An aerial photograph of a coastal region, likely the Chesapeake Bay area, showing a complex network of waterways, marshes, and land parcels. The water is a deep blue, and the land is a mix of green and brown. The text is overlaid on the center of the image.

Mark Clark Expressway

Options for the Path Forward

Mark Clark Expressway Project Chronology

December 15, 2005 – Charleston County applies to the SIB for funding to complete the Mark Clark Expressway.

June 30, 2006 – SIB Board approved financial assistance for the Project with an initial grant of \$99 million and a commitment for additional grants up to \$420 as funds become available to the Board.

June 19, 2007 – Intergovernmental Agreement between SIB, Charleston County, and the SCDOT was signed.

Mark Clark Expressway Council, SIB Board, and SCDOT Commission Actions Regarding Alternative G

April 19, 2011 – Council voted to reject Alternative G

May 12, 2011 – SIB Board voted to find the County in default of the IGA.

May 17, 2011 – Council voted to rescind the rejection of Alternative G.

May, 2011 – Charleston County submitted an amended application to the SIB for other projects valued at \$259 Million

June 12, 2011 – SIB Board attorney notified the County that it was no longer in default of the IGA.

January 10, 2012 – Council voted to assign the IGA to the SCDOT.

September 26, 2012 – SCDOT commission voted against accepting the assignment of the IGA.

Mark Clark Expressway Public Input

April 10, 2008 – SCDOT holds a Public Scoping Meeting to gather initial public input prior to development of alternatives.

November 12 – 20, 2008 – SCDOT holds three Public Information Meetings to gather public input on a range of alternatives.

April 5 – 30, 2009 – SCDOT holds three Public Information Meetings to gather public input on the range of reasonable alternatives.

August 31 – September 9, 2010 – SCDOT holds five Public Hearings to present the recommended preferred alternative and obtain public input.

**A total of 7 Public Meetings and 5 Public Hearings
were held to obtain public input to the design**



Mark Clark Expressway SCDOT Considerations

When considering the County's January, 2012 request for the SCDOT to assume management of the Project, the SCDOT sought to clarify the following:

1. Public Support

2. Political Support

3. Funding Assurances

Mark Clark Expressway Cost Estimates

Alternative G (2009 DEIS Estimate).....	\$489 Million
Alternative G (2012 Updated Estimate).....	\$532 Million
Alternative G Modified for FEIS (2012 Estimate).....	\$555.7 Million

Alternative G Modified for FEIS Estimate Includes:

- 1. Grade separated interchange at Folly Road including an overpass at Up on the Hill Road. \$20.4 Million*
- 2. An overpass at East Shore Lane in West Ashley. \$3.3 Million*

An overpass at Riley Road on James Island is also under consideration. \$2.9 Million



Mark Clark Expressway Funding

Original SIB Funding Commitment.....\$420 Million
June 30, 2006

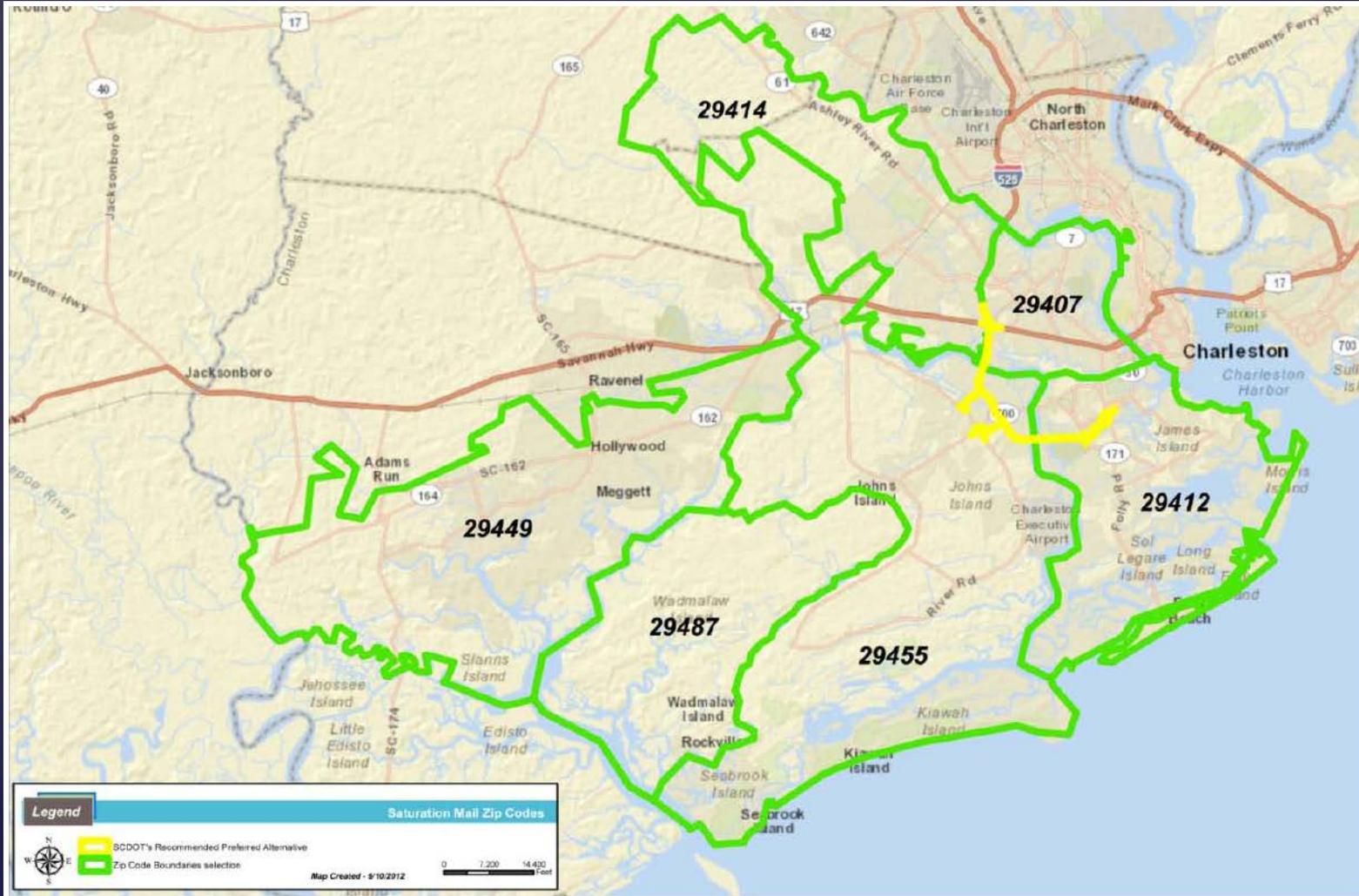
Additional SIB Funding Commitment.....\$138 Million
August 17, 2012

Total SIB Funding Commitment.....\$558 Million



Mark Clark Expressway SCDOT Survey – September, 2012

5000 households in 6 zip codes were surveyed. 2189 responses were received.



Mark Clark Expressway SCDOT Survey – September, 2012

Question asked: Do you oppose or favor building the extension of the Mark Clark Expressway along this proposed route?

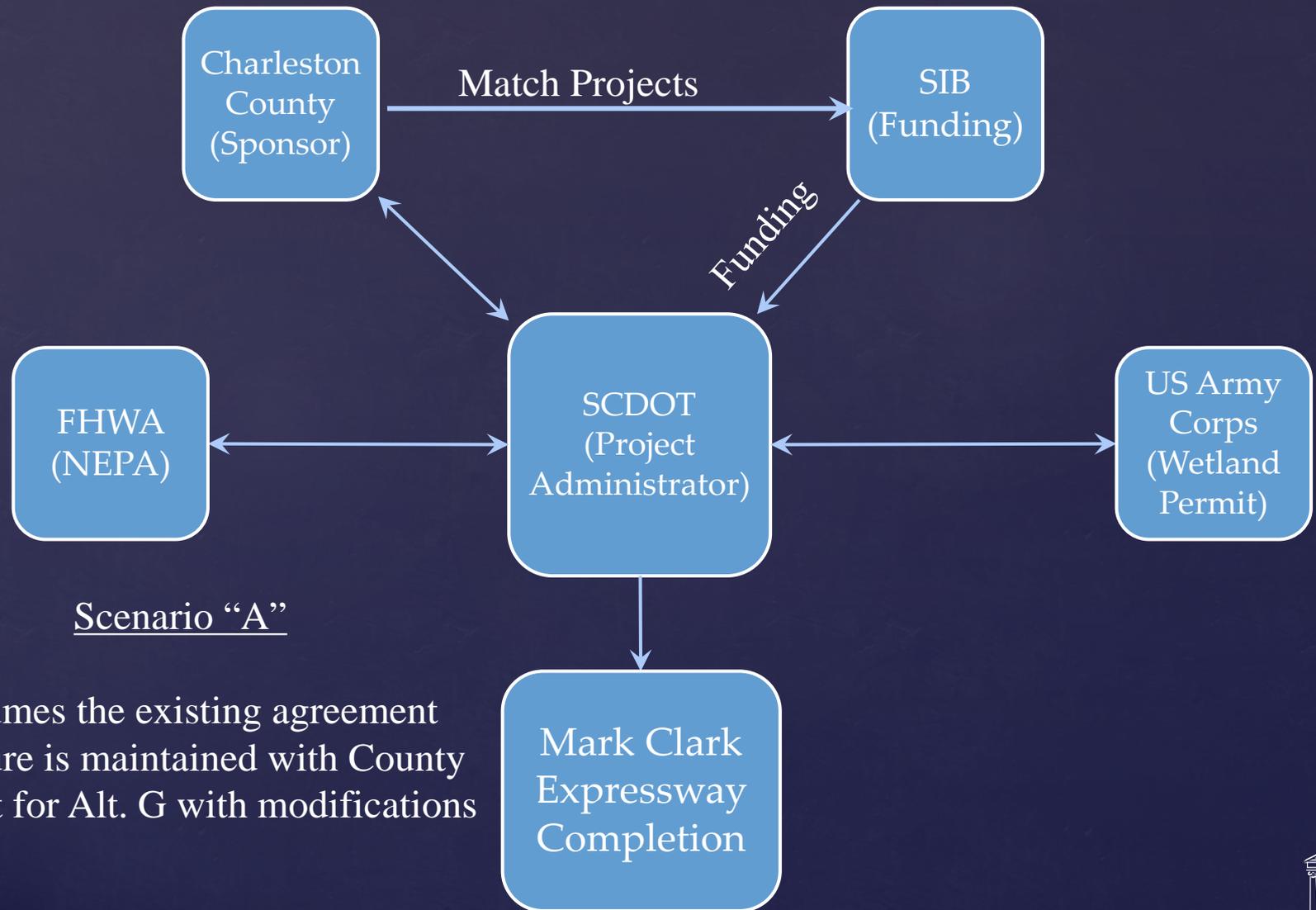
	<u>Favor (%)</u>	<u>Oppose (%)</u>	<u>Total</u>
Total	72.2	27.8	2189
<u>ZIPCODE</u>			
29407	73.3	26.7	591
29412	62.8	37.2	620
29414	80.4	19.6	536
29439	71.4	28.3	46
29455	76.4	23.6	351
29487	60.0	40.0	45

Mark Clark Expressway SCDOT Survey – September, 2012

Question asked: Do you oppose or favor building the extension of the Mark Clark Expressway along this proposed route?

	<u>Favor (%)</u>	<u>Oppose (%)</u>	<u>Total</u>
<u>AGE</u>			
18-29	68.0	31.5	492
30-44	69.4	30.6	527
45-64	73.1	26.9	714
64 and Over	80.4	19.6	392
<u>SEX</u>			
Male	78.7	21.3	1011
Female	67.4	32.6	1125
<u>RACE</u>			
African-American	81.8	18.2	489
White	70.2	29.8	1542
Other	65.3	34.7	98

Mark Clark Expressway Current SIB Agreement – Scenario “A”



Scenario “A”

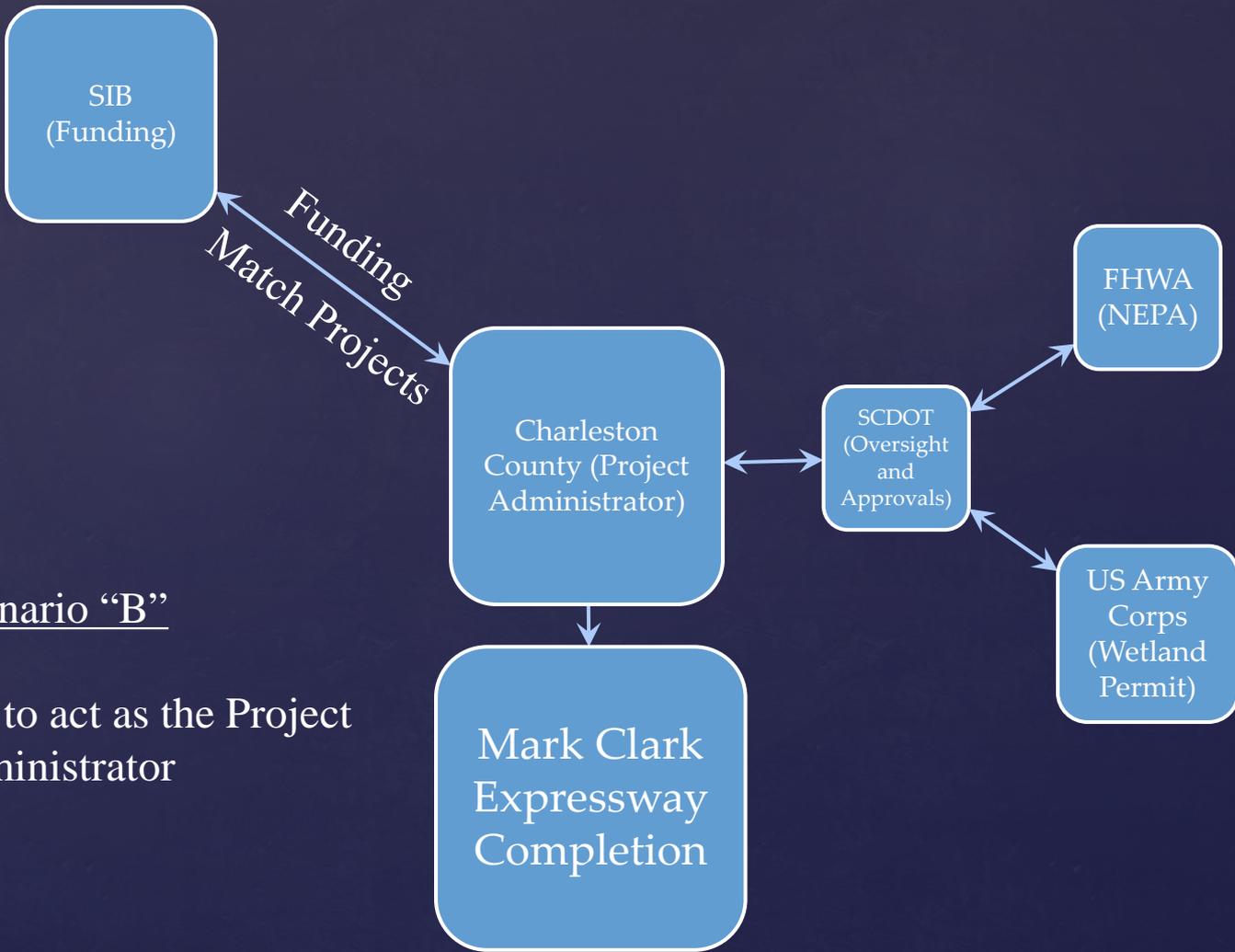
Assumes the existing agreement structure is maintained with County support for Alt. G with modifications

Mark Clark Expressway

Current SIB Agreement – Scenario “A”

- Would require a revised Intergovernmental Agreement (IGA) to update the SIB funding commitment.
- With Council’s support, SCDOT would complete the FEIS and obtain the US Army Corps 404 Permit for Alternative G Modified
- The completed project would be owned and maintained by the SCDOT.
- The County would continue to be responsible for local match projects.
- The timing and availability of SIB funds may create a need for advance financing of the project (therefore, may need to consider a Design / Build / Finance approach, phasing of the project, or bond anticipation notes).

Mark Clark Expressway SIB Agreement – Assignment Scenario “B”



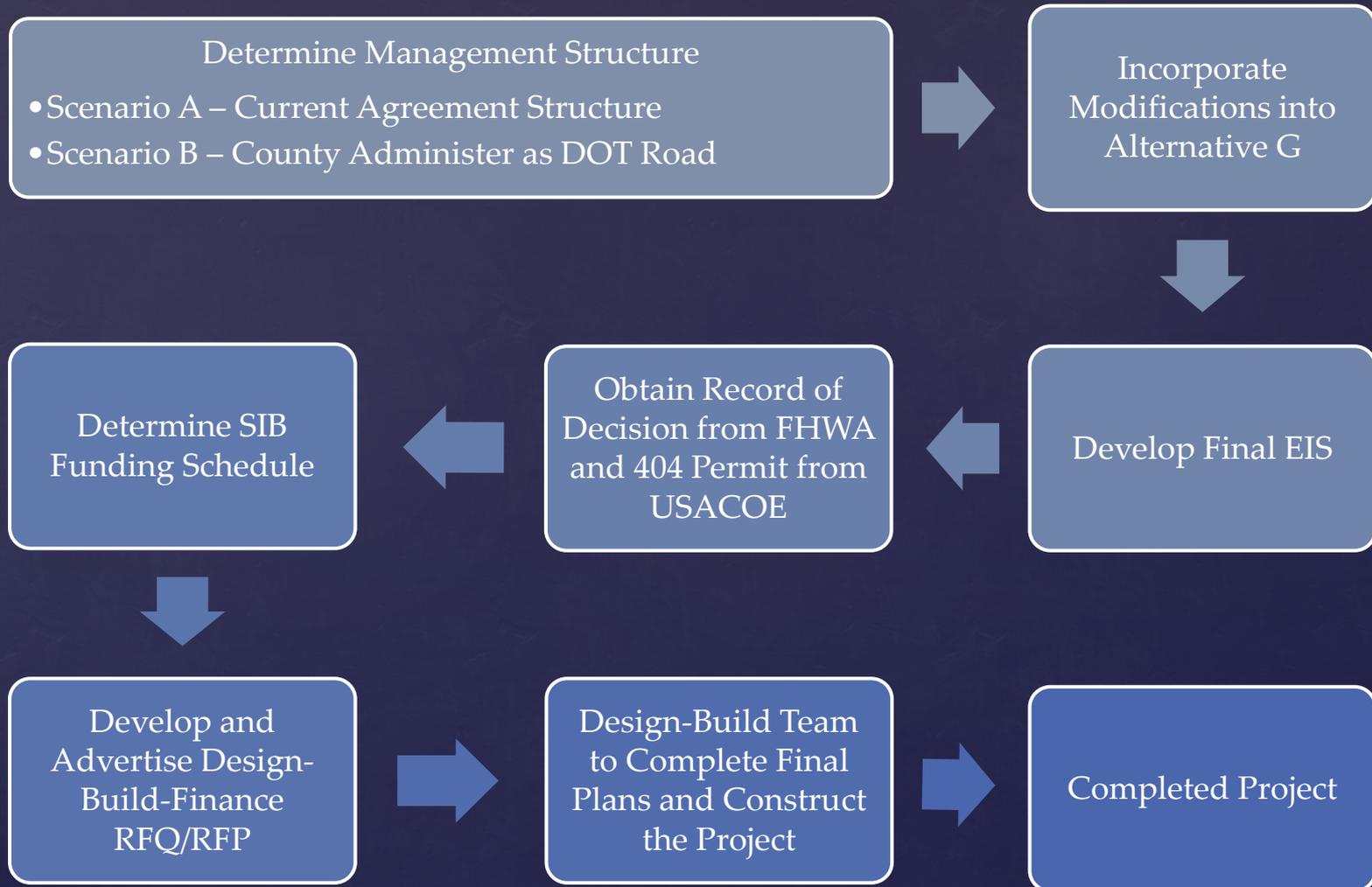
Scenario “B”

County elects to act as the Project Administrator

Mark Clark Expressway SIB Agreement – Assignment Scenario “B”

- Would require a revised IGA.
- The County would develop the project as a Local Public Agency (LPA).
- As an LPA, the County could oversee the following:
 - Completion of the FEIS
 - US Army Corps Wetland Permitting
 - Right of Way Plan Development
 - Right of Way Acquisition
 - Development of the Design/Build Procurement Solicitation
 - Selection of the Design/Build Contractor
 - Construction Management and Inspection
- FHWA and US Army Corps coordination would flow through the SCDOT.
- SCDOT would be able to verify that their design and construction requirements are met through the LPA review process.
- The timing and availability of SIB funds may create a need for advance financing of the project (therefore, may need to consider a Design / Build / Finance approach, phasing of the project, or bond anticipation notes).

Mark Clark Expressway Project Path Forward



Mark Clark Expressway Questions Posed to Staff

1. What reasons did SCDOT publish for refusing to take sponsorship of the project?

No official reason was published. SCDOT commission meeting notes include only the following:

After comments from each Commissioner, a motion was made by Commissioner Rearden and seconded by Commissioner Edwards that SCDOT say “no” – thereby rejecting any request from any source to serve as sponsor of the extension of I-526, Charleston, SC. The motion was approved unanimously.

Commissioner quotes include:

“South Carolina Department of Transportation needs funding to maintain the current system we have, and we cannot and will not be responsible for the future or the funding for 526.”

“We have 42,000 miles of road in South Carolina to worry about, and more than 8,000 bridges we have to worry about. We’re going back to business to what’s best for South Carolina.”



Mark Clark Expressway Questions Posed to Staff

2. What are the updated cost estimates of the high speed interstate alternatives?

SCDOT has not updated the estimated cost for other alternatives, however the 2009 DEIS cost estimates for the interstate alternatives (Alternatives A-E) ranged from \$607 Million to \$652 Million.

3. Was the charge of default by a SIB board vote followed by a letter from their chairman, or was the charge of default actually from a single SIB board member acting on his own.

James Holly's (SIB Counsel) letter to Joe Dawson dated June 2, 2011, states that the SIB Board found the County to be in default at their May 12, 2011 meeting.

Mark Clark Expressway Questions Posed to Staff

4. Possible sources of funds for potential repayment of \$11.6M, even if it is temporary.

The Transportation Sales Tax Annual Allocation Program could be a source if Council were to cancel or delay existing and new projects. The general fund could be used if Council were to identify staffing or service cuts to offset the SIB repayment.

5. Liability for cost overruns if project moves forward under current contract with the County. Source of funds for the potential overruns. Likelihood that the same SIB members will be on the SIB when the responsibility for cost overruns is billed to the County as described under the current contract.

SIB IGA states that the SCDOT cannot enter into any agreement which would result in the project going over budget. The County shall be responsible at that point for obtaining or providing additional funding for the project, reducing the scope of the project, or some combination thereof

Future SIB Board members are unknown.

Mark Clark Expressway Questions Posed to Staff

6. Scope and cost of the alternate project submitted by the county to directly target the same trouble spots that 526 seeks to fix. I realize the SIB said the funds cannot be used for that.

Projects included in the SIB Application Amendment included:

1. *Main Road Widening (Bees Ferry Road to Maybank Highway)*
2. *Bohicket Road Passing Lanes*
3. *US 17 at Main Road Grade Separated Interchange*
4. *Glenn McConnell Parkway at I-526 Interchange Improvements*
5. *Intersection Improvements at:*
 - a. *SC 61 and SC 7*
 - b. *River Road at Maybank Highway*
 - c. *River Road at Murraywood Road*
 - d. *Brownswood Road at Murraywood Road*
 - e. *Main Road at Chisolm Road*

The total estimated cost for these projects was \$259 Million.

Mark Clark Expressway Questions Posed to Staff

7. Is the full \$558 Million guaranteed?

Staff believes that full \$558 Million is guaranteed, but the timing is not yet established. Depending on how the project moves forward, there should be an amendment to the SIB IGA to reflect the increased SIB funding commitment.

8. Has the SIB exceeded its bonding capacity, therefore requiring future SIBs to confirm/deny support for the current \$559 Million?

The SIB has not exceeded its bonding capacity and will only issue bonds when there is capacity. Capacity is raised when old bonds are paid off or new sources of revenue are pledged.

Mark Clark Expressway Questions Posed to Staff

9. Does the additional \$138M recently approved require votes from any other entity?

If the additional \$138 Million can be paid with cash on hand, then no separate approvals are necessary. If a bond issuance is required then the Joint Bond Review Committee will have to approve.

10. Is there a state board that oversees bond issues that will have to approve this?

Any new bond issuance must be approved by the Joint Bond Review Committee.

Mark Clark Expressway Questions Posed to Staff

11. Explain the Folly Road / JI Connector project that was to be funded with the TST and is now on hold/cancelled and its relationship to 526.

The James Island Connector Loop to Folly Road project was intended to provide a loop ramp to replace the double left turn lanes for traffic turning left from the James Island Connector to Folly Road southbound.

Traffic analysis completed for the project showed that a loop ramp would operate poorly due to traffic backing up from the intersection of Folly Road and Ellis Oak Avenue.

A loop ramp was also determined to be incompatible with the I-526 recommended preferred alternative.

As a result, Council approved reallocating the project funds to the Camp Road at Folly Road Intersection Project in October, 2010.

Mark Clark Expressway Questions Posed to Staff

12. Is there a precedent of a project in York County (rumors are out there) that was substantially redirected without the loss of allocated SIB funds? What was that project, and what was the outcome?

These comments likely relate to York County's Dave Lyle Boulevard Project.

The Dave Lyle Boulevard Project was one of several projects included under one application for funding from York County to the SIB.

When several of the SIB funded projects from the same York County SIB application required more funds to be completed, the County requested and received the SIB's approval to reallocate funds from the Dave Lyle Boulevard Project to the other SIB funded projects in need of additional funding.

Mark Clark Expressway

Agency Comments Submitted During Draft EIS Public Involvement Process

All written comments, including agency comments, received during the DEIS public involvement process will be addressed in the Final EIS document. Specifically, comments submitted by DNR, EPA, National Fish and Wildlife, etc. will be reviewed and addressed during the next phase of the project development. While these commenting agencies do not have specific permitting authority over the Mark Clark project, the state and federal agencies that do have permitting authority (USACE, DHEC, and DHEC OCRM) will consider all of the comments as they make decisions on permit approvals.

The Mark Clark project is being developed using a National Environmental Policy Act (NEPA) merger process between FHWA and the US Army Corps of Engineers (USACE). This merger process allows USACE and FHWA to use the same environmental documentation process thus reducing the amount of overlapping work between the two federal agencies. As a result, permit applications are submitted earlier in the environmental process and regulatory agencies are given the opportunity to comment on the project development before design details are finalized. Some comments submitted by the regulatory agencies during the DEIS relate to this early input process as details related to the project are not yet available. However, all design details typically associated with project development will be available during the development of the FEIS – prior to USACE, DHEC, and DHEC OCRM permit approvals.



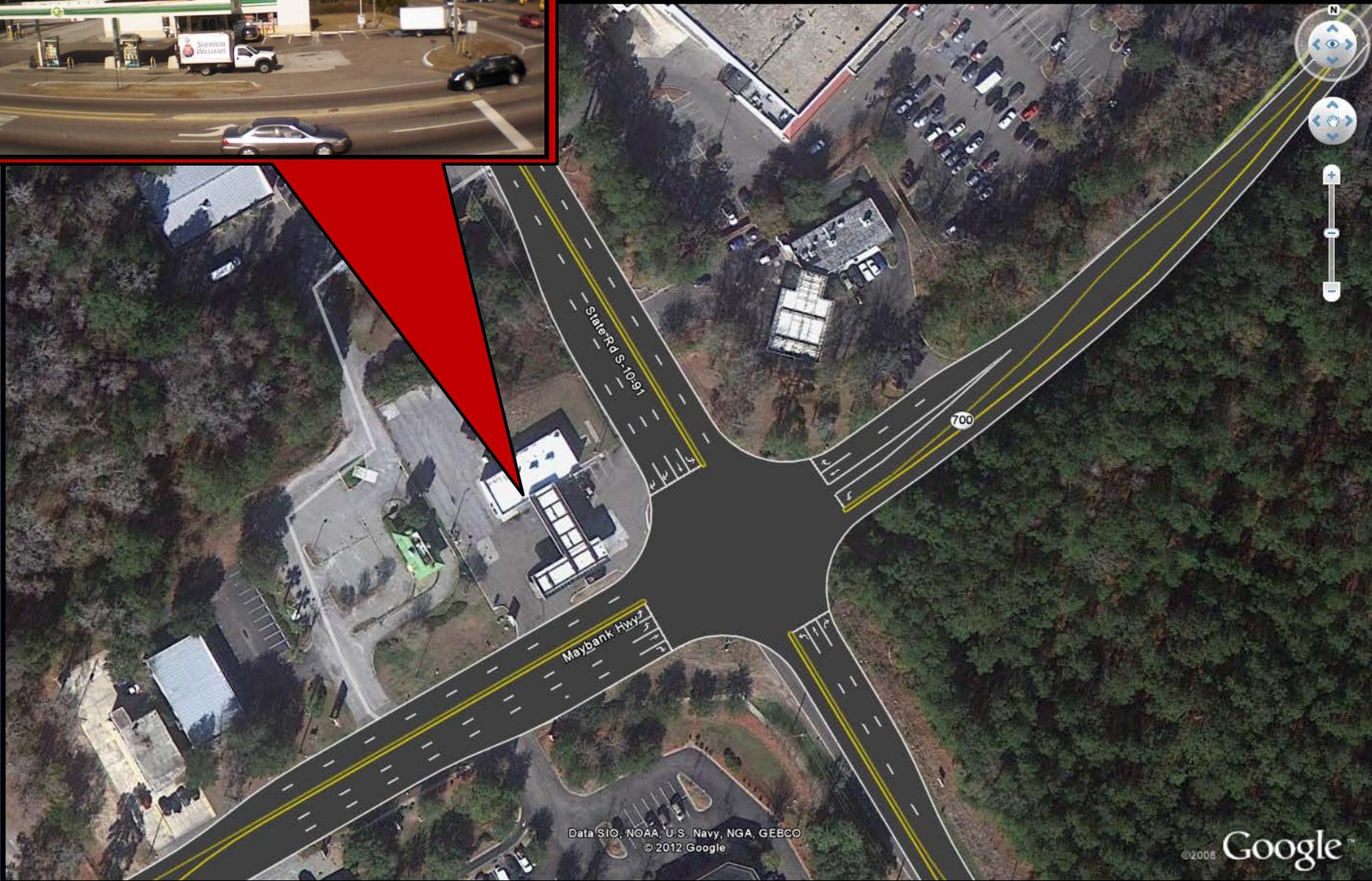
West Ashley Rondo Street



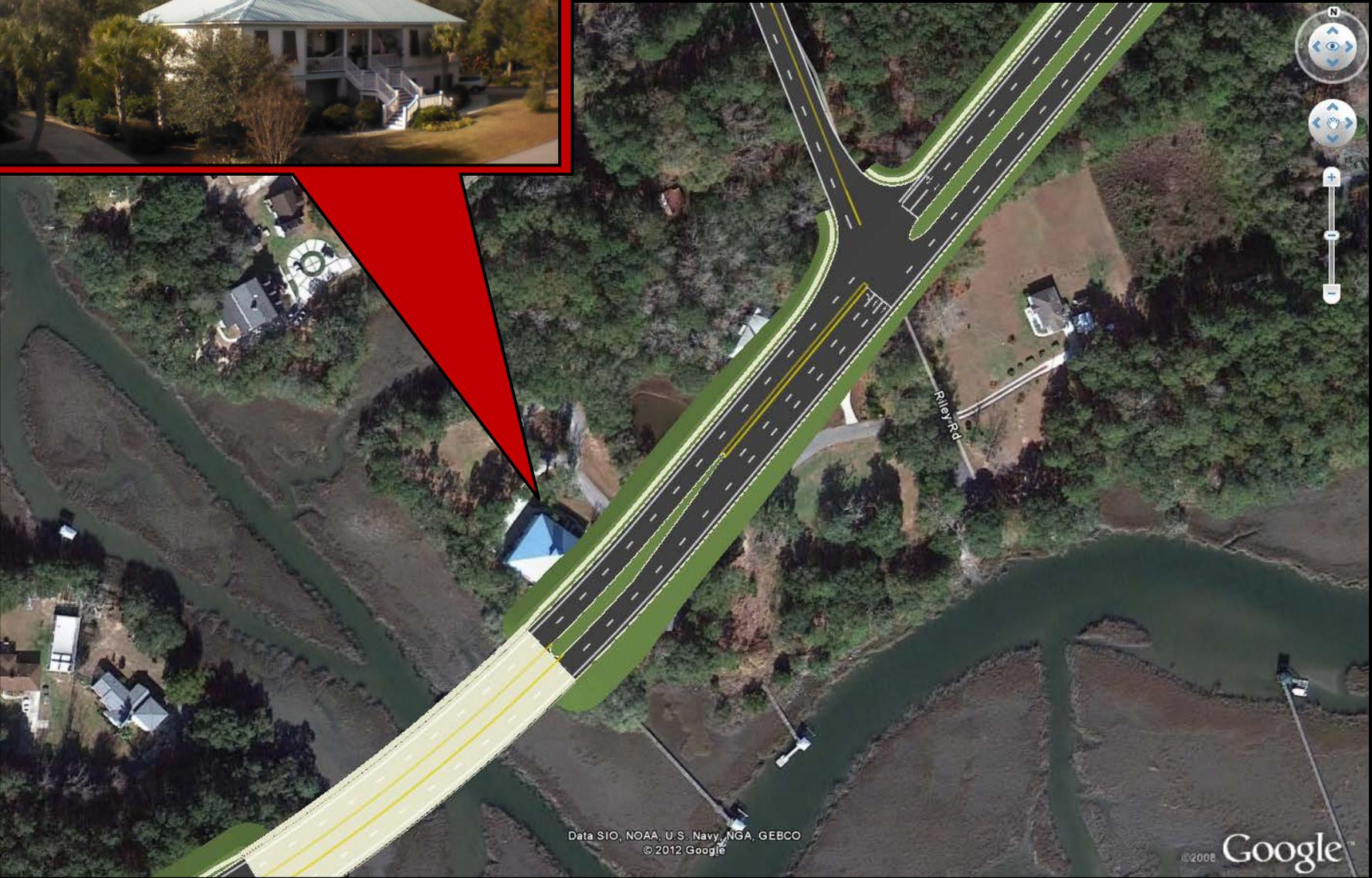
Johns Island 2675 Rushland Landing Road



Johns Island 2802 Maybank Highway



James Island Ellis Creek Landing



Mark Clark Expressway Alternative G Overview



Adobe Acrobat
Document