

**South Carolina
Transportation Infrastructure Bank**



BOARD OF DIRECTORS

Donald D. Leonard
Chairman

Max Metcalf
Vice-Chairman

Ernest Duncan

Johnny P. Edwards

Senator Hugh K. Leatherman, Sr.

Representative Chip Limehouse

Joe E. Taylor, Jr.

Debra R. Rountree
*Director, Infrastructure
Bank Operations*

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Columbia, SC 29201
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**SCTIB
Board Meeting**

SCDOT Headquarters Building
5th Floor Auditorium
955 Park Street
Columbia, South Carolina
October 8, 2013
11:00 a.m.

AGENDA

- | | |
|---|----------------------|
| I. Call to Order | Chairman Don Leonard |
| II. Approve Minutes for the August 7, 2013 Meeting | |
| III. Evaluation Committee Report on Projects for Act 98 Funding | Max Metcalf |
| IV. Project Status Updates | Project Managers |
| V. IRP Presentation | Jim Holly |
| VI. Revisions to Application Process | Jim Holly |
| VII. Financial Plan Update | Debra Rountree |
| VIII. Approve FY2014-15 Budget | Debra Rountree |
| IX. Mount Pleasant Request | Jim Holly |
| X. Other Business | |

MINUTES
South Carolina Transportation Infrastructure Bank
Board Meeting

SCDOT Headquarters Building
5th Floor Auditorium
955 Park Street
Columbia, SC 29201

October 8, 2013
11:00 a.m.

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

Present: Donald D. Leonard, Chairman, Presiding
Max Metcalf, Vice-Chairman
Senator Hugh K. Leatherman
Representative Chip Limehouse
Ernest Duncan
Johnny Edwards
Joe Taylor

Others present: Debra Rountree and Tami Reed, representing the Bank; Jim Holly, Bank Counsel; Rick Harmon, Senior Assistant State Treasurer; Wayne Corley of the McNair Firm, Bond Counsel for the Bank; General Robert St. Onge, Jr., Secretary of SCDOT; Christy Hall, SCDOT Deputy Secretary for Finance and Administration; Ron Patton, SCDOT Chief Engineer for Location and Design; other representatives of SCDOT; Senators Nikki Setzler and Harvey Peeler; and members of the media and public. Present by telephone: David Miller, Public Financial Management

The meeting was called to order by Chairman Leonard.

Chairman Leonard welcomed guests and introduced special guests Senator Nikki Setzler and Senator Harvey Peeler.

Approve August 7, 2013 Minutes: Mr. Metcalf made a motion, seconded by Mr. Taylor, to approve the minutes of August 7, 2013. The motion passed unanimously.

Agenda: Mr. Metcalf requested an amendment to the meeting agenda and moved to delete the consideration of Act 98 funding of projects from the agenda and delay the discussion of

Evaluation Committee recommendation to an upcoming meeting of the Board to allow time for more analysis and to obtain additional information from SCDOT. The motion was seconded by Mr. Taylor. The motion passed with Mr. Edwards casting a no vote.

Project Status Updates: Mr. Patton presented an update of the active Bank projects managed by SCDOT. A copy of Mr. Patton's Presentation "State Infrastructure Bank Program Status Report 2013" is attached to these minutes.

Mayor Swails of the Town of Mount Pleasant made a request to the Bank to authorize the sale of property acquired as right of way by the Town during the construction of the overpass at the Intersection of US Highway 17 and Hungryneck Boulevard, with the net proceeds of the sale returned to the Bank. The property in question is identified by the Mayor in his letter to the Chairman dated September 19, 2013, and was not needed for the project as confirmed by SCDOT. Representative Limehouse made a motion that the Chairman direct staff to obtain or review an appraisal of the property not needed for right of way and to market and sell that property for at least the appraised value with the sale proceeds, minus the costs of sale, being paid over to the Bank, and in accomplishing this, the Chairman and staff may work and consult with the Town and SCDOT as needed. The motion was seconded by Senator Leatherman and passed unanimously.

Robert McFee with Beaufort County provided an update on the SC170 project advising the project is 20% complete. He also commented on the conceptual I-95/Exit 3 project. His report is attached to these minutes.

Frank Carson with Berkeley County provided an update on the I-26/Sheep Island Interchange project. His report is attached to these minutes.

Jason Ward with Dorchester County provided an update on the Dorchester County projects. His report is attached to these minutes.

IRP Presentation: Mr. Holly reviewed with the Board the materials in the agenda package concerning the pending vote by SCDMV on an amendment to the International Registration Plan (IRP) dealing with truck registration fees to implement what is known as full reciprocity. SCDMV plans to vote in favor of this amendment that allows all motor carrier registrants to travel in all jurisdictions that are members of the IRP without having first to go through the process of adding that jurisdiction to its authorized list. SCDMV states that the amended process will be more efficient, easier for carriers to comply with and generate more revenues for most jurisdictions, including South Carolina. If adopted, the amendment will be implemented in January of 2015. Mr. Taylor made a motion that the Board supports the amendment to the IRP program as recommended by SCDMV. The motion was seconded by Mr. Metcalf and passed unanimously. A copy of the agenda materials on this matter is attached to these minutes.

Revisions to Application Process: Mr. Holly presented additional items of information proposed to be requested in future applications to the Bank. The additional items of information


proposed to be included in the application were taken from a few of the criteria in Act 114 used by SCDOT. The materials in the agenda package list the proposed changes item by item. Representative Limehouse made a motion, seconded by Senator Leatherman, to make the proposed changes to the application. The motion passed unanimously. The revised application is included in the files of the Bank and attached to these minutes.

Business/Financial Plan Update: Mrs. Rountree, provided an update on the business plan of the Bank, including a proposed model for funding Act 98 projects prepared by the Bank's financial adviser. This model assumed 20 years of revenues. Senator Leatherman advised that his understanding during the discussions in the legislative process of Act 98 was that the revenues available under Act 98 would be in place for only 15 years. Senator Leatherman asked that the financial advisor, State Treasurer's Office and staff run scenarios assuming the \$50 million is in place for 15 years. Chairman Leonard agreed with the request and noted the need for the Bank to do more review and analysis based on this change. A copy of the business plan is attached to these minutes.

Approve Fiscal Year 2014-2015 Appropriations Budget: The proposed appropriations budget for fiscal year 2014-2015 was presented by Mrs. Rountree. Representative Limehouse made a motion to approve the budget as presented. The motion was seconded by Mr. Taylor and passed unanimously. The approved budget is included in the official records of the Bank and attached to these minutes.

Other Business: The Board discussed the Act 98 project selection process noting they had just received the complete interstate improvements and interchange ranking lists from SCDOT. Comments were made by Board members concerning the most effective use of the Act 98 funds, including the use of a combination of cash and bond proceeds, and the merits of and need for various projects. There was a discussion of the numbers of years that the Act 98 funding may be available. The Evaluation Committee was requested to review the projects on the list provided by SCDOT, review the available funding based on the 15 year limitation, and present recommendations to the Board at its next meeting.

There being no further business, the meeting was adjourned at 1:00 p.m.


Secretary

STATE INFRASTRUCTURE BANK
PROGRAM STATUS REPORT
2013



AIKEN SIB

Financial Summary

		Budget	Expended To Date	Cost to Complete	Total Project Cost	Variance
GRAND TOTAL	PE	\$7,500	\$6,704	\$0	\$6,704	\$796
GRAND TOTAL	ROW	\$27,900	\$18,967	\$0	\$18,967	\$8,933
GRAND TOTAL	Constr	\$216,981	\$215,939	\$20	\$215,959	\$1,022
GRAND TOTAL	Total	\$252,381	\$241,610	\$20	\$241,630	\$10,751

• Budget includes the following funding sources:

- \$ 208,062,923 SIB funds (190,000,000 Original + 18,062,923 Additional)
- \$ 10,425,760 Georgia Reimbursement
- \$ 17,000,000 Aiken County
- \$ 16,893,289 SCDOT, Earmarks, and SAFETEA-LU including:
 - \$4.0M Earmark FY04
 - \$1.0M Earmark FY04 (reduced to \$855,000) + **(\$609,449.10 in additional federal allocation)**
 - \$1.0M Earmark FY06 (reduced to \$990,000)
 - \$3.0M Earmark FY05-FY09 (reduced to \$2,699,700)
 - \$3.0M Earmark FY05-FY09 (reduced to \$2,699,700)
 - \$5.6M Earmark FY05-FY09 (reduced to \$5,039,440)

\$ in thousands

Project Status

- Preliminary Engineering- Complete
- Right of Way- Complete.

Completed Projects

Palmetto Parkway Phase I (Mainline)
Palmetto Parkway Phase II (Mainline)

• **Construction- \$20k cost to complete for inspection on work covered under the project warranty. Project closure will proceed following the final payments for inspection on the warranty work. Final project closeout anticipated to occur September 2013. This will be the final report.**

• **FY 04 \$1 M earmark increased by FHWA.** Expenditures are through August 23, 2013

AIKEN SIB

Palmetto Parkway Phase II

Construction Complete – \$241 million



Aerial view of I-520 north from US 1 to Powerhouse Road (December 2009)



Aerial view of US 25 and completed bridges on I-20 (December 2009)

RIDE 2007

Financial Summary

		Budget	Expended To Date	Cost to Complete	Total Project Cost	Variance
GRAND TOTAL	PE	\$ 6,030	\$ 6,779	\$ 833	\$ 7,612	\$ (1,582)
GRAND TOTAL	ROW	\$ 44,000	\$ 49,250	\$ 5,550	\$ 54,800	\$ (10,800)
GRAND TOTAL	Constr	\$ 187,016	\$ 9,104	\$ 144,550	\$ 153,654	\$ 33,362
GRAND TOTAL	Total	\$ 237,046	\$ 65,133	\$ 150,933	\$ 216,066	\$ 20,980

Budget includes the following funding sources:

\$ in thousands

- \$225,000,000 SIB funds (\$150 mil from June 2007 and \$85 mil from November 2007)
- \$2,400,000 SAFETEA-LU Earmark (reduced to \$2,046,000)
- \$ 10,000,000 ARRA
- June 8, 2007: Horry County and the South Carolina Transportation Infrastructure Bank (SIB) enter into an agreement for an initial grant of \$40 million for preliminary engineering and rights of way acquisitions on the proposed Carolina Bays Parkway Phase III and SC 707 Widening (Georgetown County only) with an additional \$110 million to be provided at a later date. On November 27, 2007, the SIB approved an additional \$85 million for this program.
- June 22, 2007 Horry County and the South Carolina Department of Transportation (SCDOT) entered into an intergovernmental agreement assigning project management duties to SCDOT.
- Permit received from US Army Corps of Engineers on May 24, 2013
- Carolina Bays Parkway will be let to contract on October 8, 2013
- SC 707 clearing and grubbing was let on September 24, 2013

Project Status

Projects Underway
Carolina Bays Parkway- Phase III SC Route 707 Widening

Completed Projects

Expenditures are through August 2013

STATE INFRASTRUCTURE BANK

STATE INFRASTRUCTURE BANK

RIDE 2007

Carolina Bays Parkway Phase III

SC 544 to SC 707

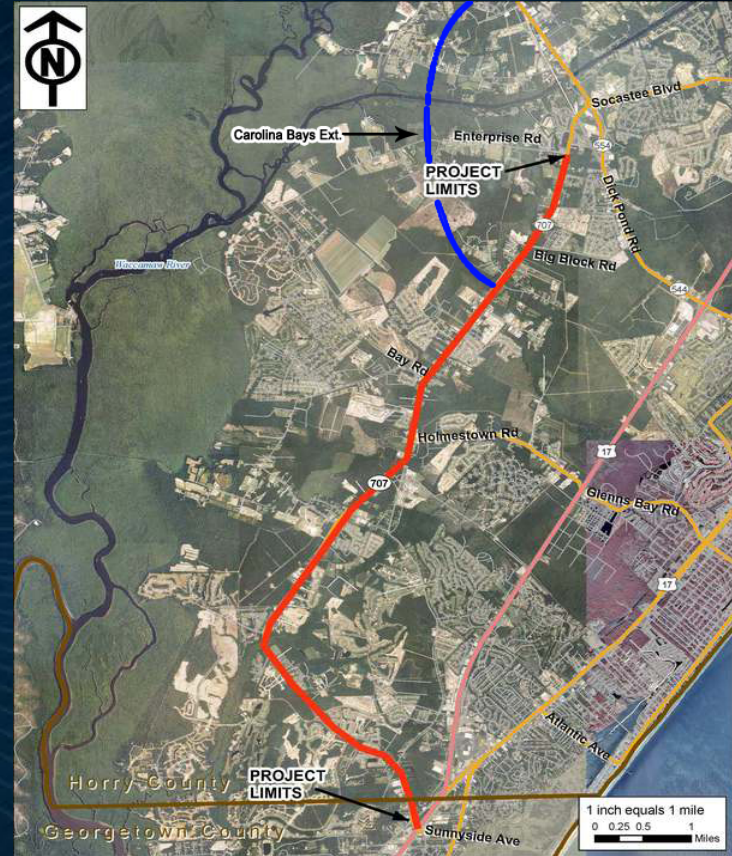
- Early clearing/grubbing project complete
- Right of way acquisition complete
- Construction of main project to late 2013



RIDE 2007

SC Route 707 Widening Horry County line to US 17

- Construction to begin late 2013
- SIB funding for Georgetown County portion only
- Horry County funding remainder of project
- Right of way acquisition being finalized



FLORENCE SIB

Financial Summary

		Budget	Expended To Date	Cost to Complete	Total Project Cost	Variance
GRAND TOTAL	PE	\$ 33,744	\$ 12,891	\$ 20,853	\$ 33,744	\$ -
GRAND TOTAL	ROW	\$ 58,232	\$ 10,723	\$ 47,509	\$ 58,232	\$ -
GRAND TOTAL	Constr	\$ 300,455	\$ 14,748	\$ 285,707	\$ 300,455	\$ -
GRAND TOTAL	Total	\$ 392,431	\$ 38,362	\$ 354,069	\$ 392,431	\$ -

Total Budget includes the following funding sources:

\$ in thousands

- \$250,000,000 SIB Funds
- \$139,910,000 Sales Tax Funds (includes \$10,910,000, over and above required match, that County expects to receive from tax; as well as \$300,000 for Pine Needles/South Ebenezer Ext)
- \$500,000 FLATS Guideshare Funds for Pine Needles Road
- \$1,799,799 SAFETEA-LU Earmark Funds for Pine Needles
- \$65,000 City Funds for Pine Needles Shared-use Path
- \$3,735 County Funds for Pine Needles/South Ebenezer Road Drainage Redesign
- \$125,607 CTC Funds for Pine Needles Extension of Sidewalks
- \$27,000 County Funds for Pine Needles Drainage Redesign at Ebenezer Park

Project Status

Completed Projects
Pines Needle Road Widening (Phase I) Pines Needle Road Widening (Phase II)
Projects Under Construction

Projects Underway
US 378 Highway Widening (Sections 1-5) US 76 Highway Widening TV Road/North Irby Street Widening SC 51 Highway Widening (Sections 1-4)

Projects Remaining
US 301 Bypass (Sections I and II)

•Based on project priorities outlined in the sales tax referendum, projects will only begin once sufficient funds are available to complete them and remain within budget. Expenditures are through August 2013

STATE INFRASTRUCTURE BANK

STATE INFRASTRUCTURE BANK

FLORENCE SIB

- Pine Needles Road Widening Phase I Completed
- Pine Needles Road Widening Phase II Completed



US 17 WIDENING (ACE BASIN)

Financial Summary

Segments 1 & 2A

		Budget	Expended To Date	Cost to Complete	Total Project Cost	Variance
GRAND TOTAL	PE				\$ -	\$ -
GRAND TOTAL	ROW				\$ -	\$ -
GRAND TOTAL	Constr	\$ 108,342	\$ 108,292	\$ 50,722	\$ 108,342	
GRAND TOTAL	Total	\$ 108,342	\$ 108,292	\$ 50,722	\$ 108,342	\$ -

\$ in thousands

Budget includes the following funding sources:

- \$ 82,000,000 SIB 30-yr loan (total value of \$148 mil with repayment)
- SIB Funds have been fully paid out
- \$ 10,753,000 SCDOT (addition of Colleton Co. segment from Combahee River to Lightsey Plantation Drive)
- \$ 10,875,000 Federal Earmarks
- \$ 7,000,000 Beaufort County
- \$ 200,000 Low Country COG funds

Project Status

Construction on Segments 1 & 2A is 100% complete.

Completed Projects
Segment 1 & 2A Design/Build Contract

Projects under Construction

Expenditures are through August 2013

US 17 WIDENING (ACE BASIN)

Financial Summary

Segment 2

		Budget	Expended	Cost to	Total	
			To Date	Complete	Project Cost	Variance
GRAND TOTAL	PE				\$ -	\$ -
GRAND TOTAL	ROW				\$ -	\$ -
GRAND TOTAL	Constr	\$ 98,881	\$ 77,491	\$ 21,390	\$ 98,881	\$ -
GRAND TOTAL	Total	\$ 98,881	\$ 77,491	\$ 21,390	\$ 98,881	\$ -

\$ in thousands

Budget includes the following funding sources:

- \$ 20,000,000 State Transportation Infrastructure Bank Loan
- \$ 79,000,000 Commission approved funding from NHS, STP & Equity Bonus Funds
- \$ 200,000 Colleton County

Project Status

Construction on Segment 2 is 95% complete.

Completed Projects

Projects under Construction
Segment 2 Design/Build Contract

Expenditures are through August 2013

Mark Clark Expressway Extension

Financial Summary

		Budget	Expended To Date	Cost to Complete	Total Project Cost	Variance
GRAND TOTAL	PE		\$ 6,193	\$ 24,807	\$ 31,000	
GRAND TOTAL	ROW		\$ 6,726	\$ 51,074	\$ 57,800	
GRAND TOTAL	Design Build Contract			\$ 449,500	\$ 449,500	
GRAND TOTAL	Engineering			\$ 17,400	\$ 17,400	
GRAND TOTAL	Total	\$ 99,000	\$ 12,919	\$ 525,381	\$ 555,700	\$ 456,700.00

\$ in thousands

- Financial Summary reflects a \$99M commitment from SIB, although a total SIB commitment of \$420M is anticipated
- Previous Funding Request = \$420 million (based on estimate provided in the Charleston County STIB application).
- The recommended preferred alternative (Alternative G) was released in the Draft Environmental Impact Statement (DEIS) in August 2010.
- Updated 2012 Estimate for Alternative G (with anticipated FEIS modifications) = \$556 M
Anticipated FEIS modifications include:
 - Grade Separated Interchange at Folly Road including an overpass at Up on the Hill Rd.
 - Overpass at East Shore Lane in order to provide neighborhood connectivity

Expenditures are through August 2013

Mark Clark Expressway Extension

TimeLine

Contract executed for development of project (\$9,099,947)

February 2008

- included development of a new Environmental Impact Statement (EIS),
- preparation and approval of environmental permits,
- development of corridor right of way plans,

DEIS released for Public Review and Comment

August 2010.

- The document included a Recommended Preferred Alternative (Alternative G).
 - five public meetings were held
 - *2,170 comments received from 1,657 individuals during this period*

Contract Management Assignment Request

January 2012

- Charleston County and STIB requested SCDOT assume management responsibilities for the project

Current Project Status

Present / 2012

- SCDOT is working with FHWA as they consider the County and STIB's request concerning management responsibilities.
- The project cost estimate was updated for the Recommended Preferred Alternative (Alternative G) including modifications that are anticipated during the development of the FEIS. This estimate is being used in order to assist in the identification of project funds and any projected funding shortfall.
- With the assistance and cooperative effort of FHWA, SCDOT ordered a scientific public survey in order to assist in determining public opinion with regard to the Recommended Preferred Alternative.

Funds Available For SCTIB

Program	\$ in Millions
Aiken SIB	\$10.751
<i>Total</i>	<i>10.751</i>

Projected Funds Available For SCTIB

Program	\$ in Millions
RIDE 2007	\$19.51
Total	\$19.51



Mount Pleasant SC
COME ON OVER

William D. Swails
Mayor

September 19, 2013

Mr. Don Leonard
Chairman
South Carolina Transportation
Infrastructure Bank
C/O Leonard, Call & Associates
PO Box 1373
Myrtle Beach, SC 29578

Dear Mr. Leonard:

Thank you for taking the time to speak with me last Wednesday, September 18. I'd like to follow up on a few of the items we discussed.

We discussed that the Town acquired property as required to construct the overpass at the intersection of US Highway 17 and Hungryneck Boulevard. In my opinion, two of the acquired properties could be sold and enable us to return monies back to the South Carolina Transportation Infrastructure Bank.

Tract 14, which houses the Exxon gas station, is the main property that I would like to address. Please see the attached plat for reference. We acquired this property through condemnation and per our Intergovernmental agreement with SCDOT, we are required to remove the underground tanks from this site, demolish the building, and landscape the vacant lot. We have estimated the cost for these actions to be \$120,000. As Mayor of the Town of Mount Pleasant, I don't see the added benefit to our community if we pursue these actions. Furthermore, as a businessman, I certainly don't perceive any return on investment if we pay to remove the tanks and replace a taxable business site with landscaping.

I've thought a lot about this and as both the Mayor and a businessman I have to ask myself, "why should we spend \$120,000 to remove the tanks and effectively remove the property from the tax roll? Why not leave the tanks in the ground and leave the building as it is today?" If we leave the property intact, then we can advertise it for sale and take it through the competitive bidding process. We've recently been successful in similar endeavors such as the sale of our old, abandoned fire station property on Johnnie Dodds Boulevard. We used our competitive bid process to sell the .4 acre parcel of land and received \$525,000 for it. This can work, and it seems to me to be the more logical option for Tract 14. Again, it makes no sense to me to spend \$120,000 to get a vacant, landscaped piece of land on prime real estate and receive no return on the tax rolls. Why not give this a try and return the monies back to the people of South Carolina?

I would like to discuss this with you more in person; however, if we are unable to do so quickly, we will be at risk of violating the contract, which would effectively put the Town in an unfavorable financial position.

The Town of Mount Pleasant has been a good steward of the money received from the South Carolina Transportation Infrastructure Bank. We want to continue this tradition and do what is best for all citizens of South Carolina.

I look forward to hearing from you soon.

Sincerely,

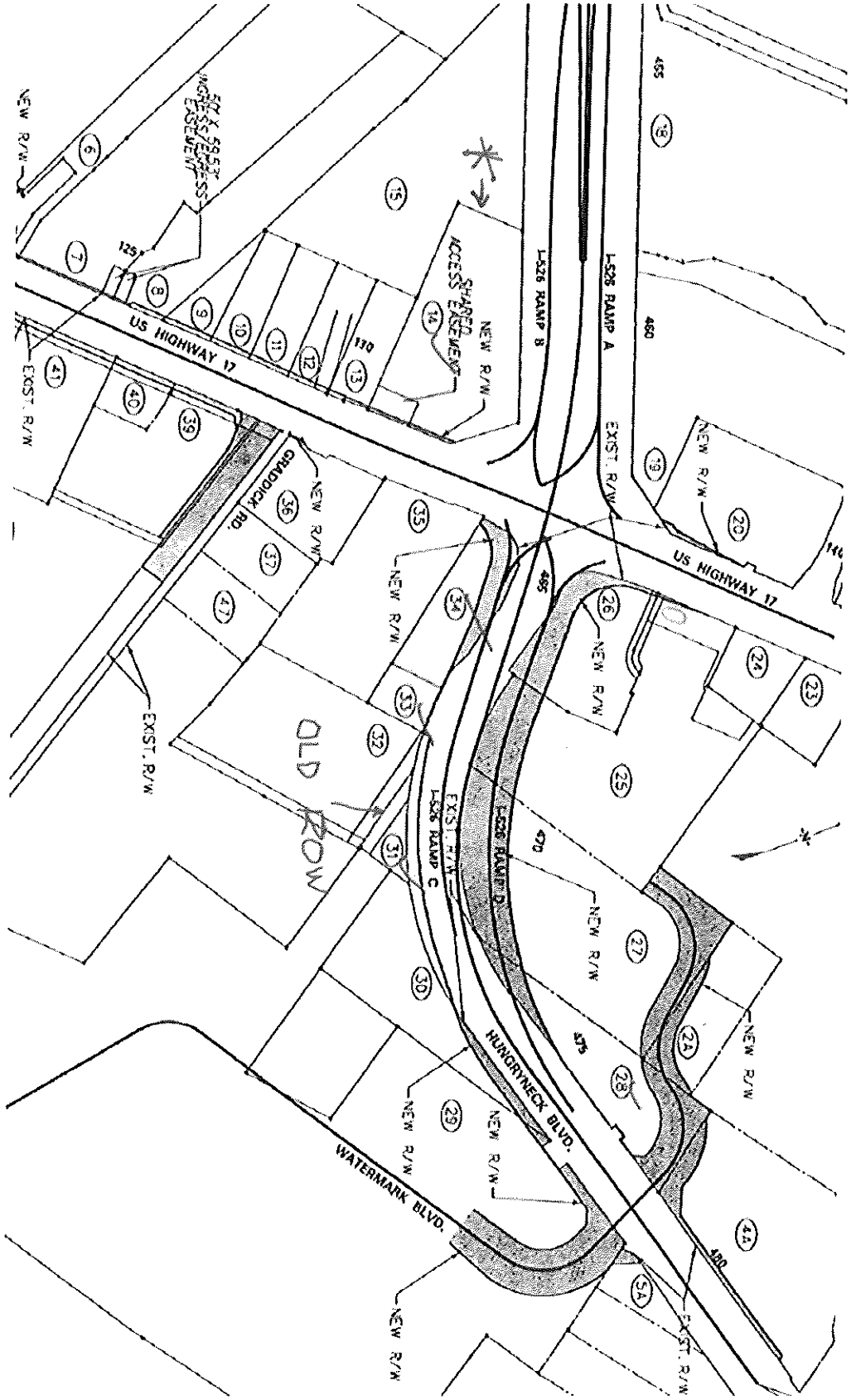


William D. Swails
Mayor

TOWN OF MOUNT PLEASANT

cc: SCTIB Board Members
Mr. Robert St. Onge, SC Secretary of Transportation
Mount Pleasant Town Council
Eric DeMoura, Town Administrator
Brad Morrison, Transportation Director
David Pagliarini, Corporation Counsel

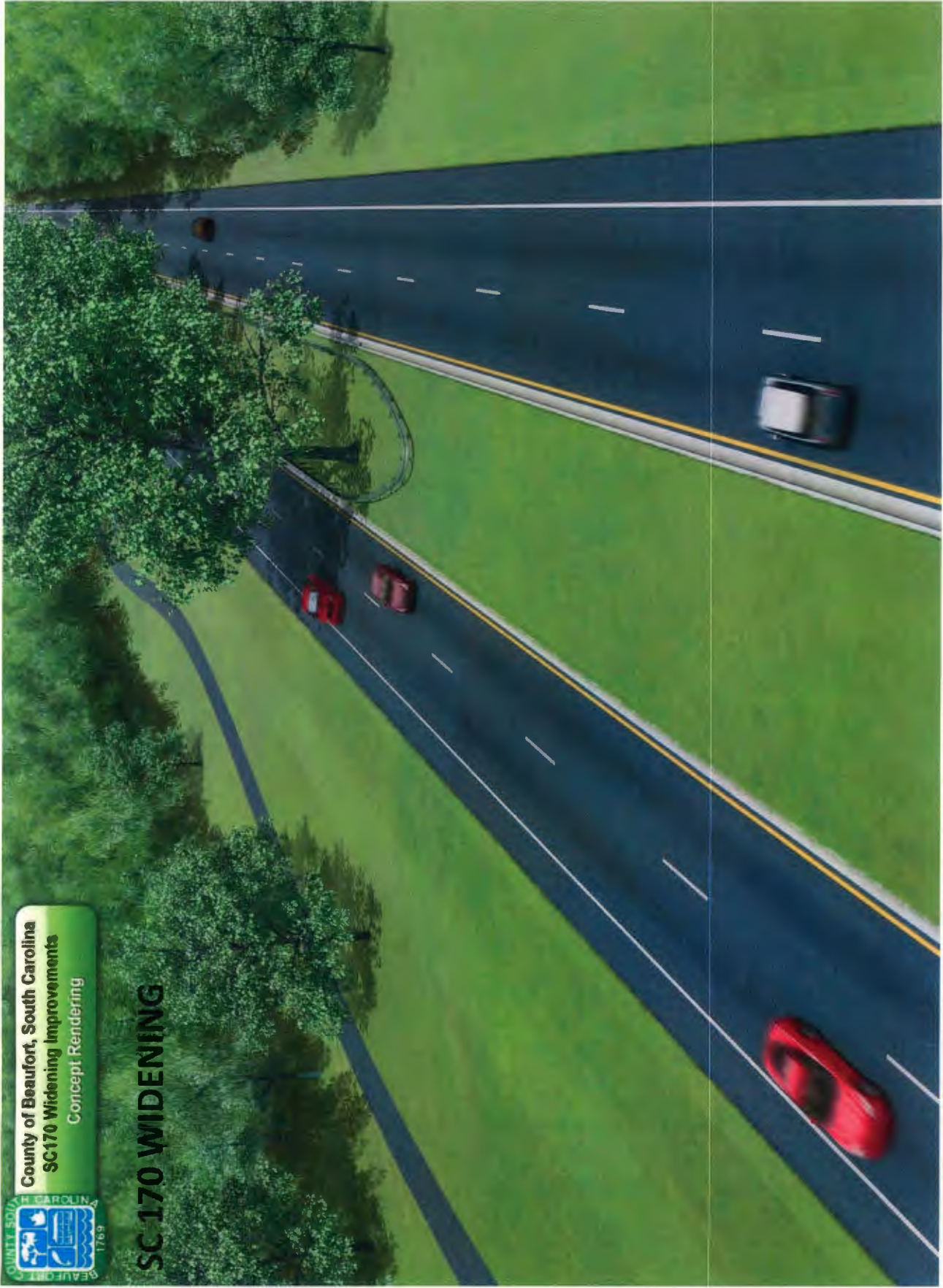
* Tract 14

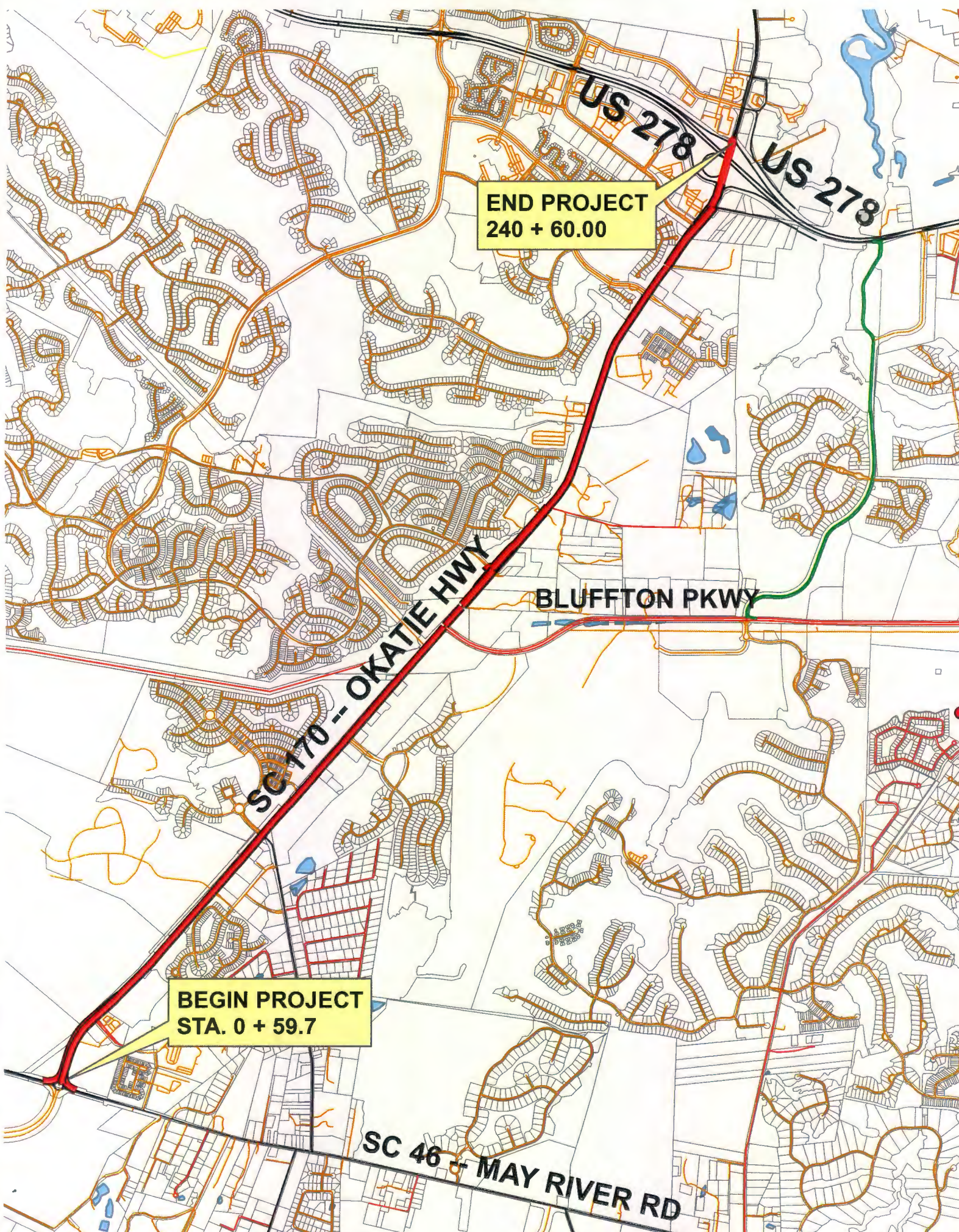




County of Beaufort, South Carolina
SC-170 Widening Improvements
Concept Rendering

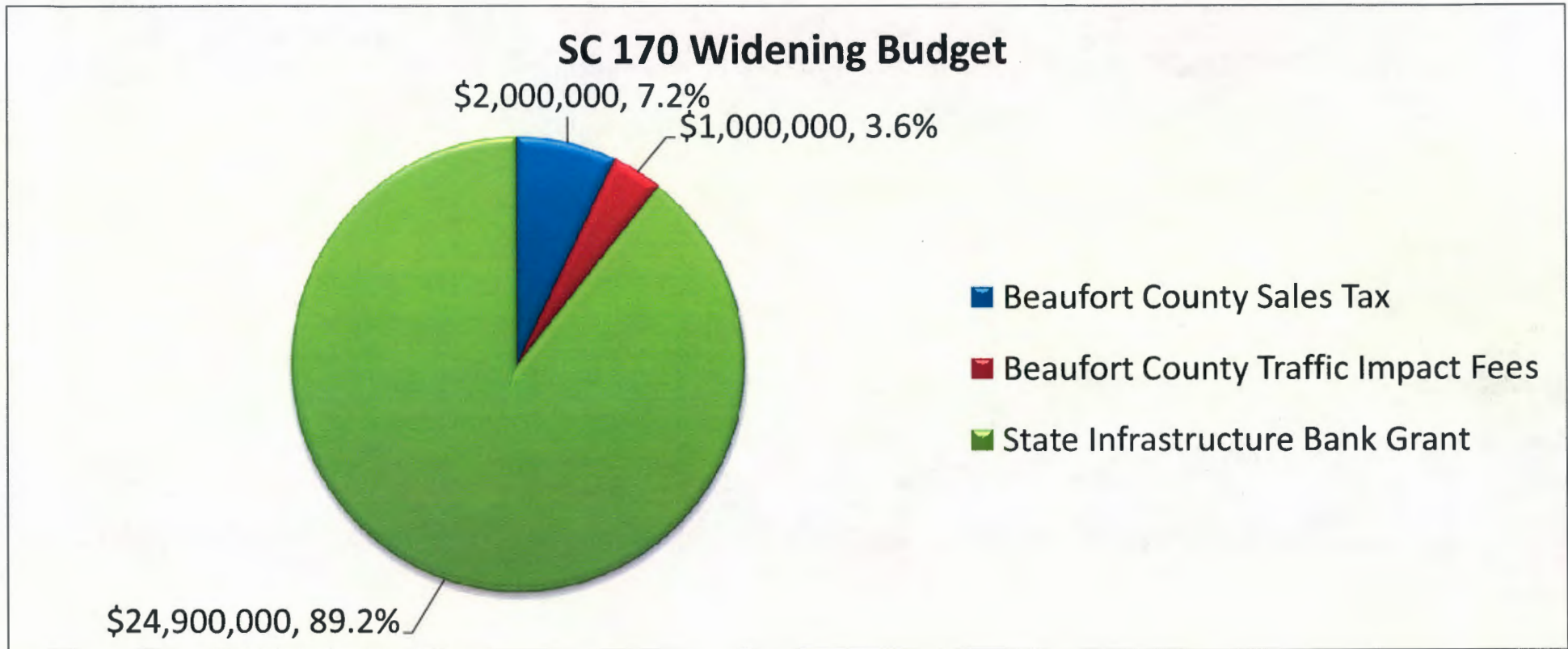
SC-170 WIDENING



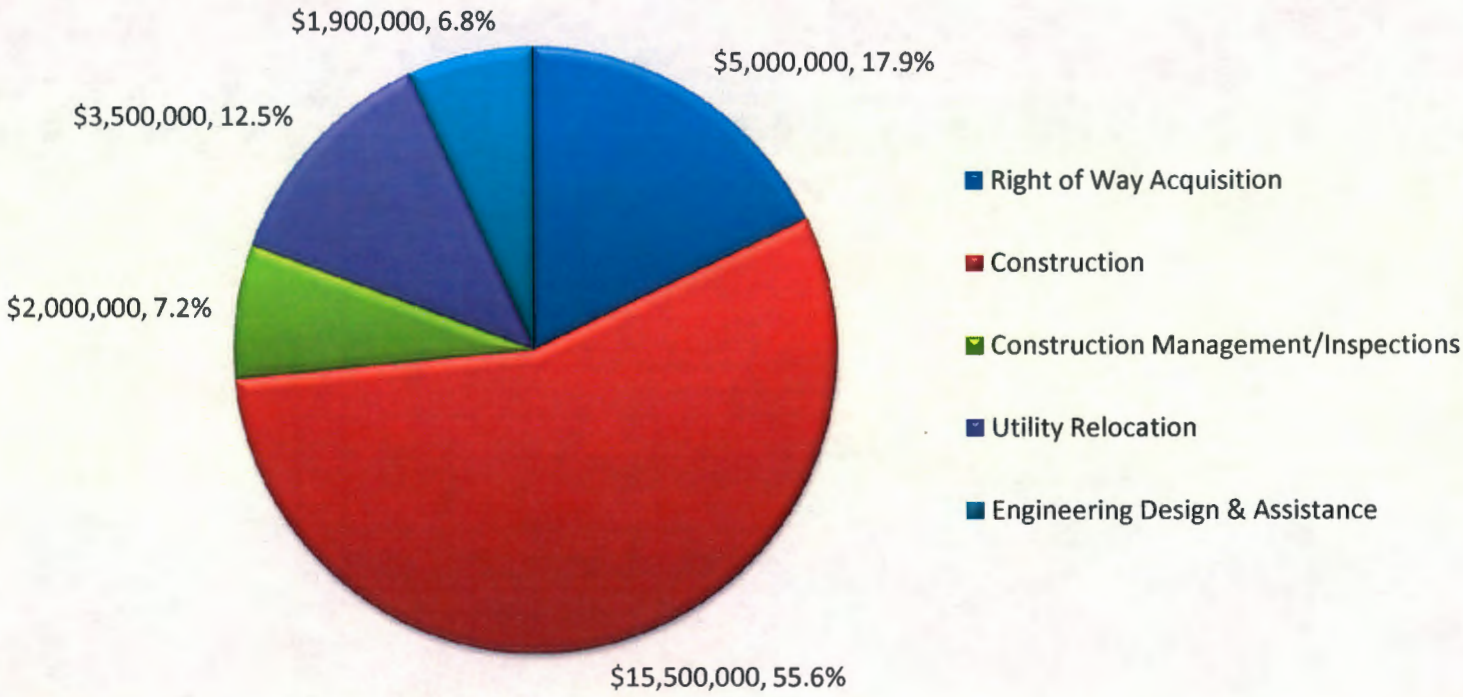


SC 170 Widening - Project Description

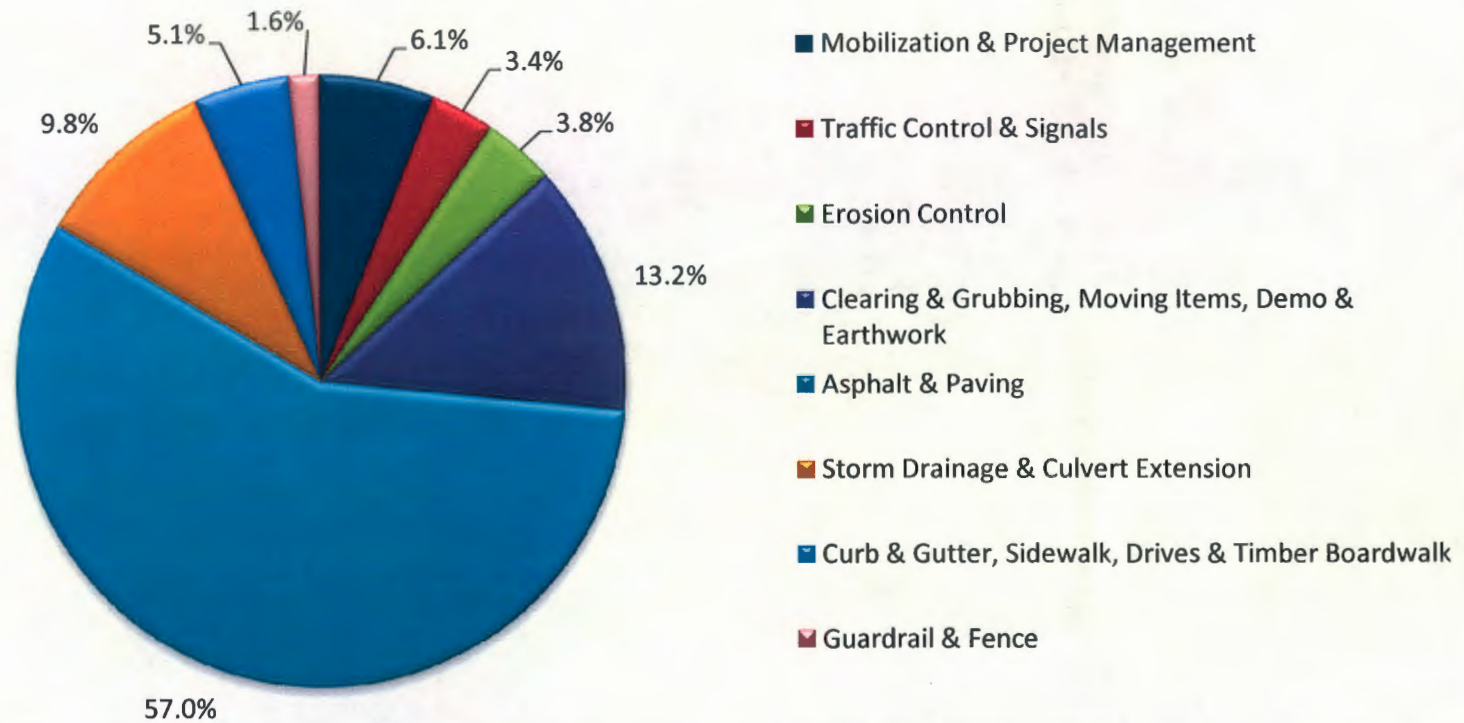
The project consists of grading, paving, drainage, marking, signage and traffic signals for approximately 4.9 miles of roadway improvement for SC 170 from SC 46 to US 278. The typical road cross section consists of two, 12 foot travel lanes in each direction separated by a variable width raised grass median, 2 foot sloping curb and gutter along the median and outside edge of travel lanes and a 10 foot asphalt multi-use path.



SC 170 Widening Costs



SC 170 Widening Construction Elements



Construction Update as of September 1 2013 - Percentage Complete

Mobilization & Project Management	73.0%	Storm Drainage & Culvert Ext	3.0%
Traffic Control & Signals	22.5%	Curb&Gutter; Swalk; DR; Tbwalk	7.1%
Erosion Control	12.1%	Asphalt & Paving	3.3%
Clear & Grub; Demo & Earthwork	30.3%	Guardrail & Fence	0.0%









Berkeley County

I-26 Widening / Sheep Island Interchange Project

SC Transportation Infrastructure Bank

Project Update: October 8, 2013

PROJECT DESCRIPTION

The project includes the following major elements:

- I-26 Widening from 4 to 6 lanes from MP 199 to approx. 2500' past new SIP Interchange
- New I-26 Interchange at Sheep Island Parkway
- Removal of Sheep Island Road Bridge
- Auxiliary Lanes between Sheep Island Interchange & US Route 17A Interchange

COMPLETED TASKS

- NEPA Environmental Document completed with FONSI
- Funding in place
- Preliminary right of way plans completed

CURRENT PROJECT SCHEDULE

Design Field Review with SCDOT	October 21, 2013
Begin Title Search for Right of Way Acquisition	November 1, 2013
Submit to SCDOT for Final Review	November 1, 2013
Final Right of Way Plans	December 1, 2013
Submit Wetland Permit Package to USACE	December 1, 2013
Finalize Property Acquisition	July 1, 2014
Final Construction Plans	July 1, 2014
Receive Wetland & Land Disturbance Permits	December 1, 2014
Bid Project	December 15, 2014
Award Contract/Pre-Con/ QA/QC Plan	March 2015
Complete Construction	July 2017

SOURCES AND AMOUNTS OF FUNDING

Description/Source	Amount	Status	Comments
SCTIB Grant	\$6,500,000	Approved 04/06/2011; IGA 11/07/2012	
SCTIB Grant	\$15,000,000	Approved 01/17/2012; IGA 11/07/2012	Specified for use for the I-26 widening.
Berkeley County Transportation Impact Fees	\$12,500,000	As of September 30, 2013, \$9,522,000 has been collected (since 2006) with a current balance of \$7,806,000.	Impact fees will be used for debt service if necessary due to timing of project expenditures.
Berkeley County Transportation Sales Tax Revenue	\$4,500,000	All funds have been received.	
Berkeley County Economic Development Funds	\$18,500,000	\$4,000,000 has accrued. Under Ordinance 12-04-09, up to \$2,000,000 accrues annually.	Funds will be used for debt service if necessary due to timing of project expenditures.
SC State Ports Authority Grant	\$8,000,000	All funds have been received.	

SCTIB GRANT DISBURSEMENT SCHEDULE


SCTIB Grant/Project	FY 2014	FY 2015	FY 2016	FY 2017	FY 2018
Sheep Island Interchange Project \$6.5 million grant	0	\$1,950,000	\$3,250,000	\$1,300,000	0
I-26 Widening Project \$15 million grant	0	\$4,500,000	\$7,500,000	\$3,000,000	0

October 8, 2013



Project Update
for

South Carolina Transportation Infrastructure Bank

A photograph taken from the driver's perspective inside a vehicle, looking out through the windshield onto a two-lane asphalt road. The road is flanked by dense green trees and foliage. The sky is visible through the trees. The text is overlaid in white on the image.

SC 165 DELEMAR HWY WIDENING

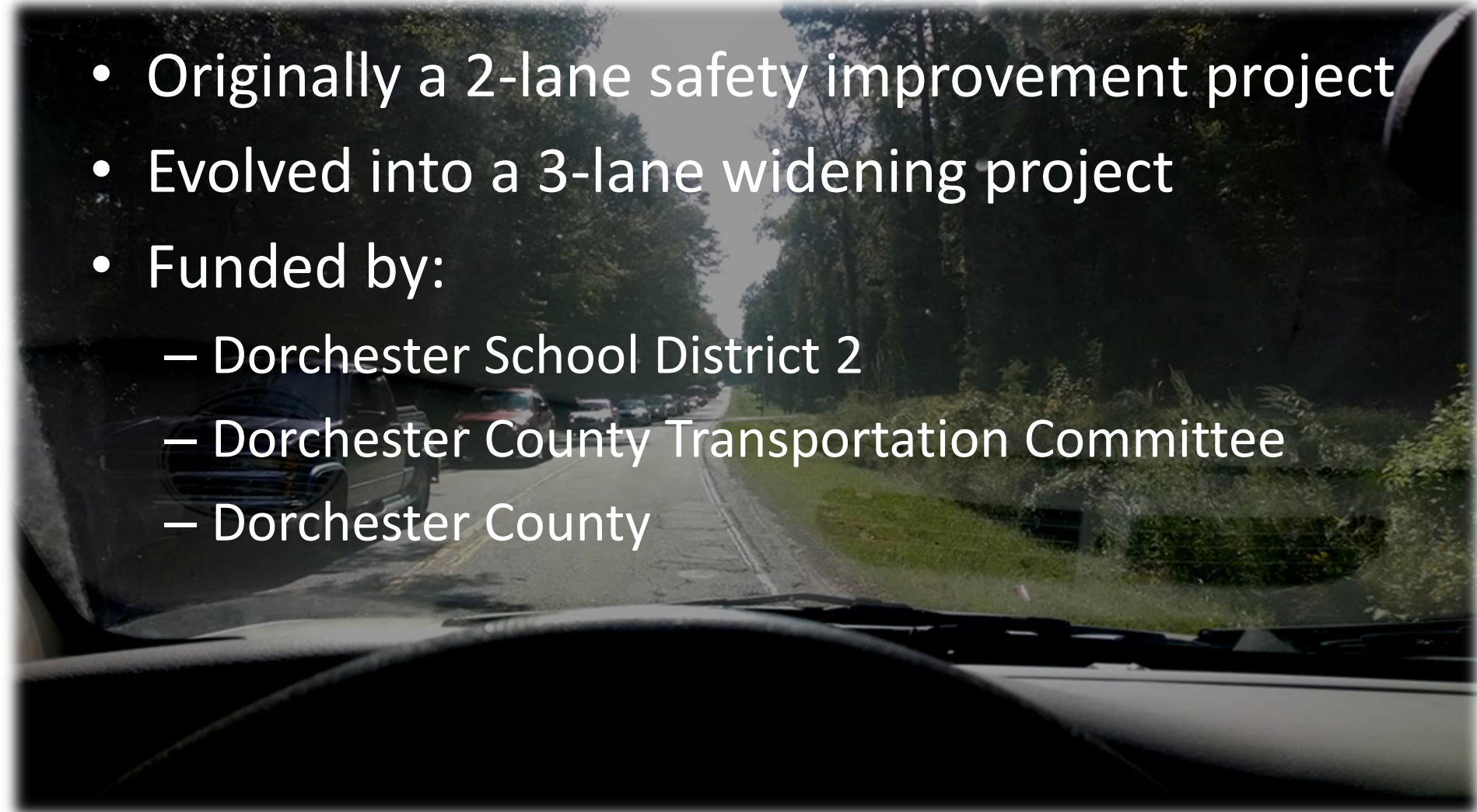
SCDOT FILE #18.038020

PIN 38020

PROJECT #0038(020)

SC 165 – A Brief History (before SC TIB)

- Originally a 2-lane safety improvement project
- Evolved into a 3-lane widening project
- Funded by:
 - Dorchester School District 2
 - Dorchester County Transportation Committee
 - Dorchester County



SC 165 – SC TIB

- SIB commitment - \$13 million
- 5-Lane Widening Project
- Dennis Corp Design fees - \$360,840



SC 165 – Public Involvement

- Intergovernmental Agreement required public involvement meetings in accordance with NEPA regulations before advancing to R/W acquisition and/or construction phase.
- Results from public meetings expressed modifications:
 - Extend project 0.4 mi across the length of Ashley Ridge HS (original terminus stated “Ashley Ridge HS”)
 - Incorporate an 8’ multi-use path
 - Taper project from 5 lanes to 2 lanes at existing bridge on Hwy 165
 - Additional surveying, wetland delineation, and design modifications

SC 165 – Public Involvement

- Design fee change order - \$95,000
- Estimated additional construction - \$2.5 million
- Estimated total project cost - \$12.3 million
- Begin construction June 2014



S-18-22 Old Orangeburg Rd. & S-18-58 Butternut Rd.

- Intersection improvement
- To include:
 - Signalization
 - Turn lanes
 - Eliminate subdivision entrance conflicts



S-18-22 Old Orangeburg Rd. & S-18-58 Butternut Rd.

- Funded by:
 - SC TIB - \$1.25 million
 - SCDOT Safety Funds - \$750,000
 - Total Project - \$2.0 million
- Current status:
 - Waiting on approval of Local Public Administration (LPA) application
 - (Project Managed by Dorchester County Public Works)



US Highway 78 and Deming Way Intersection Improvement

- SCTIB Award \$750,000
- Project is under construction and is approximately 20% complete.
- Clearing and grubbing are complete.
- Drainage pipe installation has begun and utility relocations are ongoing.
- The project is on schedule to meet the completion date, November 30th.

(Project Management: Dorchester County Sales Tax
Transportation Authority and Davis and Floyd)



US Highway 78 Phase 3 Right-of-way

- SCTIB Award \$4 Million
- \$750,000 is in the process of being transferred from Phase 3 ROW to Phase 4 Environmental Assessment. SCDOT requires EA on Phases 3 and 4 prior to construction of Phase 3.
- The transfer pending approval from the Joint Bond Review Committee. It has already been approved by SCTIB in August 2013.
- ROW acquisition to start 1st-2nd quarter 2014
(Project Management: Dorchester County Sales Tax Transportation Authority and Davis and Floyd)

Total amount requested from the SCTIB
and type of assistance requested

Original request for SCTIB Funding in 2006 \$213.2 Million

Revised request for SCTIB funding in 2011 \$129.4 Million

Total committed SCTIB funding \$19 Million

Total Local and other funding committed to the projects is \$153.88 Million, including \$139.72 Million in Dorchester County Transportation Sales Tax Funds committed to the projects.

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Canadian Exchange Rate

as of September 16, 2013:

\$1 USD = \$1.0316 CAD

\$1 CAD = \$0.9694 USD

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RESULTS FOR BALLOT 384 - FULL RECIPROCITY PLAN

More in this Section...

Opening Date: 7/30/2013
Closing Date: 10/28/2013
Ballot Type: Full track

Votes Cast: 22
Votes Yay: 21
Votes Nay: 1
Votes Abstain: 0

Voting History

Jurisdiction	Vote	Date
Alabama	Yay	8/2/2013
Alberta		
Arizona		
Arkansas		
British Columbia	Yay	9/20/2013
California		
Colorado		
Connecticut		
Delaware	Yay	9/30/2013
District of Columbia	Nay	7/30/2013
Florida		
Georgia		
Idaho	Yay	9/11/2013
Illinois	Yay	7/31/2013
Indiana	Yay	9/27/2013
Iowa		
Kansas		
Kentucky	Yay	9/23/2013
Louisiana		
Maine	Yay	7/31/2013
Manitoba	Yay	9/25/2013
Maryland		
Massachusetts		
Michigan		
Minnesota		
Mississippi		
Missouri	Yay	9/19/2013
Montana		
Nebraska	Yay	8/9/2013
Nevada		
New Brunswick		
New Hampshire		
New Jersey		
New Mexico		
New York		
Newfoundland		

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NOTIFICATIONS

10/2/2013
 Washington Memo about Plan Section 1015 Inadequate Records

9/27/2013
 Georgia's Extension for Ryder Truck Rental

9/27/2013
 Ontario Grace Period for XTL Transport Inc.

CALENDAR

10/23/2013 »
10/25/2013
 IFTA/IRP Managers' and Law Enforcement Workshop

11/5/2013
 IRP Virtual Roundtable: Cost-Saving Ideas for Jurisdictions - Region III

11/6/2013
 IRP Virtual Roundtable: Cost-Saving Ideas for Jurisdictions - Region I

11/6/2013
 IRP Virtual Roundtable: Cost-Saving Ideas for Jurisdictions - Region II

11/7/2013
 IRP Virtual Roundtable: Cost-Saving Ideas for Jurisdictions - Region IV

North Carolina		
North Dakota		
Nova Scotia	Yay	9/27/2013
Ohio		
Oklahoma	Yay	8/8/2013
Ontario		
Oregon	Yay	7/30/2013
Pennsylvania	Yay	9/11/2013
Prince Edward Island		
Quebec		
Rhode Island		
Saskatchewan	Yay	9/24/2013
South Carolina		
South Dakota		
Tennessee		
Texas		
Utah	Yay	8/12/2013
Vermont	Yay	8/13/2013
Virginia	Yay	8/15/2013
Washington	Yay	8/9/2013
West Virginia		
Wisconsin	Yay	9/25/2013
Wyoming		

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PROPOSED AMENDMENT TO INTERNATIONAL REGISTRATION PLAN

(IRP)

October 4, 2013

- IRP is a motor carrier vehicle registration reciprocity agreement among the 48 contiguous states, DC and 10 Canadian provinces for the collection and apportionment of fees.
- SC through SCDMV has been a participant in IRP since 1986.
- The apportioned annual fees received by SCDMV from IRP are a component of the truck registration fees SCDMV transfers to SCTIB pursuant to SC Code Section 56-3-910.
- Current IRP Registration System
 - Carrier registers in base state out of which it operates—base jurisdiction.
 - Carrier has a registration card for each vehicle that lists all jurisdictions that it has declared it travels in or will travel in during the year.
 - Total fee for each apportioned annual registration determined by percentage of distance traveled in each jurisdiction and each jurisdiction's fee schedule.
 - If it is a new registration, the apportioned fees are based on estimates of travel by the carrier in each jurisdiction in which it has declared it will travel.
 - If traveled in the jurisdiction the previous year to renewal, IRP fees based on actual distance traveled in that jurisdiction.
 - If carrier wants to add a jurisdiction to its card at renewal, carrier may estimate distance to be traveled in added jurisdiction with a reasonable explanation for the estimate or use that jurisdiction's estimated distance chart.
 - If the carrier cannot wait until the renewal, it may buy a trip permit for the jurisdiction.
 - Current system for adding jurisdictions is complex for carriers and jurisdictions and causes delays for carriers.
- Proposed Amendment to IRP known as Ballot 384 and Full Reciprocity Plan
 - New Registrations: New account for each new carrier registering it in each IRP jurisdiction with each jurisdiction receiving an apportionment from the composite fees derived from average distance traveled in each jurisdiction by all current registrants in carrier's base jurisdiction (Average Per Vehicle Distance).
 - Renewals: On all annual renewals, carrier pays fees based on actual distance traveled in each IRP jurisdiction the prior year. Existing carriers

will be registered in all IRP jurisdictions upon their first annual renewal after implementation of the amendment.

- Based on a study, IRP projects that the results on revenues to the jurisdictions from the amended plan will be that four jurisdictions will have a decline in fees and 55 will receive more or about the same fees.
 - It is estimated that SC would have a net gain of approximately \$1 million annually, increasing from approximately \$26,735,000 to \$27,900,000.
- Proposed system would reduce the use of estimates of distances and increase use of actual distances traveled, would be easier to administer for jurisdictions and carriers, and would increase the use of actual distances traveled for fees.
- Amendment supported by SCDMV and motor carrier organizations.
- The balloting on Ballot 384 is ongoing and ends **October 28, 2013**. So far 21 jurisdictions have voted yes and one has voted no (see attached list of votes). If passed, the amendment would be implemented in January, 2015.

ACTION NEEDED: SCTIB Board should consider voting on whether it supports SCDMV voting “Yes” on the Ballot 384 in favor of adopting the amendment to the IRP.

**SOUTH CAROLINA TRANSPORTATION INFRASTRUCTURE BANK (“Bank”)
Financial Assistance Application Process**

(Amendments approved by the SCTIB Board in May 2008 shown in red) [SC Code Sections 11-43-30(6) and 11-43-180(B)]

ELIGIBILITY

Only *major projects* which provide a *public benefit required by the South Carolina Transportation Infrastructure Bank Act, SC Code Sections 11-43-110 et seq., (“Act”)* are eligible for financial assistance from the Bank. There are two requirements for eligibility.

1. **MAJOR PROJECTS** - Construction of or improvements to highways, including bridges, which exceed \$100 million in cost are eligible for financial assistance. This cost includes preliminary engineering, traffic and revenue studies, environmental studies, right of way acquisition, legal and financial services associated with the development of projects, construction, construction management, facilities, and other costs necessary for the project. The cost shall not include financing costs or interest on loans used for the project. While the total cost must exceed \$100 million, the financial assistance requested may be less than \$100 million. Eligible projects may also include transit facilities as defined by the Act. No minimum cost has been established for transit facilities.
2. **PUBLIC BENEFIT** – The proposed project must provide a public benefit in one or more of the following areas: enhancement of mobility and safety; promotion of economic development; or increase in the quality of life and general welfare of the public.

Once the Board of the Bank determines that a project is eligible under the Act and Board policies, it next must determine if the project qualifies for financial assistance and if so, in what form and amount and under what conditions. The Board will refer the application to its Evaluation Committee which will review and evaluate the application and issue a report to the Board on these issues.

APPLICATION FORMAT

The application must be submitted to the Bank using the following format, containing the following contents, and presented in the following order using the numerical section and subsection designations listed below. A Table of Contents with page numbers and the numerical section and subsection designations listed below is required. In all cases where information or a response is required from SCDOT, the applicant shall include a copy of the request to SCDOT for the information or response and a copy of the response from SCDOT if received prior to the application being submitted. If the SCDOT information or response is not included, the applicant must provide it immediately upon receipt from SCDOT.

DESCRIPTION OF PROJECT:

Describe the project in sufficient detail through a narrative presentation and through data so that the Board may determine the project’s scope, intent, benefits, and financing components and its eligibility for financial assistance. Provide a map depicting project location with a scale of sufficient

size (at least 1 inch = 2 miles) so all information on the map may be easily read and with traffic volumes and other useful data referenced thereto.

1. PUBLIC BENEFIT

30 POINTS

The proposed project must provide a public benefit in one or more of the following areas: enhancement of mobility and safety; promotion of economic development; or, increase in the quality of life and general welfare of the public. The application must identify each public benefit and explain how each is substantiated by the information in the application and rank the public benefits in the order of importance from the perspective of the applicant. Evidence to substantiate the public benefit(s) shall include but not be limited to:

- 1.1 traffic studies including the current and projected traffic volume, truck volume and accident data and the pavement quality index of existing road or highway to be improved (cite source and date of information and if not SCDOT, state why another source was used);
- 1.2 urgency of project (why accelerating the project is critical);
- 1.3 resolution from the local governing body or bodies which make a finding, with supporting information, that the project is essential to the economic development in the area and consistent with applicable local land use plans;
- 1.4 certificate that the project is essential to the economic development in the state from the Advisory Coordinating Council for Economic Development of the Department of Commerce;
- 1.5 current and five year history of unemployment data for the counties served by the project;
- 1.6 local support of the project from residents through items such as petitions or comments at public hearings;
- 1.7 resolutions from municipalities, county councils, advisory groups, Metropolitan Planning Organizations or Councils of Government and planning documents indicating where project is on all priority lists maintained by or in possession of those entities ~~or~~, SCDOT and the applicant; and
- 1.8 if applicable, explain and substantiate why the project is of regional or statewide significance;
- 1.9 review and evaluate the pros and cons of all alternative transportation plans to the project;
and
- ~~1.8~~ 1.10 provide an analysis of the environmental impact of the project.

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Such evidence should be referenced in the application and included as appendices.

2. FINANCIAL PLAN

50 POINTS

Provide a financial plan that clearly describes the funding for development, implementation, operation and maintenance of the project, including but not limited to:

- 2.1 the total cost of the project, including source(s) used to determine cost (include letter from SCDOT stating the projected cost is accurate and reasonable);
- 2.2 the amount of local contribution and the percentage of contribution to total project cost;
- 2.3 source of local contribution or loan payment (whether from a tax, non-tax or other – preference will be given to long-term non-tax sources)
- 2.4 amount of assistance requested from the Bank;
- 2.5 form of assistance requested (e.g. loan, grant, other)-- preference will be given to projects requesting loans;
- 2.6 other proposed sources of funds, include written commitment of all parties;

- 2.7 the anticipated schedule of when disbursement of funds will be required (cash flow diagram) (include letter from SCDOT indicating disbursement timeframes are accurate and reasonable);
- 2.8 if applicable, a schedule of project revenues for local contributions or loan payments and assumptions of risks of such payments such as taxes, user fees, toll rates, etc. (cite source or method used to determine projected revenues);
- 2.9 the useful life of the project and method of determination (include from SCDOT letter verifying ~~);~~ and the estimated maintenance and repair costs of the project over its expected useful life;
- 2.10 commitment to assume future maintenance requirements (include letter from SCDOT stating projected future maintenance costs); and
- 2.11 if more than one individual component project is included in the application, include a component project priority list and explain other contingency plans should the Board approve less than the requested financial assistance or actual project costs exceed estimated project costs, or if only one project is involved, explain how the scope of the project may be reduced if the Board approves less than the requested financial assistance or actual project costs exceed estimated project costs.

~~2.421.8~~ whether the County(s) or other political subdivisions benefited by the project has adopted any impact fee(s) to assist in financing the project (*see S.C. Code Ann. § 6-1-930*)? If the response is negative, please explain why no impact fee to assist in financing the project has been adopted.

~~2.431.9~~ whether the County(s) or other political subdivisions benefited by the project has adopted any local accommodations tax dedicated to the project to assist in its financing (*see, e.g., S.C. Code Ann. § 6-1-500 et seq., Local Accommodations Tax Act*)? If the response is negative, please explain why no such tax has been adopted.

~~2.441.10~~ whether the County(s) or other political subdivisions benefited by the project has adopted any local hospitality tax dedicated to the project to assist in its financing (*see, e.g., S.C. Code Ann. § 6-1-700 et seq., Local Hospitality Tax Act*)? If the response is negative, please explain why no such tax has been adopted.

~~2.451.11~~ whether the County(s) or other political subdivisions benefited by the project has adopted any local sales tax dedicated to the project to assist in its financing (*see, e.g., S.C. Code Ann. § 4-10-300 et seq., Capital Project Sales Tax Act*)? If the response is negative, please explain why no such tax has been adopted.

~~2.461.12~~ whether the County(s) benefited by the proposed project has adopted a sales tax or implemented any tolls dedicated to the project to assist in its financing (*see, e.g., S.C. Code Ann. § 4-37-10 et seq.*)? If the response is negative, please explain why no such tax has been adopted or no toll has been implemented.

~~2.471.13~~ whether the County(s) benefited by the proposed project has adopted any user fee dedicated to the project to assist in its financing or future maintenance (*see, e.g., S.C. Code Ann. § 6-1-300 et seq.*)? If the response is negative, please explain why no such user fee has been adopted.

~~2.481.14~~ whether the County(s) benefited by the proposed project has implemented any Tax Increment Financing Districts to assist in financing the proposed project (*see, S.C. Code Ann. §§ 6-33-10 et seq., Tax Increment Financing and §§ 31-7-10 et seq.*). If the response is negative, please explain why no Tax Increment Finance District has been implemented.

~~2.491.15~~ whether the county(s) benefited by the proposed project has implemented an assessment program (*see, S.C. Code Ann. § 4-35-10 et seq.*)? to assist in financing the

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proposed project? If the response is negative, please explain why no such assessment program has been implemented.

2.201.16 whether the applicant (and/or other political subdivisions benefited by the project) has established any development agreement programs with developers or property owners or entered into any development or other agreements to assist in financing the project? If the response is negative, please explain why no development agreement programs have been established or such agreements entered.

2.211.17 what, if any, zoning or other land use controls has the applicant (and/or other political subdivisions benefited by the project) established to foster the use of existing roads to connect developments? If the response is negative, please explain why no such zoning or other land use controls have been established.

2.221.18 discount, to present value, any and all cash flows using a 5% discount rate to include, without limit:
The value of the applicant's future payments or contributions to the proposed project; and
The value of the any non-SIB third-party future payments or contributions to the proposed project; and
The value of future expenditures associated with the proposed project.

2.231.19 for purposes of cost estimates associated with the proposed project, please set forth the inflation rate assumed.

2.241.20 should condemnation be needed to complete the proposed project, is the applicant and/or other political subdivisions benefited by the project willing to serve as the named party in such condemnation proceedings? If the response is negative, please explain why the applicant and/or other political subdivisions benefited by the project are unwilling to serve in such role.

2.251.21 whether the applicant and/or other political subdivisions benefited by the proposed project has utilized or sought sources of funding other than those listed hereinabove? If the answer is affirmative, please explain the status and amount of each other source of funding. If the answer is negative, please explain why such other sources of funding have not been sought or obtained.

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The Act requires the Board to give preference to eligible projects which have local financial support. Local financial support may include local fees, grants, tolls, private contributions, donated rights of way, local taxes or similar payments. The Board reserves the right to determine the suitability of the form of the local financial support.

3. PROJECT APPROACH

20 POINTS

Describe the expected schedule for implementing the project, including the time for completion. Identify critical assumptions or milestones for completion of the project. In this section, the application shall provide at a minimum the following:

- 3.1 a time table bar chart of events/milestones to implement phases of project (including when the facility will be open for use); include critical factor necessary for the project success (i.e. environmental approvals, permit approvals, etc.) and the status of each (include letter from SCDOT concurring with time table);
- 3.2 a complete description of the current status of the project;
- 3.3 a description and explanation of potential obstacles (legal issues, lack of local support, public opposition, right of way costs, environmental impact and concerns, etc.) and methods the applicant proposes be used to manage or avoid those obstacles; and

- 3.4 a clear statement of the entity (including contact name, address and telephone number) responsible for each of the following activities:
environmental studies, design of project, right of way acquisition,
construction, construction management, operation, maintenance,
tort liability and ownership, law enforcement, and marketing (include letters from the entities agreeing to the responsibilities).

OTHER

The Board may consider other significant factors not included in the above in determining award of financial assistance to a project.

**APPLICATION SUBMITTAL
AND EVALUATION**

Applications should include an executive summary and list a contact person for the applicant including that person's full name, mailing and street addresses, telephone and facsimilie numbers, e-mail address, and relationship to applicant.

Applications will be no longer than 50 pages, excluding appendices. Evidence of local support, studies, and other reports may be attached as appendices.

Applications should include cross-referencing rather than using repetition in explaining the project and assistance requested.

Applications shall be submitted as follows:

Fifteen complete copies on fifteen compact discs in Word software, (or if compact discs are not possible, 15 bound copies) mailed to the address below, and

One complete un-bound printed copy mailed to:

**South Carolina State Transportation Infrastructure Bank
P. O. Box 191
Columbia, South Carolina 29202-0191**

Each application submitted to the Board will be reviewed to determine if a project is eligible for financial assistance. Projects that are not eligible for financial assistance will be returned to the applicant with proper notification.

The Board reserves the right to request or obtain additional information about any and all applicants and applications and to return applications that do not comply with the format set forth herein, are not found to be eligible by the Board, or are filed after any deadlines established by the Board.

EVALUATIONS OF ELIGIBLE APPLICATIONS

An Evaluation Committee of the Board will review applications determined to be eligible by the Board. The Evaluation Committee will review each application and rate its strengths and weaknesses based on prescribed evaluation criteria. The Evaluation Committee will issue a report to the Board on each application. The final decision on financial assistance on each application will be determined by the Board. The Board may place conditions on financial assistance it provides.

PRESENTATIONS

By invitation from the Board, an applicant may be given the opportunity to make a presentation to the Board. Presentations usually will occur before the Evaluation Committee reviews the applications. Further presentations may be requested to answer any questions from the Board or Evaluation Committee.

Additional Provisions Applicable to All Applications and Applicants

Projects and financial assistance approved by the Board also must be approved by the Joint Bond Review Committee of the General Assembly under the Act prior to implementation.

The Bank is not responsible for providing any additional financial assistance of any kind to a project beyond what it and the Joint Bond Committee initially approve under any circumstances regardless of the actual cost of the project.

The Board assumes no liability for and will not reimburse any costs or liabilities incurred by applicants or others, whether provided financial assistance by the Bank for the project or not, in developing, submitting or presenting applications.

Revised 10/19/2005
Revised 5/12/08



Business Plan Presentation

October 2013

Table of Contents

- I. Act 98
- II. Financial Performance Review
- III. Business Plan Projection
- IV. Conclusion





I. Act 98

Act 98 Summary

- Act 98, which became effective July 1, 2013, provides a new recurring revenue source for SCTIB (new Section 11-43-165 of SCTIB Act)
 - SCDOT shall transfer \$50 million to SCTIB annually from non-tax sources.
 - Transferred funds must be used to finance projects to expand or improve existing interstates or replace or rehabilitate bridges from project priority lists submitted to the SCTIB by SCDOT.
 - Projects and financial assistance must be reviewed and approved by the Board and JBRC.
- SCTIB and SCDOT are adding the obligation of SCDOT to transfer \$50 million to SCTIB annually to a Third Amended and Restated Master Funding Agreement.
 - Applies same security provisions to Act 98 transfers that apply to all SCDOT payment obligations to SCTIB.
 - \$50 million transfer must be made to SCTIB by September 15 of each FY from Federal Highway Reimbursement Funds or other Non-Tax Revenues.
 - First transfer from SCDOT to SCTIB made September 13, 2013.

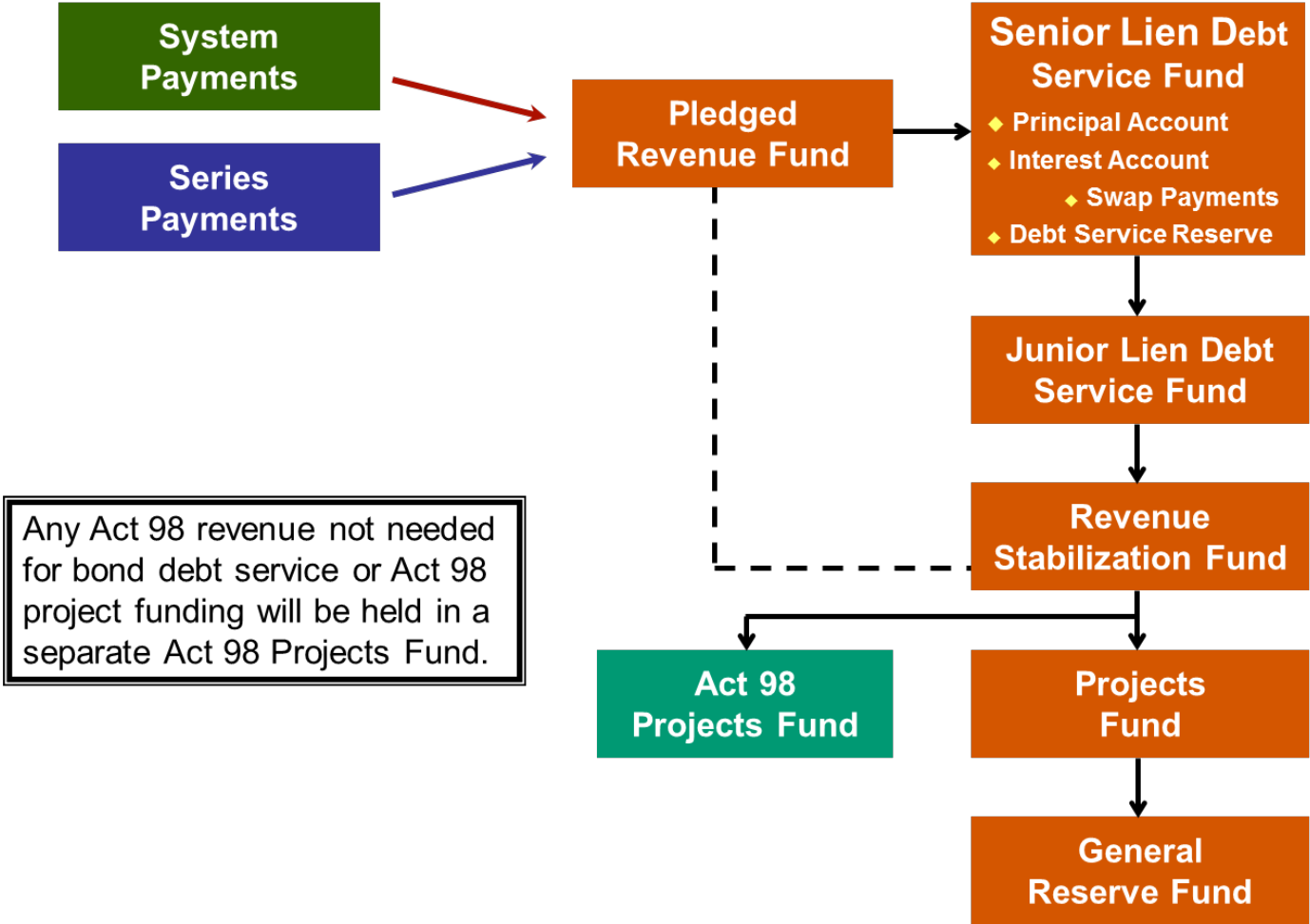


Proposed Act 98 Funding Plan

- Current estimated Act 98 project costs are \$550 million.
- Establish and maintain a separate sub-fund for Act 98 revenue from which transfers and expenditures will be made.
- Issue separate series of revenue bonds for Act 98 projects.
- First Act 98 revenue bond issue is expected to occur in the second half of CY 2014.



Pledged Revenue Flow of Funds



Act 98 Estimated Funding

- The table below represents one proposed plan for Act 98 Projects
 - Act 98 related debt service would be well below \$50 million per year.

Fiscal Year	FY 2014	FY 2015	FY 2016	FY 2017	FY 2018	FY 2019	FY 2020	FY 2021	FY 2022	FY 2023
Beginning Balance	0	26,669,000	14,109,894	13,305,309	9,079,961	2,554,337	3,263,797	15,911,013	34,238,108	52,569,001
Deposit										
Fund Deposit - (1)	50,000,000	50,000,000	50,000,000	50,000,000	50,000,000	50,000,000	50,000,000	50,000,000	50,000,000	50,000,000
Expenditure										
Capital Program										
Cost	23,331,000	87,699,000	68,909,000	115,142,000	147,221,000	88,100,000	19,600,000			
Funded with Cash - (2)	23,331,000	57,955,087	38,787,807	42,207,977	38,277,460	17,620,000	5,684,000			
Funded with Series 2014A		29,743,913	30,121,193	72,934,023						
Funded with Series 2017A					108,943,540	70,480,000	13,916,000			
Total Funding	23,331,000	87,699,000	68,909,000	115,142,000	147,221,000	88,100,000	19,600,000			
Debt Service										
Series 2014A		4,604,019	12,016,779	12,017,371	12,017,070	12,019,001	12,015,837	12,018,541	12,016,520	12,018,697
Series 2017A					6,231,095	19,651,539	19,652,947	19,654,365	19,652,587	19,653,058
Total Debt Service - (3)	0	4,604,019	12,016,779	12,017,371	18,248,165	31,670,540	31,668,784	31,672,906	31,669,107	31,671,755
Total Expenditure - (4)=(2)+(3)	23,331,000	62,559,106	50,804,585	54,225,348	56,525,625	49,290,540	37,352,784	31,672,906	31,669,107	31,671,755
Annual Net Cash Flow - (5)=(1)-(4)	26,669,000	-12,559,106	-804,585	-4,225,348	-6,525,625	709,461	12,647,216	18,327,095	18,330,894	18,328,245
Ending Balance	26,669,000	14,109,894	13,305,309	9,079,961	2,554,337	3,263,797	15,911,013	34,238,108	52,569,001	70,897,246





II. Financial Performance Review

System Payments

- Truck Registration Fees
 - Pledged to General Obligation State Highway Bonds
 - Based in part on in-state biennial truck registrations
 - Remainder is reciprocal with other states based on miles driven in each state
- Motor Vehicle Registration Fees
 - Pledged to General Obligation State Highway Bonds
 - \$2 per registration withheld to fund tag replacements
- Electric Wholesale Power Funds
 - Amount to SCTIB is based on 50% of amount exceeding \$20 million. SCTIB began receiving 50% of amount exceeding \$20 million in FY 2008
- State Highway Funds
 - Pursuant to SC 11-43-160 and action of the Board, from non-state tax revenue sources available to SCDOT an amount equal to revenues produced by 1 cent per gallon of gasoline tax
 - Paid from SCDOT non-state tax revenue sources, primarily FHWA Reimbursement Funds



Actual System Payments

Truck Registration Fees

Fiscal Year Ending 6/30	Truck Registration Fees Collected	Average Biennial Growth Rate
2004	\$55,335,505	0.92%
2005	\$57,171,284	5.83%
2006	\$62,682,392	6.64%
2007	\$62,940,922	5.05%
2008	\$63,251,415	0.45%
2009	\$59,262,082	-2.92%
2010	\$58,805,091	-3.51%
2011	\$60,093,311	0.70%
2012	\$61,769,704	2.52%
2013	\$61,964,721	1.56%

Growth from 2004- 2013 11.98%
 Average Biennial Growth 1.72%

* 2010 amount of Truck Registration Fees and Motor Vehicle Fees were adjusted to reflect actual collections

Motor Vehicle Registration Fees

Fiscal Year Ending 6/30	Motor Vehicle Registration Fees	Growth Rate
2005	\$33,519,665	1.37%
2006	\$35,442,763	5.74%
2007	\$37,242,832	5.08%
2008	\$35,225,769	-5.42%
2009	\$36,699,784	4.18%
2010	\$35,813,672	-2.41%
2011	\$37,901,362	5.83%
2012	\$37,570,955	-0.87%
2013	\$39,271,026	4.52%

Total Growth 2005-2013 17.16%
 Average Annual Growth 2.14%

* 2010 amount of Truck Registration Fees and Motor Vehicle Fees were adjusted to reflect actual collections



Actual System Payments

Wholesale Electric Power Funds

Fiscal Year Ending 6/30	Actual	Growth %	Amount to SCTIB*
2004	\$25,152,244	4.7%	\$2,576,122
2005	\$25,490,375	1.3%	\$2,745,188
2006	\$24,772,696	-2.8%	\$2,386,348
2007	\$28,145,254	13.6%	\$4,072,627
2008	\$27,874,092	-1.0%	\$3,937,046
2009	\$27,664,576	-0.8%	\$3,832,288
2010	\$28,219,032	2.0%	\$4,109,516
2011	\$28,395,473	0.6%	\$4,197,737
2012	\$27,163,524	-4.3%	\$3,581,762
2013	\$26,831,396	-1.2%	\$3,415,698

Growth from 2004 - 2013 6.7%
 Average Annual Growth 0.7%

* Based on 50% of amount exceeding \$20 million.
 SCTIB began receiving 50% of amount exceeding \$20 million in FY 2008.

SCDOT Highway Funds

Fiscal Year Ending 6/30	One Cent of Gasoline User Fee	% of Growth
2004	\$24,372,008	6.0%
2005	\$24,356,765	-0.1%
2006	\$24,784,367	1.8%
2007	\$25,583,579	3.2%
2008	\$25,678,313	0.4%
2009	\$25,728,840	0.2%
2010	\$25,671,014	-0.2%
2011	\$25,857,527	0.7%
2012	\$26,100,142	0.9%
2013	\$26,055,312	-0.2%

Total Growth 2004-2013 6.9%
 Average Annual Growth 0.8%





III. Business Plan Projection

Pro Forma Assumptions

- System Payments Revenue Growth Estimates
 - 2% biennial growth for TRFs
 - 1.5% for Motor Vehicle Registration Fees, and Wholesale Electric Power Funds
 - **0.5% for SCDOT Highway Funds (reflect recent flat revenue growth trend)**
 - **The finance work group recommends using a more conservative growth rate given recent experience and national trends for motor fuel taxes.**
- Future Bond Interest Rates
 - Future Bonds at more than 0.50% above current market rates
- Target senior lien Revenue Bonds debt service coverage of approximately 1.45 times
- Target unrestricted cash balance plus Revenue Stabilization Fund at minimum \$50 million



SCTIB Future Bonds

- Three new money bonds are assumed to be issued in 2014, 2016 and 2017.
- Series 2014A will fund Act 98 projects.
 - Par amount – \$144M
 - Act 98 project costs funded – \$133M
- Series 2016A will fund SCTIB and JBRC approved projects excluding Act 98.
 - Par amount – \$230M
 - Project costs funded – \$223M
- Series 2017A will fund Act 98 projects.
 - Par amount – \$214M
 - Act 98 project costs funded – \$193M



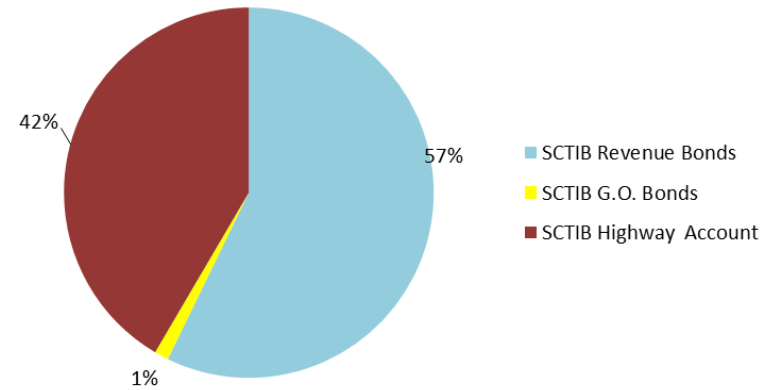
Business Plan as of September 2013

- **Project Funding** – All projects approved by the SCTIB Board and the JBRC were included in the Plan with identified funding sources.
- **Revenue Bonds** – Three additional issuances of Revenue Bonds in FY 2015-FY2017 totaling \$588 million are expected to fund approved projects.
- **Debt Service Coverage** – With Act 98 fund included in the Pledged Revenues, forecasted senior lien coverage including the three future issuances:
 - Reaches a minimum of 1.51x in FY 2034.
 - Averages 2.36 times from FY 2013 to FY 2041.
- **Fund Balances** – Target unrestricted cash balance plus Revenue Stabilization Fund at minimum \$141 million in FY 2018.



SCTIB Funding Mix

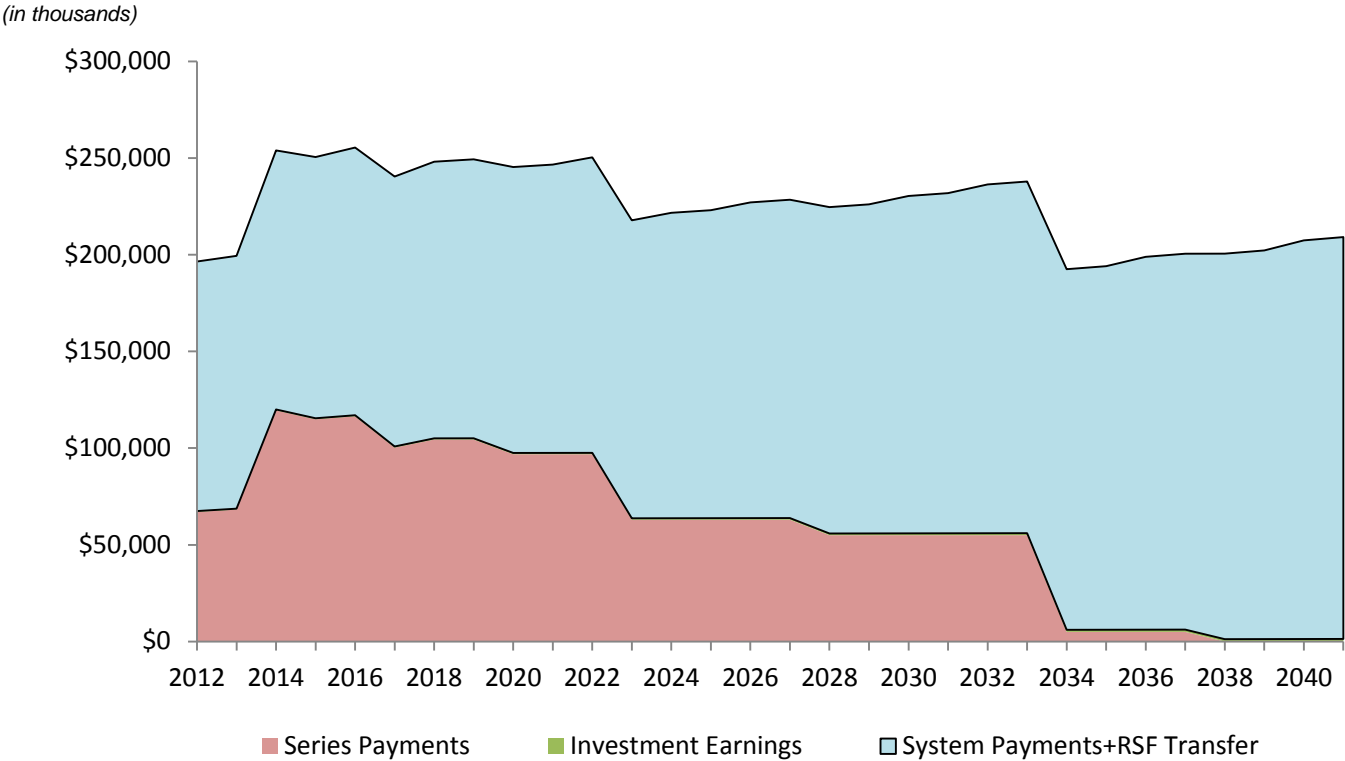
Fiscal Year	SCTIB Project Cost	Funded by SCTIB Revenue Bonds	Funded by SCTIB G.O. Bonds	Funded by SCTIB Highway Account
1998	38,700,000			38,700,000
1999	144,800,000	127,500,000		17,300,000
2000	269,900,000	246,570,934		23,329,066
2001	285,900,000	245,355,753		40,544,247
2002	387,800,000	342,800,000		45,000,000
2003	404,100,000	235,078,666		169,021,334
2004	383,400,000	308,652,492	59,924,080	74,747,508
2005	285,700,000	232,445,897		53,254,103
2006	189,500,000	59,064,066		130,435,934
2007	126,100,000	35,866,667		90,233,333
2008	244,300,000	205,736,327		38,563,673
2009	120,422,222			120,422,222
2010	72,900,000			72,900,000
2011	37,916,667	11,133,333		26,783,333
2012	38,200,000	16,200,000		22,000,000
2013	55,144,444	19,644,444		35,500,000
2014	161,731,000	88,400,000		73,331,000
2015	211,032,333	90,243,913		120,788,420
2016	294,609,000	30,121,193		264,487,807
2017	383,075,333	296,211,801		86,863,532
2018	265,921,000	108,943,540		156,977,460
2019	119,100,000	70,480,000		48,620,000
2020	40,600,000	13,916,000		26,684,000
2021	53,000,000			53,000,000
2022	48,000,000			48,000,000
2023	48,000,000			48,000,000
2024	48,000,000			48,000,000
2025	48,000,000			48,000,000
Total	4,805,852,000	2,784,365,027	59,924,080	2,021,486,973



• Funding mix does not include local project match that does not flow through SCTIB, e.g. York County and Upstate GRID, etc.



Summary of Pledged Revenues



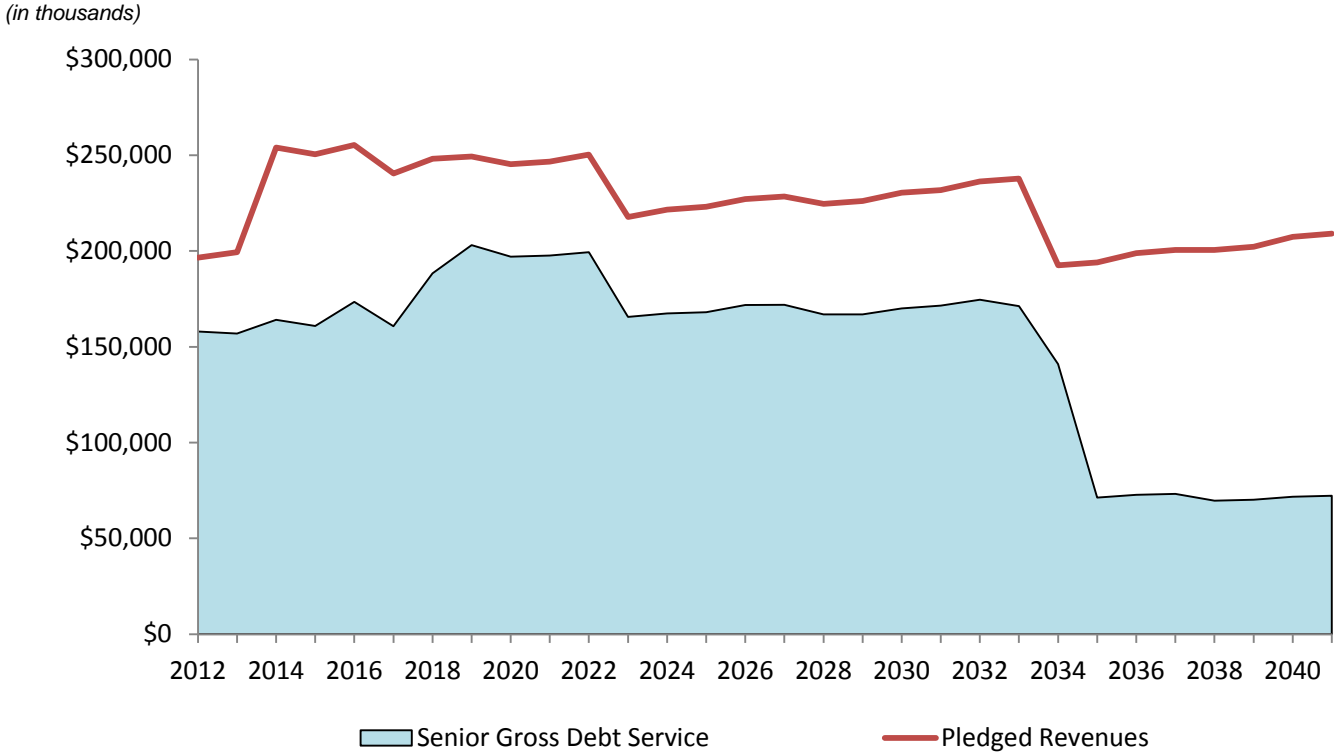
Pledged Revenues & Net Revenues

Fiscal Year	Total System Payments	Plus: Series Payments (1)	Plus Investment Earnings (2)	Equals: Pledged Revenues	Less: Series Payments	Equals: Net Revenues
2013	130,706,757	68,217,880	477,679	199,402,316	(68,217,880)	131,184,436
2014	133,927,813	119,487,405	501,075	253,916,293	(119,487,405)	134,428,888
2015	135,063,792	114,907,711	524,544	250,496,047	(114,907,711)	135,588,336
2016	138,402,981	116,452,469	548,884	255,404,334	(116,452,469)	138,951,865
2017	139,572,715	100,273,227	573,302	240,419,243	(100,273,227)	140,146,016
2018	143,034,525	104,450,885	598,625	248,084,036	(104,450,885)	143,633,151
2019	144,239,091	104,450,885	624,029	249,314,005	(104,450,885)	144,863,120
2020	147,828,187	96,850,885	650,376	245,329,448	(96,850,885)	148,478,563
2021	149,068,697	96,850,885	676,806	246,596,388	(96,850,885)	149,745,503
2022	152,789,923	96,850,885	704,217	250,345,025	(96,850,885)	153,494,140
2023	154,067,527	62,979,751	731,715	217,778,993	(62,979,751)	154,799,243
2024	157,925,913	62,979,751	760,234	221,665,898	(62,979,751)	158,686,147
2025	159,241,800	62,979,751	788,843	223,010,394	(62,979,751)	160,030,643
2026	163,242,573	62,979,751	818,513	227,040,838	(62,979,751)	164,061,087
2027	164,597,969	62,979,751	848,278	228,425,998	(62,979,751)	165,446,247
2028	168,746,558	54,979,751	879,148	224,605,456	(54,979,751)	169,625,706
2029	170,142,731	54,979,751	910,115	226,032,597	(54,979,751)	171,052,846
2030	174,444,775	54,979,751	942,231	230,366,757	(54,979,751)	175,387,006
2031	175,883,035	54,979,751	974,449	231,837,236	(54,979,751)	176,857,485
2032	180,344,391	54,979,751	1,007,864	236,332,006	(54,979,751)	181,352,255
2033	181,826,093	54,979,751	1,041,383	237,847,227	(54,979,751)	182,867,476
2034	186,452,846	4,979,751	1,076,148	192,508,744	(4,979,751)	187,528,993
2035	187,979,387	4,979,751	1,111,021	194,070,160	(4,979,751)	189,090,409
2036	192,777,858	4,979,751	1,147,190	198,904,799	(4,979,751)	193,925,049
2037	194,350,685	4,979,751	1,183,473	200,513,909	(4,979,751)	195,534,158
2038	199,327,441		1,221,103	200,548,543		200,548,543
2039	200,948,046		1,258,851	202,206,898		202,206,898
2040	206,109,907		1,298,001	207,407,909		207,407,909
2041	207,779,835		1,337,275	209,117,110		209,117,110

- (1) Horry County Loan I Payments plus pledged portions of Horry County Loan II Payments plus SCDOT Cooper River Bridge Payments plus SCDOT Conway Bypass Loan II Payments plus SCDOT Multi-Project Funding Agreement Payments plus Lexington County/SCE&G Payments plus US 17 Widening Project Payments and plus Act 98 funds.
- (2) Investment Earnings on the Revenue Stabilization Fund



Projected Pledged Revenue and Gross Debt Service



Annual Net Debt Service & Coverage

Fiscal Year	Net Revenues	Annual Gross Debt Service (1)	Less: Series Payments (2)	Less: DSF Interest (3)	Equals: Sr. Lien Annual Net Debt Service	Coverage of Net Revenues over NDS (4)	Revenues Available after NDS
2013	131,184,436	156,901,462	(68,217,880)	(9,803,805)	78,879,777	1.66x	52,304,659
2014	134,428,888	164,072,078	(119,487,405)	(9,699,553)	34,885,120	3.85x	99,543,767
2015	135,588,336	160,858,381	(114,907,711)	(9,948,689)	36,001,981	3.77x	99,586,356
2016	138,951,865	173,440,699	(116,452,469)	(10,434,765)	46,553,465	2.98x	92,398,400
2017	140,146,016	160,730,243	(100,273,227)	(10,444,814)	50,012,202	2.80x	90,133,814
2018	143,633,151	188,321,486	(104,450,885)	(11,585,239)	72,285,362	1.99x	71,347,788
2019	144,863,120	203,059,655	(104,450,885)	(12,332,162)	86,276,608	1.68x	58,586,512
2020	148,478,563	197,028,526	(96,850,885)	(12,241,695)	87,935,946	1.69x	60,542,617
2021	149,745,503	197,621,100	(96,850,885)	(12,250,584)	88,519,631	1.69x	61,225,872
2022	153,494,140	199,368,255	(96,850,885)	(12,276,791)	90,240,579	1.70x	63,253,561
2023	154,799,243	165,590,073	(62,979,751)	(11,770,118)	90,840,204	1.70x	63,959,039
2024	158,686,147	167,405,316	(62,979,751)	(11,797,347)	92,628,218	1.71x	66,057,929
2025	160,030,643	168,035,298	(62,979,751)	(11,806,797)	93,248,751	1.72x	66,781,892
2026	164,061,087	171,802,722	(62,979,751)	(11,863,308)	96,959,664	1.69x	67,101,423
2027	165,446,247	171,901,585	(62,979,751)	(11,864,791)	97,057,043	1.70x	68,389,204
2028	169,625,706	166,903,765	(54,979,751)	(11,789,824)	100,134,191	1.69x	69,491,515
2029	171,052,846	166,902,886	(54,979,751)	(11,789,811)	100,133,325	1.71x	70,919,521
2030	175,387,006	170,020,048	(54,979,751)	(11,836,568)	103,203,729	1.70x	72,183,277
2031	176,857,485	171,486,775	(54,979,751)	(11,858,569)	104,648,455	1.69x	72,209,030
2032	181,352,255	174,558,089	(54,979,751)	(11,904,639)	107,673,700	1.68x	73,678,555
2033	182,867,476	171,213,918	(54,979,751)	(11,854,476)	104,379,691	1.75x	78,487,785
2034	187,528,993	140,950,657	(4,979,751)	(11,400,527)	124,570,379	1.51x	62,958,614
2035	189,090,409	71,277,869	(4,979,751)	(10,355,435)	55,942,682	3.38x	133,147,726
2036	193,925,049	72,729,518	(4,979,751)	(10,377,210)	57,372,557	3.38x	136,552,492
2037	195,534,158	73,213,493	(4,979,751)	(10,384,470)	57,849,272	3.38x	137,684,886
2038	200,548,543	69,664,473		(10,331,234)	59,333,239	3.38x	141,215,305
2039	202,206,898	70,162,810		(10,338,709)	59,824,101	3.38x	142,382,797
2040	207,407,909	71,720,817		(10,362,079)	61,358,737	3.38x	146,049,172
2041	209,117,110	72,237,429		(10,369,829)	61,867,601	3.38x	147,249,510

(1) Revenue Bonds Series 2001A, 2002A, 2003A, 2003B, 2004A, 2004B, 2005A, 2007A, 2007B, 2009A, and 2010A.

Debt Service calculated at the fixed sw ap rate of 3.875% plus 1.00% spread for Series 2003B.

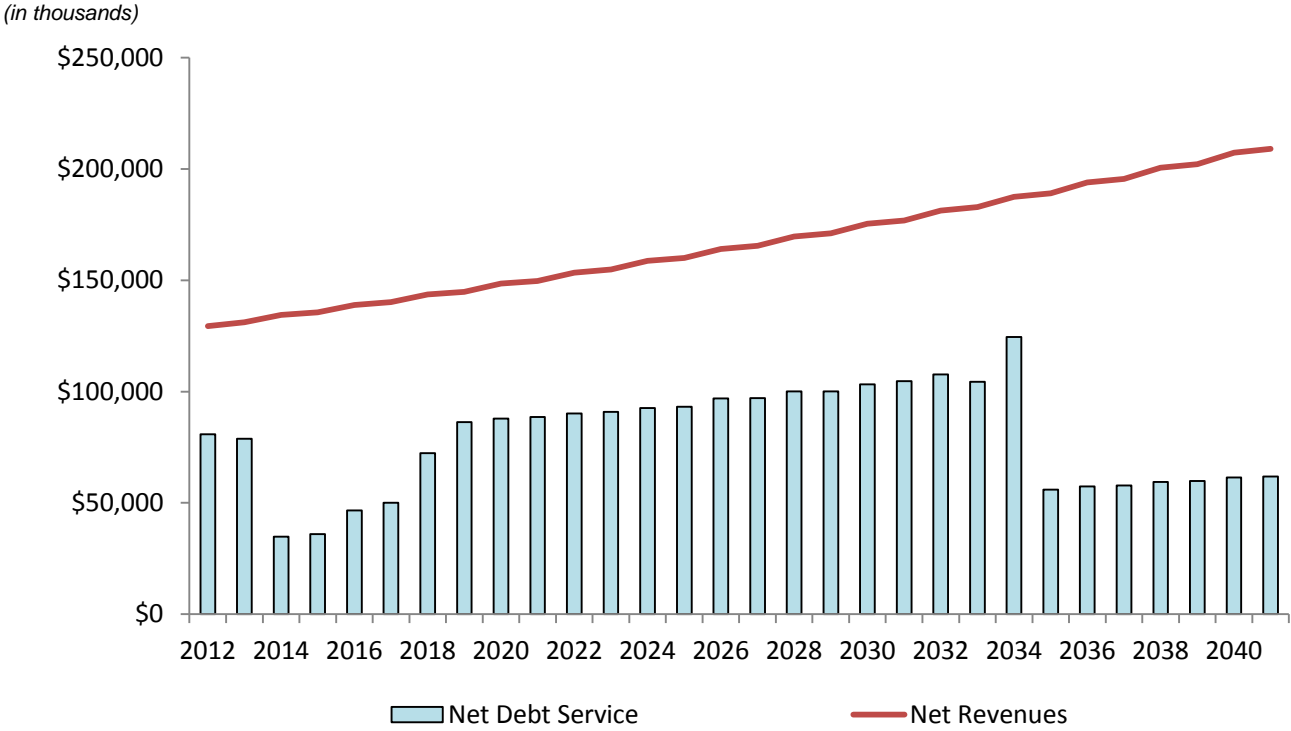
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(3) Debt Service Fund ("DSF") interest calculated as 4.5% on principal and interest requirements plus 5.0% on the Debt Service Reserve Fund balance.

(4) Calculated as Net Revenues divided by Annual Net Debt Service



Projected Net Revenues and Net Debt Service



South Carolina Transportation Infrastructure Bank

	Actual 6/30/2013	FY2013-14 SCTIB Appropriation Budget	Proposed FY2014-15 SCTIB Appropriation Budget
Cash Brought Fwd.	\$ 32,796,075	\$ 50,777,743	\$ 120,747,943
Revenues and Other Sources			
Truck Reg. Fees	\$ 61,964,721	\$ 64,265,200	64,468,096
DOT Contribution - 1 cent gas tax	26,691,667	25,622,588	26,842,834
DOT Transfer - Act 98	-	50,000,000	50,000,000
DOT Transfer - Conway Bypass	7,600,000	7,600,000	7,600,000
DOT Transfer - Multi-project agmt. Payments	10,000,000	10,000,000	10,000,000
DOT Transfer - Cooper River Bridge	8,000,000	8,000,000	8,000,000
Motor Vehicle Fees	39,271,026	38,706,537	40,457,992
Electric Power Tax	3,415,698	3,992,271	3,821,188
DOT Transfer - Multi-project agreement	2,838,133	2,807,654	2,527,960
Transfer to DOT - Multi-project agreement	(2,838,129)	(2,807,654)	(2,527,960)
Refund prior year expenditures	510,775	-	-
Transfer to DOT - Multi-project loan	-	-	-
Receipt from State Ports Authority	1,000,000	1,000,000	1,000,000
DOT Loan Principal Repayment	1,678,368	1,754,423	1,833,924
DOT Loan Interest Repayment	3,301,383	3,225,328	3,145,826
Interest Earnings	766,868	400,000	524,544
Receipts from Counties:			
Horry County - Loan I & Loan II Insured	28,900,000	30,200,000	31,800,000
Horry County Uninsured Loan Payment	2,838,129	2,807,654	2,527,960
Charleston County	3,000,000	3,000,000	3,000,000
Florence County	21,724,940	20,000,000	-
Berkeley County	407,744	-	557,965
Receipts from Other Entities			
SCE&G	5,900,000	5,900,000	-
Other Revenues	128,670	-	-
Net Bond Proceeds (to cover exp)	14,724,857	115,000,000	154,600,000
Transfer to GO Debt Service	(4,000,000)	(4,000,000)	(4,000,000)
Transfer to Pledged Revenue Acct.	(199,578,740)	(202,074,001)	(200,497,821)
Transfer from Pledged Revenue Acct.	-	50,000,000	50,000,000
Total Revenues & Other Sources	\$ 38,246,109	\$ 235,400,000	\$ 255,682,509
Expenditures and Other Uses			
Personal Services			
Personal Services	47,255	154,000	157,000
Employer Contributions	12,882	55,780	55,780
	<u>60,137</u>	<u>209,780</u>	<u>212,780</u>
Contractual Services			
Telephone	\$ -	\$ -	
Auditing Services	16,407	30,000	30,000
Attorney Fees	7,212	125,000	125,000
Other Professional Services	10,033	50,000	50,000
Interagency Contracts	203,614	7,720	15,000
Total Contractual Services	\$ 237,265	\$ 212,720	220,000
Supplies			
Office Supplies	\$ 3,079	\$ 1,000	5,000
Office Equipment & Rental	\$ 8,001	\$ 100	8,000
Postage	\$ -	\$ -	
Printing	346	-	
Total Supplies	\$ 11,426	\$ 1,100	13,000
Insurance & Fees			
Dues & Membership	100	-	100
Insurance	4,149	4,200	4,200
Total Insurance & Fees	\$ 4,249	\$ 4,200	4,300
Travel	\$ 1,483	\$ 2,000	2,000
Bond Arbitrage Services	\$ 40,000	\$ -	
Total Administrative Budget	\$ 354,561	\$ 429,800	\$ 452,080
Project Payouts			
State Highway Account	\$ 5,185,023	\$ 50,000,000	50,000,000
Act 98 Expenditures	\$ -	\$ -	100,000,000
Bond Proceeds	14,724,857	115,000,000	154,600,000
Total Project Payouts	\$ 19,909,879	\$ 165,000,000	\$ 304,600,000
Total Expenditures & Other Uses	\$ 20,264,440	\$ 165,429,800	\$ 305,052,080
Revenues less Expenditures	\$ 17,981,668	\$ 69,970,200	\$ (49,369,571)
Ending Cash Balance	\$ 50,777,743	\$ 120,747,943	\$ 71,378,372

Note: The additional revenue would supplement federal and state funding currently dedicated to Interstate capacity and maintenance needs. Projects will be selected from the current Commission approved Act 114 ranking list. Widening of 4 lane sections to 6 lanes will be targeted due to ease of construction and the availability of right of way within the medians. Improvements to existing 6 lane sections are intended to extend the life of the existing lanes by implementing modal, travel demand management, and operational strategies. Operational strategies may include ramp improvements and lane extensions to reduce congestion associated with weave movements. These strategies have been identified by conducting detailed corridor studies along the selected routes. Additional corridor studies are needed to identify recommendations for other highly ranked 6 lane segments.

ACT 114 Criteria

Rank	County	Route	Route #	Existing # of lanes	Urban/Rural	Segment	Begin Milepost	End Milepost	Mi	Average Capacity	2008		Summary of Interstate Calculations							
											Average AADT	Planning Estimate	V/C	Truck	Safety	PQI	Financial Viability	Econ Dev	Environ	Total Score
1	CHARLESTON	I	26	6	U	US 52 CONN TO I-526	208.09	212.51	4.42	79,700	129,900	\$88,400,000	1.500	0.300	1.000	0.163	0.500	0.500	0.100	4.063
2	GREENVILLE	I	385	4	U	N of S-272 (6 lane section) TO I-85	29.88	36.33	6.45	50,600	65,100	\$129,000,000	1.159	0.300	1.000	0.187	0.500	0.200	0.300	3.646
3	RICHLAND	I	20	4	U	I-77 TO S-53	75.72	81.66	5.94	50,600	63,200	\$118,800,000	1.305	0.292	0.800	0.168	0.500	0.200	0.300	3.564
4	LEXINGTON/RICHLAND	I	26	6	U	US 176 TO S-36 (ST ANDREWS RD)	101.48	106.46	4.98	79,700	98,700	\$720,000,000	1.107	0.385	1.000	0.158	0.100	0.400	0.300	3.450
5	GREENVILLE/SPARTANBURG	I	85	6	U	US 25 TO SC 129	43.21	67.90	24.69	76,000	88,100	\$493,800,000	1.200	0.500	0.600	0.151	0.100	0.500	0.100	3.151
6	CHARLESTON/BERKELEY	I	526	4	U	SC 7 TO S-97 (LONG POINT RD)	0.12	17.50	17.38	48,200	63,500	\$527,400,000	1.412	0.250	0.600	0.139	0.100	0.500	0.100	3.101
7	LEXINGTON/CALHOUN	I	26	4	U/R	US 321 TO S-31	115.18	124.68	9.50	61,600	56,300	\$190,000,000	0.843	0.295	0.400	0.254	0.500	0.500	0.300	3.091
8	CHARLESTON	I	526	4	U	S-97 (LONG POINT RD) TO US 17	17.50	19.56	2.06	48,200	37,700	\$41,200,000	0.504	0.268	1.000	0.216	0.500	0.500	0.100	3.088
9	LEXINGTON	I	20	4	U	S-204 TO US 378	50.96	61.27	10.31	51,900	51,000	\$206,200,000	0.784	0.261	0.800	0.220	0.300	0.200	0.500	3.066
10	SPARTANBURG	I	85	6	U	SC 85 TO I-85 BUS LOOP	68.84	77.59	8.75	70,500	60,400	\$175,000,000	0.600	0.400	0.600	0.098	0.500	0.500	0.300	2.998
11	ANDERSON/GREENVILLE	I	85	6	R/U	SC 153 TO US 25	40.21	43.21	3.00	93,100	81,700	\$60,000,000	0.643	0.500	0.400	0.295	0.500	0.500	0.100	2.938
12	CHARLESTON	I	26	6	U	I-526 TO HERIOT ST	212.51	219.20	6.69	87,000	84,700	\$250,000,000	0.639	0.144	0.800	0.188	0.300	0.500	0.300	2.872
13	LEXINGTON/RICHLAND	I	20	6	U	US 378 TO I-77	61.27	75.72	14.45	81,500	83,600	\$289,000,000	0.900	0.200	0.800	0.253	0.300	0.200	0.100	2.753
14	LEXINGTON/RICHLAND	I	26	6	U	I-126 TO US 321	107.96	115.18	7.22	79,700	77,300	\$144,400,000	0.600	0.300	0.800	0.238	0.300	0.400	0.100	2.738
15	RICHLAND	I	77	4	U	I-20 TO SC 277	15.87	18.45	2.58	48,200	46,900	\$51,600,000	0.600	0.200	0.600	0.243	0.500	0.200	0.300	2.643
16	BERKELEY/CHARLESTON	I	26	6	U	US 17-A TO US 52 CONN	199.04	208.09	9.05	77,300	73,300	\$181,000,000	0.600	0.300	0.600	0.127	0.300	0.500	0.100	2.527
17	GREENVILLE	I	385	6	U	S-55 TO N of S-272 (6 lane section)	27.30	29.88	2.58	76,000	59,900	\$51,600,000	0.600	0.300	0.400	0.091	0.500	0.200	0.300	2.391
18	SPARTANBURG/CHEROKEE	I	85	4	R	US 221 TO NC ST LINE	77.92	106.28	28.36	64,100	49,700	\$567,200,000	0.392	0.331	0.600	0.141	0.100	0.500	0.300	2.363
19	SPARTANBURG	I	26	4	U	US 176 TO SC 296	14.05	22.07	8.02	51,300	45,200	\$160,400,000	0.551	0.200	0.600	0.176	0.300	0.200	0.300	2.326
20	AIKEN	I	20	4	U	GA STATE LINE TO US 25	0.00	5.02	5.02	50,600	48,400	\$100,400,000	0.600	0.200	0.400	0.192	0.500	0.100	0.300	2.292
21	NEWBERRY/LEXINGTON/RICHLAND	I	26	4	R/U	SC 202 TO US 176	85.36	101.48	16.12	64,600	43,600	\$322,400,000	0.392	0.200	0.600	0.196	0.100	0.400	0.300	2.188
22	YORK	I	77	6	U	US 21 TO SC 122	76.87	78.89	2.02	79,700	57,300	\$40,400,000	0.300	0.300	0.400	0.099	0.500	0.200	0.300	2.099
23	GREENVILLE	I	385	6	U	I-85 TO SC 291	36.33	40.24	3.91	87,000	84,800	\$78,200,000	0.803	0.303	0.400	0.183	0.100	0.200	0.100	2.089
24	RICHLAND	I	77	6	U/R	SC 277 TO US 21	18.45	24.05	5.60	98,200	62,200	\$112,000,000	0.328	0.203	0.400	0.152	0.300	0.200	0.500	2.084
25	BERKELEY	I	26	4	R/U	SC 27 TO US 17-A	187.38	199.04	11.66	62,800	40,800	\$233,200,000	0.418	0.200	0.600	0.129	0.100	0.500	0.100	2.046
26	OCONEE/ANDERSON	I	85	4	R	GA ST LINE TO US 76	0.00	19.44	19.44	63,900	38,400	\$388,800,000	0.300	0.300	0.400	0.118	0.100	0.500	0.300	2.018
27	DORCHESTER/ORANGEBURG	I	95	4	R	US 178 TO I-26	82.23	85.74	3.51	67,300	38,500	\$70,200,000	0.300	0.200	0.400	0.070	0.500	0.200	0.300	1.970
28	RICHLAND	I	77	6	U	SC 35 TO I-20	1.65	15.87	14.22	79,700	67,700	\$284,400,000	0.600	0.251	0.600	0.118	0.100	0.200	0.100	1.969
29	AIKEN	I	20	4	U	US 25 TO S-144	5.02	11.22	6.20	50,600	28,800	\$124,000,000	0.300	0.200	0.400	0.140	0.500	0.100	0.300	1.940
30	JASPER	I	95	4	R	US 278 TO US 17	20.74	33.08	12.34	67,300	41,600	\$246,800,000	0.300	0.300	0.400	0.182	0.300	0.100	0.300	1.882
31	RICHLAND/KERSHAW	I	20	4	R	S-53 TO US 521	81.66	97.81	16.15	70,700	38,800	\$323,000,000	0.300	0.200	0.400	0.153	0.300	0.200	0.300	1.853
32	FLORENCE	I	95	4/6	U	US 76 TO US 52	157.26	164.10	6.84	62,900	38,000	\$136,800,000	0.300	0.200	0.600	0.133	0.500	0.000	0.100	1.833
33	RICHLAND/FAIRFIELD	I	77	4	R	US 21 TO S-41	24.05	40.77	16.72	67,300	38,300	\$334,400,000	0.300	0.200	0.200	0.113	0.300	0.200	0.500	1.813
34	SPARTANBURG	I	26	4	U	SC 296 TO US 221	22.07	28.13	6.06	50,600	27,400	\$121,200,000	0.300	0.200	0.200	0.099	0.500	0.200	0.300	1.799
35	CALHOUN/LEXINGTON/RICHLAND	I	26	4	R	S-31 TO I-95	124.68	168.53	43.85	70,700	45,400	\$877,000,000	0.300	0.200	0.400	0.177	0.100	0.500	0.100	1.777
36	ANDERSON	I	85	6	R	US 76 TO SC 153	19.44	40.21	20.77	93,700	56,900	\$415,400,000	0.300	0.430	0.200	0.137	0.100	0.500	0.100	1.767
37	FAIRFIELD/CHESTER/YORK	I	77	4	R/U	SC 200 TO US 21	48.03	76.87	28.84	66,200	37,100	\$576,800,000	0.318	0.206	0.200	0.163	0.100	0.200	0.500	1.686
38	JASPER	I	95	4	R	GA ST LINE TO US 278	0.00	20.74	20.74	67,300	45,600	\$414,800,000	0.300	0.300	0.200	0.148	0.300	0.100	0.100	1.448

- Widening already completed or underway
- Six lane section where a corridor management study is necessary to identify project approach, estimates, and timelines
- Four lane section included in State Infrastructure Bank (SIB) application
- Section in the draft 2014-2019 Statewide Transportation Improvement Program (STIP), approved for Public Comment by the Transportation Commission on June 20, 2013 prior to Act 98 passage. 2014-2019 STIP to take effect October 1, 2013.

Volume to Capacity Score – V/C ratios are calculated using the 2008 Average Daily Traffic Volumes (ADTs) and lane capacities based on the Highway Capacity Manual. For interstate segments with multiple permanent traffic count stations, V/C ratios are calculated for each count station with consideration given to length and then averaged to generate one representative V/C ratio.

Trucks – The truck data is collected from permanent traffic count stations located along the interstate system. The count stations provide a truck percentage based on total traffic and the percentage is converted to an actual truck volume. For interstate segments with multiple permanent traffic count stations, truck volumes are calculated for each count station with consideration given to length and then averaged to generate one representative truck volume.

Safety - The accident data is provided by the South Carolina Department of Public Safety and the SCDOT Traffic Engineering Office calculates the accident rates. The accident data is from 2007 to 2009.

Pavement Condition (PQI) - Interstate pavement conditions are evaluated by SCDOT Pavement Management Section. The pavement quality data is updated continually and the latest information is through 2010. For the purpose of interstate capacity rankings, actual PQI ratings were subtracted by 5 to create a consistent scoring range and correctly emphasize poor pavement conditions (High PQI ratings normally reflect high-quality pavement conditions).

Financial Viability – Financial viability is intended to reflect the Department's ability to fund and implement a proposed improvement. The scoring is calculated using the three-year non rehab Interstate capacity budget divided by a project's projected cost.

Economic Development – The economic development score is provided by the South Carolina Department of Commerce. The score is based on an assessment of available infrastructure and existing industrial and manufacturing employment in relation to the location of a proposed improvement.

Environmental – The environmental scores are provided by the SCDOT Environmental Office. The scores are based on the location of proposed improvements and an assessment of known environmental, cultural, and social resources in relation to the location of proposed improvements.

NOTE: Planning Estimates were developed in 2007 for comparative purposes only. More thorough project review and scoping is necessary to develop a refined estimate prior to project programming.