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EXECUTIVE SUMMARY
- Charleston’s Infrastructure Imperatives

The Charleston Metro Region is enjoying a parade of economic wins. Our strategic location, natural beauty and historic charm draw talented individuals, innovative companies and eager visitors from across the world. The proof is in the headlines: Volvo manufacturing, expansions at Boeing and Mercedes, booming tech sector, six-time Conde Nast #1 destination, 48 new people a day, more freight and new flights. It’s a great time to live, work, play and invest in the Charleston region.

While the economic forecast remains sunny, our built infrastructure is an ominous cloud looming on the horizon. To keep away the rain and let our parade march on, we must put shovels in the ground. And we need to do it now.

Drive around our region and you’ll understand the urgency. Traffic snarls, freight bottlenecks and localized flooding are practically daily occurrences. Businesses feel the pinch getting workers to jobsites and goods to market. Residents region-wide have noticed the impact on their quality of life. Our existing infrastructure is not even meeting our current needs. There is no way it can handle our anticipated growth. The region must invest in new infrastructure now to continue enjoying economic success tomorrow.

ROADS

Infrastructure means more than roads. But at this stage in the region’s development, new road capacity is our dominate need. The following twelve projects will have a profound, region-wide impact on traffic and mobility:

**New Road Construction:**
- Airport Connector Road
- College Park Road to Jedburg Road
- Mark Clark Expressway Completion
- Sweetgrass Basket Parkway
- Berlin Myers Parkway Phase 3
- Glenn McConnell Parkway Extension
- Sea Islands Greenway

**Existing Road Improvements:**
- Hwy 17 and Main Road Grade Separation
- Hwy 78 Widening
- I-526 Widening and 26/526 Interchange
- Palmetto Commerce Parkway
- Hwy 41 Widening
- I-26 Widening and Improvements
- Palmetto Commerce Interchange
- Red Bank Road

All of these projects are high priorities that will significantly improve congestion and cut travel time for drivers. But two stand above the rest in scale, scope and transformative impact: completion of the Mark Clark Expressway and extension of the Glenn McConnell Parkway.

Once completed, the Mark Clark Expressway will provide a safe evacuation route for residents of James and Johns Islands. It will also alleviate choke points at Main Road and Folly Road and take hundreds of daily commuters off surface streets and away from neighborhoods.

Extending the Glenn McConnell Parkway from its current end at Bee’s Ferry Road in West Ashley to US-17A west of Summerville will create an important alternative North-South route that will alleviate volume on I-26. It will also help protect the scenic and historic Ashley River area along Hwy 61.
FREIGHT

Metro Charleston and South Carolina make things the world wants. That’s great for our economy - jobs at exporting companies pay significantly higher than average wages. We’re also a military friendly state; one out of every twelve jobs in South Carolina and $10.6 billion in economic activity in metro Charleston are a direct result of our military presence.

To keep our manufacturing engine humming and our military missions supported, we must keep raw materials flowing in and finished product moving out. Our deep harbor has been an economic driver since colonial days. We must preserve that vital natural asset and enhance capacity at our modern port facilities. The following four freight supporting projects are essential to our economic future:

• Harbor Deepening
• Navy Base Intermodal Facility
• Leatherman Terminal
• Port Access Road

WATER

Storm water management is a unique challenge in the Lowcountry. We’ve done well prioritizing and completing drainage projects in recent years including Crosstown, Market Street, Calhoun West and Forest Acres. But every king tide or heavy rainfall reminds us that the need to move water is a fact of life. Among current water management needs, the Church Creek Basin stands out in particular. New analysis will reveal the necessary infrastructure projects to manage drainage and accommodate anticipated growth in that part of the region.

Future Needs:
The 20 projects cited above, spanning new roads, expansions, freight and water, should be the highest priorities for the region over the coming years. But we must also keep an eye on the horizon. Continued population growth and resident preferences suggest a future with more and better mass transit options. If coupled with appropriate zoning changes to allow walkable commercial and residential development, the envisioned Alt I-26 Bus Rapid Transit (BRT) line connecting Summerville with downtown Charleston along the Rivers Avenue/King Street corridor holds tremendous promise.

Even with completion of the road projects outlined in this document, the future will demand more efficient use of our highway infrastructure. A Regional Smart Traffic Management System that leverages the latest data and monitoring systems and coordinates all state and local agencies involved in incident response and traffic flow will help keep travel times predicable and consistent as we grow. The Jacksonville, FL region offers an operational best practice example of this kind of facility.

Now is the Time:
We can’t afford to wait on these vital infrastructure priorities. The region is adding jobs, increasing wages and providing residents an excellent quality of life. Continuing that momentum relies on infrastructure, and we’re lagging behind. Elected leaders across the region have made prudent decisions to raise revenue for infrastructure through a sales tax. We need to ensure those dollars are invested wisely. We also need state and federal partners to invest alongside local leaders and provide necessary project financing to move these projects forward now.
Infrastructure is essential to economic vitality.

Whether bringing employees to workplaces, goods to markets or customers to storefronts, infrastructure is a vital part of a vibrant economy. The Charleston Metro Region has enjoyed incredible economic success over the past decade, but our transportation capacity hasn’t kept up. To continue growing jobs and economic opportunity, we must enhance the capacity of our transportation infrastructure and make necessary investments in freight movement and water management.

Infrastructure enhances quality of life.

Beautiful beaches, abundant wetlands and buildings steeped in history all contribute to the rich quality of life that makes the Charleston region a great place to attract and retain talent. Enhancements to our infrastructure should preserve the natural environment, our historic assets and help more citizens access those things that make this region great, without long traffic delays or overburdening neighborhood streets. Because of our strategic location on the coast, the Charleston region must plan for resiliency of our transportation and infrastructure systems in the face of natural disaster and persistent flooding threats.

All modes of transportation are important to regional competitiveness.

Employers rely on roads and bridges to move people and products. Fixing our roads and expanding capacity to meet demand is of primary importance. However, businesses also rely on other modes of transportation including rail, air service and shipping. Meanwhile, residents increasingly expect more options including transit, walkability and bike paths. Planners must take a holistic approach when evaluating the region’s current and future transportation needs and tie transportation planning with land use planning.

Continued need for all sources of funding and financing.

Act 40, the infrastructure funding bill passed by the State General Assembly in 2017, is a huge victory for South Carolina and the region. The new revenue it generates will significantly improve funding for maintenance and expansion of existing roadway and will help complete many of our priority projects in the existing road improvements category. But it is not a panacea for our infrastructure needs and won’t help fund new road construction. Creating the regional transportation system employers and residents demand will also require significant funds for new construction and smart financing solutions. The region’s leaders must continue to prudently invest revenue from county sales taxes, seek federal matching dollars and leverage funds and financing support from the State Infrastructure Bank and other sources.
CRITERIA FOR
PROJECT SELECTION

The projects highlighted in this publication are carefully vetted and ultimately selected by the Charleston Metro Chamber of Commerce, Infrastructure Visioning Task Force. The group is comprised of private sector leaders drawn from communities across the region. They represent major employers and industries closely connected to our infrastructure needs including engineering, construction, planning and architecture.

The projects in this document were evaluated against the following criteria:

• Accommodate Anticipated Growth
• Advocate for Feasible and Fundable Solutions
• Enhance Region-wide Connectivity
• Facilitate Freight Movement
• Promote Economic Development
• Preserve and Enhance Quality of Life

All projects included in this document are top priorities. The order of presentation is not a ranking.

INFRASTRUCTURE FUNDING

Passage in spring 2017 of Act 40, the infrastructure funding bill, was a huge victory for everyone concerned about South Carolina’s roads and bridges. The projected $630 million additional revenue generated annually once that bill is fully implemented will help significantly to fund resurfacing projects and expansions of existing roads. The Charleston Metro Chamber of Commerce was a leading voice in a chorus of partner organizations and business leaders that ensured the bill’s passage.

Even with that win, the combined cost of all of these projects exceeds the amount of funds that are likely to be available under the most optimistic circumstances. Yet, all of the projects listed within are needed to alleviate existing congestion and prepare our region for the future.

We can’t be dissuaded. Leaders across the Tri-county area must work together to solve this funding challenge creatively by fully utilizing existing sources, taking advantage of entities such as the S.C. State Transportation Infrastructure Bank and each county’s local sales tax funds, exploring innovative financing within the region and supporting the creation of additional funding programs at the state and national levels. Additionally, the Chamber supports exploring the potential of public private partnership opportunities.

The Charleston Metro Chamber will continue to work with elected officials and our partners at the BCDCOG in support of the projects listed in this document. We will advocate for continuation of the infrastructure sales taxes enacted by Berkeley, Charleston and Dorchester Counties, and push for allocation of the revenues generated from those taxes to fund the most critical pieces of regional infrastructure.

As our region continues to grow, we must continue to invest to ensure economic prosperity and great quality of life for years to come.
- College Park Road to Jedburg Road
- Berlin Myers Parkway - Phase 3
- Highway 78 Widening
- Glenn McConnell Parkway Extension
- Parkway Interchange
- Paletto Commerce Parkway
- Red Bank Road
- Airport Connector Road
- I-26 Widening and Improvements
- I-526 Widening and 26/526 Interchange
- Leatherman Terminal
- Bus Rapid Transit
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Priority Projects Map

Projects:
- Sweetgrass Basket Parkway Extension
- Highway 41 Widening
- Harbor Deepening
- New Road Construction
- Existing Road Improvements
- Freight Capacity Expansion
- Water Management
- Future Needs
- Off Map to North
**Berlin Myers Parkway**

- **Phase**
- **Description:** New divided four-lane roadway would connect Bacons Bridge Road / S.C.165 to U.S.17A
- **Purpose:** Provides an alternative route to developments along U.S.17A south and west of Summerville
- **Status:** Last year the permitting package for Phase 3 was submitted to the Army Corps. In response to Dorchester County, the Corps is now requiring modeling of the 500 year floodplain, adding an additional delay. At this time it is uncertain when the permits will be issued and construction will begin.
- **Estimated Cost:** $77.28 million
- **Funding:** $28.3 million has already been set aside for this project (STIP/ Dorchester County Sales Tax), $1 million of which has already been spent. An additional $30 million will come from State Infrastructure Bank and $8 million will come from Dorchester County Transportation Authority. All original funding is secured and a $14.28 million Federal Tiger Grant application was submitted in May 2015 for the remaining funds.

**Glenn McConnell Extension**

- **Description:** Major arterial road extending the Glenn McConnell Parkway from Bees Ferry Road to U.S. 17A west of Summerville.
- **Purpose:** Provides an alternative to I-26 for Summerville residents and protects the scenic nature of the Ashley River area by diverting traffic between I-526 and Bacons Bridge Road.
- **Status:** The Dorchester County portion of the Glenn McConnell Parkway Extension will be a key project included in their next sales tax referendum. In the fall of 2014, Charleston County added the Glenn McConnell Parkway Extension to its Comprehensive Plan. As BCDCOG begins to update their long range transportation plan, the IVTF will lobby for the importance of the project and moving it up the priority list. The IVTF continues to meet with land owners, the City of Charleston, Dorchester County and BCDCOG to move this critical project forward.
- **Estimated Cost:** No estimated cost at this time.
- **Funding:** Dorchester County has obtained a commitment for right-of-way to be donated at no cost, through the East Edisto property. A possible funding source could be tax increment financing.

**College Park Road to Jedburg Road**

- **Description:** Extend College Park Road from where it currently terminates at 17A in Berkeley County to Jedburg Road.
- **Purpose:** With the Volvo announcement, traffic and development will be moving into western Berkeley County. This project allows another major artery to move traffic East/West between I-26 and Highway 176. Alleviates more traffic in Berkeley County on I-26.
- **Status:** IVTF will discuss with Berkeley County officials about this importance of this project and adding it to their Long Range Comprehensive Plan.
- **Estimated Cost:** There is no cost estimate at this time.
- **Funding:** Potential item on the next ½ sales tax referendum or STIB funding.

**Airport Connector Road**

- **Description:** A new three-mile multi-lane roadway that provides a new route to the airport. The roadway is expected to start at W. Montague Avenue and cross over Michaux Parkway to provide a direct access the airport.
- **Purpose:** To provide a more direct access route to the airport and improve traffic around the Boeing facilities and Charleston International Airport.
- **Status:** The project design contract has been awarded to the Reveer Group. Construction is expected to begin in 2019.
- **Estimated Cost:** $43 million
- **Funding:** Funding for the Airport Connector Road Project will come from the 2016 ½ Cent Sales Tax Referendum and a grant from the SC Department of Commerce.

**College Park Road to Jedburg Road**

- **Description:** Extend College Park Road from where it currently terminates at 17A in Berkeley County to Jedburg Road.
- **Purpose:** With the Volvo announcement, traffic and development will be moving into western Berkeley County. This project allows another major artery to move traffic East/West between I-26 and Highway 176. Alleviates more traffic in Berkeley County on I-26.
- **Status:** IVTF will discuss with Berkeley County officials about this importance of this project and adding it to their Long Range Comprehensive Plan.
- **Estimated Cost:** There is no cost estimate at this time.
- **Funding:** Potential item on the next ½ sales tax referendum or STIB funding.

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- **Estimated Cost:** No estimated cost at this time.
- **Funding:** Dorchester County has obtained a commitment for right-of-way to be donated at no cost, through the East Edisto property. A possible funding source could be tax increment financing.
MARK CLARK EXPRESSWAY COMPLETION

Description:
This project completes the initial vision for I-526. It will add approximately eight miles of new multi-lane, controlled-access roadway between the current western end of I-526 at U.S.17/Savannah Hwy in West Ashley and the James Island Expressway interchange at Folly Road.

Purpose:
Allow another major artery onto and off of James and Johns Islands as well as provide another much need evacuation route for the barrier islands west of the Ashley River. The completion of the road will help alleviate traffic congestion in West Ashely, James Island and Johns Island.

Status:
The project is in a holding pattern until the STIB meets later this year. There they should give approval for Charleston County's funding plan to complete the project. Earlier this year, Charleston County pledged up to $150 million additional dollars toward the project. The Charleston Area Transportation Study Committee (CHATS) agreed to use federal guideshare monies to help complete the project. If the STIB decides against the funding sources it can withhold the original $420 million and continue to unwind the project. The project is stalled until the next STIB meeting which hasn't been rescheduled since March and new Chairman of the Bank Board has been appointed.

Estimated Cost:
$700 million

Funding:
March 2017, Charleston County Council agreed to add an additional $150 million to the completion of I-526 as the STIB asked for the sources of the remaining funding before they would allow the $420 million to be granted for the project. Later in the Spring, CHATS study committee agreed to use federal guideshare monies needed for the completion of the project.

SEA ISLAND GREENWAY

Description:
A 10-mile, four-lane road connecting River Road with I-526 to the Betsy Kerrison Parkway.

Purpose:
To give direct access for residents, visitors and employees to and from Johns Island and the sea islands of Kiawah and Seabrook thus alleviating traffic congestion on Maybank Highway on James and Johns Islands as well as Main Road on Johns Island.

Status:
The project is awaiting action from the Charleston County Council. Charleston County Council has commissioned several studies in the past concerning traffic safety and congestion on Johns Island, in which all studies have recommended a greenway-type solution. Traffic levels of 18 to 20 thousand vehicles per day are anticipated (most diverted from other access routes). Charleston County Council has not yet acted on their recommendations but this remains a critical priority for our region. To preserve the rural character of the area, the project would be modeled after the George Washington Parkway in Washington, D.C.

Estimated Cost:
Funding estimates range from $60+ million.

Funding:
Funding has not yet been identified for this project

SWEETGRASS BASKET PARKWAY EXTENSION

Description:
Connecting the current Sweetgrass Basket Parkway where it terminates at Six Mile Road to Hamlin Road connecting to the Billy Swails Parkway.

Purpose:
The project gives Mount Pleasant a complete third major north-south road easing traffic congestion on Highway 17 and Rifle Rage Road.

Status:
In June 2017, the Town of Mount Pleasant was awarded $1.1 million to design this phase. The town estimates the project can be completed in four years.

Estimated Cost:
The Town of Mount Pleasant estimates this portion will cost $12 million

Funding:
The project is fully funded with a combination of local funding and federal funding.
IMPROVING EXISTING ROADS
### I-526 Widening and Interchange Improvements

**Description:**
This two phase project will add lanes and rework interchanges on existing portions of I-526.

**Purpose:**
Expand capacity and improve safety on one of the region's primary routes.

**Status:**
Design has begun on phase 1 of the project; construction is scheduled to begin in 2020.

**Estimated Cost:**
$850 million phase 1

**Funding:**
As a result of Act 98 of 2013, $50 million was transferred from the SCDOT to the STIB for bonding capacity of $500 million and several significant statewide road projects on DOT's priority list were advanced for construction. This, in conjunction with Act 275 of 2016 which bonds existing and redirected revenues by the STIB, dedicates monies for the completion of this project. Therefore, the widening of I-526 has been approved by the commission and will be funded by SCDOT and the Interstate Federal Aid program.

### Highway 41 Widening

**Description:**
Will widen Highway 41 from two lanes to four from the Wando River to Highway 17 in Mount Pleasant.

**Purpose:**
Expands capacity on primary connection between Mount Pleasant and Berkeley County.

**Status:**
In November 2016, Charleston County voters passed a ballot referendum for a half cent sales tax for infrastructure improvements. A portion of the money generated will be used for the widening of Highway 41.

**Estimated Cost:**
$130 million

**Funding:**
Charleston County 2016 half sales tax referendum

### Palmetto Commerce Parkway

**Description:**
Palmetto Commerce Parkway Phase III is the last segment in the parkway connecting Ladson Road to Aviation Avenue near I-26, Joint Base Charleston and Charleston International Airport.

**Purpose:**
Develop a connection between Ladson Road and Aviation Avenue in order to help relieve traffic congestion along parallel roads such as Dorchester Road, Rivers Avenue and I-26. The Charleston Metro Chamber of Commerce only supports this project if there are no encroachment issues with the runways of the Charleston International Airport and the Air Force base.

**Status:**
Design proposals are due to Charleston County on June 16 and a selection is expected to be announced in July. Construction is expected to start in 2021.

**Estimated Cost:**
$185 million

**Funding:**
Funding will come from the 2016 Half Cent Sales Tax Referendum, a Grant from the SC Department of Commerce and a Special Source Revenue Bond.

### Highway 78 Widening

**Description:**
Widening Highway 78 from Ladson (near the fairgrounds) to the Berlin G Myers Parkway

**Purpose:**
Alleviate residential and business traffic into Summerville allowing another four lane artery into and out of Summerville.

**Status:**
IVTF will meet with officials in Dorchester County to consider including this project in their Comprehensive Transportation Master Plan.

**Estimated Cost:**
No estimated cost as this time.

**Funding:**
Potential funding for this project could be included in the next half cent sales tax referendum
**HIGHWAY 17 AND MAIN ROAD GRADE SEPARATION**

**Description:**
A grade-separated overpass at the intersection of Highway 17 and Main Road

**Purpose:**
To improve safety, alleviate traffic congestion and solve flooding issues with the current intersection.

**Status:**
In November 2016, Charleston County voters passed a ballot referendum for a half cent sales tax for infrastructure improvements. A portion of the money generated will be used for the intersection improvements. The county has begun the design and NEPA process.

**Estimated Cost:**
$180 million

**Funding:**
Charleston County 2016 half sales tax referendum

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**I-26 WIDENING AND IMPROVEMENTS**

**Description:**
Widen I-26 from Highway 27 (near the new Volvo facility) to the Septima P Clark Parkway

**Purpose:**
Expand capacity and improve interchanges on the primary route into and out of the Charleston metro.

**Status:**
SCDOT is currently studying the most efficient way to widen and improve interchanges on I-26 from Highway 27 to the peninsula and estimated costs of the project.

**Estimated Cost:**
No estimated cost as this time.

**Funding:**
Potential funding for this project could come from one or a combination of the following sources: the STIB, new revenue generated from Act 40 or federal funds.

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**RED BANK ROAD**

**Description:**
To create a secured road only accessed by military personnel and a separate public road that provides access to the Bushy Park industrial area.

**Purpose:**
In 1962, the US Navy granted a 50 year easement for a 3.7 mile section of Red Bank Road through federal property on the Naval Weapons Station to the state of South Carolina to allow access to the Bushy Park industrial area. Construction of a separate public route was planned but never built. Growth in the industrial park and mission expansion on the base has increased vehicles per day to more than 36,000.

**Status:**
Joint Base Charleston has recently conducted a feasibility study to determine alternatives to the existing Red Bank Road. The preferred alternative would construct a gate near the intersection of Red Bank Road and North Rhett and construct a new road to provide public access to the Bushy Park area. The new public road would be constructed parallel to the base access road between the Naval Nuclear School and exiting Naval Weapons Station.

**Estimated Cost:**
between $56.5 and $75 million

**Funding:**
There is no funding at this time. Joint Base Charleston continues to work with Berkeley County on a solution.

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**PALMETTO COMMERCE INTERCHANGE**

**Description:**
The Palmetto Commerce Interchange Project is proposed to be a new interchange on I-26 between U.S. 78 (University Blvd) and Ashley Phosphate Road, which will provide a new westerly connection to Palmetto Commerce Parkway, Weber Blvd and Northside Drive.

**Purpose:**
The purpose of the project is to provide a connection from I-26 to a new network of roads between Ladson Road and Ashley Phosphate Road in order to relieve major congestion along these heavily congested roads and provide a direct access to I-26 from Palmetto Commerce Parkway.

**Status:**
Davis & Floyd, Inc. is developing preliminary plans for the project. Preliminary designs will be presented at a public information meeting this fall. Construction is expected to begin in 2020.

**Estimated Cost:**
$53 million

**Funding:**
Funding for the Palmetto Commerce Parkway Phase 3 Project will come from the 2016 Half Cent Sales Tax Referendum and a Special Source Revenue Bond.
EXPANDING FREIGHT CAPACITY
HARBOR DEEPENING

Description:
52-foot Charleston Harbor Deepening Project

Purpose:
With the widening of the Panama Canal complete, larger vessels are able to travel from the Far East to the U.S. East Coast. In order to accommodate these neo-Panamax vessels, which can carry up to 14,000 TEUs, the SC Ports Authority is deepening its harbor from the current depth of 45 feet to 52 feet. Once completed, the Port of Charleston will be able to accommodate fully-loaded neo-Panamax vessels 24/7 with no tidal restrictions.

Status:
In May 2017, the Harbor Deepening project was named as a new construction start in the U.S. Army Corps of Engineers FY2017 Work Plan and received $17.5 million in construction funding. Construction will begin Fall 2017 and is scheduled to be completed by 2020.

Estimated Cost:
$530 million

Funding:
The project will be funded by state and federal sources, as well as the local sponsor, the S.C. Ports Authority. In 2012, the S.C. General Assembly set aside $300 million to cover the estimated state share.

NAVY BASE INTERMODAL FACILITY (NBIF)

Description:
118 acre site on the former Charleston Navy Base to help facilitate goods and cargo movement via rail specifically from the Leatherman Terminal within S.C. and the Southeast.

Purpose:
The planned harbor deepening project and the SCPA Leatherman Terminal development all support the need for increased intermodal railhead capacity to ensure the continued competitive growth of the Port and our State’s economy. Both Class I rail carriers (CSX and Norfolk Southern) will have equal access to the site.

Status:
As of the Fall of 2016, public notice was issued for the Department of the Army (DA) permit for the NBIF. The DA permit allows the discharge of fill materials into Waters of the U.S. DA application will be used in the final preparation of the Environmental Impact Statement (EIS). The final EIS is expected in July of this year. Also of note, both Class I rail carriers CSX and Norfolk Southern have yet to come to an agreement with Palmetto Railways on the sharing of a rail lines into and exiting the NBIF. Both carriers want their own line in and out until an agreement is reached between the three parties. The outlook is unclear on the project timeline moving forward.

Estimated Cost:
$280 Million

Funding:
Palmetto Railways is pursuing funding through the Federal Railroad Administration (FRA) Railroad Rehabilitation & Improvement Financing (RRIF) program. The RRIF program was established by the Transportation Equity Act for the 21st Century (TEA-21), and under this program, the FRA Administrator is authorized to provide direct loans and loan guarantees up to $35 billion to finance development of railroad infrastructure, with a specific focus on development of new intermodal facilities. Palmetto Railways also has the ability to issue revenue bonds if necessary.

LEATHERMAN TERMINAL

Description:
A new 280 acre container terminal in North Charleston

Purpose:
As the only permitted new container terminal on the East and Gulf Coasts, the project is a competitive advantage for the S.C. State Ports Authority. The project will increase container traffic and boost current capacity by 50 percent.

Status:
Since receiving the final permit approvals in 2007, the Ports Authority continues site preparation, which includes placing fill and surcharge behind the containment wall and upland area of the 280 acre terminal. At build out, the new terminal will boost container capacity in the port by 50 percent. Construction is underway with completion for phase one planned in 2020.

Estimated Cost:
$700 million

Funding:
Funded by the S.C. State Ports Authority

PORT ACCESS ROAD

Description:
A new 1.17 mile road to connect I-26 and the new Leatherman Port Terminal.

Purpose:
Dedicated commercial access for the new Leatherman Terminal to I-26.

Status:
The design-build project is currently under construction and will be completed by the opening of the new terminal. The Port Access Road, which is managed by the S.C. Department of Transportation, will directly connect the new Leatherman Terminal to I-26, and will provide two inbound and two outbound lanes for port-related traffic. The new fully directional interchange will also serve local and commercial vehicles with a new connector road to Bainbridge Avenue, an extension of Stromboli Avenue, improved I-26/Meeting Street access ramps as well as associated roadway improvements to surface streets.

Estimated Cost:
$330 million

Funding:
Federal and State allocations, along with S.C. Ports Authority
**CHURCH CREEK DRAINAGE BASIN**

**Description:**
The Church Creek basin drains nearly 5,000 acres of primarily residential development in West Ashley. Several significant flooding events in recent years have highlighted inadequate storm water drainage capacity in the area. Capital improvements and new water management strategies are likely necessary to accommodate anticipated growth and prevent damage to existing properties.

**Purpose:**
Drainage improvements and new water management strategies will allow planned residential and mixed use projects in the area to proceed.

**Status:**
In spring 2017, Charleston City Council enacted a temporary moratorium on new development in the Church Creek basin. A study is underway to determine new infrastructure needs and explore policy recommendations.

**Estimated Cost:**
Undetermined

**Funding:**
Potential revenue sources will be identified to match needs.

*Adequate storm water and drainage management is a priority across the region. There are several drainage studies currently underway across the Tri-county area. The IVTF will monitor progress of those studies and potentially add water projects to the list of priorities.*
FUTURE NEEDS
BUS RAPID TRANSIT

**Description:**
Bus Rapid Transit (BRT) is a mass transportation system which has a fully dedicated right of way for its fleet of buses but can operate in a fixed lane or in mixed traffic. The first BRT line would connect Summerville to Downtown Charleston.

**Purpose:**
Provide a standalone mass transit system for the Charleston region reducing congestion and vehicles from the I-26 corridor. Properly executed, BRT can provide a reliable transportation source that is convenient enough that people choose to use BRT over driving, especially to and from work. A BRT system is the most feasible for our area in terms of costs and population due to the flexibility of going from fixed use lanes to mixed traffic. In the future, if other options become feasible there will already be some fixed lanes in place to be utilized.

**Status:**
Charleston County’s passage of the ½ cent referendum last year pledges $250 million for BRT as a match to federal funding that is in the process of being applied for by BCDCOG and CARTA.

**Estimated Cost:**
$360 - $400 million

**Funding:**
$250 million from Charleston County’s half cent program has been dedicated for the BRT system. The remainder of the funding will come from federal funds.

REGIONAL TRAFFIC MANAGEMENT SYSTEM

**Description:**
One singular operations center for SCDOT, S.C. Highway Patrol, local police and rescue units using technology to help traffic mitigation during peak hours and to direct assistance and motorists to other arteries when accidents do occur in the region.

**Purpose:**
To maximize traffic movement on a daily bases, during major events or emergencies. Ensuring expedited emergency response and assistance in a more efficient manner and notify motorists, in the event of an accident, via electric signs of alternative routes.

**Status:**
Studied by Chamber leaders, BCDCOG and Elected leaders on the 2017 Metro Leadership Visit to Jacksonville.

**Estimated Cost:**
Jacksonville’s regional transportation management center cost $11 million

**Funding:**
No available funding at this time.
The following projects were included in previous versions of the Charleston Metro Chamber Infrastructure Vision White Paper. They have now advanced sufficiently in funding, design and/or construction that they no longer need active advocacy to ensure completion. We list them as success stories to celebrate progress.

**CROSTTOWN DRAINAGE**

**Description:**
Improve the drainage system and operations of Septima P Clark Parkway

**Purpose:**
Help relieve the area of flooding during large rain events in the City of Charleston.

**Status:**
*Phase 1 Completed:*
Improving traffic efficiency, safety, pedestrian safety, increasing storm water structures and adding 5,500 feet of drainage piping.

*Phase 2 Underway:*
Add eight drop shafts that will be connected to the deep tunnel system in Phase 3 and should be completed in the fall of 2017.

*Phase 3 Underway:*
This phase will construct 8232 feet of 12 foot diameter tunnel up to 150 feet below ground including two 30 foot diameter working shafts and two 20 foot diameter exit shafts. The main line tunnel is 1 mile long. Phase 3 is expected to be completed in 2019.

*Phase 4:*
Construction of the wet well for large storm water pumps and the triple box culvert outfall into the Ashely River. Phase 4 is expected to being in early 2018.

*Phase 5:*
A new pump station between the Ashley River Bridges with three pumps capable of pumping 120,000 gallons per minute. Currently it is estimated for construction to begin in 2019 and brought on-line in late 2021.

**Estimated Cost:**
All phases: $154 Million

**Funding:**
Phase 1 was funded through the TIGER 1 program. Phase 2 is funded as a 2012 50/50 Federal Match project. The remaining phases will be funded by the STIB.

**SHEEP ISLAND INTERCHANGE**

**Description:**
The interchange with I-26 and Sheep Island Parkway will be located near mile marker 197, with reconstruction of the Jedburg Road interchange at exit 194 and widening of I-26 to six lanes from the current location to west of the exit 194 improvements.

**Purpose:**
With the Volvo plant announcement, additional traffic generated by an estimated 20 million square feet warehouse project and distribution space planned for development, as well as new office and commercial development planned along the corridor, Sheep Island is needed to accommodate the traffic generated. The warehouse distribution facilities will attract and serve port-related commerce to the region and state.

**Status:**
Construction is nearly complete

**Estimated Cost:**
$280 Million

**Funding:**
The project is fully funded. The original application to the STIB was approved but not fully funded. Subsequently, Berkeley County has put together funding for the Sheep Island interchange with a combination of STIB grants ($21.5 million), a S.C. State Ports Authority grant ($15 million), county transportation impact fees, county transportation sales tax funds and county economic development funds. The Jedburg Road interchange is funded through STIB loans which are repaid by Berkeley County and the Jedburg Road Improvement District assessments. ACT 275 of 2016 provided funding for the widening portion of I-26.

**CLEMENTS FERRY ROAD**

**Description:**
Phase 1 will widen Clements Ferry Road from two lanes to four between I-526 and Jack Primus Road. Phase 2 will widen Clements Ferry Road 4.5 miles from Jack Primus Road to S.C. Highway 41.

**Purpose:**
To alleviate traffic congestion for a growing residential area.

**Status:**
Phase 1: Construction is underway with an anticipated completion date of late 2019. Phase 2: Preliminary design is underway with construction set to begin in 2019.

**Estimated Cost:**
Phase 1: $38 million Phase 2: $29 million

**Funding:**
The Berkeley County 1% sales tax will fund Phase 1 and 2 of the widening of Clements Ferry Road.
THE CHARLESTON METRO CHAMBER OF COMMERCE

With approximately 1,600 member organizations representing 160,000 professionals, the Charleston Metro Chamber of Commerce serves as the collective voice of the business community, and a catalyst for regional economic advancement and member success through Talent, Advocacy, Leadership and Business Development.

INFRASTRUCTURE VISIONING TASK FORCE

The Charleston Metro Chamber of Commerce formed the Infrastructure Visioning Task Force in 2011 to study the region’s short and long-term infrastructure needs and advise the Chamber’s Business Advocacy Committee about priority projects. The Task Force is made up of large employers and private sector leaders with backgrounds in engineering, construction, planning and resource management. Their first Infrastructure Priorities White Paper was published in 2013 and has been updated regularly since.