



The South Carolina Alliance to Fix Our Roads is a non-partisan, non-profit, statewide organization made up of business leaders, associations and chambers of commerce who believe that an efficient, effective and safe highway system is essential to South Carolina's continued economic growth and social progress. The Alliance was originally organized in 1981 as South Carolinians for Better Transportation and reorganized in 1991 as the South Carolina Transportation Policy and Research Council. In 2007, the name was changed to the current South Carolina Alliance to Fix Our Roads.

The Alliance has implemented several educational campaigns, including "Drive for Tomorrow", which resulted in the last increase in the motor fuel user fee in 1987. In 2005, the group's "Danger Ahead" campaign helped to restore \$78M in diverted highway funds back to SCDOT and the State Infrastructure Bank.

Currently, the Alliance has undertaken an ongoing Social Media campaign utilizing Facebook, Twitter, and a campaign website at www.fixscroads.com, designed to bring the public into the transportation infrastructure discussion in ways that were never possible before. With the Spring 2014 "SC Roads are ___" campaign, the Alliance saw tremendous response across the state in comments, pictures, surveys, and even a letter campaign to the Governor. 2015 will see a re-launch of this campaign with an even more in-depth interactive set of features for South Carolinians to become involved in making our transportation infrastructure more safe, efficient, and effective.

Current Highway Funding in South Carolina

Highway funding in South Carolina comes primarily from the 16.75 cents per gallon motor fuel user fee, which was last increased in 1987 and has never been adjusted for inflation. Across the Southeast, 51% of state source highway funding is derived from sources other than fuel user fees. In South Carolina, close to 90% of the state highway fund comes from motor fuel user fee revenues.

While the State's user fee is the lowest in the Southeast and the third lowest in the nation, the South Carolina state highway system is the fourth largest in the nation at 41,429 miles. This is 63%, or two-thirds, of the public miles in the State and over three times higher than the national average of 19%.

North Carolina and Georgia are our primary competitors for both economic development and tourism. Each of these states funds their highways at a much higher level than we do here in South Carolina. North Carolina's motor fuel user fee is 38.9 cents per gallon, while in Georgia the combination of the state's motor fuel user fees and state's use tax is the equivalent of 28.6 cents per gallon. If we continue to ignore our transportation infrastructure, we will lose out to our sister states. Congestion and crumbling highways do not attract visitors or businesses.

Additional Transportation Infrastructure Needs in South Carolina

- \$1.5B per year, for 20 years, is needed to bring our roads up to a level of service of "good"
- \$500M per year is needed to bring our system up to a level of service of "fair"
- An additional \$340M is needed annually to increase interstate capacity up to a "good" condition
- An additional \$35M is needed annually to maintain interstate pavement in a "good" condition
- An additional \$440M is needed annually to increase primary road capacity up to a "good" condition
- An additional \$90M is needed annually to maintain primary road pavement in a "good" condition
- An additional \$540M is needed annually to maintain secondary road pavement in a "good" condition
- There are 849 structurally deficient bridges and 775 functionally obsolete bridges in SC
- An additional \$31M is needed annually for bridge replacement
- Without additional funding, SCDOT can only manage the continued decline of the system

Members

AAA Carolinas
AARP South Carolina
American Council of Engineering Companies of SC
APAC-Tennessee, Inc. Ballenger Paving Division
Ashmore Brothers, Inc.
Banks Construction Co.
BB&T Insurance Services
Blanchard Machinery Company
C. R. Jackson, Inc.
Carolina International Trucks, Inc.
Carolinas AGC
Carolinas Concrete Pavement Association
Carolinas Concrete Pipe & Products Association
Carolina Ready Mixed Concrete Association
Charleston Metro Chamber of Commerce
Cherokee County Chamber of Commerce
Concrete Pipe and Precast, LLC
Davis & Floyd, Inc.
E. S. Wagner Co., LLC
Enterprise Holdings
G & P Trucking Company, Inc.
Granite Contracting, LLC
Hanson Aggregates
HDR Engineering of the Carolinas
ICA Engineering
Infrastructure Consulting and Engineering, PLLC
L. A. Barrier & Son, Inc.
Lane Construction Corp.
Maritime Association of South Carolina
Mr. Mark Fellers, Greenville, SC
Martin Marietta Materials
Midstate Chamber Coalition
Milliken & Company
Mining Association of South Carolina
Municipal Association of South Carolina
Myrtle Beach Area Chamber
Norris Supply Company, Inc.
Palmetto Agribusiness Council
Palmetto Corp. of Conway
Parsons Brinckerhoff, Inc.
Pope Zeigler, LLC
Robert D. Robbins, Attorney at Law, LLC
Rural Resource Coalition SC
Sanders Brothers Construction Company
Sanitary Plumbing Contractors
SEACO, Inc. Asphalt Emulsion
Sloan Construction Company
South Carolina Asphalt Pavement Association
South Carolina Association of Tourism Regions
South Carolina Farm Bureau Federation
South Carolina Forestry Association
South Carolina Petroleum Council
South Carolina Restaurant and Lodging Association
South Carolina Trucking Association
Southeastern Concrete Products Co.
Southeastern Freight Lines
Sprague & Sprague Consulting Engineers
Stantec Consulting Services, Inc.
Strange Bros. Grading Co., Inc.
STV Incorporated
Thompson Trucking Company
Twilley, Fondren & Associates, LLC
Upstate Chamber Coalition
URS Corporation
Vulcan Materials Company
Willis of SC

Goals of the SC Alliance to Fix Our Roads

In order to maintain a safe and efficient transportation infrastructure, the South Carolina Alliance to Fix Our Roads continues to advocate for adequate highway funding. The Alliance believes that it is important that the General Assembly funds these critical needs.

The South Carolina Alliance to Fix Our Roads has joined forces with other organizations who hope to increase money for roads in South Carolina. Our partners include the SC Chamber of Commerce, the SC Manufacturers Alliance, the SC Trucking Association, Carolinas AGC, SC Farm Bureau, Palmetto Agribusiness Council and the SC Forestry Association.

The time is now. Together, we can work to bring about a positive change and increase funding for South Carolina's highways.

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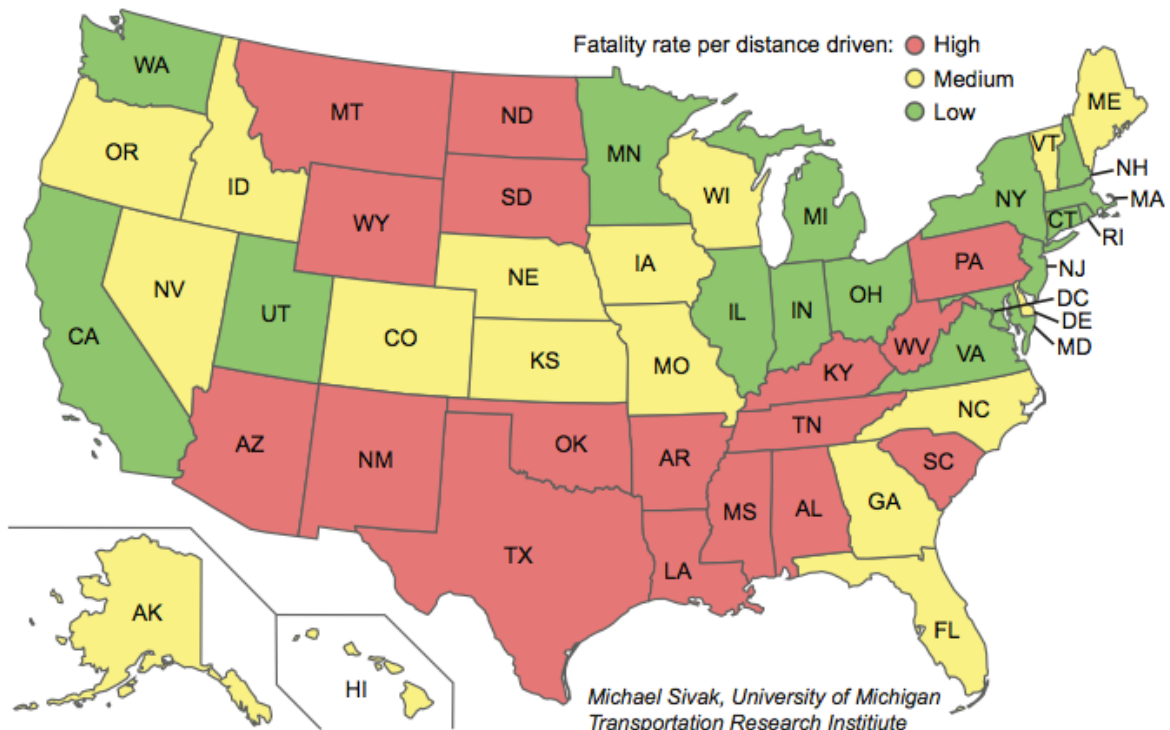
Deadliest and safest places to drive in the United States

Posted By [Brian Ethridge](#) On September 5, 2014 @ 8:37 am In [Featured Articles, News & Analysis, Safety](#) | [No Comments](#)



Road safety is always a concern, regardless of where you live. The good news is [road fatalities](#) across the United States are down 23 percent since 2005. The bad news: road fatalities still happen far too often.

[Michael Sivak](#), research professor at the University of Michigan Transportation Research Institute, examined individual fatality rates per distance driven and per population. Although his research proves traffic deaths vary greatly by region, it does offer insight on the deadliest and safest places to drive in the country.



Fatality rates per distance driven across the United States.

10 Deadliest Places To Drive

Based on fatality rates per 1 billion miles driven.

- 1: West Virginia (17.63)
- 2: South Carolina (17.60)
- 3: Montana (17.25)
- 4: North Dakota (16.86)
- 5: Arkansas (16.47)
- 6: Kentucky (15.76)
- 7: Louisiana (15.40)
- 8: Mississippi (15.05)
- 9: Oklahoma (14.79)
- 10: South Dakota (14.59)

10 Safest Places To Drive

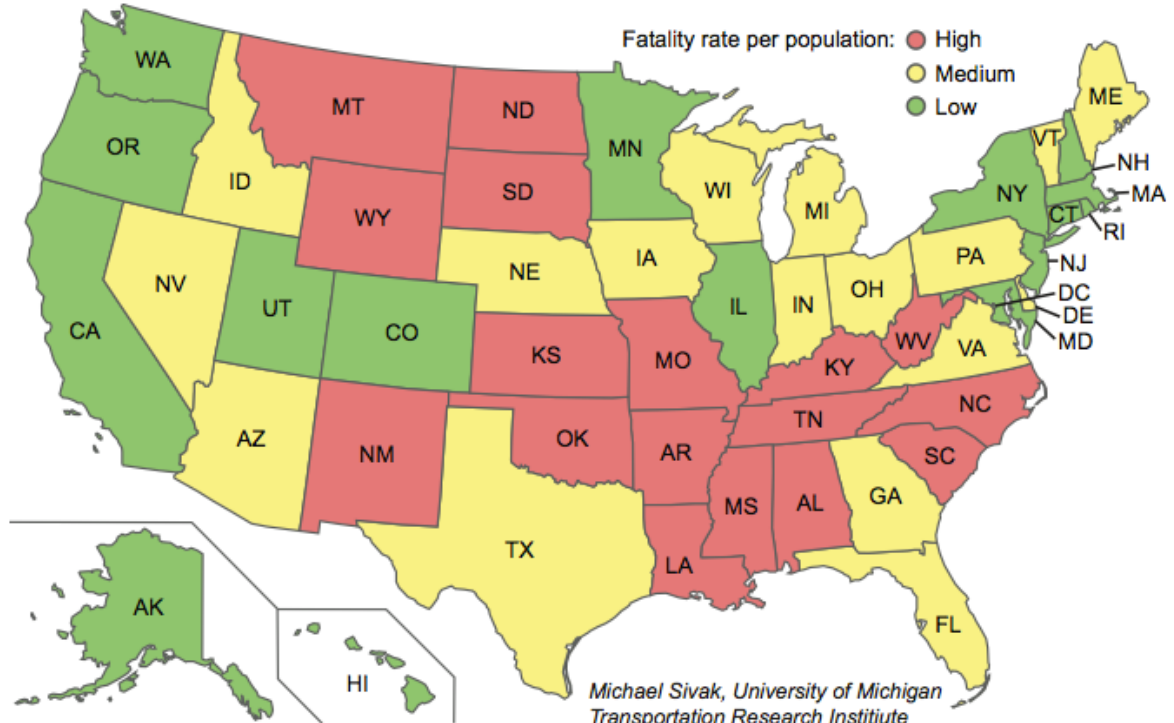
Based on fatality rates per 1 billion miles driven.

- 1: District of Columbia (4.20)
- 2: Massachusetts (6.24)
- 3: Minnesota (6.93)
- 4: Connecticut (7.55)
- 5: Washington (7.82)
- 6: New Jersey (7.94)
- 7: Utah (8.18)
- 8: Rhode Island (8.20)
- 9: New Hampshire (8.38)
- 10: California (8.76)

"In 2012, the lowest fatality rates per 1 billion miles were in the District of Columbia (4.20), Massachusetts (6.24), and Minnesota (6.93)," Sivak says. "The highest rates were in West Virginia (17.63), South Carolina (17.60), and Montana (17.25)."

For more insight on the deadliest and safest places to drive across the nation, Sivak also studied fatality rates based on population, per 100,000 people.

"The primary measures of road safety used in the report were the fatality rate per distance driven and the fatality rate per population," he said. "Because distance driven and population are not perfectly correlated across the states, the ranking of the individual states does vary somewhat based on which of the two measures is being used."



Fatality rates per population across the United States.

10 Deadliest Places To Drive

Based on fatality rates per 100,000 people.

- 1: North Dakota (24.30)
- 2: Wyoming (21.34)
- 3: Montana (20.40)
- 4: Mississippi (19.50)
- 5: Arkansas (18.72)
- 6: Oklahoma (18.56)
- 7: West Virginia (18.27)
- 8: South Carolina (18.27)
- 9: Alabama (17.94)
- 10: New Mexico (17.50)

10 Safest Places To Drive

Based on fatality rates per population.

- 1: District of Columbia (2.37)
- 2: Massachusetts (5.25)
- 3: New York (5.97)
- 4: Rhode Island (6.09)
- 5: Washington (6.44)
- 6: Connecticut (6.57)
- 7: New Jersey (6.64)
- 8: Minnesota (7.34)
- 9: Illinois (7.43)
- 10: California (7.51)

Conclusion

Although the deadliest and safest locations in the country vary slightly based on population and distance driven, it's clear that the District of Columbia and Massachusetts are safer than everywhere else. On the other hand, it's clear that West Virginia and South Carolina are two of the most dangerous places to drive.

"Road safety, whether measured by the fatality rate per distance driven or per population, is currently best in the District of Columbia and Massachusetts," Sivak says. "On the other extreme, road safety is currently worst in West Virginia and South Carolina (in terms of the fatality rate per distance driven), and in North Dakota and Wyoming (in terms of the fatality rate per population)."

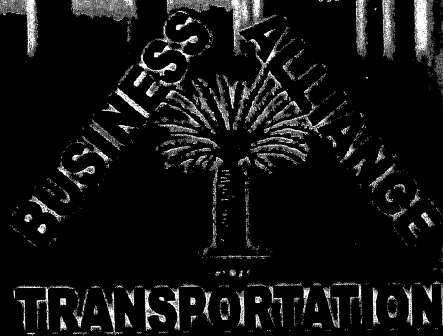
Even the safest places to drive are always looking for ways to improve transportation. A long-term solution to the [Highway Trust Fund](#) would certainly help.

Article printed from Better Roads: <http://www.betterroads.com>

URL to article: <http://www.betterroads.com/deadliest-and-safest-places-to-drive-in-the-united-states/>

A REPORT AND RECOMMENDATIONS
for
INCREASED HIGHWAY FUNDING

to
Governor Elect Mark Sanford
and
The South Carolina General Assembly
January 9, 2003



BUSINESS ALLIANCE FOR TRANSPORTATION
AN INITIATIVE OF THE S.C. TRANSPORTATION POLICY AND RESEARCH COUNCIL



P. O. Box 50142, Columbia, SC 29250
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January 9, 2003

The Honorable members of the South Carolina General Assembly
The Honorable Mark C. Sanford, Governor Elect

Dear Ladies and Gentlemen:

The South Carolina Transportation Policy and Research Council ("Transportation Council") was organized in 1981 as South Carolinians for Better Transportation. It played a key role in raising public awareness and the development of the Drive for Tomorrow Campaign in 1985-86 to increase the gasoline sales tax for highway department funding. For over 20 years, its membership has actively promoted public awareness of the importance of quality transportation systems to the safety and quality of life of all South Carolinians.

The Transportation Council is a non-partisan, non-profit association of more than 100 members from various segments of our state's diversified economy. Its mission is "To encourage and promote South Carolina's prosperity and growth through leadership on all transportation issues." The Business Alliance for Transportation is an initiative of the Transportation Council and was formed in January 2002.

In 2001, the Transportation Council sought guidance from the legislative leadership on funding South Carolina's highway needs. The political leadership in the state suggested that the business community must become actively involved in supporting additional DOT funding and provide information, analysis and funding alternatives on how additional funding for Dot might be achieved.

During 2001, the Transportation Council met with the leadership of the South Carolina Chamber of Commerce and became involved with the state chamber's grass roots meetings to advance SCDOT funding as one of the state chamber's priorities. As a result of the interest of the business community in funding highway transportation expressed at its 2001 grass roots meetings, the state chamber polled its members and 82% of those responding felt that the state chamber should take an affirmative position on additional funding for SCDOT. As a result, the need for adequate transportation funding was recommended by the SC Chamber on its 2002 Legislative Business Agenda

* An Initiative of the SC Transportation Policy and Research Council

Earle E. Morris, Jr.
Carolina Investors, Inc.
Chairman

Todd K. Atwater
S.C. Manufacturers Alliance

G. Reid Banks
Banks Construction Company

Ron Chatham
The North Eastern Strategic Alliance

Charles T. Cole, Jr.
Wachovia Bank, NA

Richard D. Elliott
Maverick Southern Kitchens

L. Franklin Elmore
Ogletree, Deakins, Nash, Smoak &
Stewart, P.C.

Robert Hitt
BMW Manufacturing Corporation

William W. Jones, Jr.
Jones, Scheider & Patterson, P.A.

Gary Loftus
Bar Harbor Motor Inn

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Cathy B. Novinger
Novinger QTR, Inc.

G. Clifton Parker
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Jasper Salmond
Wilbur Smith Associates

David R. Schools
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Steve Sucher
Bridgestone/Firestone SC

Frank E. Willis
Willis Construction Company
Mayor of Florence

SC Chamber of Commerce

Charleston Metro Chamber
of Commerce

Myrtle Beach Chamber
of Commerce

Wiken Chamber of Commerce

SC Trucking Association

SC Policy Council

SC Economic Developers
Association

City of Florence

Carolinas AGC

SC Asphalt Pavement Association

American Concrete Pavement
Association

SC Manufacturers Alliance

priority list.

Throughout 2002, the Transportation Council and the Business Alliance for Transportation have worked with the state's business community, including the state and local chambers of commerce and many civic groups, to identify the need for additional highway funding in South Carolina.

The following report and recommendations represent the consensus of the state's business community in addressing additional funding options for South Carolina's highway system. It does not purport to address the entire highway funding needs of the state. The Rutgers Study, an independent study commissioned by the legislature in 1997, found that South Carolina has a \$38 billion need for transportation infrastructure improvements through 2015 at an annualized cost of \$1.9 billion per year. SCDOT's State Transportation Improvement Plan validates the Rutgers Study.

The needs are great and the available dollars are few. These recommendations represent a starting point for additional funding to assure the safety of the motoring public and the future economic prosperity of South Carolina. The South Carolina Chamber's 2003 Business Agenda recognizes the need for additional highway funding and has adopted a Statement of Support for the development and maintenance of the state highway system.

Respectfully Submitted,

The Business Alliance for Transportation

A handwritten signature in cursive script that reads "Earle E. Morris, Jr.".

Earle E. Morris, Jr.
Chairman

I. THE BUSINESS ALLIANCE FOR TRANSPORTATION

A. Purpose

In 2001, the Transportation Council met with business leaders across the state to express concerns about the need for highway funding in South Carolina. As a result of those meetings and at the request of the legislative leadership, the Business Alliance for Transportation was formed in January 2002. The expressed purpose of the Business Alliance is to among other things:

- Identify the current funding methodology for SCDOT;
- Identify and analyze DOT's current funding needs;
- Compare and analyze other states' funding mechanisms for their respective DOTs;
- Develop and recommend alternative funding mechanisms for SCDOT;
- Prepare, deliver and present a report and recommendations to the Legislature and Governor in January, 2003.

B. Members

The Business Alliance for Transportation includes among its membership:

Chairman, Earle E. Morris, Jr.; Chairman, Carolina Investors, Inc.

Todd K. Atwater; Executive Director, S.C. Manufacturers Alliance (*Representing the Manufacturing Industry*)

G. Reid Banks; President, Banks Construction Co., Inc. (*Representing the Construction Industry*)

Ron Chatham; Executive Director, North Eastern Strategic Alliance (*Representing Economic Development*)

Charles T. Cole, Jr.; Executive Vice President, Wachovia Bank, NA (*Representing the Banking Industry*)

Richard D. Elliott; President, Maverick Southern Kitchens (*Representing the Charleston Chamber of Commerce*)

L. Franklin Elmore; Ogletree, Deakins, Nash, Smoak & Stewart, P.C. (*President, South Carolina Transportation Policy and Research Council*)

Robert Hitt; Manager for Media & Public Affairs, BMW Manufacturing Corporation (*Representing the Automotive Industry*)



I. THE BUSINESS ALLIANCE FOR TRANSPORTATION

Gary Loftus; President, G & K Management, *(Representing the Myrtle Beach Area Chamber of Commerce and Tourism)*

John H. Lumpkin, Jr.; President, Edens & Avant Real Estate Services, L.L.C *(Representing the SC Chamber of Commerce)*

Burnet R. Maybank, III; Nexsen, Pruet, Jacobs & Pollard, L.L.C *(Representing the South Carolina Economic Developers Association)*

Peter J. Mazzaroni; Manager of Community Affairs and Site Services, Roche Carolina, Inc. *(Representing the Pharmaceuticals Industry)*

Ed McMullen; Executive Director, SC Policy Council *(Representing the South Carolina Policy Council)*

Roger Milliken; Chairman & CEO, Milliken & Company *(Representing the Manufacturing Industry)*

Cathy B. Novinger; President, Novinger QTR, Inc. *(Consulting)*

G. Clifton Parker; President, G & P Trucking, Inc. *(Representing the Trucking Industry)*

Jasper Salmond; Vice President, Wilbur Smith Associates *(Transportation Funding, Planning, Consulting, and Design)*

David R. Schools; Senior Vice President, Piggly Wiggly Carolina Company, Inc. *(Representing the Foods Industry)*

W. M. "Mat" Self; CEO, Greenwood Mills, Inc. *(Representing the Manufacturing Industry)*

Charles R. "Randy" Snow; President, U.S. Constructors *(Past President, South Carolina Transportation Policy and Research Council)*

Steve Sucher; Vice President Bridgestone/Firestone SC *(Representing the Aiken Chamber of Commerce)*

Frank E. Willis; Mayor of Florence *(Representing local government)*



III. CONCLUSIONS AND RECOMMENDATIONS

It is absolutely essential that the state of South Carolina not miss the opportunity to plan and provide for infrastructure at a time when infrastructure is so desperately needed. The state will undergo significant and sustained growth for the foreseeable future; we must provide adequate funding for our infrastructure during this critical period or congestion and overload on each and every aspect of the system will surely occur. Quality of life will decline, and those now seeking out South Carolina as a location for business development and residence will go elsewhere.

Transportation, education, recreation, and the public justice system should all be funded to the degree that they work exceedingly well. If this is done, the state will flourish and mature, and people will continue to be attracted to it. If it is not done, South Carolinians will pay the price of growth competition, and other regional growth participants will emerge as leaders.

Virtually every industry in South Carolina depends on a good transportation system. From large corporations in the Upstate to a hometown farmer in Marlboro County, South Carolina's people need good quality roads to be safe and successful. Our goods and services cannot be transported effectively over roadways that are deteriorating at such a rapid pace. We must provide the needed infrastructure to ensure a healthy economy.

Our roadways get us to and from our jobs each day, and they carry our children to and from school. We owe it to our citizens to ensure the safest travel possible. South Carolina's fatality rate is shocking and will only worsen if our highways, roads and bridges do not receive adequate funding.

The Business Alliance for Transportation was formed at the request of state leadership to get the business community involved in the issue of highway funding. Through the past year's research and many meetings, the Business Alliance has proven that the business community in the state is committed to improving the roadway system. Each citizen of South Carolina has a stake in the quality of transportation. We have paid the same user fee for highways for the last fifteen years. It is time for the people and businesses that use our highway system to make the investment to keep it safe, adequate, and well-maintained. Our system is deteriorating and will only worsen if we do not recognize the need for increased funding.

The true needs for adequately funding the South Carolina Department of Transportation approach \$2 billion in additional dollars per year. We understand that the current state budget crisis and economic conditions make this impossible. The following recommendations, when fully implemented, will generate approximately \$325 million per year for Highway Funding. This is very close to the additional revenue SCDOT would have today if the 1987 sixteen cents rate had been indexed to inflation. It is time for all South Carolinians to pay a fair price for our quality highway systems. Please consider the following Recommendations.

RECOMMENDATIONS OF THE BUSINESS ALLIANCE FOR TRANSPORTATION

Estimates are based on FY 2003 numbers.

User Fee

Increase user fee on gasoline by eight cents, increase user fee on diesel by five cents, and index these increased rates to the Consumer price index with the Budget and Control Board given the power to reduce the adjustment if necessary.

Estimated to Generate: \$206 million

Safety Fee

Create a Highway Safety Fee of \$300 on new vehicles and \$75 on used vehicles to be collected at the time of sale.

Estimated to Generate: \$72 million

Rental Car Fee

Establish a statewide Rental Car Fee of \$6 per day, with \$5 going to the Highway Fund and \$1 going to the C-fund, to be distributed pro rata based upon the existing formula.

Estimated to Generate: \$17 million

Registration Fee

Increase automobile registration fee from \$24/yr to \$35/yr, with the additional \$11 going to the Highway Fund.

Estimated to Generate: 15,800,000

Drivers License Fee

Increase Drivers License Fee from \$12.50 to \$25.00, with the additional \$12.50 going to the Highway Fund.

Estimated to Generate: \$15,187,500

Registration Fee for Alternative Fuel Vehicles

Create for all alternative fuel vehicles, an annual registration fee of \$200.

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Recommendations of the Business Alliance for Transportation

(Estimates are based on FY 2003 numbers)

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Safety Fee

Estimated to Generate: \$72 million

Create a Highway Safety Fee of \$300 on new vehicles and \$75 on used vehicles to be collected at the time of sale.

Registration Fee for Alternative Fuel Vehicles

For all alternative fuel vehicles, an annual registration fee of \$200

**An Initiative of the SC Transportation Policy and Research Council*

Governor Statements of Support

Governor John West

"I probably appreciate the road system in South Carolina as much as anyone, more than most. I was raised in the country, and went to school and to work over dirt roads that were often impassible in inclement weather. It wasn't until after World War II that we had a paved road to my home in the country. Interestingly enough, my first political position was as a member of the Highway Commission in 1948. I saw then the great benefit of the so called "farm to market" road system that allowed farmers easy access to markets plus produced a quality of living that the country folk had never had before.

I have seen the great benefit the road system is to our state. It has melded our population together and produced a viable expanding economy. I've been concerned over the last few years, when I see the deteriorating condition of our roads. Having been in politics most of my adult life, I can understand the political expediency of putting off road construction and road repairs. It is something that doesn't cry for an immediate remedy, and it is so easy not to do it.

However, the situation has gotten critical in South Carolina, and I have seen it in the increased accident rate that we have, the deaths and the maintenance that is needed on our roads and our infrastructure generally. Therefore I hope that the incoming General Assembly will pass a tax on gasoline earmarked for road construction, maintenance and upkeep. I think this is essential for our continued economic viability. I also hope that the Legislature, in its wisdom, will earmark any tax for road purposes. That system which has been embedded in our structure for more than half a century is, I think, essential namely that the tax from gasoline be used for road construction and repair. I believe that it is essential to our future to take some action this year. We have already waited too long."

Governor David Beasley

"The need for additional highway funding is critical to the safety of the citizens of South Carolina and to assure our future economic prosperity. Additional revenue sources must be explored and found to fund this critical need of our state."

Governor Jim Edwards

"A sound infrastructure is absolutely essential to prosperity, and the highway system is an important fundamental of infrastructure. We must have good roads and bridges to promote economic prosperity in South Carolina, now and in the future."

Table A7. Transportation sector key indicators and delivered energy consumption (continued)

Key indicators and consumption	Reference case							Annual growth 2012-2040 (percent)
	2011	2012	2020	2025	2030	2035	2040	
Energy use by mode								
(million barrels per day oil equivalent)								
Light-duty vehicles.....	8.42	8.41	7.76	7.13	6.65	6.44	6.38	-1.0%
Commercial light trucks ¹	0.27	0.27	0.27	0.26	0.26	0.26	0.27	0.0%
Bus transportation.....	0.12	0.11	0.12	0.13	0.13	0.13	0.14	0.7%
Freight trucks.....	2.50	2.42	2.83	2.98	3.12	3.28	3.48	1.3%
Rail, passenger.....	0.02	0.02	0.02	0.02	0.03	0.03	0.03	0.9%
Rail, freight.....	0.24	0.23	0.21	0.22	0.21	0.21	0.20	-0.5%
Shipping, domestic.....	0.05	0.05	0.04	0.04	0.04	0.04	0.04	-0.8%
Shipping, international.....	0.34	0.25	0.26	0.26	0.26	0.27	0.27	0.2%
Recreational boats.....	0.13	0.13	0.14	0.14	0.15	0.15	0.15	0.6%
Air.....	1.19	1.20	1.26	1.28	1.30	1.30	1.31	0.3%
Military use.....	0.35	0.34	0.31	0.31	0.33	0.35	0.37	0.3%
Lubricants.....	0.06	0.06	0.06	0.06	0.06	0.06	0.06	0.1%
Pipeline fuel.....	0.33	0.35	0.35	0.36	0.39	0.39	0.40	0.5%
Total.....	14.03	13.84	13.63	13.20	12.92	12.90	13.09	-0.2%

¹Commercial trucks 8,501 to 10,000 pounds gross vehicle weight rating.

²CAFE standard based on projected new vehicle sales.

³Includes CAFE credits for alternative fueled vehicle sales and credit banking.

⁴Environmental Protection Agency rated miles per gallon.

⁵Tested new vehicle efficiency revised for on-road performance.

⁶Combined "on-the-road" estimate for all cars and light trucks.

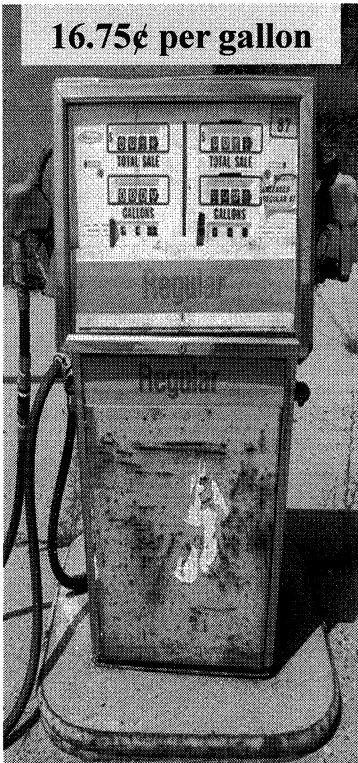
CAFE = Corporate average fuel economy.

Btu = British thermal unit.

Note: Totals may not equal sum of components due to independent rounding. Data for 2011 and 2012 are model results and may differ from official EIA data reports.

Sources: 2011 and 2012: U.S. Energy Information Administration (EIA), *Monthly Energy Review*, DOE/EIA-0035(2013/09) (Washington, DC, September 2013); EIA, *Alternatives to Traditional Transportation Fuels 2009 (Part II - User and Fuel Data)*, April 2011; Federal Highway Administration, *Highway Statistics 2010* (Washington, DC, February 2012); Oak Ridge National Laboratory, *Transportation Energy Data Book: Edition 32* (Oak Ridge, TN, July 2013); National Highway Traffic and Safety Administration, *Summary of Fuel Economy Performance* (Washington, DC, October 2012); U.S. Department of Commerce, Bureau of the Census, "Vehicle Inventory and Use Survey," EC02TV (Washington, DC, December 2004); EIA, U.S. Department of Transportation, Research and Special Programs Administration, *Air Carrier Statistics Monthly, December 2010/2009* (Washington, DC, December 2010); and United States Department of Defense, Defense Fuel Supply Center, *Factbook* (January, 2010). Projections: EIA, AEO2014 National Energy Modeling System run REF2014.D102413A.

SC Motor Fuel User Fee Estimate SFY 2014-15



Gross Collections (Gasoline & Diesel)	\$584.0 M
<hr/>	
Dept of Revenue Deductions (Refunds, Corrections, Tare Allowances, School Buses, US Government Use)	(\$7.7 M)
DHEC SUPERB Fund 0.50¢ per gallon	(\$17.6 M)
Department of Agriculture 10% of 0.25¢	(\$0.9 M)
DNR Watercraft Fund 1% of the first 13¢ collected	(\$3.4 M)
<u>County Transportation Fund 2.66¢ per gallon of Gasoline</u>	<u>(\$70.2M)</u>
State Motor Fuel Revenues Transmitted to SCDOT	\$484.2M
IFTA Transfer	(\$17.2M)
Net State Motor Fuel Revenues to SCDOT	\$466.9M
County Transportation Fund Donor Bonus	(\$9.5M)
<u>State Infrastructure Bank 1¢ of Gasoline Equivalent</u>	<u>(\$26.4M)</u>
Remaining for SCDOT Utilization	<u>\$431.0M</u>

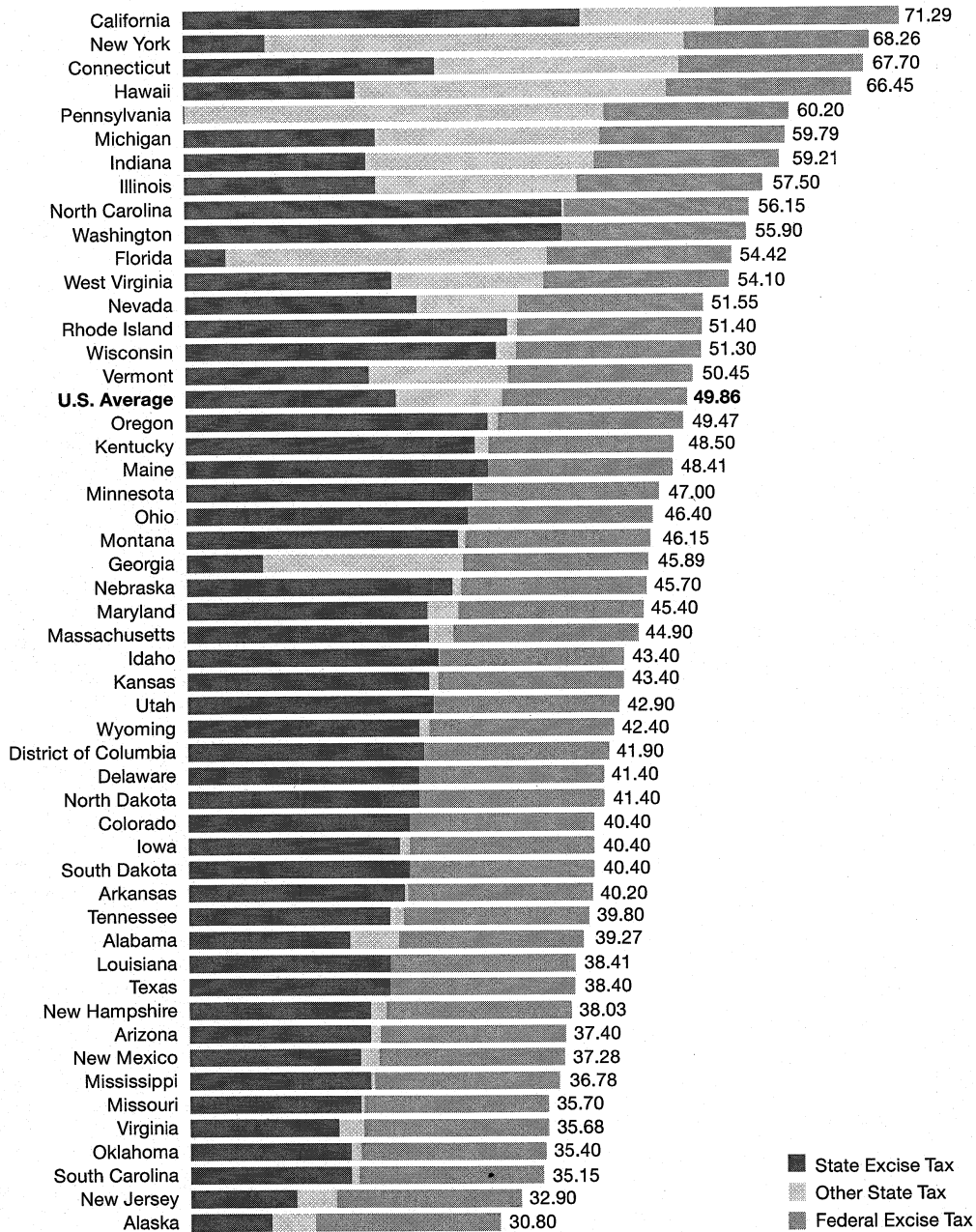
Projected Equivalent Purchasing Power in 1987 Dollars \$206.9M

\$1 from 1987 has the projected purchasing power of 48 ¢ in 2014

26%



Gasoline Motor Fuel Taxes as of April 1, 2014



To find out more,
 visit www.api.org/tax



***South Carolina Transportation
Policy and Research Council***



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www.sctransportation.com***

March 2005

There's a threat on our roads – a threat to our economy, to your family's budget and to your own safety.

Sometimes, we don't see this threat until it's too late, but anyone who's ever driven a car in South Carolina – especially on our state's secondary roads – has certainly felt it: the potholes that wreck your alignment and ruin your tires; the oncoming car on a narrow two-lane road you have to swerve to avoid, the crumbling shoulder that leaves you no escape route to avoid an accident.

The growing problems on our secondary roads and bridges are staggering:

- More than half of our secondary roads are in poor or mediocre condition.
- Of the 8,321 bridges in South Carolina, more than 2000 should be replaced.

The consequences

- South Carolina has the third highest highway fatality rate in the nation – and 66 percent of deaths occur on our state's secondary roads.
- South Carolina drivers spend half a billion dollars per year on vehicle repairs caused by poor road conditions – an average of \$227 per driver.

The risk

- More than 90 percent of goods sold in South Carolina are moved on our state's roads – roads that are continually deteriorating.
- Tourism is our state's biggest industry – and 80 percent of our state's tourists travel by automobile on clogged, substandard and dangerous roads.

Who's Responsible for Our Roads?

It's critical to understand how transportation policy in South Carolina is different than that of most other states. Nationally, state governments are responsible for construction and maintenance of 20 percent of roads, with county or municipal governments controlling the remaining 80 percent.

In South Carolina this situation is almost the opposite: the state – through the S.C. Department of Transportation (SCDOT)– is responsible for 65 percent or over 41,500 miles of the roads, while county or municipal governments maintain just 35 percent. South Carolina ranks 40th in size, but we have the fourth largest state-maintained highway system in the country.

The federal government provides assistance for interstates, other federal highways and some state primary roads. But less than half of the state-controlled roadways in South Carolina are eligible for federal funding.

That leaves State government solely responsible for funding all construction, maintenance and improvements for almost 25,000 miles of state roadways.

How Did Our Roads Get So Bad?

A number of factors have contributed to the crisis on our state's roads. Both our population and our travel rates are growing faster than the national average. In fact, from 1990 – 2000, highway travel in South Carolina increased by almost 33 percent. Simply put, we have more people and more cars on the roads than ever.

But the single biggest factor contributing to worsening road conditions is funding.

Virtually all funding (89%) for South Carolina highways comes from the motor fuel users fee. Nationally, nearly all states augment their Highway Programs with other non-fuel tax revenues. South Carolina does not.

The state motor fuel user fee is 16¢ per gallon. And it has not changed in almost 20 years, since 1987. It is now the fifth lowest in the nation. It has remained flat while the Consumer Price Index has grown 67%, traffic has grown more than 60%, and the construction cost index is growing more than 6% per year.

Of course, South Carolina has faced a serious budget crunch over the last three years because of the economic downturn. But when it comes to funding for roads, the problem is systemic and long-term. In fact, since 1965, real (inflation-adjusted) revenues used for highways increased by 2.7% in South Carolina compared to 37.7% nationally and 51.1% percent in the Southeast. In 1970, highway funding represented 17% of the state budget. Today, it represents 6%.

In fact, while South Carolina has the fourth largest state-controlled road system in the country, we have the nation's lowest funding level per mile. For example, the national average cost for highway maintenance is \$14,761 per mile; in South Carolina, maintenance is funded at \$3,806 per mile.

Are We Wasting Money?

In an ongoing independent study, SCDOT has been consistently recognized as one of the most efficient state transportation departments in the country.

The average administrative cost per mile for state transportation departments is over \$10,000. In South Carolina, it is just over \$1400 per mile. South Carolina also has far fewer DOT employees per 100 miles (12) than the national average of 51. While any

state government agency can and must continually seek ways to operate more efficiently, SCDOT's funding needs are not a result of inefficiency and cannot be addressed simply by cutting costs.

In fact, four years ago, SCDOT was forced to completely eliminate its program for resurfacing of secondary roads. Now, it only has enough money to patch potholes. The results are evident: increased vehicle maintenance costs for drivers; a threat to economic development in the areas of our state that need it most; dangerous roads and bridges where three South Carolinians die every single day; and actually increasing the long term costs of repairing our roads.

At the current funding level, it will take us 40 years to replace all the unsafe bridges in our state. Upgrading our secondary road system to meet minimal requirements would take 295 years.

Fully funding our transportation needs would take an additional \$2 billion per year!

The fact is, every year that we delay addressing the problem only adds to the ultimate cost.

We Must Address The Problem

Taxpayers clearly cannot begin to take on the full burden of paying for better roads. But just as clearly we must begin to address the problem. Every year we don't address the problem we fall further behind and the price tag only gets bigger. It would be irresponsible to keep looking the other way and no one should be uninformed or blindsided by this threat. We have choices, but they appear to be limited with no painless or magical fix.

We can make a decision to ignore the problem and simply continue to patch and mend and fall further behind.

We can make a decision to abandon selected roads and bridges and simply close them down.

We can make a decision to turn the responsibility and cost of more roads and bridges to local governments.

We can make a decision to provide additional revenue from increasing the motor user fee or other fees.

We can make a decision to allocate general fund money to assist.

But we must make a decision because there is no way to avoid the Danger Ahead.

Session 107 - (1987-1988)

H*2869 (Rat #0283, Act #0197) General Bill, By Sheheen, C.M. Dangerfield, D.O. Hawkins, R.N. McLellan, H.E. Pearce, L. Phillips, J.I. Rogers, J.H. Toal and Wilkins

A Bill to amend Chapter 27 of Title 12, Code of Laws of South Carolina, 1976, relating to gasoline taxes, by adding Article 13 so as to impose additional taxes on the sale of gasoline, provide for an additional credit for certain fuel purchases in the State, provide for the distribution and use of revenue derived from the additional tax, provide that of the proceeds derived from the additional taxes ten million dollars must be segregated in a separate account for economic development and provide for expenditures from this account, require the Department of Highways and Public Transportation to submit a priority list of projects to the Select Oversight Committee, created under the provisions of this Act, to be funded under the Strategic Highway Plan for Improving Mobility and Safety Program, require the Department to review the priority list in order to ascertain the possibility of constructing toll roads and establish criteria for their construction, establish a committee to monitor the expenditure of funds for the Strategic Highway Plan for Improving Mobility and Safety Program and provide for its composition, to require the Department to cooperate in providing information and assistance to implement the provisions of Article 13 of Chapter 27 of Title 12; to provide for goals or set-asides to insure that socially and economically disadvantaged individuals and those controlled by disadvantaged females receive ten percent of total state source highway funds expended in a fiscal year on construction contracts when the project exceeds five hundred thousand dollars and to establish guidelines and preferences in awarding these contracts, to provide that the Department may waive bonding requirements under certain conditions; to authorize the Department to sell up to one hundred twenty-five million dollars in bonds to be retired over a twenty-year period from revenue generated by the additional tax authorized in this Act; to amend Section 56-3-620, as amended, relating to the annual registration fee for private passenger-carrying and property-carrying vehicles so as to delete the special ten dollar registration fee for persons sixty-five years or older or handicapped and on certain property-carrying vehicles and reduce the fee for private passenger-carrying vehicles from seventeen dollars to twelve dollars; to authorize the Select Oversight Committee to direct one quarter of one cent from the additional tax levied in this Act to fund public transportation activities in this State and to provide that this authorization is effective only until June 30, 1988; and to repeal Item (5) of Section 1 of Act 82 of 1977 relating to legislative findings which indicate that the Department shall finance public transportation responsibilities from sources other than gasoline tax revenues and motor vehicle license fees.-amended title

04/09/87 House Introduced and read first time HJ-1743
04/09/87 House Referred to Committee on Ways and Means HJ-1744
04/23/87 House Committee report: Favorable with amendment Ways and Means HJ-2163
04/29/87 House Objection by Rep. T Rogers, Kirsh, Limehouse, G. Bailey, Davenport & Day HJ-2234
04/29/87 House Objection withdrawn by Rep. Davenport HJ-2241
04/29/87 House Objection by Rep. Baker HJ-2242
04/29/87 House Special order, set for 4/29/87 after consideration of Senate ams(Under H 3075) HJ-2264
04/29/87 House Amended HJ-2270
04/29/87 House Read second time HJ-2348
04/30/87 House Special order, set for 3rd reading, following Senate amendments (Under H 3087) HJ-2368
04/30/87 House Read third time and sent to Senate HJ-2382
05/05/87 Senate Introduced and read first time SJ-1664
05/05/87 Senate Referred to Committee on Finance SJ-1665
05/14/87 Senate Committee report: Favorable with amendment Finance SJ-1849
05/27/87 Senate Special order SJ-2401
05/28/87 Senate Debate interrupted SJ-2454
05/29/87 Senate Debate interrupted SJ-2481
06/02/87 Senate Amended SJ-2549
06/02/87 Senate Debate interrupted SJ-2564
06/03/87 Senate Amended SJ-2733
06/03/87 Senate Read second time SJ-2740
06/03/87 Senate Special order SJ-2743
06/04/87 Senate Amended SJ-2791
06/04/87 Senate Read third time SJ-2796
06/04/87 Senate Returned SJ-2796
06/04/87 House Concurred in Senate amendment and enrolled HJ-3770
06/25/87 Ratified R 283

06/26/87

Signed By Governor

07/13/87

Effective date 07/01/87 Act No. 197

07/13/87

Copies available