

Title: **SCGOP leaders rally behind Leatherman**  
 Author: BY CASSIE COPE [ccope@thestate.com](mailto:ccope@thestate.com)  
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# SC GOP leaders rally behind Leatherman

BY CASSIE COPE

[ccope@thestate.com](mailto:ccope@thestate.com)

As Republican Gov. Nikki Haley works to defeat Senate leader Hugh Leatherman in his primary next week, three other GOP leaders are endorsing the Florence Republican.

South Carolina's Republican House Speaker Jay Lucas, Lt. Gov. Henry McMaster and Superintendent of Education Molly Spearman will appear with Leatherman at a Florence campaign event Thursday, the senator's campaign said Tuesday.

"I've just found him to be a dedicated and hard-working public servant over the years," said Lucas, who said he has known Leatherman for 18 years.

Leatherman's role as chairman of the Senate's budget-writing Finance Committee also "bodes well for the folks in the Pee Dee," added Lucas, who represents Darlington County. "He brings a voice to this region that we have not had for decades."

The reinforcements could

help Leatherman, who has been in the Senate since 1981, and faces opposition from the governor and her allies.

Haley has endorsed former Florence County GOP chairman Richard Skipper, who is challenging Leatherman.

McMaster, who was state GOP party chairman when Leatherman switched parties in the early 1990s, said Leatherman is a good friend. "He's got a great understanding and knowledge of the intricacies of state government," McMaster said, adding, "Such knowledge is essential to getting things done."

Spearman cited her work with Leatherman on education issues as her reason for supporting the Senate president pro tempore. "Senator Leatherman has been a longstanding supporter of public education, and has fought for better schools and brighter futures for the students of South Carolina," Spearman said in a statement.

Title: **CORRECTIONS**  
Author:  
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**CORRECTIONS**

- An article on Page 3A of the June 2 edition of The State newspaper incorrectly stated the deadline for Gov. Nikki Haley to send lawmakers vetoes of the state budget. Haley has until midnight Wednesday.
- U.S. Sen. Bernie Sanders is from Vermont. An article on Page 4A of Tuesday's State was incorrect.

Title: **Plutonium sent through Charleston to SRS**  
 Author: BY SAMMY FRETWELL sfretwell@thestate.com  
 Size: 40.14 column inches  
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# Plutonium sent through Charleston to SRS

BY SAMMY FRETWELL  
 sfretwell@thestate.com

A shipment of plutonium, a deadly ingredient in nuclear weapons, has arrived in South Carolina from Japan as part of an effort the government has said will prevent radioactive material from falling into the hands of terrorists and rogue states.

Anti-nuclear activists said ships carrying the plutonium apparently made it to Charleston over the weekend and the material was then trucked to the Savannah River Site near Aiken for storage. The National Nuclear Security Administration confirmed the plutonium's arrival but offered few details.

The shipment is part of a plan to bring nearly a ton of plutonium to South Carolina from Europe, the Pacific Rim and North America. The material will be processed at SRS and eventually sent to a disposal site in New Mexico, according to the U.S. Department of Energy.

All told, the government plans to send about 6 metric tons from SRS to the Waste Isolation Pilot Plant near Carlsbad, N.M. The Japanese plutonium would be part of that, officials said.

The New Mexico facility is now closed but is expected to open by next year, although some say it could be years before plutonium leaves SRS for that facility.

In addition to the plutonium, also entering the U.S. was a shipment of highly enriched uranium, which was sent to Oak Ridge, Tenn., federal officials said.

An anti-nuclear group criticized the government's decision to bring the plutonium to South Carolina, questioning why

the material could not be disposed of in stable countries such as Japan, France or the United Kingdom. Critics have in the past asked if plutonium would be left at SRS forever, effectively making the site a national nuclear disposal ground. About one-third of a ton was in the shipment through Charleston to SRS, according to SRS Watch.

"SRS Watch is concerned that this material has been brought to SRS with no clear plan for its disposal," the group's Tom Clements said in a statement Monday.

"That plutonium should go to the UK and France, both nuclear weapons states with large stockpiles of plutonium."

Gov. Nikki Haley's office issued a statement Tuesday expressing displeasure with the DOE, saying the gover-

nor won't allow South Carolina to "be a permanent dumping ground for nuclear waste." Haley has been critical of leaving

plutonium at SRS without a disposition path.

But federal officials said bringing the plutonium to SRS will make the world safer.

The shipment to SRS is not unprecedented. The nuclear weapons complex has received other atomic material from foreign countries in the past.

"The removal of the material from Japan represents a significant accomplishment in our broader global nuclear security efforts to secure highly enriched uranium and plutonium worldwide," said DOE Under Secretary for Nuclear Security and NNSA Administrator Lt. Gen. Frank G. Klotz.



SAVANNAH RIVER SITE WATCH

The Pacific Egret, a ship that anti-nuclear activists say brought atomic weapons material through Charleston

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Title: **Haleysigns tax cutformilitary retirees into law**  
Author: COLUMBIA  
Size: 6.97 column inches  
Rock Hill, SC Circulation: 34688

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## Haley signs tax cut for military retirees into law

COLUMBIA

Gov. Nikki Haley has signed a tax cut for military retirees into law.

Haley signed the bill Tuesday. The Legislature gave final approval to the compromise minutes before the session ended Thursday.

Supporters hope the tax deductions encourage working-age veterans to find a job in South Carolina after they retire.

The tax benefits for veterans who served 20 years in uniform will phase in over five years. By 2020, military retirees younger than 65 can deduct \$17,500 of their income earned in the state. Older retirees can exempt up to \$30,000. Once fully phased in, the cuts are expected to reduce state revenues by \$18 million.

— ASSOCIATED PRESS

Title: **Roads bill is just a step forward**

Author:

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## THE GREENVILLE NEWS EDITORIAL

# Roads bill is just a step forward

**I**t took the entire legislative session, but South Carolina finally has a bill that will fund some needed infrastructure improvements. Unfortunately, the bill overwhelmingly approved by both houses last week does not go far enough.

So, while lawmakers and Gov. Nikki Haley applaud the funding and changes to the structure of DOT, the state essentially is where it was at the start of this legislative session: in need of a long-term, stable revenue source to bridge a tremendous gap in infrastructure funding.

Yes, the bill will do some short-term good. But it is far from a solution, and we should not let anyone sell it as such.

At the end of the day, the bill will send \$216 million in recurring revenue to infrastructure. That money will be used to leverage up to \$4.3 billion (including some existing money that will be freed) over 10 years for needed improvements. That's a lot of money, no doubt, but is a bit underwhelming in a state that needs more than \$700 million per year over 20 years.

South Carolina would need more than twice what the Legislature passed just to bring roads and bridges to good condition, not to mention meeting the

needs of the state's ever-growing traffic. Some estimates put the amount approved last week at roughly one-tenth of what's needed over the longer term to bring the state's roads to excellent condition, according to a report in The State newspaper.

The condition of South Carolina's roads is deplorable. In some cases, poor roads and inadequate infrastructure put citizens' lives in jeopardy and could be a hindrance to economic development in the state. The situation is bad enough that economic leaders throughout the state have supported spending increases to meet the needs, and many support a gasoline tax increase to help meet the need. Without a doubt, the condition of infrastructure in South Carolina is a crisis that demands more focused attention.

Gov. Nikki Haley did get her desired reform of the state's Department of Transportation that will let the governor appoint the highway commissioners who then (with one exception) would have to be approved by the legislative delegation in the congressional district in which they serve. They then would need the confirmation of the full Senate. One at-large representative would not face approval from a legisla-

tive delegation. The reform also would require all State Transportation Infrastructure Bank projects to be submitted to DOT for approval.

The reforms are a positive change. However, they could have been used as leverage to coax even stronger funding reforms out of the Legislature next session in a non-election year.

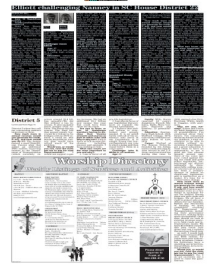
As Senate President Pro Tempore said, this bill is a "tremendous starting step forward."

But it is just that, a step forward. Lawmakers need to continue the long march toward adequate infrastructure funding next year, and that needs to include a stable, continuous funding source such as a gasoline tax increase.

It is encouraging to hear some lawmakers and other high-profile individuals and groups (such as Ted Pitts from the state Chamber of Commerce) say they'll continue to work toward a long-term solution.

South Carolinians who want a long-term infrastructure funding solution need to hold their elected officials' feet to the fire and let them know one step forward will help, but is far from enough on what legislators identified as the No. 1 issue heading into this legislative session.

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 Author: RUDOLPH BELL DBELL@GREENVILLENEWS.COM  
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## ★ IIII ELECTION 2016

# Elliott challenging Nanney in SC House District 22

RUDOLPH BELL

DBELL@GREENVILLENEWS.COM

### June 14 Republican Primary South Carolina House District 22

State Rep. Wendy Nanney faces what is likely her biggest challenge since voters first picked her to represent part of Greenville in 2008.

Fellow Republican Jason Elliott has mounted an aggressive bid to defeat her in the party primary on June 14. Elliott, an attorney who worked for Jim DeMint when he was the congressman for Greenville/Spartanburg, has criticized Nanney for missing votes in Columbia and wanting to keep the Confederate flag flying on the Statehouse grounds.

Nanney benefited when legislation she sponsored that's popular with social conservatives was adopted and re-surfaced in the news. Gov. Niki Haley signed the measure banning abortion after 19 weeks on May 25. Elliott says he supports it.

Nanney, a former chair of the Greenville County GOP, knows what it's like to take on a fellow Republican. In 2008, she successfully challenged District 22 incumbent Gloria Haskins in the party primary.

District 22 includes the North Main street area of downtown, Bob Jones University, the south side of Wade Hampton Boulevard and parts of Eastside

Greenville along East North Street, Pelham Road and Haywood Road.

### Challenger Jason Elliott

**Age:** 45

**Family:** One son who is a rising high school senior.

**Education:** Clemson University, bachelor's, 1993. University of South Carolina School of Law, juris doctor, 1996.

**Career:** Assistant solicitor for 10th Judicial Circuit and district director for former U.S. Rep. Jim DeMint before opening Jason Elliott, Attorney at Law, LLC. Member of Greenville County Legislative Delegation Transportation Committee, past president of the Rotary Club of Greenville, former chairman of the Greenville Tech Charter High School Board.

**Why are you running?:** Our county and state have so much potential but District 22 is represented by a career politician who does little more than collect a paycheck. I am running because the people of this district need and deserve a representative who will show up and actually do the job. I will work with other state and local elected officials to solve the problems of our broken government. If our state Legislature cannot fill potholes and pave roads what can it do? I will bring business ideas to Columbia, be an effective

conservative leader and actually show up to represent you.

**How much more in annual revenue would you generate for roads, if any, and how would you do it?:** South Carolina needs an additional \$600 million per year to improve our crumbling roads and bridges. Budget surpluses should be used for additional road funding. This year's budget surplus is over \$1 billion.

**Would you, or would you not, raise the state gas tax to pay for road improvements?:** Not on South Carolina citizens. Our state currently has a budget surplus of over \$1 billion and there is no need to raise taxes.

**Are you in favor, or not, of Statehouse members having to disclose their income amounts and sources as part of ethics rules and why or why not?:** Yes. Income source disclosure will help fight political corruption. Ethics reform is key.

**What two issues are the most important to you and why?:** Infrastructure: Our roads and bridges are crumbling and have been for some time. While there is no easy solution to this issue, we must find ways to fund and rebuild our roads and bridges without hurting South Carolinians' wallets. I will work with the city and county to improve the corridors such as Wade Hampton Boulevard and Roper Moun-

tain Road that connect the communities in our district.

**Cutting government waste:** State government must provide and maintain infrastructure such as roads and bridges, provide our children with a quality education, provide for the public safety and provide for an economic environment that attracts and maintains good paying jobs. We must restructure our state government and cut waste, fraud and abuse so we can adequately fund the core functions of state government.

### Incumbent Wendy Nanney

**Name:** Wendy Nanney

**Age:** 51

**Family:** Spouse Timothy Nanney, five children

**Education:** Bachelor's from Bob Jones University, 1987

**Career:** Account executive; former staffer, U.S. Senate Foreign Relations Committee; former chair, Greenville County Republican Party; treasurer, Upstate Republican Women's Club; Winning Women Graduate; member, Morningside Park Baptist Church; Current chair, Greenville County Legislative Delegation

**How much more in annual revenue would you generate for roads, if any, and how would you do it?:** There are so



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many plans and projected levels of need for our state infrastructure that Columbia has found itself nearly paralyzed over what to do. ...The additional road money is going to be coming from a bond bill and that bill is coming out of conference. Gov. Haley said she would not sign a tax increase. ... The measuring stick all elected officials should use when considering these plans is first and foremost, public safety, and second, protecting public resources.

**Why are you running?** I have proudly served my district and the interests of my community since 2009. My family is what is most impor-

tant to me and I know this is true for voters throughout District 21. My service is Columbia is reflective of that and I hope to continue working for our families in the next session.

**Would you, or would you not, raise the state gas tax to pay for road improvements?** I would not raise the state gas tax at this time.

**Are you in favor, or not, of Statehouse members having to disclose their income amounts and sources as part of ethics rules and why or why not?** I am in

favor of a measure that would require disclosure of both income amounts and source of

income. While it may seem like a breach of privacy to many, the fact remains that members of the General Assembly should be willing to hold themselves to the highest standard. We have witnessed a disappointing erosion of trust in Columbia and we most show ourselves deserving of a renewed trust.

**What two issues are the most important to you and why?** I have been well known for years for my involvement with pro-life legislation. As a proud parent and grandparent, it weighs heavily on my heart that a child's life is granted equal protection under the law. This

year, the pain-capable bill will make it to the governor's desk guaranteeing extended protections to the unborn. (Gov. Nikki Haley signed the bill banning abortion after the 19th week of pregnancy on May 25.) Domestic violence and protecting families is important to me. I passed a bill allowing (the Department of Social Services) and the courts to share information, which helps in divorce cases and deadbeat dads. I want to continue to address the problems of domestic violence in our state. We continue to rank at the bottom in protecting women from domestic violence.



Jason  
Elliott



Wendy  
Nanney

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**CINDI ROSS SCOPPE**  
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Such is the non-boss position Gov. Nikki Haley will find herself in if she signs what the Legislature passed last week in the name of "reform" of the parochial commission that runs the state Transportation Department.

Does anyone really believe this is what reformers have been fighting for all session, and the previous session, and some of us for years before that?

This arrangement — which was hatched in the Senate on Tuesday night and on the way to the governor's desk less than 24 hours later — is probably the worst of all the awful governance plans that were floated over the past two years, as senators attempted to look like they were giving the governor control of the commission without actually giving her control.

Rep. Jonathan Hill — who rarely says anything that makes sense and has become so annoying that he can't even get nine of his 123 colleagues to join his requests for recorded votes on his motions — summed up the situation correctly Wednesday when he observed that this arrangement puts everybody in

charge. Which means nobody's in charge. Still.

Currently, the governor appoints one commissioner, and small groups of legislators pick the other seven. S.1258 does allow the governor to appoint all eight commissioners. But those seven small groups of legislators — each group composed of the legislators who live in a given congressional district — will have veto power over her appointments. Worse, they can exercise their veto under cover of darkness: If they don't vote to approve within 45 days, the bill says, "the appointee is deemed to have been disapproved." Appointees who are not disapproved still have to get through a joint legislative screening committee and then be confirmed by the Senate.

Sen. Tom Davis, who is urging the governor to veto the bill, warns that this will quickly degenerate into a magistrate-like situation: By law, the governor appoints magistrates. But since the local senators must confirm the appointment, what really happens is that those senators tell the governor who to nominate, she does that, and they confirm that person.

Even as crazy as this Transportation Commission arrangement is, it might still be workable if the governor could remove her appointees. But to do that, she has to get approval from that same small group of legislators

who approved the appointment to start with. Which takes us back to that first principle of employment: Your boss isn't your boss if she can't fire you.

Rep. Gary Simrill, who has worked for two years to get us reform and more funding, told the House on Wednesday that with just one day left in the regular session and powerful senators unlikely to approve any reform after the June 14 primaries, this was the best negotiators could drag out of the Senate. It was this or nothing, he said, and while a lot of House members might have been fine with no reform, they weren't willing to go home without a road funding

plan — even one everybody acknowledged was inadequate.

Senate Republican Leader Shane Massey, one of the leading proponents of real reform, actually sponsored that awful amendment. He defends it as a step forward because the governor "gets to initiate the selection" of commissioners, and it reduces the power of the State Transportation Infrastructure Bank. But like Mr. Simrill, Mr. Massey told me that this was the best arrangement he could get the votes to pass.

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Sure enough, the House rejected the Senate's March bill and sent it to a conference committee, from which it never emerged. Short of accepting that unacceptable funding plan, there's probably nothing the

House could have done differently. It was simply outmaneuvered by a master player.

The Senate has always been the place where reforms go to die. Usually senators kill bills by refusing to let them be debated. But some bills are too big to be ignored. In that case, the procedure is to hollow out the bill, leaving the shell intact, and then vote for the hollowed-out remains. That's what senators did here.

The upshot is that we don't have significant reform, we don't have a permanent funding source for roads, and we have a plan that forces the Legislature to steal \$200 million a year from

general state needs unless or until the Legislature creates a new funding source for roads.

The good news is that House and Senate leaders have made it clear they consider the funding in this bill a temporary fix, until they can raise the gas tax, and House leaders tell me they will use the gas tax as leverage to fix the flaws in the Senate's governance model. I don't doubt their commitment, although I do worry about their ability to avoid getting out-manuevered by the Senate. Again.

*Ms. Scoppe can be reached at cscoppe@thestate.com or at (803) 771-8571.*

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*Ms. Scappe can be reached at [cscappe@thestate.com](mailto:cscappe@thestate.com) or at (803) 771-8571.*

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**WHEN THE REFORM IS TOO BIG TO BE IGNORED, THE**

**PROCEDURE IS TO HOLLOW OUT THE BILL, LEAVING THE SHELL INTACT, AND THEN VOTE FOR THE HOLLOWED-OUT REMAINS. THAT'S WHAT THE SENATE DID.**





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**CINDI ROSS SCOPPE**  
**ASSOCIATE EDITOR**  
**THE STATE**

# How the Senate sold us a fraudulent reform

**I**F YOUR BOSS can't fire you, she's not your boss. If on top of that, a group of outsiders can secretly prevent her from hiring who she wants to hire, then I'm not sure she's *anybody's* boss.

Such is the non-boss position Gov. Nikki Haley will find herself in if she signs what the Legislature passed last week in the name of "reform" of the parochial commission that runs the state Transportation Department.

Does anyone really believe this is what reformers have been fighting for all session, and the previous session, and some of us for years before that?

This arrangement — which was hatched in the Senate on Tuesday night and on the way to the governor's desk less than 24 hours later — is probably the worst of all the awful governance plans that were floated over the past two years, as senators attempted to look like they were giving the governor control of the commission without actually giving her control.

Rep. Jonathan Hill — who rarely says anything that makes sense and has become so annoying that he can't even get nine of his 123 colleagues to join his requests for recorded votes on his motions — summed up the situation correctly Wednesday when he observed that this arrangement puts everybody in

charge. Which means nobody's in charge. Still.

Currently, the governor appoints one commissioner, and small groups of legislators pick the other seven. S.1258 does allow the governor to appoint all eight commissioners. But those seven small groups of legislators — each group composed of the legislators who live in a given congressional district — will have veto power over her appointments. Worse, they can exercise their veto under cover of darkness: If they don't vote to approve within 45 days, the bill says, "the appointee is deemed to have been disapproved." Appointees who are not disapproved still have to get through a joint legislative screening committee and then be confirmed by the Senate.

Sen. Tom Davis, who is urging the governor to veto the bill, warns that this will quickly degenerate into a magistrate-like situation: By law, the governor appoints magistrates. But since the local senators must confirm the appointment, what really happens is that those senators tell the governor who to nominate, she does that, and they confirm that person.

Even as crazy as this Transportation Commission arrangement is, it might still be workable if the governor could remove her appointees. But to do that, she has to get approval from that same small group of legislators

who approved the appointment to start with. Which takes us back to that first principle of employment: Your boss isn't your boss if she can't fire you.

Rep. Gary Simrill, who has worked for two years to get us reform and more funding, told the House on Wednesday that with just one day left in the regular session and powerful senators unlikely to approve any reform after the June 14 primaries, this was the best negotiators could drag out of the Senate. It was this or nothing, he said, and while a lot of House members might have been fine with no reform, they weren't willing to go home without a road funding

plan — even one everybody acknowledged was inadequate.

Senate Republican Leader Shane Massey, one of the leading proponents of real reform, actually sponsored that awful amendment. He defends it as a step forward because the governor "gets to initiate the selection" of commissioners, and it reduces the power of the State Transportation Infrastructure Bank. But like Mr. Simrill, Mr. Massey told me that this was the best arrangement he could get the votes to pass.

It seems extraordinary that we could end up here after the Senate voted, less than three months ago, to let the governor appoint all the commissioners, without all these constraints, and remove

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them for any cause or no cause.

But many senators — possibly a majority — never wanted reform. They voted for it in March betting that the House would insist on changes to the bill, which would give them a chance to come back and sabotage the reform. It was a good bet, improved by the inclusion of a plan to steal \$400 million a year from the state's general fund to pay for roads.

Sure enough, the House rejected the Senate's March bill and sent it to a conference committee, from which it never emerged. Short of accepting that unacceptable funding plan, there's probably nothing the House could have done differently. It was simply outmaneuvered by a master player.

The Senate has always been the place where reforms go to die. Usually senators kill bills by refusing to let them be debated.

But some bills are too big to be ignored. In that case, the procedure is to hollow out the bill, leaving the shell intact, and then vote for the hollowed-out remains. That's what senators did here.

The upshot is that we don't have significant reform, we don't have a permanent funding source for roads, and we have a plan that forces the Legislature to steal \$200 million a year from general state needs unless or until the Legislature creates a new funding source for roads.

The good news is that House and Senate leaders have made it clear they consider the funding in this bill a temporary fix, until they can raise the gas tax, and House leaders tell me they will use the gas tax as leverage to fix the flaws in the Senate's governance model. I don't doubt their commitment, although I do worry about their ability to avoid

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