	\$0.160	\$0.0075	\$0.3515

TABLE 5 – Comparing Gas Price and Fuel Taxes: Then and Now

	1961*	1987*	2016 (May)
Average Price/Gallon (Regular Gas)	\$2.15	\$2.23	\$2.05
Federal Gas Tax	\$0.32	\$0.19	\$0.184
SC State Gas Tax	\$0.48	\$0.35	\$0.168
Total Federal + SC State Gas Tax	\$0.80	\$0.54	\$0.3515
Total Fed + SC Tax as % of Price	37.2%	24.3%	17.1%

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Total Fed + SC Tax as % of Price	37.2%	24.3%	17.1%

1. The current price of gas is lower than it was in 1961 and 1987. This is due to today's lower fuel taxes relative to 1961 and 1987.
2. The SC gas tax in 1961 was 50% higher than the federal gas tax. In 1987, the last time the SC gas tax was raised, it was 87% higher than the federal tax. Currently, the SC gas tax is 9% lower than the federal gas tax.
3. Combined, the current U.S. and S.C. taxes of 35.15 cents/gallon is 17.1% of the price of a current gallon of gas. This rate is less than half the rate in 1961!

TABLE 6 – Making connections: fuel efficiency and fuel tax per mile driven.

	1961*	1987*	2016 (April)
Fuel Efficiency (Avg. MPG of <u>ALL</u> vehicles)	12.4	15.1	17.5
Gas Cost per Mile Driven	\$0.173	\$0.148	\$0.117
Federal Gas Tax per Mile Driven	\$0.026	\$0.013	\$0.011
SC State Gas Tax per Mile Driven	\$0.039	\$0.023	\$0.010
Combined Fed + SC Tax per Mile Driven	\$0.065	\$0.036	\$0.020

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Combined Fed + SC Tax per Mile Driven	\$0.065	\$0.036	\$0.020

4. The fuel efficiency of ALL motor vehicles in 2016 is 41% greater than it was in 1961. This fact, when combined with the effective reduction in gas taxes as a percentage of price means that in 1961, the U.S. and S.C. governments were charging a combined 6.5 cents of fuel tax per mile driven in 1961 compared with 2 cents per mile driven in 2016.
5. To achieve in 2016, the equivalent of 1961's fuel tax per mile driven would require increasing the combined U.S./S.C. gas tax 325% from 35.15 cents per gallon to at least \$1.14 per gallon. This would be more than is currently charged in California, which has the highest gas taxes in the U.S.
6. Increased proportionately, the U.S. gas tax would have to increase from its current 18.4 cents per gallon to 59.8 cents per gallon. The S.C. gas tax would have to increase from 16.75 cents per gallon to 54.4 cents per gallon.
7. With the higher taxes, the current (May, 2016) price of \$2.05/gallon would increase to \$2.84/gallon.



William Moultrie



John Rutledge



Thomas Sumter



Francis Marion

**An Act to Establish a Company for the Inland
Navigation from Santee to Cooper River.**

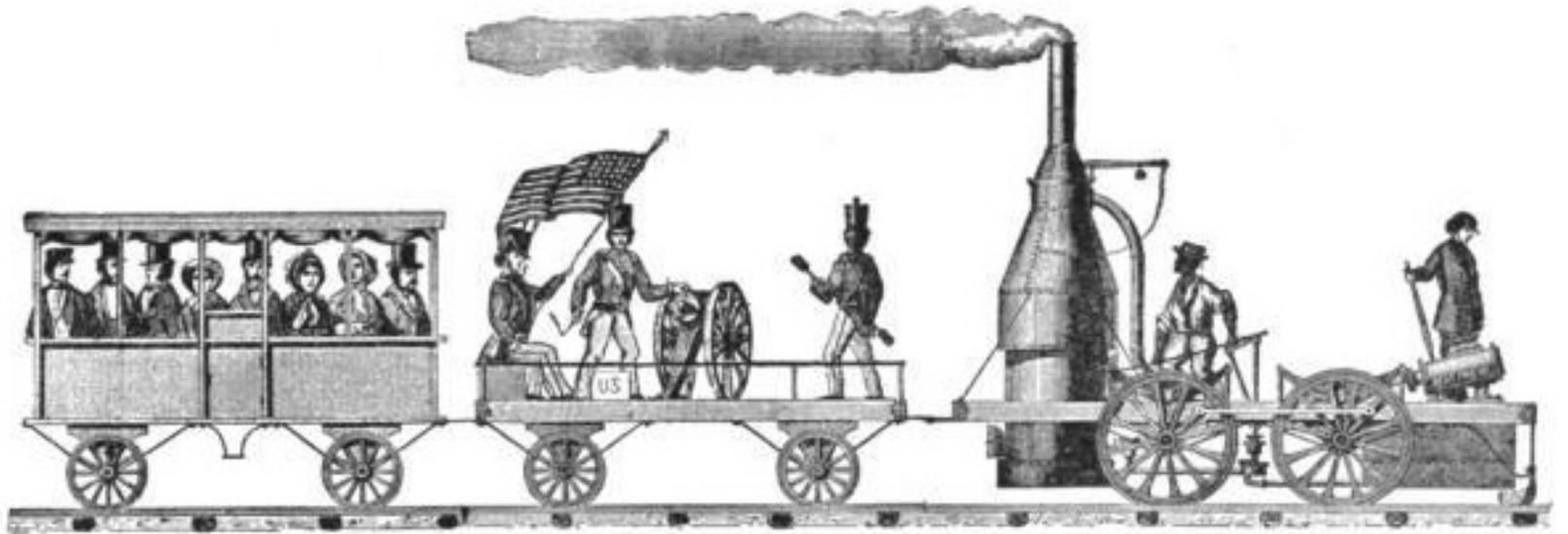
Passed the SC Legislature March 22, 1786



SANTEE CANAL

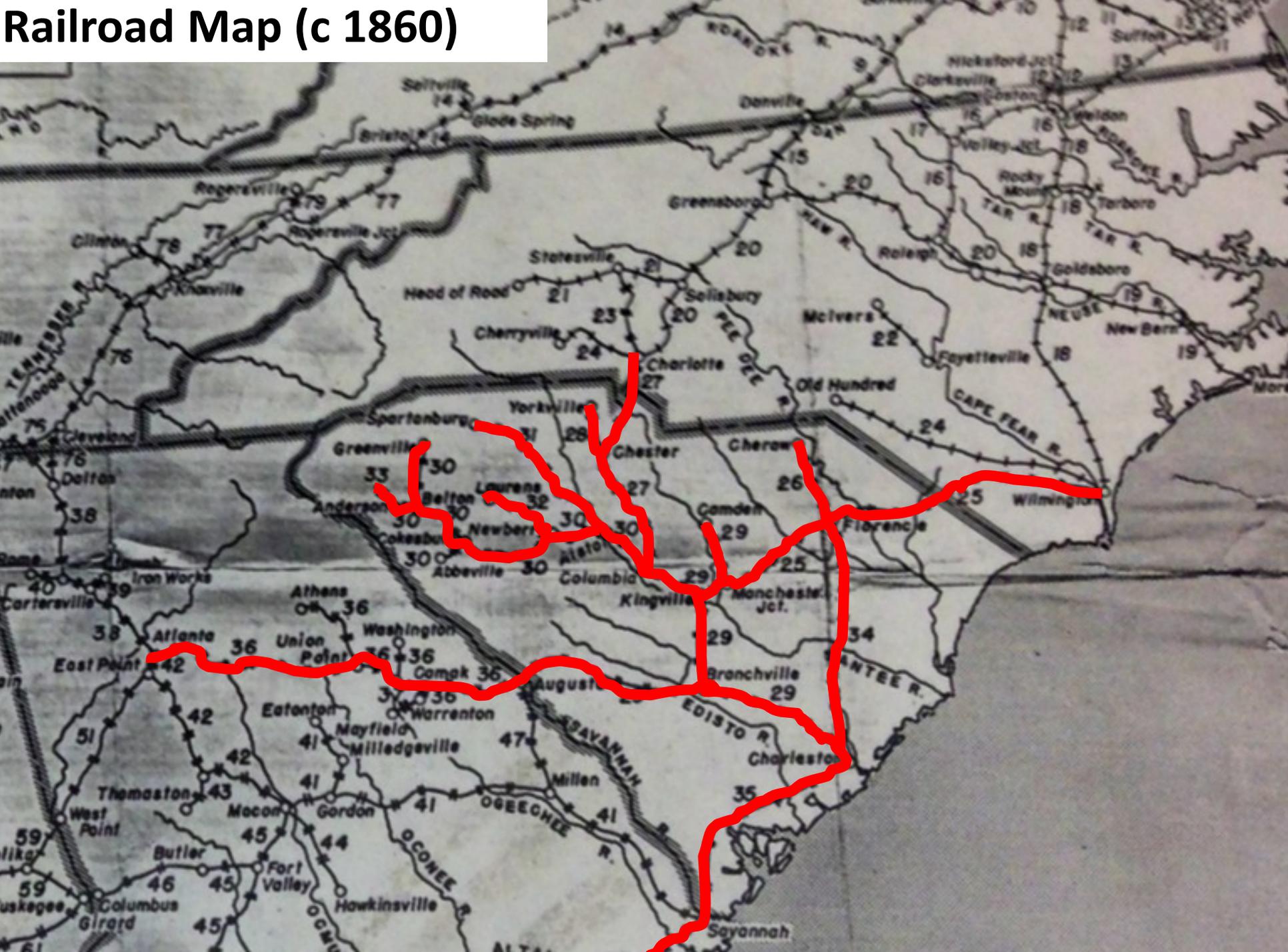
THIS CANAL, TWENTY TWO MILES IN LENGTH, CONNECTS THE SANTEE AND COOPER RIVERS. CHARTERED IN 1786, CONSTRUCTION WAS COMMENCED IN 1793, AND COMPLETED IN 1800, UNDER THE DIRECTION OF COL. JOHN CHRISTIAN SENF, A NATIVE OF SWEDEN, AS CHIEF ENGINEER. THE CANAL WAS IN OPERATION UNTIL ABOUT 1850.

Best Friend of Charleston (1830)



FIRST PASSENGER TRAIN IN AMERICA TO BE DRAWN BY A LOCOMOTIVE IN ACTUAL SERVICE, SOUTH CAROLINA RAILROAD,

Railroad Map (c 1860)



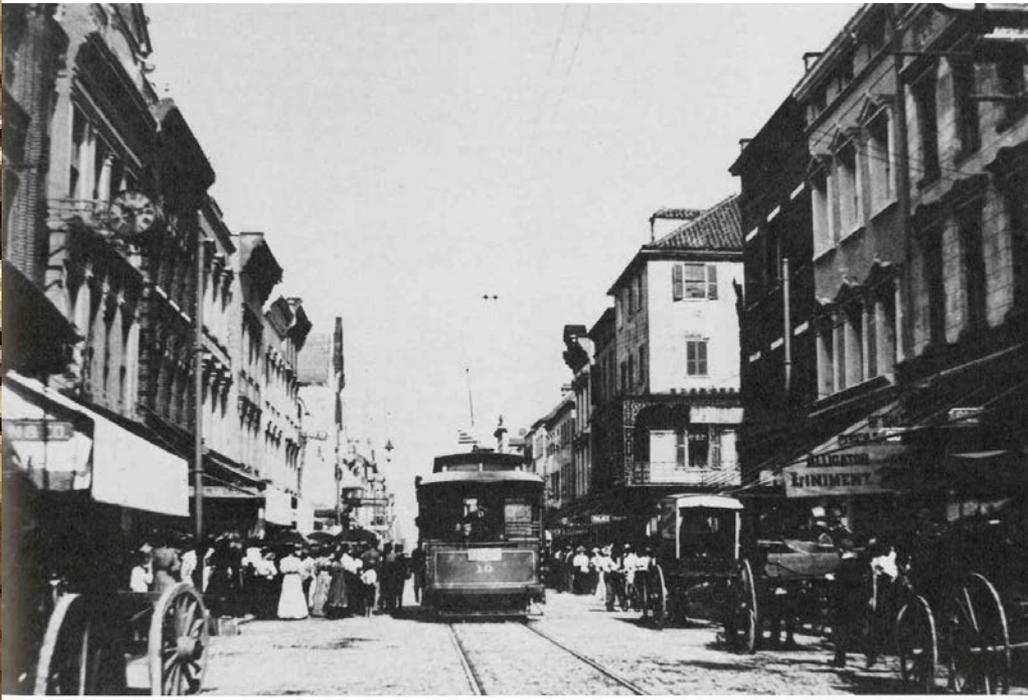
IMAGES
of America
GREENVILLE



Piper Peters, Altonia



*View of Main Street
Looking North from the Capitol Grounds,
Columbia, S.C.*



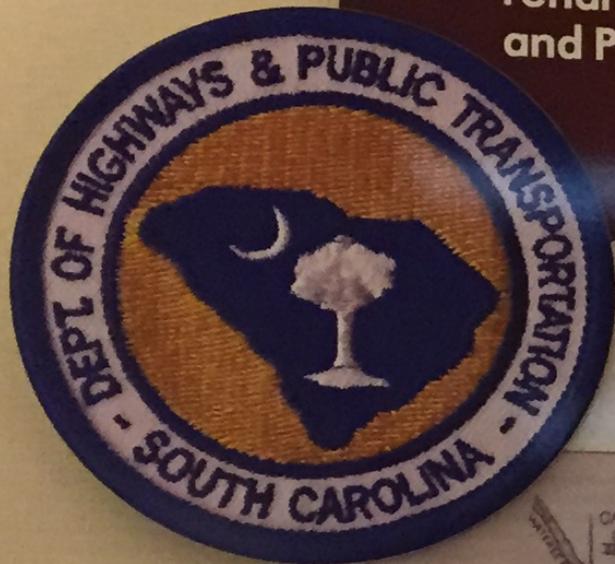
Federal Aid Road Act (July 11, 1916)

Provided First federal highway funding legislation.

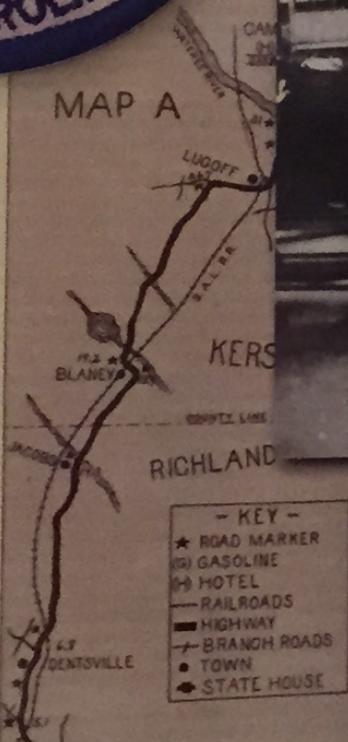


First center line on a state highway painted between Marquette and Ishpeming, Michigan (1917)

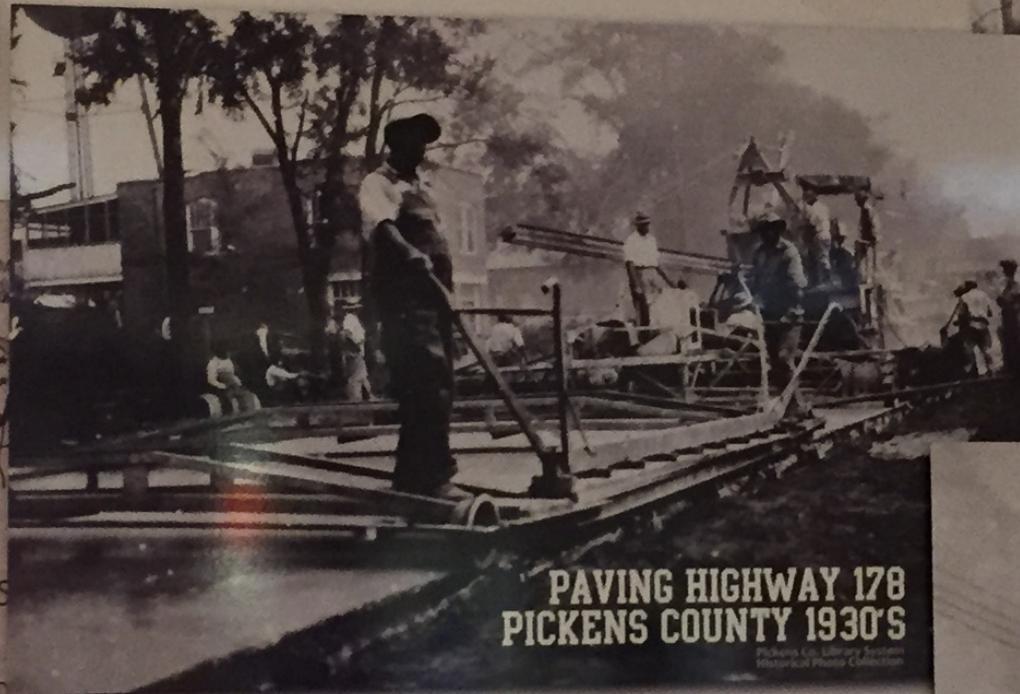
The South Carolina Highway Department was established in 1917. In 1977 it was renamed the Department of Highways and Public Transportation.



MAP A



- KEY -
- ★ ROAD MARKER
 - (G) GASOLINE
 - (H) HOTEL
 - RAILROADS
 - HIGHWAY
 - BRANCH ROADS
 - TOWN
 - ◆ STATE HOUSE



PAVING HIGHWAY 178
PICKENS COUNTY 1930'S

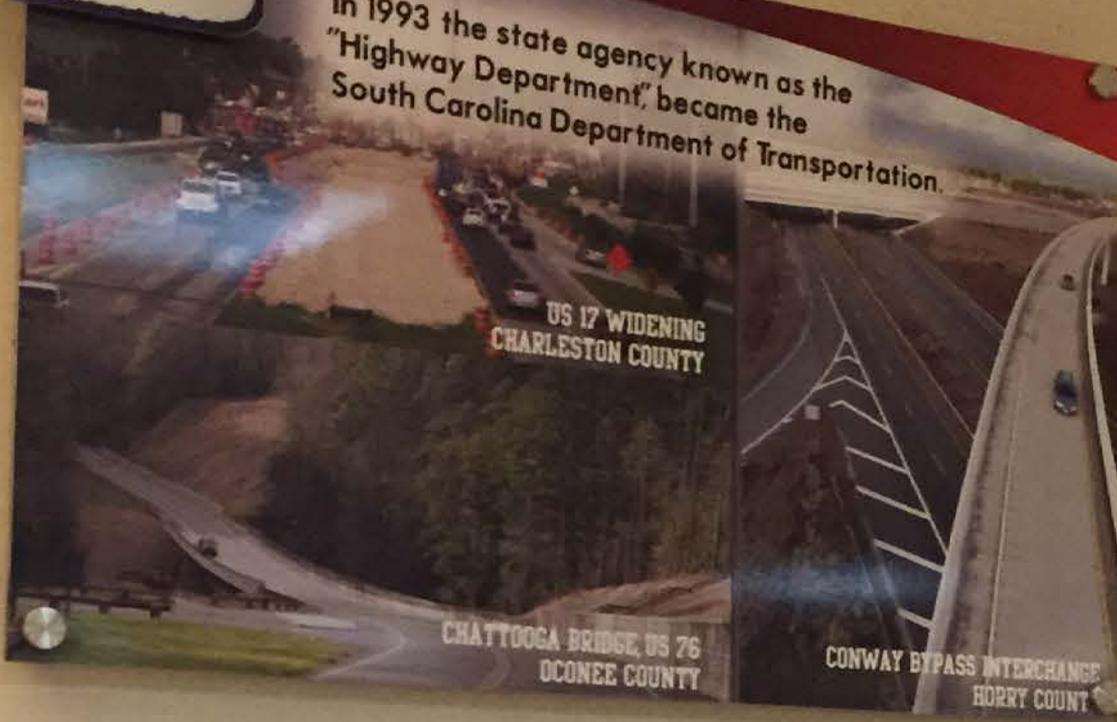
Pickens Co. Library System
Historical Photo Collection

In 1920 the Highway Department became responsible for maintaining all State owned highways - totaling 411 miles.





In 1993 the state agency known as the "Highway Department", became the South Carolina Department of Transportation.

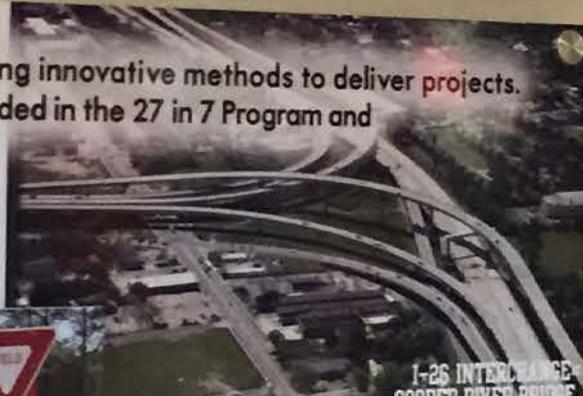


US 17 WIDENING
CHARLESTON COUNTY

CHATTOGA BRIDGE, US 76
OCONEE COUNTY

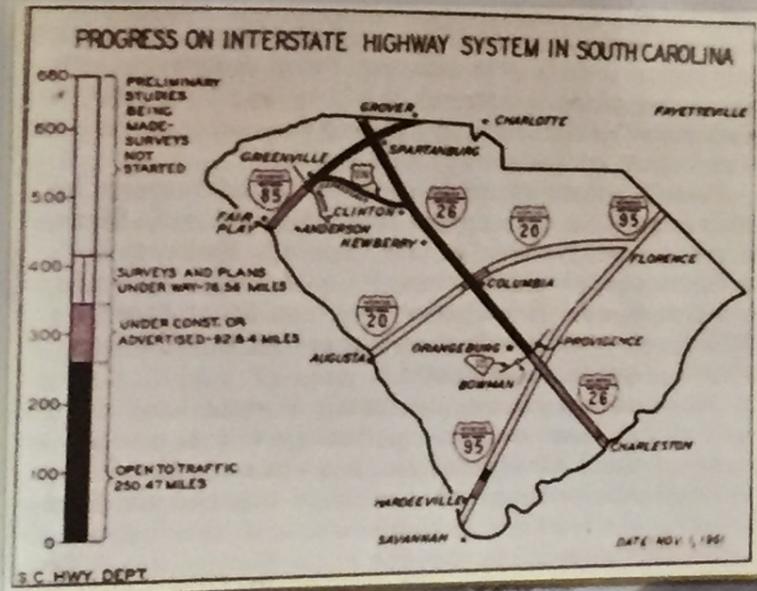
CONWAY BYPASS INTERCHANGE
HORRY COUNTY

SCDOT is a leader in developing innovative methods to deliver projects. Many examples of this are included in the 27 in 7 Program and the Design-Build Program.



I-26 INTERCHANGE
CORNER MUST BIDGE

South Carolina led the nation in interstate construction during the late 1950s and early 1960s.



In 1961, I-26 was open to traffic from Bowman to near the North Carolina state line in Spartanburg County.

**I-26 TERMINUS
SPARTANBURG COUNTY 1960**

The Post and Courier

Founded in 1803

PAMELA J. BROWNING, Publisher

MITCH PUGH, Executive Editor

CHARLES R. ROWE, Editorial Page Editor

FRANK WOOTEN, Assistant Editor

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Editorials

Pump up gas tax for roads

State roads and bridges continue to deteriorate, yet the debate continues on how to fund overdue work and what reforms should be undertaken in the process. Sooner or later, legislators have to advance a repair and maintenance program — at the least.

Otherwise, they will get what they deserve from the voters, most of whom drive motor vehicles and know just how badly improvements are needed.

pledges unwisely taken by many legislators who are more interested in a populist gimmick to assist their re-election than in doing their duty to provide for safe and adequate highways.

Gas tax revenue also has the benefit of being bolstered by the money collected from out-of-state motorists every time they fill up at the pump in South Carolina. Those motorists, many of whom come to our state's coastal region on vacation, pay about one-third of the total tax.



Oyster situation

I would like to respond to the Jan. 17 letter titled "Oyster harvesting." Yes, the population is under pressure but is not in danger of extinction.

COMMENTARY

The Post and Courier

Transportation, education are essential to S.C. prosperity

BY GLENN MCCONNELL

South Carolina's economy stands at a crossroads today. One path leads to prosperity; the other, stagnation.

If that sounds like an alarmist's exaggeration, I assure you that it is not. Our collective future is dependent on the choices we make now regarding the lives and careers of South Carolinians.

In terms of our state's economic development, the idea is pretty simple.

Imagine a three-legged stool. One leg is the recruitment of industry (bringing jobs to the state), the second leg is our transportation system (getting workers to those jobs) and the third leg is education (helping workers earn and hold onto those jobs).

Unfortunately, we are adequately investing in only one of the three legs: the recruitment of industry. And while our state leaders have done a remarkable and praiseworthy job using incentives to attract top-level businesses, our state will never significantly better the quality of life for all its citizens without increased investment in the other two legs.

That's not to say that people are not discuss-

ing about fixing the roads using the surplus revenue we currently have from the general fund, which is derived primarily from corporate and personal income taxes and sales tax revenue. While that may sound like a good idea, it's not. For one, the general fund was never intended for roads, but rather for education and core services. And two, the state actually needs a dedicated and sustainable source of recurring funds for roads.

Think of it this way: You could take every bit of new revenue in the general fund for the next five years and dump it into the road system, and it will have the same effect that a raindrop has on Charleston's harbor tide. The road system needs \$42 billion, and depleting current one-time surplus monies (approximately \$450 million) is not only short-sighted, but it will do next to nothing in addressing the overall and long-term problem. You don't fix a broken spine with a Band-Aid.

I agree with the South Carolina Chamber of Commerce and other leaders in the state who have called for an increased gas tax, indexed with inflation, to repair and expand our broken road system. Although some politicians may be staunchly opposed to ever raising one cent in taxes, now is not the time for stubborn ideology, but rather for mature governance. This modest

step of a one-year political fix.

In fact, we need only look to our parents and grandparents for the path forward. When the Greatest Generation returned from World War II, they reached into their pockets and invested in infrastructure. And their investment paved the way for our state's and our nation's economic rise for decades. However, we are now riding and driving on their legacy, and it's time for our generation to do its part.

And that leads me to the third leg, education. Education is how we fill the knowledge and skills gap keeping South Carolinians from top-line jobs. Here, at the College of Charleston, we take a holistic approach to educating our students. We train their minds to think critically, analytically and creatively so they can adapt to the challenges ahead. These are proven skills that cannot be robbed by time and technology.

But in order for the state's universities and colleges to continue to properly educate our students for the jobs of today and tomorrow, we need help when it comes to our classroom buildings. We need increased assistance that does not pull resources away from our academic and student experience as well as dollars from our students' pockets.

Across the state, the taxpayers' buildings at our public universities and colleges are leaking and falling into disrepair. Because the state has cut direct funding over the past 10 years to higher

education, we are now relying on tuition and fees in order to partially address those needs. In truth, that means students have become the primary caregivers of these public buildings. And piling more debt on them is not right.

I encourage state leaders to reengage with higher education and their public missions by spending non-recurring surpluses on public buildings. I also encourage legislators to pass a bond bill that will allow institutions to address their facilities needs without primarily relying on tuition and fees. In this low-interest-rate environment, the state has the capacity to borrow without affecting the state's operational budget one dime. It makes fiscal sense and just good business sense. However, by not acting now and supporting our state's public universities, we — both our legislators and the citizens of the state — are giving our tacit approval in creating a generation of debtors.

I believe we can make these necessary improvements in our roads and education without great financial sacrifice. And in so doing, we will then truly live up to the spirit of the first (and perhaps lesser known) of our state mottos: *Animis Opibusque Parati* — "Prepared in Mind and Resources."

And thus, we will choose the path to greater prosperity.

Glenn F. McConnell is the president of the College of Charleston; he formerly served as lieutenant governor and president pro tempore of the South Carolina State Senate.



McConnell

"I agree with the SC Chamber of Commerce and other leaders in the state who have called for an increased gas tax, indexed with inflation, to repair and expand our broken road system."

~Glenn McConnell

last in South Carolina.

Clinton urges \$275B infrastructure plan

ORLANDO, FLA. — Democratic presidential candidate Hillary Clinton said Wednesday that Republican rivals Ted Cruz and Marco Rubio would “slash” spending on projects



Clinton

to fix aging roads and bridges, urging Congress to pass a plan to rebuild the nation’s transportation system.

Appealing to a bellwether region in

one of the nation’s top swing states, Clinton promoted her plan to spend \$275 billion to fix the nation’s crumbling bridges, highways and airports, saying it would create tens of thousands of “good-paying” jobs in Florida and across the country. An additional \$25 billion would

“Clinton promoted her plan to spend \$275 billion to fix the nation’s crumbling bridges, highways, and airports...”

Congress passes transportation bill

BY JOAN LOWY
Associated Press

WASHINGTON — After years of stymied efforts to address the nation's aging and congested highways and transit systems, Congress found the sweet spot for passage on Thursday — a 5-year, \$305 billion bill laden with enough industry favors, parochial projects, safety improvements and union demands to gain overwhelming support.

The bill was approved 359 to 65 in the House, and 83 to 16 in the Senate. The bill now goes to the White House for President Barack Obama's signature.

The bill boosts highway and transit spending and assures states that federal help will be available for major projects. It doesn't include as much money or last quite as long as many

lawmakers and the Obama administration would have liked. Nor does it resolve how to pay for transportation programs in the long term.

Despite that, the 1,300-page bill was hailed by industry and public officials as a major accomplishment that will end the cycle of last-minute short-term fixes that have kept the federal Highway Trust Fund teetering on the edge of insolvency for much of the past eight years.

Republican leaders can point to the bill's passage as evidence of their ability to govern, and Obama can cite progress on addressing the nation's aging and congested infrastructure as a major goal since the early days of his administration. Lawmakers in both parties praised the bill as a moment of bipartisan cooperation and an important step forward.

December 4, 2015

“\$305 billion bill laden with enough industry favors...to gain support.

...the 1,300-page bill was hailed by industry and public officials as a major accomplishment...”

GASOLINE PRICE INCLUDES

53.65¢ Per Gallon Tax

35.25¢ NC Tax*

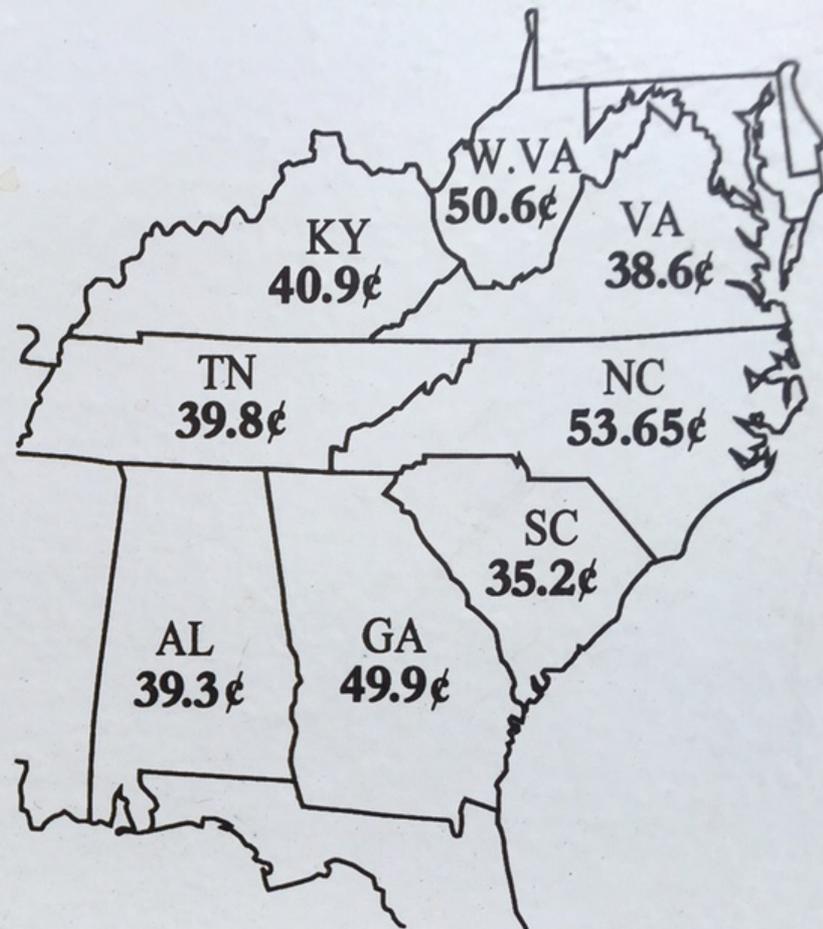
18.4¢ Federal Tax

Brought to you by



Fueling North Carolina's Future

***State Tax Rates change
semi-annually. Rate
Based on July 1, 2011
figures.**



GASOLINE PRICE INCLUDES

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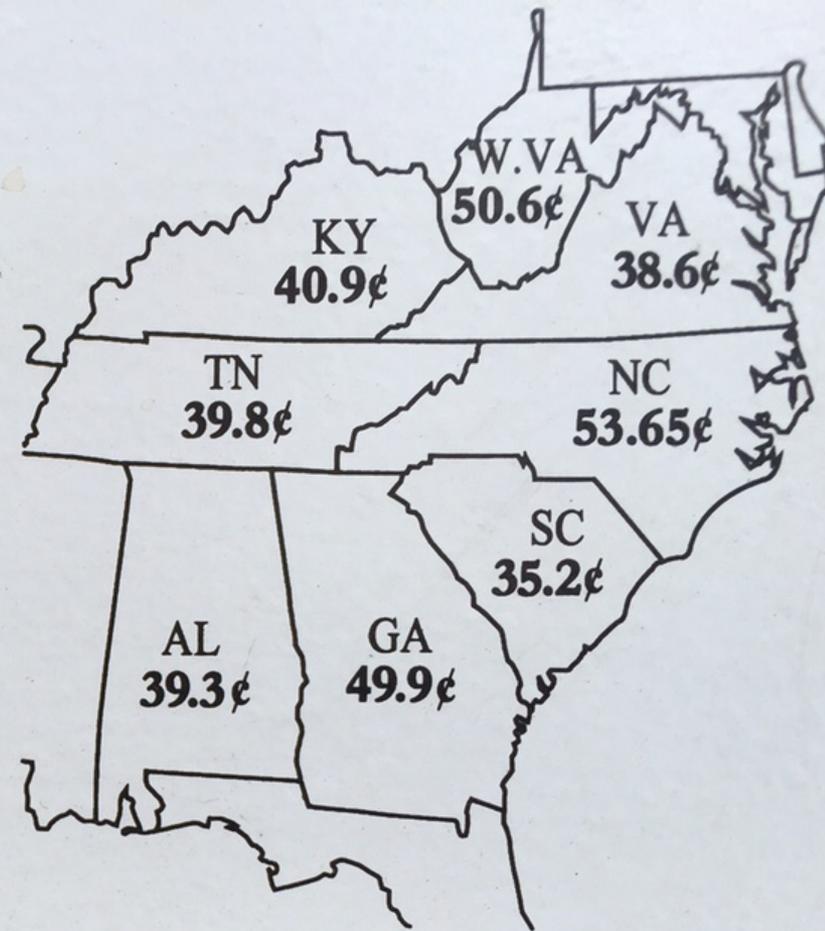
Brought to you by

 **NCPCM**

 North Carolina Petroleum
& Convenience Marketers

Fueling North Carolina's Future

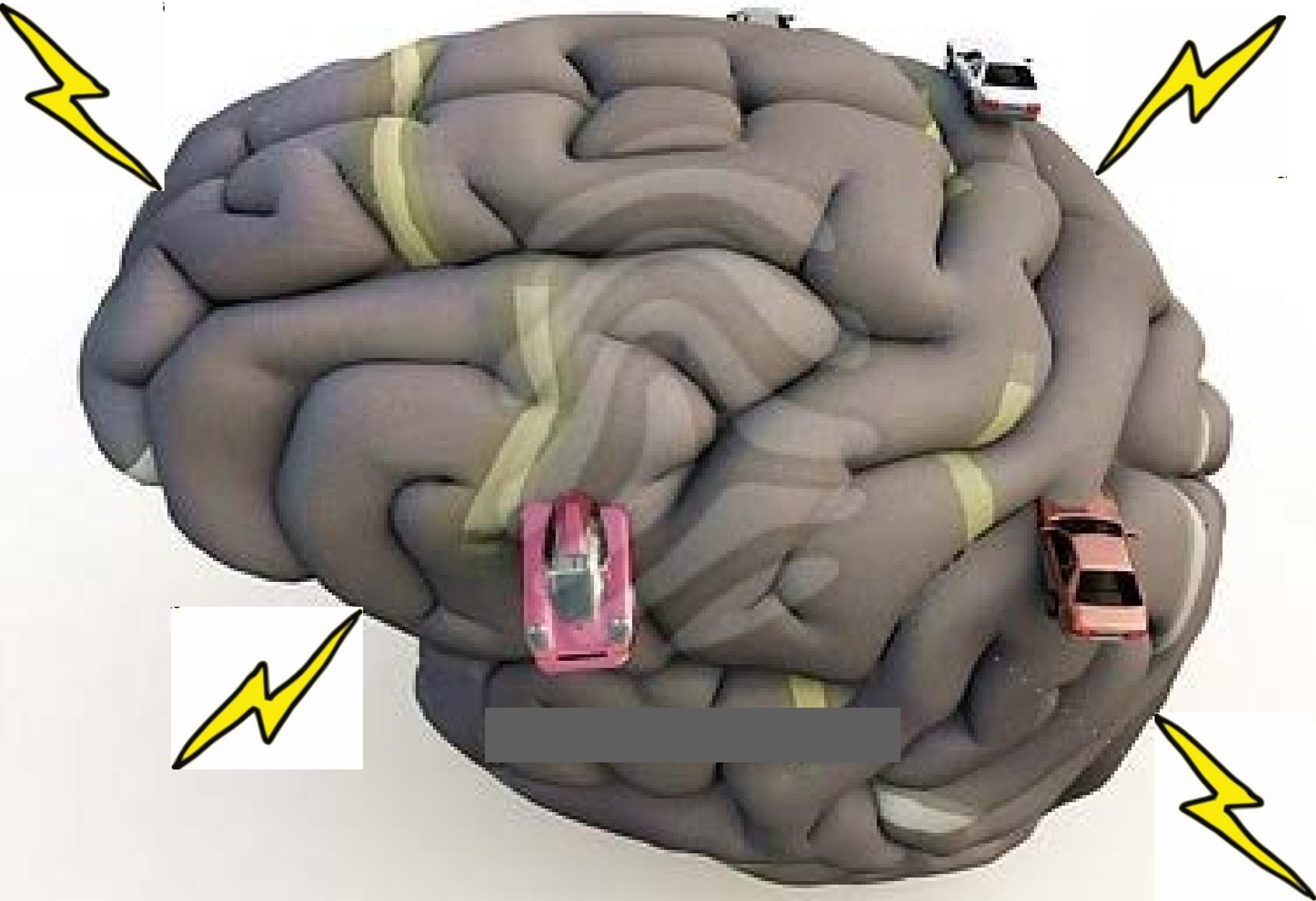
*State Tax Rates change
semi-annually. Rate
Based on July 1, 2011
figures.



“We will tax and tax, and spend and spend, and elect and elect.”

~Harry Hopkins

Auto Mind





Truth in Labeling?

~~South Carolina Department of Transportation~~

South Carolina Highway Department

~~South Carolina Transportation Infrastructure Bank~~

South Carolina Highway Bank









Inland Port spurs talk of Upstate-Charleston passenger train

Grapevine

The success of the State Ports Authority's Inland Port has a group in the Upstate thinking about using the Charleston-to-Greer rail route for passenger service.

The South Carolina Passenger Rail Consortium is floating the idea of having twice-daily passenger service between the two cities, according to a report last week in *The Greenville News*.

"We believe we can fill the coaches with vacationers and business travelers," Frank Ezell, founder of the consortium, told the newspaper.

The proposed route would include stops in Greer, Spartanburg, Union/Pacolet, Columbia, Orangeburg, Summerville and North Charleston. Amtrak, the federal passenger rail service, has trains that pass through South Carolina's major cities, but none of those trains

connect the Lowcountry with the Upstate.

So far, the consortium's plan has been met with lukewarm reaction.

That's largely because the cost would be prohibitive. The all-freight line would have to be upgraded to passenger rail quality, new tracks would have to be installed, and passenger platforms and other infrastructure would have to be built. Norfolk Southern, which owns the track, has no plans to spend money on passenger service, and there is no money in the state budget for such a plan.

There also are questions about the demand for such a service, which would require the cooperation of Amtrak and the federal government.

"It's going to take money — a



FILE/AP

A vintage Norfolk Southern passenger train arrives at the State Ports Authority's Inland Port near Greer in early 2014 as part of a special event.

lot of money, as a matter of fact. But it's something that needs to be done," Ezell told the newspaper.

While passenger rail might be a pipe dream, the route between Charleston and the SPA's Inland Port has been an over-

whelming success, according to the maritime agency. The port, which moves freight such as Greer-made BMW cars on trains running between the Upstate and the Holy City, is on track to move 100,000 cargo containers this fiscal year.

Flying into the future

Passenger volume at Charleston International has soared 10 years into the future.

The Federal Aviation Administration projects the number of passengers for airports for several years ahead based on past performance. In Charleston's case, the FAA has said the airport would reach 1.6 million departing passengers in 2025.

"We are going to hit that number this year," said Sean Tracey, director of planning and development for the Charleston County Aviation Authority. "We are ahead about 10 years."

What that means is that the airport may have to move up plans for the next round of construction. The current \$189 million expansion of the main terminal is expected to be completed early next year. Airports director Paul Campbell has already mentioned the need for a

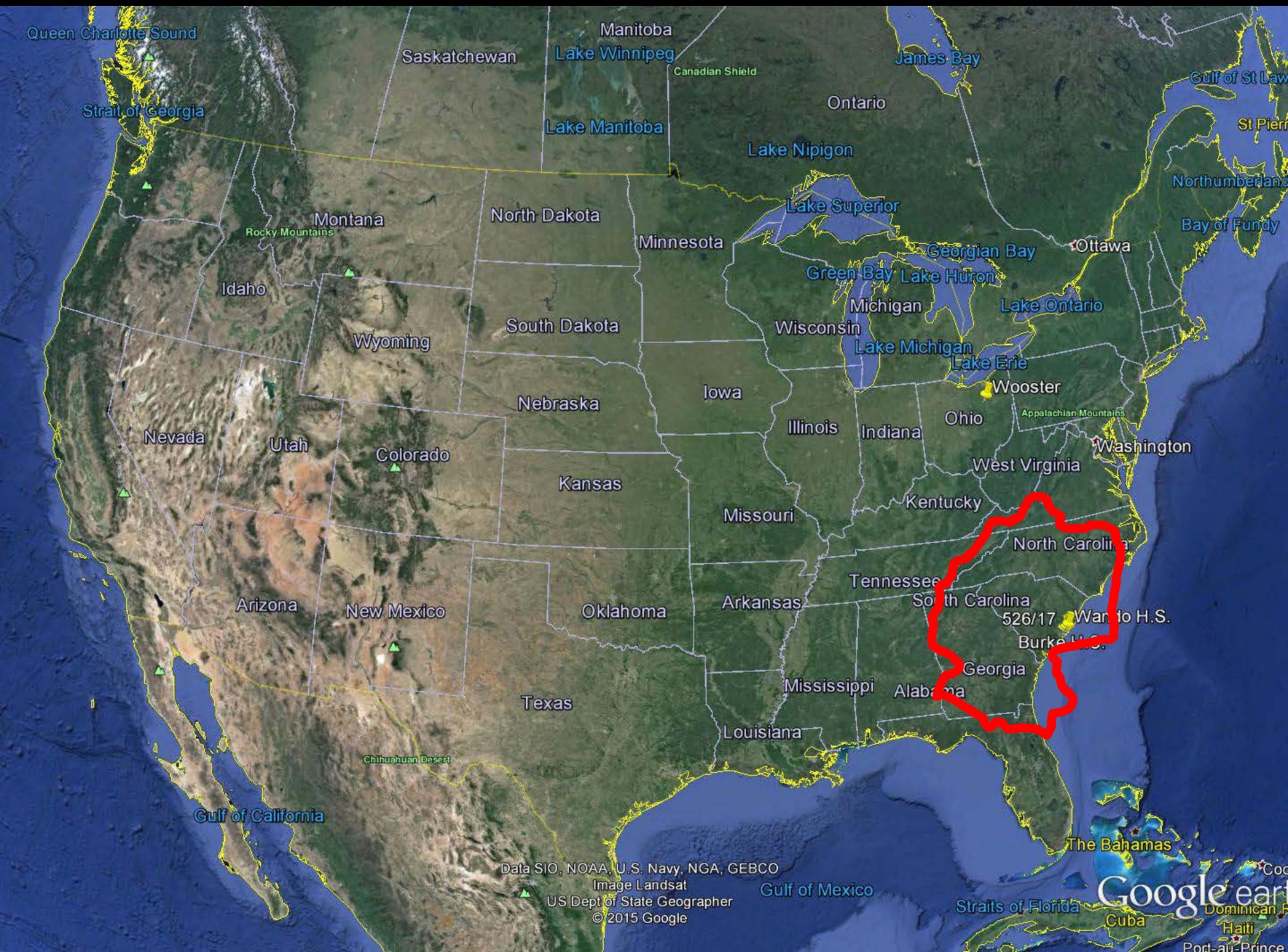
third wing to add more gates, a second parking deck and more ticket counters.

"We are slowly filling up our capacity," Campbell said. Additional parking and more ticket counters will be first up, taken up next year, he said. The new wing is about three years out, he added.

Last year, the airport saw a record 3.1 million passengers arriving and departing. That number is expected to rise this year as the Charleston region continues to grow, especially with the expansion of Boeing and the announcements by Daimler and Volvo Cars that each build \$500 million auto manufacturing plants in the Lowcountry. Charleston's thriving tourism industry is drawing more air travelers as well.

Please see GRAPEVINE, Page D

"The route between Charleston and the SPA Inland Port has been an overwhelming success...The port, which moves freight such as Greer-made BMW cars on trains running between the Upstate and the Holy City, is on track to move 100,000 cargo containers this fiscal year."



Queen Charlotte Sound

Strait of Georgia

Saskatchewan

Manitoba
Lake Winnipeg

Canadian Shield

James Bay

Gulf of St. Lawrence

St. Pierre

Northumberland

Bay of Fundy

Ontario

Lake Nipigon

Lake Superior

Ottawa

Georgian Bay

Green Bay Lake Huron

Lake Ontario

Michigan

Lake Michigan

Lake Erie

Wooster

Montana
Rocky Mountains

North Dakota

Minnesota

Idaho

Wyoming

South Dakota

Wisconsin

Iowa

Nebraska

Illinois

Indiana

Ohio

Appalachian Mountains

Washington

Nevada

Utah

Colorado

Kansas

Missouri

Kentucky

West Virginia

North Carolina

Arizona

New Mexico

Oklahoma

Arkansas

Tennessee

South Carolina

526/17 War to H.S.

Burke W.C.

Georgia

Texas

Mississippi

Alabama

Louisiana

Chihuahuan Desert

Gulf of California

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