

Title: **Waste not nuclear mutants, want not**
 Author:
 Size: 41.85 square inch
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Waste not nuclear mutants, want not

Acrimonious disagreements divide South Carolinians.

From road funding to off-shore drilling to uncommon rancor over Common Core to firearm access for woman beaters to which flags should go where and beyond, we Palmetto Staters bitterly bicker in protracted disputes while pressing problems fester unsolved.

But at least nearly all of us agree — as we should — with Gov. Nikki Haley that we've had enough nuclear waste.

As Haley put it last Thursday during a news conference at the Statehouse: "We don't sell our soul for jobs and money. I'm not willing to go in and take in nuclear waste that our kids and grandkids are going to have to deal with."

You go, governor!

Then again, how many jobs and how much money are we talking about here? And don't we Americans need more, not less, nuclear power?

Sure, Haley's right to resist having more nuclear waste dumped on us at a landfill in Barnwell County.

However, she — and lots of other South Carolinians — have repeatedly been not just willing but eager to trade plenty for "jobs and money."

Of course, no amount of



FRANK WOOTEN

money and jobs could adequately compensate us for putting more nuclear waste near an earthquake fault line — or anywhere else in our state. And many of us Baby Boomers still suffer the nuclear-nightmare trauma of growing up in the shadow of "The Bomb."

Put up your nukes

Meanwhile, more than half a century after being absurdly instructed to get under our fourth-grade St. Andrews Elementary desks in the event of a thermonuclear attack during the Cuban Missile Crisis, what about the persisting peril of atomic-age mutants?

James Arness (Marshal Matt Dillon on "Gunsmoke") plays an FBI agent in the 1954 sci-fi flick "Them." Yet the real stars are the nuke-mutant giant ants on a New Mexico rampage.

Now here in South Carolina, as we prepare for the annual invasion of "no-see-ums," imagine how big those little monsters' bites would be if we

saw um, er, them, in vastly enlarged, mutated form?

Ponder, too, the Brotherhood of Evil Mutants.

Yes, those Marvel Comics characters are fictional and sprang from the creative minds of Stan Lee and Jack Kirby.

Hey, terrible truth is often stranger than frightening fiction. And even more nuclear trash in S.C. would be a bad reality. But the X-Men are the nuclear-mutant good guys we need to defeat the mutant — and non-mutant — bad guys.

Plus, if a radioactive spider hadn't bitten Peter Parker, he wouldn't have become Spider-Man, who knows that with great power comes great responsibility.

As for nuclear power, unlike the burning of coal, it doesn't belch huge volumes of carbon.

Before underrating that advantage, consider this nature-strikes-back warning from a TV journalist in "Sharknado" as a mega-hurricane hurls hordes of hungry predators from the deep toward shore in Southern California: "Global warming is the reason for this unprecedented event."

That 2013 cult hit on the Syfy Channel spawned a 2014 sequel, "Sharknado 2: The Second One."

And on July 22 Syfy will

release "Sharknado 3: Oh Hell No!," featuring Mark Cuban as the U.S. president, Ann Coulter as the vice president, Ian Ziering (again) as Fin Shepard, David Hasselhoff as Fin's father Gil, Bo Derek as Fin's ex-mother-in-law May; pro wrestler Chris "Y2J" Jericho as Bruce the roller coaster operator, Jerry Springer as a manic tourist and former Minnesota Congresswoman Michele Bachmann as herself.

Too close to home

According to a Syfy update last week, the incoming "Sharknado 3" title characters "will cause mass destruction in Washington, D.C., before roaring down the Eastern Seaboard and into Florida."

Even non-geography majors should know what that would mean in these coastal parts.

And lest your reasoning abilities drown in an inordinate fear of nuclear energy, remember to carefully count which environmental menaces pose the most monumental hazards.

Remember, too, that without evolutionary mutation, life itself would be impossible.

Frank Wooten is assistant editor of The Post and Courier. His email is wooten@postandcourier.com.

Title: **State workers deserve to be paid decent wage**
 Author:
 Size: 38.59 square inch
 Beaufort, SC Circulation: 11269



OTHER VIEWPOINTS

State workers deserve to be paid decent wage

Study of state workers' salaries may be justified, but lawmakers must act on the results.

S.C. lawmakers probably are justified in voting to spend \$300,000 on a study to determine if state employees' salaries are too low. But they shouldn't waste the money if the study will just end up on a shelf collecting dust.

The House has approved funding for a comprehensive study of employees' salaries. It would be the first such study in 20 years.

Even without a study, it appears safe to assume that many categories of state workers are underpaid, some woefully underpaid. For example, probation officers — who are required to hold a college degree — earn starting salaries of only \$26,000. State troopers start out making \$31,000 a year.

"We have police officers out there now working two or three jobs to feed their families," said state Rep. Mike Pitts, R-Laurens, who is chairman of the Ways and Means subcommittee that writes state law enforcement agencies' budgets.

The study would provide necessary information about what employees across the Southeast make in both the public and private

sector in jobs similar to those of state workers. Those who conduct the study also would be expected to provide recommendations for adjusting pay.

But will lawmakers listen? State Rep. Ralph Norman, R-Rock Hill, doubts they will, saying the study would only confirm the obvious, leaving the legislature to figure out how to fund increases.

The staff levels of state agencies have yet to return to the levels

they were before the Great Recession hit. And the population has grown since then, increasing the need for state services.

Will state lawmakers have the foresight, the compassion and the guts to pay state workers what they deserve even if they have to find a new source of revenue to do it? The odds of our legislators doing the right thing instead of what they believe is the politically expedient thing are not good.

The House already has rejected a 3 percent cost-of-living wage proposed by Rep. Gilda Cobb-Hunter, D-Orangeburg, which would cost \$46 million.

Lawmakers also recently backtracked on a plan to borrow \$500 million in state bond money to help pay for a variety of state needs. That move came after Gov. Nikki Haley strenuously opposed it, claiming the taxpayers wouldn't stand for it. She threatened to post the names of lawmakers online who voted in favor of the proposal.

Earlier this month the House also refused to distribute up to \$10 million to 22 counties to cover part of their cleanup costs from the 2014 ice storm, saying it would throw the proposed budget out of balance. The affected counties include some of the state's poorest.

So, what are the chances lawmakers will do what's necessary to bring salaries for state workers in line with their Southeastern counterparts?

To have a smoothly functioning state workforce, the state will have to pay employees decent salaries. If lawmakers aren't going to pay attention to a study that inevitably will tell them that, why bother?

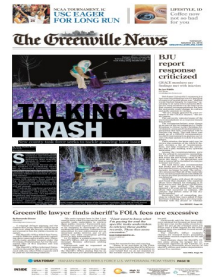
The (Rock Hill) Herald

Title: **TALKING TRASH**

Author:

Size: 168.79 square inch

Greenville, SC Circulation: 113473



HEIDI HEILBRUNN/STAFF
Poonam Shores, a Greenville Technical College instructor, picks up trash Friday along Mauldin Road.

TALKING TRASH

New county task force seeks to tackle growing litter issue

By Amy Clarke Burns

Staff Writer

aburns@greenvillenews.com

Scattered piecemeal along roadways and riverbanks or piled en masse at illegal dumpsites, litter woefully abounds in some parts of the Upstate.

Whether carelessly thrown out of car windows or accidentally blown out of uncovered truckloads, litter contributes to more than unattractive

roadsides, and who will clean it up is a question without a consistent or reliable answer.

Government employees often join forces with inmates, those completing court-ordered community service, property owners and hundreds of volunteers to address litter, but it's still not enough.

"Trash on our roadways and public

spaces in Greenville County has become epidemic," said County Councilman Butch Kirven. "It's unsightly, unsanitary and unnecessary."

To combat it, a newly formed county task force is bringing together government agencies and volunteer groups to formulate some innovative

See LITTER, Page 4A

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Author:

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LITTER

Continued from Page 1A

ideas for tackling litter.

The cost of litter

Nationwide, reported litter clean-up costs top \$11.5 billion per year, \$9.1 billion of which is shouldered by businesses, according to Keep America Beautiful's 2009 National Visible Litter Survey and Litter Cost Study.

"Litter detracts from economic development," said Sarah Lyles, director of Palmetto Pride.

"It actually increases crime rates. It contributes to the breakdown of neighborhoods. It's not just an eyesore," she said.

The presence of litter in a community decreases property values by more than 7 percent, according to the National Association of Home Builders.

And then there's the direct cost, like the \$1.7 million in damage from a Greer brush fire ignited by a cigarette butt in April 2014.

South Carolina efforts at litter eradication have seen some fits and starts over the years and notably got a boost when legendary football coach Lou Holtz made his infamous comment about the interior of cars in South Carolina being clean because all the trash was on the road.

That comment was the impetus for an advocacy group that would become known as Grandmothers Against Garbage, which included local resident Rose Cooke.

Grandmothers Against Garbage

started getting media attention and eventually met with lawmakers, including then-governor Jim Hodges. A task force was formed that would go on to become Palmetto Pride.

"There were some important things done, things that have lasted," Cooke said.

Palmetto Pride reported a 66 percent reduction in litter along interstates since its creation in the late 1990s, Lyles said.

But battling litter is like an ember that needs an occasional fanning to become a flame, Cooke said.

Kirven said the uptick in visible litter was what led to creation of the task force, which includes himself and County Councilman Joe Dill, the Greenville

County Sheriff's Office, Greenville County Recycling, Palmetto Pride, the Adopt-a-Highway program and others.

Members of the nascent group have met only once so far and plan to gather again soon to talk about new ideas for a "three-pronged attack" on litter — public awareness, cleanup and enforcement.

State law and Greenville County ordinance prohibit littering, and fines range from \$475 to \$1,093, said Sgt. Sam Cureton, supervisor with the Sheriff's Office's community services division.

The biggest offender when it comes to litter is cigarette butts, which comprise the largest amount of litter by number and by volume, said Esther Wagner with Palmetto Pride. About 6.5 billion butts are tossed out every day.

Keep Greenville County Beautiful operates a program to install ashcans at

public bus stops and other prevention and education efforts, like the installation of litter-filled sculptures on the Greenville Health System Swamp Rabbit Trail.

"The real answer to litter is not picking it up. The real answer is prevention," said Don Owings, chairman of Keep Greenville County Beautiful.

Anti-litter organizations say the biggest challenge is changing hearts and minds — and bad habits.

"It's amazing how much people litter and don't care," Cureton said.

Cleaning it up

Inside the city of Greenville, litter typically doesn't linger long thanks to a broad — and expensive — program to keep the city clean, for both aesthetic and economic development reasons.

"The appearance of the city of Greenville is one of the things we bank on," said Mike Murphy, public works director. "There's a lot of work that goes into keeping this town so clean."

The city spends upwards of \$1 million a year on litter eradication efforts.

Step beyond city limits, though, and things aren't quite so neatly organized, and it shows.

"It's like having a \$3 million house and your yard coming up is like a trash dump," said Cooke.

The current approach to addressing litter is fractured and difficult to navigate. Call one government agency to ask about getting litter cleaned up, and you're liable to be referred to another and then another.

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Size: 168.79 square inch

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Inmates from the state Department of Corrections clean up interstates, where volunteers aren't allowed to go.

The state Department of Transportation does a little here and there when other options can't be found.

Judicial systems sometimes sentence those convicted of a minor offense to perform community service, often in the form of litter cleanup.

The Greenville County Sheriff's Office last year collected 1.4 million pounds of litter through its environmental division, which investigates littering cases and employs a civilian crew for cleanup.

County- and state-level road "adoption" programs recruit volunteers to maintain stretches of road. Currently, those programs tackle about 275 miles of Greenville County roads with quarterly

cleanups.

Local Keep America Beautiful affiliates, including Keep Greenville County Beautiful and Let's Keep TR Beautiful, organize and facilitate volunteer clean-up events.

And then there are untold numbers of private and public clean-up events going on throughout the year or during special events, like the upcoming Great American Clean-Up of South Carolina and Zero Tolerance for Litter campaign in April.

"There's an interplay between all of the organizations that do litter enforcement and litter pickup, and sometimes it's difficult to tell whose responsibility it is," said Tyler Stone, a county planner whose job includes serving as executive director of Keep Greenville County Beautiful.

Cooke said she's been making calls about litter along I-85 exit ramps and was told it would take nine to 12 months before someone could get to it.

"It does a lot more than just make the road look dirty," she said. "I feel like we're leaving this to our grandchildren."

A new effort, announced by Gov. Nikki Haley last month, aims to improve interstate litter clean-up by improving communication among state agencies.

Citizens can also report litter hot spots, dumpsites and litterers themselves via a new Trash Tracker app developed by Palmetto Pride.

The organization sends awareness letters to reported litterbugs and notifies appropriate agencies of clean-up requests, said Sterling McMillan, community outreach program manager.



HEIDI HEILBRUNN/STAFF

David Hargett, executive director of the Conestee Foundation, helps pick up trash around Lake Conestee Nature Park. Nationwide, it costs roughly \$11.5 billion to clean up litter.

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HEIDI HEILBRUNN/STAFF

Volunteers crews pick up trash around Lake Conestee Nature Park. Last year, the Greenville sheriff's office collected 1.4 million pounds of trash.

Title: **Don't fall for ad blitz by nuclear waste company**
 Author:
 Size: 32.24 square inch
 Rock Hill, SC Circulation: 34688



Our view

Don't fall for ad blitz by nuclear waste company

Energy Solutions, the land-fill operator that runs the Barnwell Waste site near the Savannah River, wants to reopen the dump to customers around the nation. Not content to merely lobby state legislators, the Utah corporation now has launched a statewide media and internet blitz to persuade doubters that nuclear waste is good for the state.

We hope the many opponents of this bad idea will remain steadfast in opposing any efforts to reopen the site.

Energy Solutions, which serves customers around the nation, hopes to reopen the dump so that it can compete nationally with its chief rival, Waste Control Specialists. That company now operates the only low-level landfill, located in west Texas, that is licensed to take all classes of low-level waste from all states.

Beginning in early March, Energy Solutions began running TV ads across South Carolina touting the economic benefits of once again accepting low-level waste – including more highly radioactive Class C waste – from waste facilities in states outside the current three-state compact now served by Barnwell. The company also has launched a website, “truthaboutbarnwell.com,” and hired a team of legislative lobbyists to promote the plan.

Under a state law passed in 2000 and fully implemented in 2008, the Barnwell dump was closed to all but three states – Connecticut, New Jersey and South Carolina – which formed what is known as the Atlantic Compact. Under that agreement, the cost of operating the landfill is split among the power reactors in the three states.

Energy Solutions would like to bring in more more Class C and other more highly radioactive waste to Barnwell County. That type of waste can produce more revenue because it costs more to bury. In exchange, waste with lower levels of radioactivity would go to the company's landfill in Clive, Utah.

It's not hard to figure out that this is a losing proposition for South Carolina. More highly radioactive waste would be shipped to the state; more low-level waste would be sent to Utah; and Energy Solutions would make more money.

Even now, the Barnwell landfill is leaking radioactive tritium into groundwater that drains into a tributary of the Savannah River. That river is a source of drinking water for communities in Beaufort and Jasper counties, including Hilton Head Island. Savannah, Ga., also gets drinking water from the river.

Critics of the plan say they

have seen nothing to indicate opening the site would create a significant number of jobs or do much to boost the economy in Barnwell County. The site now employs fewer than 100 people.

Last week, Gov. Nikki Haley announced that she opposes the plan to reopen the site to national waste, saying she wants to ensure the state isn't spoiled for future generations: “I'm not willing to go and take in nuclear waste our kids and grandkids might have to deal with,” she said during a recent news conference to address the issue.

She said that despite her desire to create jobs in South Carolina, some jobs just aren't worth it. “We don't sell our soul for jobs and money,” she said.

So far, no bill has been filed in the Legislature to reopen the dump. We hope that continues to be the case.

In summary

Gov. Nikki Haley has joined critics in opposing a plan to reopen the low-level nuclear waste site in Barnwell County to all states.

» Online

Your view

What do you think about this editorial? Come to our website and tell us.

heraldonline.com/submit-letter

Title: **State workers deserve to be paid decent wage**
 Author:
 Size: 37.97 square inch
 Hilton Head Island, SC Circulation: 20015



OTHER VIEWPOINTS

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sector in jobs similar to those of state workers. Those who conduct the study also would be expected to provide recommendations for adjusting pay.

But will lawmakers listen? State Rep. Ralph Norman, R-Rock Hill, doubts they will, saying the study would only confirm the obvious, leaving the legislature to figure out how to fund increases.

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The (Rock Hill) Herald

Title: **S.G. Senate passes bill to bolster fight against human trafficking**

Author:

Size: 8.68 square inch

Rock Hill, SC Circulation: 34688



S.C. Senate passes bill to bolster fight against human trafficking

COLUMBIA Legislation to allow South Carolina's State Grand Jury to investigate human trafficking is heading to Gov. Nikki Haley for final approval.

The Senate voted Tuesday to give final legislative approval to the bill that Attorney General Alan Wilson considered a top legislative priority. It received unanimous support in both chambers.

Wilson's office oversees the State Grand Jury. He says the measure would give prosecutors and local law enforcement a new weapon against modern-day slavery. The ability to send cases to the State Grand Jury means they're no longer restricted by local jurisdictional boundaries.

The state's chief prosecutor says the bill would fix an oversight in the state's 2012 anti-human-trafficking law. Wilson says the fix would mean human traffickers could no longer hide by scurrying from county to county.

ASSOCIATED PRESS

Title: **SC senators OK law on human trafficking**
 Author: The Associated Press
 Size: 11.00 square inch
 Greenville, SC Circulation: 113473



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The Associated Press

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Title: **Legislators: Contentious relationship may harm Gov. Haley's agenda**
 Author: By Seanna Adcox Associated Press
 Size: 32.55 square inch
 Greenville, SC Circulation: 113473



Legislators: Contentious relationship may harm Gov. Haley's agenda

By Seanna Adcox

Associated Press

COLUMBIA — Following her decisive re-election win, Gov. Nikki Haley is pulling no punches, as she publicly chastises her fellow Republicans on social media and at events in their districts.

While legislators caution the tactic may backfire, Haley insists nothing's changed and her criticism isn't personal.

"You've got a problem with your delegation you need to know about," Haley told a Rotary Club in Spartanburg, as she called out area senators who supported an amendment she said "basically killed ethics" reform during debate on the Senate floor. Their explanations, she said, are mere excuses.

She's giving similar speeches across the state, all recorded by her office videographer and posted on YouTube.

At a Greenville Rotary Club, she again cited Ways and Means Chairman Brian White of Anderson, whom she's repeatedly blasted for a borrowing proposal her opposition on Facebook helped kill. She also disapproves of his committee's road-funding plan, saying the accompanying income-tax cut he sponsored doesn't go nearly far enough.

In Florence, Haley singled out Senate President Pro Tem Hugh Leatherman, R-Florence, accusing him of leading the charge against ethics. She's championed the legislation since a then-GOP-dominated House ethics panel twice cleared her in 2012 of accusations she violated ethics law.

Legislators' frustrations with Haley flared last week, after she told a group of Realtors they needed to "take a good shower" after leaving the Statehouse.

House Speaker Jay Lucas, R-Hartsville, took the podium, saying such middle-school insults are not helpful

to the debate process. Leatherman dismissed her comments as "pretty childish."

"In my opinion, what she's been doing is not good for this state," he said.

Perhaps the most stinging barbs came in Spartanburg, where she cited senators who usually align with her ideologically. She told the Rotarians no other delegation is causing her as big of a problem collectively.

"There are members that are upset," Sen. Lee Bright, R-Roebuck, said of senators. He's among members of the conservative, self-named William Wallace Caucus whom Haley called out. "I don't think it helps what she's trying to accomplish."

The contention is reminiscent of Haley's early tenure, when she tried to force legislators back to Columbia to pass her agenda and got rebuffed by the state Supreme Court. In 2012, she flew around the state to lambast legislators for not writing into the budget her plan to eliminate corporate taxes and reduce personal income taxes. The Legislature instead provided tax relief to small businesses.

Haley's since seen more progress on her agenda, as legislators praised her for taking a more cooperative approach. On the campaign trail, she touted passage of education funding reforms, a road-funding bill seen as a start to fixing the state's infrastructure, and a government restructuring law called the largest overhaul in two decades — all successes of the past two years.

Haley insists her approach has never wavered.

"I have been the exact same. I have always been blunt on where I stand on issues. I've always used social media to educate," she said. "What has changed are the policies we've been debating. None of this is personal."

Title: **AG: Road-funding bill must start in House**
 Author: By Tim Smith Staff Writer tcsmith@greenvillenews.com
 Size: 41.07 square inch
 Greenville, SC Circulation: 113473



AG: Road-funding bill must start in House

By Tim Smith

Staff Writer

tcsmith@greenvillenews.com

COLUMBIA — The Senate can propose how it wants to raise money for road repairs but any legislation raising fees should start in the House, state Attorney General Alan Wilson's office says.

To do otherwise would be a violation of the state Constitution, Robert Cook, state solicitor general under Wilson, said Monday in an opinion.

But Cook also argued that the state Supreme Court would likely overlook any such violation if

the Legislature eventually passed a plan.

"It would be a matter for the General Assembly, rather than the courts, to ensure there is compliance with the Constitution," he wrote in a five-page opinion, which isn't legally binding.

The issue of whether the Senate could pass its own road-funding bill surfaced last week, after an attempt failed to schedule a Senate bill for debate that would raise \$800 million for in-

frastructure.

The Senate failed to act last year on another road-funding bill. A House bill will likely be debated by House lawmakers when they return from Easter break on April 14.

But some lawmakers are nervous about having enough time to debate major legislation in the Senate in its final month before adjournment in early June. The Senate last year set a road-funding bill for debate in April

but adjourned without taking it up.

The opinion by Wilson's office was requested by Senate Judiciary Chairman Larry Martin of Pickens, who told the Senate last week that the Senate had to wait on a House-passed roads plan because the state Constitution requires that all revenue-raising bills start in the House.

Martin told *The Greenville News* on Tuesday he agrees

See **ROADS**, Page 4A

ROADS

Continued from Page 3A

with Cook's assessment as to where the legislation should start but isn't so sure the Supreme Court will overlook any violation.

"I'm not as confident that the Supreme Court would defer to the enrolled bill rule," he said. "The court has become quite proactive in looking behind legislative enactments."

The Senate has one more day in session this week before breaking until April 14. The House is off this week and next. While the Legislature adjourns for the year in June, it's the first year in a two-year session, meaning bills not acted upon by June can survive until next January.

"I supported the Finance Committee's decision to go ahead and work up its plan for DOT funding," Martin said. "What I cannot support is ignoring the clear dictates of the state Con-

stitution which we took an oath to uphold and the courts expect us to follow. We should follow the Constitution and await the House bill that will be taken up when it returns after the Easter break."

While some legislative supporters of the Senate bill argue that it only raises user fees, Cook said, the courts have long recognized the gas tax as a tax. Even in the case of fees, he wrote, it makes no difference whether they are considered a tax because the courts look at their purpose and revenue-raising legislation must start in the House.

However, he said the courts also defer to the Legislature and would likely not side with a constitutional challenge as long as the bill is valid on its face and "meets all other requirements of law."

A bill approved by the House Ways and Means Committee would cut the

gas tax by 6 cents per gallon, impose an excise tax on gas at the wholesale level and raise the cap on the sales tax on vehicles, which would raise more than \$400 million a year.

A bill by the Senate Finance Committee would raise the gas tax by 12 cents per gallon over three years, increase the cap on the sales tax for cars, increase fees for driver's licenses and vehicle registrations and impose a new fee for vehicles powered by alternative fuel and on hybrids.

Gov. Nikki Haley has vowed to veto any roads bill that does not include a "significant" tax cut. Haley has proposed increasing the gas tax by 10 cents but only if lawmakers cut the state income tax top rate from 7 percent to 5 percent and also scrap the current system of legislators selecting highway commissioners.

Title: **Closing DUI loophole on mopeds gets backing from SC Senate subcommittee**
 Author: By Susanne M. Schafer Associated Press
 Size: 35.65 square inch
 Greenville, SC Circulation: 113473



Closing DUI loophole on mopeds gets backing from SC Senate subcommittee

By Susanne M. Schafer

Associated Press

COLUMBIA — A Senate panel moved Tuesday to close a loophole in South Carolina law that seems to allow moped operators to drive while intoxicated.

"A person can be literally falling drunk and be riding a moped down the road, which is terribly dangerous," said Sen. Greg Hembree, R-North Myrtle Beach, after his Senate Transportation subcommittee passed the measure seeking to bar such activity.

"They can't get arrested for (driving under the influence), so they can't be charged with DUI, so they get sort of a free pass," he said.

The measure defines mopeds as motor vehicles, which makes them subject to the same safety laws as cars and motorcycles.

The problem developed several years ago with a change in the South Carolina code.

Because of this, some judges haven't pressed ahead with DUI

charges involving mopeds.

"There is a glitch in the law," Hembree said. "It does close this loophole."

The measure now goes to the full Transportation Committee. Hembree said if there are no changes by the committee or the Senate, it could go to Gov. Nikki Haley for her signature after passage.

Other senators said they want more information before moving ahead on a number of other bills that would add restrictions on operating the small-wheeled vehicles.

Several senators agreed there should be a way to define exactly what a moped is, whether by describing the size of its motor or through other means.

Other bills under consideration require riders to wear reflective vests, have a flashing light on the vehicle or operate only on certain parts of the roads. Some bills deal with registration, insurance and licensing.

"I'd like more information from the manufacturers," said Sen. Daniel Verdin, R-Laurens, in particular asking whether a flashing light comes with most of the small vehicles or if it would have to be added.

Hembree said the subcommittee will hear testimony from many interested parties in several weeks on the other measures dealing with mopeds.

He said the panel approved the definition regulation to move ahead on the DUI problem first.

The measure now goes to the full Transportation Committee. Sen. Greg Hembree says if there are no changes by the committee or Senate, it could go to Gov. Nikki Haley for her signature after passage.