

Title: House advances road-funding bill

Author:

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## THE GREENVILLE NEWS EDITORIAL

# House advances road-funding bill

**S**outh Carolina state representatives deserve praise for passing a road-funding bill last week after listening to everyone from taxpayers tired of dodging potholes to businesses that are concerned about possible job losses. Roads in South Carolina are a mess, and fixing them will require more resources than the state gasoline tax brings in each year.

The House plan isn't perfect, and the bill that seems to have a good deal of support in the state Senate is cleaner and more ambitious. What is most important now as the Senate takes up legislation to start repairing this state's crumbling road system is this: Whatever bill emerges from the Legislature this year must be veto-proof, and that means it must be supported not by a simple majority in each chamber but instead must have two-thirds support to withstand the threatened veto by Gov. Nikki Haley.

The governor took to Facebook late last week to bash House members who voted for the bill that effectively would raise the price of gasoline by 10 cents per gallon, raise the cap on the sales tax for vehicles from \$300 to \$500, and give taxpayers an income tax cut that would save the average taxpayer about \$48 per year.

Haley was quoted last week as saying she was "stunned" at what the House did, and quite frankly so were many people who had been following the action in the state Legislature. With the governor traveling the state to talk up her plan to cut the income taxes dramatically while modestly increasing the gas tax to cover roads, it was in doubt whether the House could come up with a veto-proof margin for its bill.

The margin in the House showed legislators were listening more to constituents and businesses in their area than to

the governor's threats. On its key vote the House approved its bill 87-20. That was an impressive, veto-proof margin.

House Speaker Jay Lucas said the vote demonstrated that "a vast majority of House membership courageously took the next necessary step to put our state on a path towards road repair." And he added, in a quote by *Greenville News* writer Tim Smith, "The economic value at stake is far greater than the price of politics. As our roads plan advances through the legislative process, I am confident the House will continue to work with Governor Nikki Haley and Senate leadership to ensure we meet our state's needs and repair our crumbling road and bridge system."

South Carolina's infrastructure is crumbling, and for more than a decade the state has seriously underfunded improvements and repairs in roads. The state gas tax of 16.75 cents per gallon is almost the lowest in the nation, and the gas tax has not been increased since 1987. In an ironic twist, as vehicles become more fuel-efficient they contribute less for the upkeep on the roads on which they are driven. Continued improvements in fuel-efficiency will mean the gas tax will bring in even less revenue in the future.

At the same time respected business leaders have sounded the alarm about what to expect if roads continue to deteriorate at such an alarming rate. Business and industry will have more trouble remaining competitive, and they may find it more attractive to move to another state.

By some estimates South Carolina needs to put up to another \$1.5 billion a year into road improvements for about three decades, but in many quarters

this number is seen as the bottom line on a wish list for all repairs

and expansions. The House plan would devote another \$400 million or so to road repairs, and that by most estimates is the bare minimum that's needed.

The Senate bill on hold would raise the gas tax by 12 cents, doesn't include an income tax cut, and would raise about \$800 million a year.

Either plan is better than the one proposed by Gov. Haley that is better described as a whopping tax cut — reducing the state income tax from 7 percent to 5 percent — while raising about \$400 million in new gas tax revenue. Haley's plan was a little about roads and a whole lot about a huge tax decrease based on much hope and fuzzy economic projections.

Her plan would leave the state budget vulnerable to economic downfalls. South Carolina should have learned its lesson about rushing to cut taxes while pretending that the economy will forever be strong.

The House bill is an excellent starting point for serious debate in the Senate. The income tax cut in the House bill seems responsible, and the plan would provide funding for road improvements although the amount is barely adequate considering the challenges facing South Carolina. The most important points are that a bill emerge from the Legislature next month that certainly is not any less than what now is in the House plan and that the bill can withstand a promised veto from Gov. Haley.

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HEIDI HEILBRUNN/STAFF

**Woodruff Road in Greenville is just one of the roads in South Carolina that needs significant improvements.**

Title: **VotestunssupportersofS.C.taxrelief**  
 Author: BY JEFFREY COLLINS The Associated Press  
 Size: 44.95 square inch  
 Myrtle Beach, SC Circulation: 61238



# Vote stuns supporters of S.C. tax relief

## Bill to raise over \$400M extra annually for state roads

By JEFFREY COLLINS  
 The Associated Press

**COLUMBIA** | After a bill to raise more money for South Carolina roads passed the House by a surprisingly big margin, Gov. Nikki Haley and others who want more tax relief or more reform of the agency that handles highway maintenance are trying to figure out their next step.

The bill passed 87-20 – well

over the 82 votes needed to assure a two-thirds margin to override any potential veto. It will raise more than \$400 million extra yearly for roads by increasing taxes on fuel – an amount that rises if gas prices go up. The bill also cuts the state income tax bill for most taxpayers by \$48 in two years

and gives the governor the power to appoint all members of the Department of Transportation board and to continue to choose a chairwoman.

The bill now moves to the Senate, which has its own roads bill that raises more money through a gas tax increase and a number of fees and currently

has no income tax relief or DOT reform.

Groups like Americans for Prosperity, who want to see road funds spent smarter by abolishing the DOT's board before giving the agency any more

See **ROADS** | Page 7A

## ROADS

From Page 3A

money, were stunned at the large margin in the House, but vow to keep fighting in the Senate and pushing Haley to veto.

"On the sliding scale of disasters, the Senate bill is worse than the House bill," said Dave Schwartz, state director of the limited government group.

Schwartz said his group will keep fighting. They held a Statehouse rally earlier this year and are already contacting senators.

But how much of a fight that will take place in the Senate still isn't known. Sen. Kevin Bryant, R-Anderson, said he and other conservative senators usually against additional spending are aware something must be done to get more money for roads, especially with the pressure being

placed on lawmakers from businesses.

Bryant was hoping the House would help by starting with income tax relief closer to the \$1.8 billion Haley called for in her State of the State address instead of the \$51 million a year in the House bill.

"That's a big number," Bryant said of the 87 votes in the House. "I was disappointed the number was so lopsided. I'd like to think we can get more income tax relief in there. Maybe it's something we can negotiate."

But others outside of Bryant's most conservative group of senators seem less interested in a big income tax cut. Senate President Pro Tem Hugh Leatherman has said the state simply can't afford it and

pay for better roads, a sentiment echoed Wednesday on the House floor by House Ways and Means Chairman Brian White.

South Carolina should get more money as the state continues to grow. But some of that money has to be used for additional state employees to serve the new residents, rising health care costs and other expenses, said White, R-Anderson.

"There are a lot of uncertainties. We could have a hurricane – have to pay for that," White said.

On her Facebook page, Haley posted the roll call for the House votes on roads, reminding her followers that she will veto the bill that passed. Along with the 87 yes votes, several Democratic lawmakers likely to support the proposal didn't vote

Wednesday.

Haley's spokeswoman wouldn't specify exactly what the governor plans to do to try to get what she wants out of the Senate or a possible conference committee before the bill lands on her desk.

"The governor never misses an opportunity – whether it's on social media or in front of local civic groups like Rotary – to communicate directly with the people," spokeswoman Chaney Adams said in a statement. "She has always valued that direct connection, she believes it's one of the most important parts of her job, and she'll continue to educate the people about what's going on in Columbia the rest of the legislative session."

Title: **McCarty ending sheriff tenure: 'Only one who could pull this off'**  
 Author: By TIM FLACH tflach@thestate.com  
 Size: 114.39 square inch  
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# McCarty ending sheriff tenure: 'Only one who could pull this off'

By TIM FLACH  
 tflach@thestate.com

Dozens of congratulatory plaques that lined the walls of the office and adjoining hallway under his predecessor disappeared shortly after Lewis McCarty became Lexington County sheriff in June.

Their replacement with two prints of the skyline of downtown Columbia marked a new style, as McCarty settled in as top county lawman for a temporary tenure slated to end Friday after 10 months.

McCarty is credited with erasing the black eye left by the ouster of his predecessor and refocusing deputies on traditional policing.

"He righted the ship and operated from a lawman's perspective," said County Councilman Todd Cullum.

Becoming sheriff was a rare step into the public eye for McCarty, who stayed largely in the background during a 30-year career in law enforcement in his

home area.

In his first interview since taking the job, McCarty said he felt compelled to return from retirement when asked to serve because "I love this organization."

Much of his career in law enforcement was as the top aide of former Sheriff James Metts overseeing day-to-day operations and crime investigations from 1973-99.

Metts awaits sentencing

April 27 after pleading guilty to a federal charge stemming for interference in the handling of two illegal immigrants at the county jail in 2011.

McCarty won't say much about the conduct that got his former boss into trouble.

"His guilty plea speaks for itself," he said.

SEE **MCCARTY** PAGE A7

## MCCARTY

FROM PAGE A1

### 'OUT OF THE BLUE'

Metts' indictment June 17 meant that he was suspended from office automatically until charges that initially included accepting bribes were resolved.

McCarty's name was at the top of every list when Gov. Nikki Haley sought recommendations on whom to appoint as sheriff temporarily, according to former Haley aide Ted Pitts.

More importantly, McCarty was the choice of State Law Enforcement Division Chief Mark Keel.

McCarty's reputation among fellow officers was that of a straight arrow who demanded the best and took care of the deputies he supervised.

That longtime respect made McCarty "the only one who could pull this off," 11th Circuit Solicitor Donnie Myers said.

McCarty said he had just finished mowing the lawn at his home near Lexington when Keel called the day before Metts' indictment to leave word that Haley would be in touch.

As regularly happened since his retirement as Metts' right hand, McCarty thought he would be asked for advice.

The offer to become sheriff came "out of the blue," he said.

McCarty said he felt duty-bound to accept the job even though returning to law enforcement at age 72 after a 15-year absence would be a challenge.

"The department is very important to me, the men

and women in this department are very important to me and the people of Lexington County are very important to me," he said.

Those prints he put up in his office reflect his interest in local history instead of personal accolades.

One is of the Gervais Street bridge, a span that was often a starting point from which he floated as a youngster down the Congaree River.

The other is a montage of buildings in Columbia that reflect partnerships he developed in law enforcement on both sides of the river.

### BACK ON THE JOB

McCarty moved quickly to put his imprint in place, dismissing four top deputies that county leaders feared may have known

about Metts' misdeeds but raised no alarm.

Long-time friends Butch Reynolds and Carl Young came on board immediately as top assistants.

Added later were Rich Roberson as legal adviser and, in a loan arranged with Lexington, town Assistant Police Chief Jay Koon to oversee many aspects of daily operations.

Metts' downfall was "a culture shock" for a force of 500 deputies and employees for whom he had been its leader for nearly 42 years, McCarty said.

He told deputies to concentrate on law enforcement as a first step in rebuilding trust with residents shaken by Metts' disgrace.

"Do your best - that's all I ask of everybody," he said, an approach that others

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say makes him a father figure to many officers.

Fellow police leaders say McCarty made subtle changes that improved performance and enhanced morale.

"With what he stepped into, he made it look easy," said Pelion Police Chief Chris Garner, a former deputy. "He's a doer, not a talker."

McCarty and top aides regularly appeared at

crime scenes to offer perspective and assess events.

While computers have revolutionized many aspects of law enforcement, solving crime still requires old-fashioned shoe leather, he said.

"You've got to go out and talk with people, gathering evidence," he said.

McCarty won plaudits for assuring more deputies were in neighborhoods by telling investigators and

other specialists to respond to calls for help when demand was high.

Meanwhile, formerly common steps such as assisting community clean-up efforts went by the wayside to keep more deputies on the road.

"It was about getting back to the basics," County Councilman Jim Kinard said.

McCarty also promoted better cooperation with

other law enforcement agencies, particularly smaller municipal forces that rely on deputies to supply expertise in investigating major crimes.

"The difference in camaraderie was night and day," Garner said.

"He made it clear – pick up the phone or call on the radio and you'll get what you need."

McCarty followed that practice in calling in the

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FBI and SLED to help track down Timothy Ray Jones Jr. last summer in connection with the deaths of his five children.

It's sensible to obtain assistance from agencies with more resources, McCarty said.

At his suggestion, police chiefs across the county now gather every few months to exchange ideas and information.

During McCarty's tenure, deputies dealt with two major killings.

The first was the deaths of the Jones children at their Red Bank home in August.

McCarty occasionally choked up at a news conference outlining what happened following Jones' arrest for one of the largest recent mass murders in the Midlands.

"It's one of those cases that has an impact on every one of us who was involved with it," he said.

The other was the arrest

of five Swansea area teenagers two weeks ago in connection with the murder of a homeowner during a home robbery.

It's a crime that McCarty described as "the most senseless homicide that I have seen in my life."

McCarty oversaw many murder investigations during his time as assistant sheriff from 1973-99, notably to capture murderer Larry Gene Bell in 1985.

And his passion for justice went beyond the county.

McCarty passed along tips to federal investigators about State House corruption that led to the conviction of more than two dozen lawmakers in the 1980s and 1990s.

### ROAD MAP FOR FUTURE

McCarty opened the way for Koon to win election as the next sheriff with an early endorsement as the

race among four candidates started in January.

Koon is similar in demeanor and outlook, the outgoing sheriff said.

"He's going to do good - I'm not worried," McCarty said.

As he departs, McCarty sent county leaders a plan of what's needed for law enforcement to keep pace with steady population growth.

As many as 80 deputies patrolling neighborhoods and 60 jail guards are needed during the coming decade, he said.

McCarty knows those additions are not affordable soon said but feels that blueprint is necessary.

By some estimates, that's a \$13 million plan that would require spending nearly a third more on law enforcement.

Renovations also are needed at the 40-year-old sheriff's headquarters in Lexington, particularly a new \$1.5 million roof for a

building that "leaks like a sieve," he said.

It's uncertain if those dreams will happen.

County leaders are preparing for their first major scrutiny of law enforcement spending in 20 years after repealing an agreement that largely let Metts do what he wanted.

After retiring again, McCarty will be on call for advice that sometimes is dispensed while hunting with officers past and present.

"I'll help the Lexington County Sheriff's Department any way that I can," he said. But McCarty's immediate plan is enjoying life with two new grandchildren born April 4, one of whom is his namesake. "I look for them to occupy a good bit of my time," he said.

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## AT THE POLLS

Lexington County voters go to the polls Tuesday to pick the successor to outgoing Sheriff Lewis McCarty.

The only candidate is Assistant Lexington town Police Chief Jay Koon, who won the Republican primary contest March 3 to serve through the end of 2016.

Holding the election is required even though Koon is unopposed. It will cost as much as \$70,000, county election officials estimate.

Plans call for Koon to take office as sheriff Friday unless there is an unforeseen successful write-in challenge. He's busy contacting supporters to remind them of the ballot.

A turnout of less than 10 percent of the county's 162,000 voters is likely, county election director Dean Crepes said.

For this election, 21 of 96 sites for voting are different for this ballot since some schools, churches and other sites normally used are unavailable. Some precincts will share the same site. Go to [thestate.com](http://thestate.com) for locations.

McCarty was appointed to the post to serve temporarily last June after former Sheriff James Metts was suspended following his indictment on federal corruption charges.

Metts resigned in December before pleading guilty to a charge related to interference in the handling of two illegal immigrants at the jail he formerly supervised.



TIM DOMINICK/TDOMINICK@THESTATE.COM

**Interim Lexington County Sheriff Lewis McCarty and Jay Koon, the unopposed sheriff nominee**

Title: **House vote stuns backers of income tax relief**  
 Author: JEFFREY COLLINS Associated Press  
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## House vote stuns backers of income tax relief

**JEFFREY COLLINS**  
*Associated Press*

COLUMBIA — After a bill to raise more money for South Carolina roads passed the House by a surprisingly big margin, Gov. Nikki Haley and others who want more tax relief or more reform of the agency that handles highway maintenance are trying to figure out their next step.

The bill passed 87-20 — well over the 82 votes needed to assure a two-thirds margin to override any potential veto. It will raise more than \$400 million extra yearly for roads by increasing taxes on fuel — an amount that rises if gas

prices go up. The bill also cuts the state income tax bill for most taxpayers by \$48 in two years and gives the governor the power appoint all members of the Department of Transportation board and to continue to choose a chairwoman.

The bill now moves to the Senate, which has its own roads bill that raises more money — although not everything the DOT has said before that it needs — through a gas tax increase and a number of fees and currently has no income tax relief or DOT reform.

Groups like Americans for Prosperity, who want to see road funds spent smarter by abolishing the DOT's board

before giving the agency any more money, were stunned at the large margin in the House, but vow to keep fighting in the Senate and pushing Haley to veto.

“On the sliding scale of disasters, the Senate bill is worse than the House bill,” said Dave Schwartz, state director of the limited government group.

Schwartz said his group will keep fighting. They held a Statehouse rally earlier this year and are already contacting senators.

But how much of a fight that will take place in the Senate still isn't known. Sen. Kevin Bryant, R-Anderson, said he and other conservative senators usually

against additional spending are aware something must be done to get more money for roads, especially with the pressure being placed on lawmakers from businesses.

Bryant was hoping the House would help by starting with income tax relief closer to the \$1.8 billion Haley called for in her State of the State address instead of the \$51 million a year in the House bill.

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Title: **Hitt, Haley use RBC Heritage for recruitment**  
 Author: BYGINASMITH The (Hilton Head Island) Island Packet  
 Size: 32.55 square inch  
 Myrtle Beach, SC Circulation: 61238



# Hitt, Haley use RBC Heritage for recruitment

By GINA SMITH  
*The (Hilton Head Island)  
 Island Packet*

A few years ago, Bobby Hitt, secretary of the state Department of Commerce, invited the top executives from tire giants Continental Tire, Bridgestone and Michelin to be his guests at the RBC Heritage Presented by Boeing.

While the three companies already had a presence in South Carolina, "they had never met each other," Hitt said. "They had a great time talking. It really built a network that didn't exist before."

Those informal talks also gave Hitt and other state leaders a chance to be flies on the wall, gaining insight into the common challenges tire manufacturers face when considering South Carolina as a place to set up shop.

It's perhaps one of the most underappreciated aspects of the annual tournament. State leaders use it as a forum

where they build relationships with existing S.C. companies and woo business prospects.

Each year, Hitt and Gov. Nikki Haley invite executives from the state's biggest companies to mingle with business prospects at parties, in skyboxes and in villas along the course.

Over cocktails, state leaders lay the groundwork for new jobs and new tax revenue for the Palmetto State.

Often, business prospects get one-on-one meeting time with Haley, who has made business recruitment and job creation a priority for her administration.

"Deals get closed across the board table," Hitt said. "But an awful lot of business is about building and maintaining relationships. The Heritage is a chance

to do that. It's an iconic South Carolina event where we can bring existing businesses and business prospects. And we can talk unfiltered about what's it really like doing business here and how we're working to improve it."

In the last couple of years, South Carolina has landed two more tire manufacturers – Trelleborg A.B. in Spartanburg and Giti Tire in Chester – solidifying the Palmetto State's reputation as a tire-manufacturing powerhouse.

More South Carolinians are now employed by tire companies than in any other state in the nation, surpassing even Ohio, once the rubber capital of the world. The Palmetto State produces about 89,000 tires each day, according

See **HERITAGE** | Page **2D**

## HERITAGE

*From Page 1D*

to Tire Business, a publication that covers the tire and automotive industries.

Efforts are also underway to rev up South Carolina's car-making industry. Volvo could soon have a presence in the state, joining BMW, which has been in the Upstate since 1994. Jaguar Land Rover is also considering an S.C. plant, accord-

ing to trade industry reports. good for the state."

Hitt was mum last week on which business prospects he and Haley would entertain at this year's tournament. But he was confident they would be wowed by the event – and the state's business-friendly climate.

"It's a beautiful tournament. It's the major league for South Carolina. We have nothing else on that level in the state," he said. "It's good for business. It's

Title: **Haley's gift haul drops, smaller last year**  
 Author:  
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# Haley's gift haul drops, smaller last year

Gov. **Nikki Haley** did not get as much in gifts and travel in 2014, while she was running for re-election, as she did in 2013.

Haley accepted \$44,940 in gifts last year, down \$614 from 2013, according to her economic disclosures. While the dollar value dropped slightly, it was the second-biggest haul during Haley's first four-year term in office.

Haley received another \$37,909 in flights and accommodations last year, a drop of 20 percent from 2013.

Ten donors contributed nearly \$29,000 to pay for the governor's suite at **Clemson University** football games. Eight of the donors contributed to her successful 2014 re-election campaign. Four are school trustees. Haley is a Clemson graduate.

The **University of South Carolina** provided the governor \$310 in men's and women's basketball tickets.

Haley also received gifts from companies that received state financial incentives to come to South Carolina, including from:

- **PTR Industries**, a personalized semi-automatic rifle, \$1,200
- **Giti Tire**, two marionette puppets and other unspecified gifts, \$792
- **Dayton Rogers Manufacturing Co.**, a Tiffany box, \$540
- **Nephron Pharmaceuticals** executives, **Bruno Mars** concert ticket, \$89.50

Even companies considering locating in the state gave the governor gifts.

**Monster Moto**, which chose Louisiana over South Carolina for a 287-employee plant last week, gave Haley a mini-motorbike and T-shirts

worth \$480 last year.

A pair of 2016 GOP presidential prospects also sent Haley sports-related gifts.

Former Gov. **Rick Perry** gave a miniature version of a trophy, valued at \$100, that he wants Texas A&M and USC to swap in their annual football game.

Wisconsin Gov. **Scott Walker** sent \$100 in cheeses after USC beat Wisconsin in the 2014 Capital One Bowl. (The two governors had placed a friendly wager on the game's outcome, and Haley won.)

Other notable gifts to Haley in 2014 included:

- \$200 in memorabilia from **Joan Jett**, one of Haley's favorite musicians, after they lunched in New York
- \$1,100 in artwork and food from **John Seibels Walker**, who painted Haley's official portrait
- \$350 in accommodations from **Dana Perino**, a Fox News commentator and former White House press secretary
- A \$250 Tiffany pendant and necklace from the **Dallas**

**County Republican Party**, which Haley addressed

- A \$200 Tory Burch wallet from Clemson football coach **Dabo Swinney's** wife, **Kathleen**

The **Republican Governors Association**, where Haley sits on the executive committee, provided the largest portion of her donated travel costs last year.

Haley received \$21,004 in flights, meals and accommodations on trips to Washington, Aspen, Colo., and New York from the association.

Texas business executive **Brint Ryan** paid \$5,171 to fly Ha-

ley to Florida, the day after she spoke to Dallas Republicans, so she could address a Club for Growth meeting. The small-government Club for Growth picked up the tab for another \$2,063 in meals, accommodations and a flight.

The **Charleston Area Convention and Visitors Bureau** also provided \$3,732 in accommodations during separate visits to Wild Dunes and Daniel Island last year.

## Hillary Clinton campaign rounding up staff

**Hillary Clinton's** 2016 Democratic presidential primary operation in South Carolina is taking shape.

Less than a week after the former secretary of state an-

nounced her plans to run for the White House, campaign state director **Clay Middleton**, a former aide to U.S. Rep **Jim Clyburn** and S.C. political director in **Barack Obama's** presidential campaign, said he has added four directors to Clinton's S.C. staff:

- **Jalisa Washington**, who has worked for the S.C. House and in government affairs, was named political director and will work with elected officials. She is the daughter of Richland County councilman **Kelvin Washington**.

- **Carl Walz**, who was Missouri state field director for Obama's 2012 re-election and Southern field director for the Democratic Congressional Campaign Committee, will head field work as organizing director.

- **Stephanie Formas** – deputy chief of staff for U.S. Rep. **Sean Patrick Maloney**, D-

N.Y., who worked for Clinton's 2008 presidential campaign – will be communications director.

➤ **Meagan Coffman**, who worked for Clinton's 2008 campaign and Obama's 2012 campaign in New Hampshire, is the operations director.

## How Haley backers killed her roads plan

Gov. Haley's path to stop a newly passed roads plan hit potholes last week, created, in part, by lawmakers who defected to vote for a competing bill.

Wednesday's 80-27 vote by the S.C. House on a \$427 million roads-funding plan suggests the governor does not have enough support to sustain a veto.

Haley needs a third of lawmakers to vote with her to crash the plan, which she says is too costly to taxpayers.

The seemingly veto-proof margin was delivered by a block of "yes" votes that came from lawmakers who also had sponsored a separate roads bill backed by Haley. Her proposal contained a larger income tax cut, but some legislators worried it would eat too much out of state coffers.

Twenty-four representatives, nearly 60 percent of the 41 sponsors of the Haley-backed proposal, voted for the competing roads bill that passed Wednesday, including a 10-cent-a-gallon increase in the state gas tax.

But there was a catch.

Most of the state representatives who sponsored Haley's bill and then cast "yes" votes for the competing roads plan had hedged their bets. Those reps also had sponsored the winning bill, introduced by state Rep.

Title: **Haley's gift haul drops, smaller last year**

Author:

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#### **Gary Simrill, R-York.**

In a sign of just how badly lawmakers want to improve S.C. roads, six representatives who only sponsored the Haley-backed bill joined the majority in voting for Simrill's bill last week.

They included House Majority Leader **Bruce Bannister**, R-Greenville, and Haley allies – Reps. **Ralph Norman**, R-York, and **Nathan Ballentine**,

R-Lexington.

#### **Clyburn: I'm still here**

Here it comes again: More speculation about U.S. Rep. **Jim Clyburn**, the No. 3 Democrat in Congress, retiring after two-plus decades in Congress.

The latest chatter came from a Washington story last week that suggested Missouri Democrat **Emanuel Cleaver** might be in line for a congressional

leadership position if Clyburn, a Columbia Democrat, steps away from Capitol Hill.

The idea was worth a bit of a chuckle to Buzz since Cleaver is 70, just four years younger than Clyburn.

Also, Clyburn has no plans of leaving.

"Congressman Clyburn has said time and time again that his retirement plans are nowhere in sight," his spokeswoman **Amanda Loveday** said.

#### **Tweets of the week**

"Don't get that wrong again or I will send **Frank Underwood** after you."

— *U.S. Sen. **Lindsey Graham** to **Conan O'Brien** after the talk show host said the Seneca resident was from North Carolina*

The Buzz is a weekly look back at state politics by reporters at The Columbia State.

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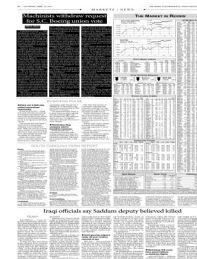
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BY CHARLES SLATE THE SUN NEWS FILE PHOTO

**Gov. Nikki Haley looks over a personalized PTR semi-automatic rifle she was presented during a tour of the Aynor plant last year.**

Title: **Machinists withdraw request for S.C. Boeing union vote**  
 Author: BRUCE SMITH Associated Press  
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# Machinists withdraw request for S.C. Boeing union vote

**BRUCE SMITH**  
*Associated Press*

CHARLESTON — The Machinists union is delaying its attempt to organize Boeing workers in South Carolina, announcing Friday that it's withdrawing a petition to hold a union vote next week because of what it called a toxic atmosphere and political interference.

Almost 3,200 production workers at Boeing facilities in North Charleston, where the aeronautics giant has a 787 assembly plant, were eligible to vote in the election that was set for April 22.

Withdrawing its petition before the National Labor Relations Board means there cannot now be another union vote for at least six months. Boeing employs nearly 7,500 workers in South Carolina.

"We've determined now is not the right time for an election," said Mike Evans, lead organizer for the International Association of Machinists and Aerospace Workers. "An atmosphere of threats, harassment and unprecedented political interference has intimidated workers to the point we don't believe a free and fair election is possible."

The union said it had contacted about 1,700 workers but Evans said the home

visits were suspended after two organizers were threatened at gunpoint and other workers reported hostile confrontations.

"I hold the Boeing Company, South Carolina Governor Nikki Haley and their surrogates responsible for creating an atmosphere of state-sanctioned hostility toward unions and union organizers," Evans said.

"The IAM's allegations are ridiculous," responded company spokeswoman Candy Eslinger. "We've taken a very transparent approach to informing our teammates and the community about what it means to be represented by the IAM. We have provided factual information backed up by data throughout this entire process."

Haley, a strong opponent of unions, had urged Boeing workers to vote against representation.

"We are proud of our loyal workforce, their unmatched work ethic and the strong, direct relationships they have with employers in our state," Haley said in a statement released by her office. "In South Carolina our workers know that we always have their back."

The AP left a message with Haley seeking comment on the union allegations.

Beverly Wyse, vice presi-

dent and general manager for Boeing South Carolina, issued a statement thanking workers for "their passion, spirit and determination to move forward together."

She added that "we now have the opportunity to make Boeing South Carolina and our local community an even better place to work and live."

The union, which has filed unfair labor practice complaints, said it will continue efforts to organize Boeing workers. Less than 4 percent of workers in South Carolina are members of unions.

The Machinists have had members in the Charleston area before. The union won the right to represent workers at Vought Aircraft Industries in 2007, a plant that Boeing later bought. Less than two years later, plant workers voted against union representation.

Four years ago, shortly before Boeing opened the \$750 million Dreamliner plant, the NLRB filed a complaint against the company alleging the nonunion plant was in retaliation against Washington state workers who earlier went on strike.

The NLRB later dropped the complaint after Boeing agreed that the 737 Max would be built in Washington.

Title: **Victim, officers identified in MB shooting**  
 Author: BYCLAIRE BYUN cbyun@thesunnews.com  
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# Victim, officers identified in MB shooting

By CLAIRE BYUN  
 cbyun@thesunnews.com

The State Law Enforcement Division released a statement Friday identifying the people involved in a shooting a day earlier, where police shot and injured a man when officers tried to serve a search warrant and arrest warrants.

The injured man is Julian Ray Betton, 30. The officers involved were with the 15th Judicial Circuit DEU, according to SLED.

Officers with DEU were ex-

ecuting a search and arrest warrant related to narcotics at 602 Withers Swash Drive around 3 p.m. Thursday when the shooting happened, police said. The shooting happened in one of four apartments in a building. Betton was taken to Grand Strand Medical Center. His condition was not available late Friday.

The DEU is comprised of officers from various agencies. The officers involved in Thurs-

day's shooting were Frank Waddell of Coastal Carolina University Police Department; Chris Dennis from Horry County Sheriff's Office, and Officer David Belue from Myrtle Beach police, according to SLED.

The shooting is the 14th officer-involved shooting in S.C. in 2015 and the first this year by an agent with the 15th Judicial Circuit Drug Enforcement Unit officer, according to SLED. There were 42 officer-involved

shootings in the state in 2014, but none involved an area DEU officer, according to the agency.

Jimmy Richardson, 15th Circuit Solicitor, said officers were fired upon when serving the warrant, so an officer returned fire.

An officer used a police radio to report to dispatchers that shots were fired. No po-

See **SHOOTING** | Page 8A

## SHOOTING

From Page 3A

lice officer was injured, said Lt. Joey Crosby of Myrtle Beach police.

The SLED statement said there is no footage of the incident from body or dash cameras. Crosby said officer Belue — though employed by the Myrtle Beach Police Department where officers wear body cameras — was not wearing a body camera because "his daily operational guidelines and directives come from the Commander of the 15th Judicial Circuit Drug Enforcement Unit."

Crosby said Belue is a Patrolman First Class assigned to the 15th Judicial Circuit Drug Enforcement Unit. Belue has been employed with the Myrtle Beach police since 2007 and was been placed on modified duty after the shooting, Crosby said. It was unclear late Friday whether the other officers were returned to work.

Information from SLED's investigation will be submitted to prosecutors for review and

"determination of what, if any, criminal charges that may be filed," the release from SLED said.

The shooting comes at a time when there's increased national focus on officer-involved shootings after a bystander shot a video of North Charleston police officer Michael Slager shooting and killing Walter Scott after a traffic stop on April 4.

The video — released three days later — contradicted Slager's claim that Scott had taken

his stun gun, leading authorities to charge the officer with murder.

South Carolina lawmakers are preparing to tackle bills that would require all police officers statewide to wear clip-on body cameras, which has the support from top political officials, including Gov. Nikki Haley, and state police and legal groups, including the S.C. Law Enforcement Officers' Association, S.C. Sheriffs' Association and S.C. Bar.

Title: **Senate leader revives idea of borrowing bill**  
 Author: By SEANNA ADCOX The Associated Press  
 Size: 41.69 square inch  
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## S.C. STATE BUDGET

# Senate leader revives idea of borrowing bill

By SEANNA ADCOX

The Associated Press

COLUMBIA — The leader of the South Carolina Senate is resurrecting a proposal to borrow money for construction projects statewide a month after House leaders killed their borrowing plan.

Senate President Pro Tem Hugh Leatherman said the state's first such bond bill in 15 years can address the state's backlogged building needs.

"There's simply not enough revenue out of the general fund to meet the needs of the state," said Leatherman, R-Florence, who's also chairman of the Senate's budget-writing committee.

Leatherman gave no estimate Wednesday on the amount his bill will seek. He introduced it Tuesday as a skeleton bill. He expects his Finance Committee to craft the proposal next week, after finishing work on its budget plan for the upcoming fiscal year.

The House Ways and Means Committee proposed borrowing \$500 million for projects statewide. But its leaders moved to kill the idea during that chamber's budget debate amid opposition from Gov. Nikki Haley and an influx of nearly \$50 million in unexpected cash.

House leaders scrambled over two days to rewrite their entire budget plan without a bonding package. Parts of that pack-

age were cut and shifted to the budget, while other items were eliminated. To do so, other areas of the budget had to be cut, too.

Removing those shoehorned projects from the 2015-16 budget frees up more than \$80 million for other needs, while the pared-down construction projects can be fully paid through the bond bill, Leatherman said.

He said much of the Finance Committee's bonding package will pay for workforce training facilities at technical colleges and university projects.

That will likely include \$40 million for an aeronautical training center at Trident Technical College in North Charleston, where Boeing is expanding. The rewritten House budget provided half of that.

"We keep hearing, 'Well, we've got to train our workers to fill the jobs and companies we bring here,' and I agree with that, but you can't train workers without facilities," Leatherman said, referring to what Haley has said is a focus of her second term.

Other projects could include renovating the University of South Carolina's old law school, which the House plan cut from \$15 million to \$3.5 million, and Winthrop University's library, slashed from \$15 million to \$100,000. It gave the state National Guard \$500,000 to repair dilapidated armories, rather than the bond package's

\$15 million.

Whether the House would be willing to consider a different bond package is unclear. Some Republicans said they disagreed with borrowing on principle, while other House members disliked how it was put together.

Leatherman said he can't dwell on that.

"The vast majority of my colleagues believe we've got needs that the Senate needs to act upon," he said. "What the House does will be their decision. What the governor does is her decision."

Haley had criticized the borrowing package and publicly chastised the House's Republican leaders for it, saying it runs up the state's credit card. The Republican governor posted her opposition on Facebook, sent emails asking residents to oppose the idea and criticized those who backed it at events in their districts.

Ways and Means Chairman Brian White had countered that the package takes care of state infrastructure needs now — at current construction prices — while the cost of borrowing remains near historic lows. It would not increase what the state spends on interest because old debt is being paid off. The credit card analogy doesn't work, he said, as financing on the 15-year bonds is akin to a mortgage.

Title: **House OKs \$400M more for roads**

Author:

Size: 6.04 square inch

Hilton Head Island, SC Circulation: 20015



## House OKs \$400M more for roads

COLUMBIA — The South Carolina House has approved a bill that would generate more than \$400 million additional annually for road and bridge work.

The measure passed 87-20 on Wednesday. The bill would have drivers pay the equivalent of 10 cents more per gallon for gas. The bill offsets that increase by giving most taxpayers a \$48 savings on their personal income taxes.

The Department of Transportation has said it needs an additional \$1.5 billion yearly over 20 years to bring roads to good condition.

Gov. Nikki Haley has threatened to veto the bill because the tax cut is too small.