



Title: **BMW on a roll with 3 millionth S.C. vehicle**
 Author: BY DAVID WREN dwren@postandcourier.com
 Size: 39.83 square inch
 Charleston, SC Circulation: 110289

BMW on a roll with 3 millionth S.C. vehicle

BY DAVID WREN
 dwren@postandcourier.com

German automaker BMW Manufacturing Co., the largest exporter at the Port of Charleston, on Tuesday celebrated the production of the 3 millionth vehicle at its Greer plant, the company reported.

The milestone automobile was a metallic gray X5-M sport-utility vehicle that is headed to a customer in Sweden, BMW President Manfred Erlacher said during a ceremony at the Upstate plant, which opened in 1994. "The growth of this plant has been

quite extraordinary," Erlacher said. "I am delighted to announce that BMW's profound impact in South Carolina continues."

Jim Newsome, president and CEO of the State Ports Authority, attended the ceremony as a testament to the important role BMW plays at the port.

BMW vehicles made in Greer helped the state become the nation's top

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BMW Milestones

Production highlights at BMW's Greer plant:

- **1st vehicle:** Alpine White 318i (Sept. 1994)
- **1 millionth vehicle:** Interlagos Blue Z4 M (Feb. 2006)
- **2 millionth vehicle:** Vermillion Red X3 (Jan. 2012)
- **3 millionth vehicle:** Donington Grey Metallic X5-M (March 2015)

—BMW

BMW produces 3 millionth vehicle at plant

BMW, from B1

largest user of our roll-on/roll-off facility at the Columbus Street Terminal as well as the South Carolina inland port (in Greer), and their expansions have been exciting opportunities for us."

Gov. Nikki Haley called BMW "one of the shining success stories in our state's history."

Bobby Hitt, the state's commerce secretary and a former BMW executive, said the company has been a catalyst for growth in South Carolina's automotive sector, which includes a Sprinter vans manufacturing plant Daimler AG will start building next year in North

exporter of automobiles, according to U.S. Department of Commerce statistics. With a 21 percent increase over 2013, BMWs accounted for \$9.2 billion of the state's export sales. More than 260,000 vehicles were exported from BMW's Spartanburg County plant through the SPA's Columbus Street Terminal in Charleston, totaling more than 70 percent of the plant's total volume.

"BMW operations are a tremendous asset to our port and state," Newsome said in a statement. "BMW is the

Charleston to create 1,300 new jobs.

Last year, BMW announced that it would invest \$1 billion at the Greer plant and boost production capacity to 450,000 cars a year by 2016. The company also said it will produce a new SUV known as the X7 in Greer. The expansion will add 800 new jobs, bringing the total workforce to 8,800 people.

BMW currently produces more than 1,200 vehicles each day, and the Greer plant is the exclusive producer of all BMW X3, X4, X5 and X6 vehicles to more than 140 global markets.



PAUL ZOELLER/STAFF

BMW's Greer plant on Tuesday celebrated its 3 millionth vehicle. BMW helped make the state the top U.S. auto exporter, and many cars are sent overseas from the Port of Charleston's Columbus Street Terminal (above).



Title: **NLRB plans April 22 Boeing union vote**
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 Charleston, SC Circulation: 110289

NLRB plans April 22 Boeing union vote

BY DAVID WREN

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The National Labor Relations Board on Tuesday set April 22 as the date when more than 3,000 production workers at three of Boeing Co.'s plants in North Charleston will vote on whether they want to be represented by the International Association of Machinists union.

The secret-ballot voting will be held at five locations on Boeing's main campus adjacent to Charleston International Airport and its north campus in the Palmetto Commerce Park.

Those eligible to vote include all full-

time and regular part-time production and maintenance workers at Boeing's Dreamliner facility, as well as those at the company's Interiors Responsibility Center and the newly opened Propulsion South Carolina plant.

Beverly Wyse, vice president and general manager of Boeing South Carolina, urged employees to vote on what she termed will be a "critical decision" for the company's future.

"You have both a right and a responsibility to be well informed about your

decision," Wyse told employees on Tuesday. "The outcome of this vote will affect all of our futures, our community, and the future of manufacturing in South Carolina."

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Online



For more Boeing news, go to postandcourier.com/Boeing.

NLRB plans April 22 Boeing union vote

VOTE, from B1

Mike Evans, IAM's lead organizer, called the vote "an important step on the road to a collective bargaining agreement" for Boeing workers.

"This is a chance for Boeing workers and their families to substantially improve their careers and communities," Evans said in a statement.

Boeing now must supply the NLRB with the names of those employees who are eligible to vote. The question on the ballot will call for a simple yes or no answer as to whether the voter wants to be represented by the Machinists union. The results will be tabulated immediately following the conclusion of the last voting session, which is scheduled to end at 5 p.m. Challenges to the voting process could be filed afterward.

The IAM's attempt to organize workers at the Boeing plant has been contentious, with both sides accusing the other of misinformation. Boeing and the union have bought radio

advertisements and billboards and used websites and social media to get their viewpoints across. Gov. Nikki Haley also stepped into the fray, calling the IAM a "bully" and "hypocrites" and vowing to fight against the union.

The IAM last week presented its petition for a vote to the NLRB, getting what union officials called a "significant number" of Boeing workers to sign authorization cards expressing interest in union representation.

Frank Larkin, a national IAM spokesman, said Boeing workers reached out to the union regarding numerous workplace concerns, including forced overtime, fair wages and a lack of respect on the shop floor.

Wyse has said Boeing opposes the union because it wants to keep an open culture of collaboration between workers and management.

Those workers eligible to vote next month represent less than half of the 7,500 people Boeing South Carolina employs in the Charleston region.

The IAM is the nation's largest aerospace union, representing more than 35,000 Boeing workers at 24 locations nationwide, including at the company's Washington state facilities. The union also represents approximately 90,000 workers at Lockheed Martin, General Electric, United Technologies and other companies.



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FILE/STAFF

Workers at Boeing Co.'s plant in North Charleston will vote April 22 on whether they want to be represented by the International Association of Machinists union.

Title: **Haley's stand important against new nuclear plan**
 Author:
 Size: 35.03 square inch
 Hilton Head Island, SC Circulation: 20015



OUR VIEW

Haley's stand important against new nuclear plan

Governor honors the past and sets model for the future in saying no to nuclear waste from around the country.

Gov. Nikki Haley's forceful opposition to more toxic waste in South Carolina is well founded and much appreciated.

A private operator wants the state to undo a hard-fought compact reached long ago to stem the tide of nuclear waste brought into South Carolina.

Haley's stand is consistent with long-established policy. She correctly called the new proposal a "huge step backward."

"We don't sell our soul for jobs and money," Haley said last week. "I'm not willing to go in and take in nuclear waste that our kids and grandkids are going to have to deal with."

The 235-acre Barnwell Low-Level Radioactive Waste Disposal Facility opened in 1971. Tons of radioactive trash from 39 states was buried there before South Carolina lawmakers started to push back about three decades later. It holds 28 million cubic feet of material that leaks radiation, and now the Utah-based company that operates the site wants to bring in material that is more highly contaminated from

more states.

On the face of it, the proposal is absurd.

But EnergySolutions, operating in Barnwell as Chem-Nuclear, started a public relations campaign to undo the Atlantic Compact limitations put in place in 2000 under Gov. Jim Hodges after years of work. The compact was agreed to by the state, Chem Nuclear and Barnwell leadership. As a result, the landfill was closed in 2008 to all states except South Carolina, New Jersey and Connecticut.

Haley's strong stand reflects the resolve it will take to keep South Carolina from being the nation's nuclear dumping ground.

"I don't know how many times we have to fight this battle," Hodges told the Aiken Standard. "In my legislative career, which spanned from 1986 to 1999 and four years as governor, we dealt with this issue three or four times. We finally reached a long-term solution."

EnergySolutions argues it must bring in higher-level waste from around the country to help pay for environmental management of the

site.

"Using a pro-environmental argument for taking higher-level waste to pay for environmental degradation that's taken place there over time — that's pretty unique and creative," Hodges said.

Thankfully, Haley is not falling for it, and neither should the state legislature.

South Carolina has borne well more than its share of the nation's nuclear-waste problem. Besides the Barnwell County site, tons of nuclear waste remains at the Savannah River Site, a Cold War nuclear weapons producer near Aiken. That problem was made worse when the Obama administration negligently halted work on a national nuclear-waste repository at Yucca Mountain in Utah.

When Hodges was governor, he threatened to lie in the road to halt tons of plutonium being trucked to the Savannah River Site. A federal court stopped that specter, but the point was clear.

Haley's stand against the new Barnwell scheme honors the past and serves as a model that will doubtless be needed in the future.

Title: **Haley's actions on debt examined**
 Author: By Seanna Adcox Associated Press
 Size: 62.31 square inch
 Rock Hill, SC Circulation: 34688



Haley's actions on debt examined

Governor touts anti-debt credentials, yet has OK'd \$1 billion in borrowing

By SEANNA ADCOX
 Associated Press

COLUMBIA Gov. Nikki Haley helped kill a plan by fellow Republicans in the South Carolina House to borrow \$500 million for building projects, accusing them of running up the state's "credit card" debt. Yet Haley herself has approved more than \$1 billion in state-backed borrowing as head of South Carolina's financial oversight board, according to an Associated Press review.

Haley, who has repeatedly dismissed suggestions she's seeking higher office, first slammed the borrowing idea last month as she criticized the Obama administration while touting her conservative credentials.



Haley

She also likened state Republican leaders who haven't backed her income tax-cut plan to Washington spendthrifts.

Her opposition helped scuttle the borrowing proposal during a chaotic House budget debate.

HALEY

CONTINUED FROM PAGE 1B

Haley touts as a major accomplishment of her first term.

"Bonds are meant for big infrastructure needs, big economic development infrastructure, big road infrastructure, and things that are not the normal course of

"We don't want any more debt. Whether it is half a billion or a quarter if (sic) a billion in debt, the taxpayers don't want it," she said on Facebook on March 12, hours before House leaders moved to reject their own plan.

Since Haley took office, the five-member Budget and Control Board she chairs has approved funding more than \$1.1 billion worth of new projects at South Carolina's public colleges through bonds, mostly at the University of South Carolina and Clemson, the AP found. That includes Wednesday's vote that let Clemson borrow \$69.5 million to renovate Littlejohn Coliseum.

Though most of that \$1.1 billion is considered the universities' debt, backed by tuition or fees, the state is still ultimately responsible.

Bipartisan critics

Haley's debt dance has incensed lawmakers in her own party and those across the aisle.

"Her goal is the national stage

and I'm not sure what exactly yet, but it's apparent she wants to use the General Assembly to get there," GOP Rep. Mike Pitts said after Haley first began berating lawmakers over the bond proposal.

The governor, said House Minority Leader Todd Rutherford, D-Columbia, is a "selfish, vindictive narcissist who is more concerned about her own future political ambitions than the state of South Carolina."

Rutherford called Haley a hypocrite, noting that in 2013, Haley eagerly signed a bill that borrowed \$120 million for Boeing's expansion plans in North Charleston. The bond bill would have included \$35 million for an aeronautical training center at Trident Tech near Boeing, as well as \$50 million for the Medical University of South Carolina's new Children's Hospital.

Borrowing is also a major component of the 2013 road-funding bill

SEE **HALEY**, PAGE 6B

business," Haley spokeswoman Chaney Adams said in response. She also called Rutherford's comments "hate speech."

However, an AP review of Budget and Control Board documents since January 2011 shows Haley has also approved paying for small projects such as new fire

alarm systems, handicap-access upgrades and roof repair through bonding.

The \$1.1 billion tally excludes votes to refinance existing debt to benefit from lower interest rates. It also excludes federally enabled, tax-exempt borrowing the board approved for businesses and nonprofits such as

hospitals and private colleges. The two borrowing packages Haley voted against, totaling \$260 million, fell into that category, according to meeting minutes.

Disappointing analogy

Haley has repeatedly singled out Ways and Means Chairman Brian White and criti-

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cized his committee's proposal, more than half of which would have gone to technical colleges and universities, as funding "wish list" items through a secretive process.

White contends the list was developed from agencies' presentations during budget hearings. He called Haley's repeated use of the credit card analogy disappointing.

"It's not a credit card. It's much like buying a house or adding onto your house – taking a mortgage out," said White, R-Anderson. The idea

was to fund infrastructure needs while interest rates remain near historic lows.

State spending on debt would not have risen, since old debt is being paid off, he said. The Legislature hasn't passed a bond bill in 15 years.

Last week, Haley told a room full of technical college presidents that her opposition was not about the projects on the list. She also said she could support a different bond package.

"The reason the bond bill failed is because it was a bill

that was not thoughtfully processed," Haley said at a S.C. Technical College System luncheon. "I didn't know what you did or didn't ask for. ... If there is a bond bill that is thought out, we will do that."

That stunned White. "After her saying you must pay as you go, to hear this is quite shocking," he said.

Haley's budget and the failed bonding package

Gov. Nikki Haley says she opposed a \$500 million borrowing proposal in the state House in part because additional revenue due to an improving economy could pay for the projects outright.

Her budget proposal for 2015-16, however, didn't do that. Only a portion of the \$400 million in new revenue she references is available for one-time expenses.

Her proposal for spending the \$128 million that's surplus includes none of the specific projects that were in the borrowing package. It did, however, collectively distribute \$40 million for unspecified, deferred maintenance across state government. That included:

- \$30 million collectively at public universities.
- \$3.2 million at technical colleges.
- \$2.1 million at National Guard armories.
- \$2 million at the Department of Mental Health.
- \$1.8 million at prisons.

In those areas, the \$500 million borrowing plan she helped defeat would have provided:

- \$146 million for 15 university projects, including \$50 million for the Medical University of South Carolina's new Children's Hospital.
- \$108 million for 14 technical college projects, including \$35 million for an aeronautical training center at Trident Tech near Boeing.
- \$15 million for unspecified armory maintenance.
- \$5 million for unspecified mental health maintenance.
- \$5 million for prison maintenance.

During the House budget debate, Haley railed against the borrowing package as funding "wish list" items. A week later, she told a group of technical college presidents that her opposition was not about the items on the list, but rather how the House Ways and Means Committee advanced the proposal.

ASSOCIATED PRESS

Title: **S.C.State head asks for debt relief**
 Author: By Seanna Adcox Associated Press
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S.C. State head asks for debt relief

Acting president says school must be made 'whole' to move ahead

By SEANNA ADCOX
 Associated Press

COLUMBIA South Carolina State University's acting president asked senators Tuesday to make the school "whole" by eradicating its anticipated \$23.5 million debt to vendors and the state.

"We want to be made whole. We are pleading and begging and asking for assistance so we can," W. Franklin Evans, the school's acting president, told a Senate Finance subcommittee.

His presentation occurred one week after S.C. State's trustees fired President Thomas Elzey. The Legislature is expected to fire all trustees soon. Both chambers have approved legislation doing so, though the proposals differ in who would appoint the takeover board.

Also last week, an accounting firm hired by the state predicted South Carolina's

only public historically black university will owe \$23.5 million by June 30. That includes a \$6 million state loan S.C. State is supposed to pay back before the fiscal year ends and \$1.5 million the school received as part of a second bailout approved last December.

The state's financial oversight board postponed last week deciding whether to extend the loan terms. Gov. Nikki Haley, its chairwoman, said the school's survival depends on its leaders being willing to make deep and immediate cuts.

"You can only cut so much," Evans said, noting the university employs 118 total people fewer than it did a year ago. It was unclear how many of the reductions were in faculty and administration.

He is asking lawmakers to

forgive the state loans and provide enough money to pay overdue bills, the oldest of which dates to August 2012.

"In order for us to really be the institution we need to be – to not only just make it over the hurdle and rough parts but to be allowed to move forward in a positive way – we need assistance in eradicating that amount," he said.

Sens. Darrell Jackson and John Matthews, an S.C. State graduate, said Tuesday they support the request.

"My goal would be for the state of South Carolina to step up and cover that and give you a clean start, with a clean administration and clean board," said Jackson, D-Columbia. From then on, he said, there would be no more excuses.

But Senate Education Chairman John Courson,

who also heads Finance's higher education panel, said the chances are "very slim" the Senate will provide that amount in its 2015-16 budget plan.

The spending plan advanced by the House earlier this month provided \$4 million specifically to pay S.C. State's oldest bills, but took \$2.9 million away from the school in other parts of the budget.

Evans said not receiving enough to erase the debt would be devastating to the school.

But Courson, R-Columbia, said what could doom the school is loss of accreditation. The Southern Association of Colleges and Schools put S.C. State on probation last summer and a team will visit the campus next month to check on its progress. A decision is expected in June.

Title: **Haley warns veto on roads plans**
 Author: By Jeffrey Collins AssociatedPress
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Haley warns veto on roads plans

**Governor wants
'significant' income tax
cuts if gas tax is raised**

By JEFFREY COLLINS
Associated Press

COLUMBIA Gov. Nikki Haley sent letters to the House and Senate on Tuesday, telling members she would veto each chamber's different plan to get more money to fix roads because neither proposal cuts taxes enough.

Haley's letters came the same day separate House and Senate committees started their work on roads bills. Members on both sides said they were unhappy the governor needed to issue a threat just as talks started.

House Ways and Means Chairman Brian White called the letter "disheartening" as his subcommittee passed a bill that would lower the gas tax by 10 cents a gallon, while raising the sales tax on fuel by 6 percent. The proposal would raise an additional \$400 million a year for roads and White plans to merge it with his proposal to adjust the state's income tax brackets that would cost about \$51 million a year when fully in place in two years.

ROADS

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Carolina businesses called the South Carolina Alliance to Fix Our Roads wants the House to find even more money for highways. Chairman Eric Dickey quoted a former state Department of Transportation director and said that money would only

allow the state to manage the decline of its highway system.

"The numbers we are talking about today are not going to solve the problem," Dickey said. "They may just stop the bleeding."

White said it is obvious the business community wants

But Haley's letter to the House said that income tax cut is too small. Her proposal would raise the gas tax by 10 cents and lower income tax rates by 2 percentage points that would cost the state \$1.8 billion a year when fully implemented in a decade.

Haley called the House plan a "massive tax increase" in her letter. "I will veto this and any other proposal that increases gas taxes without a significant cut to income taxes," Haley wrote with the sentence in bold print and underlined.

The Senate Finance Committee planned Tuesday to discuss Sen. Ray Cleary's plan to raise an additional \$800 million a year for roads by raising the gas tax 10 cents and tying further increases to inflation, cutting a number of sales tax exemptions and increasing fees on driver's licenses, car tags and other items. But they delayed debate for a day after talking about Haley's letter.

"It is our responsibility to forgo at least some future growth of government and return hard-earned wages back to the people who earned them," Haley said in her Senate letter.

Cleary said with the governor's position clear, it is time for senators to pass what they think is best and let her handle the fallout.

"We'll never satisfy the governor unless we do it her way, and I don't think her way would pass through the Legislature," said Cleary, R-Murrells Inlet.

The veto threat comes as South Carolina's business community is putting increasing pressure on the state to do something. South Carolina Petroleum Marketers Association Executive Director Michael Fields said his group is backing a gas tax increase for the first time because something needs to be done to roads.

A group of several dozen South
SEE **ROADS**, PAGE 6B

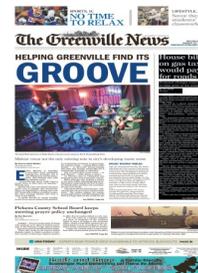
better roads and Haley should be prepared to deal with the consequences if no road plan is passed.

One of those consequences might be reduced economic development. White, R-Anderson, brought back the word of Michelin North America Chairman Pete Sell-

eck who called the state roads a disgrace and suggested the company might look elsewhere to expand unless something is done.

"He didn't say he was not going to locate another plant in South Carolina unless we cut the income tax," White said.

Title: **House bill on gas tax would pay for roads**
 Author: By Tim Smith Staff Writer tcsmith@greenvillenews.com
 Size: 41.69 square inch
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House bill on gas tax would pay for roads

Proposed changes expected to raise price at the pump

By Tim Smith

Staff Writer

tcsmith@greenvillenews.com

COLUMBIA — A House panel has unanimously approved a bill that would raise the cost of gas to repair the state's crumbling roads.

The bill by a House infrastructure committee also offers a carrot to counties willing to take over local roads in the state inventory, gives the governor the authority to appoint highway commissioners and expands the board of the state Transportation Infrastructure Bank.

The proposal would actually cut the state's 16.75 cents gas tax by 6 cents, then impose an excise gas tax at the wholesale level.

How much of an increase at the pump motorists would pay as a result of the bill would depend on the price of gas at the

time. It also would raise the cap on vehicular sales tax.

A House budget subcommittee heard some testimony but little opposition to the plan before voting to send the bill to the full committee on Thursday.

Gov. Nikki Haley, who has offered her own roads plan, has threatened to veto the bill because it proposes an increase in taxes with no accompanying income tax reduction plan.

A bill by the chairman of the House budget committee that would reduce income taxes by a much smaller amount also was approved Tuesday and could join the roads plan as one bill.

Haley sent a letter to lawmakers Tuesday threatening a veto of any roads bill that doesn't include a significant tax cut.

House Ways and Means Committee Chairman Brian White said he hopes Haley will reconsider her opposition.

"The business community out there is demanding our roads be fixed," he said.

"You have folks like Michelin North America's president saying they would not locate another plant in South Carolina until the roads were fixed. He didn't say he wasn't going to locate another plant in South Carolina unless we cut the income tax."

He said House leaders have heard the business community and constituents "loud and clear" that they want the roads fixed.

White said his income tax relief bill is

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ROADS

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"responsible for this state and its citizens."

Haley has proposed raising the gas tax by 10 cents per gallon but only if lawmakers first reduce the state's top income tax rate from 7 percent to 5 percent and also scrap the current system of legislatively appointed highway commissioners.

Her proposal is contained in a bill by Rep. Tommy Stringer of Greenville, which has yet to receive a hearing.

White said any member could still attempt to amend the bill approved Tuesday with the governor's plan.

He said he believes both the bills approved Tuesday will pass the full committee and will be merged into one bill.

White described the roads bill as "ever-evolving" and said he was open to listening to suggestions for improving the plan.

House Speaker Jay Lucas has said he wants a roads plan passed by the House in April.

Meanwhile, the Senate Finance Committee on Tuesday postponed a vote on a Senate roads plan to give the Senate Transportation Committee a chance to take up a bill Wednesday that would grant authority to the governor to appoint all

highway commissioners.

Senate Finance Committee Chairman Hugh Leatherman said he wants to know who will ultimately control spending at DOT before moving forward with a funding plan.

"I can't support this if that's what we're going to do," he said of making DOT a cabinet agency.

A Senate subcommittee has proposed raising the gas tax by 12 cents per gallon over three years, indexed to inflation, as well as a number of fee increases, including the fees for vehicle registration and driver's license, and the cap for vehicular sales tax.

The measures would bring in an additional \$800 million annually.

Title: **Haley's \$1B in borrowing belies anti-debt talk**
 Author: By Seanna Adcox Associated Press
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 Greenville, SC Circulation: 113473



Haley's \$1B in borrowing belies anti-debt talk

By Seanna Adcox

Associated Press

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Yet Haley herself has approved more than \$1 billion in state-backed borrowing as head of South Carolina's financial oversight board, according to an Associated Press review.

Haley, who has repeatedly dismissed suggestions she's seeking higher office, first slammed the borrowing idea last month as she criticized the Obama administration while touting her conservative credentials.

She also likened state Republican leaders who haven't backed her income tax-cut plan to Washington spendthrifts.

HALEY

Continued from Page 3A

political ambitions than the state of South Carolina."

Rutherford called Haley a hypocrite, noting that in 2013, Haley eagerly signed a bill that borrowed \$120 million for Boeing's expansion plans in North Charleston. Borrowing is also a major component of the 2013 road-funding bill Haley touts as a major accomplishment of her first term.

"Bonds are meant for big infrastructure needs, big economic development infrastructure, big road infrastructure, and things that are not the normal course of business," Haley spokeswoman Chaney Adams said in response. She also called Rutherford's comments "hate speech."

However, an AP review of Budget and Control Board documents since January 2011 shows Haley has also approved paying for small projects such as new fire alarm systems, handicap-access upgrades and roof repair through bonding.

The \$1.1 billion tally excludes votes to refinance existing debt to benefit from lower interest rates. It also excludes federally enabled, tax-exempt borrowing the board approved for businesses and nonprofits such as hospitals and private colleges. The two borrowing packages Haley voted against, totaling \$260 million, fell into that category, according to meeting minutes.

Haley has repeatedly singled out Ways and Means

Her opposition helped scuttle the borrowing proposal during a chaotic House budget debate.

"We don't want any more debt. Whether it is half a billion or a quarter if (sic) a billion in debt, the taxpayers don't want it," she said on Facebook on March 12, hours before House leaders moved to reject their own plan.

Since Haley took office, the five-member Budget and Control Board she chairs has approved funding more than \$1.1 billion worth of new projects at South Carolina's public colleges through bonds, mostly at the University of South Carolina and Clemson, the AP found.

That includes the recent vote that let Clemson borrow \$69.5 million to renovate Littlejohn Coliseum.

Though most of that \$1.1 billion is considered the universities' debt, backed by tuition or fees, the state is still ultimately responsible.

Haley's debt dance has incensed lawmakers in her own party and those across the aisle.

"Her goal is the national stage and I'm not sure what exactly yet, but it's apparent she wants to use the General Assembly to get there," GOP Rep. Mike Pitts said after Haley first began berating lawmakers over the bond proposal.

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See HALEY, Page 4A

Chairman Brian White and criticized his committee's proposal, more than half of which would have gone to technical colleges and universities, as funding "wish list" items through a secretive process.

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"It's not a credit card. It's much like buying a house or adding onto your house — taking a mortgage out," said White, R-Anderson. The idea was to fund infrastructure needs while interest rates remain near historic lows.

State spending on debt would not have risen, since old debt is being paid off, he said. The Legislature hasn't passed a bond bill in 15 years.

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"The reason the bond bill failed is because it was a bill that was not thoughtfully processed," Haley said at a South Carolina Technical College System luncheon. "I didn't know what you did or didn't ask for. ... If there is a bond bill that is thought out, we will do that."

That stunned White.

"After her saying you must pay as you go, to hear this is quite shocking," he said.

Title: **BMW, workers celebrate 3M autos produced in Greer plant**
 Author: By David Dykes Staff writer ddykes@greenvillenews.com
 Size: 25.26 square inch
 Greenville, SC Circulation: 113473



BMW, workers celebrate 3M autos produced in Greer plant

Vehicle manufacturer committed to adding 800 jobs by end of 2016

By David Dykes

Staff writer

ddykes@greenvillenews.com

BMW Manufacturing Co. and its workforce Tuesday celebrated the production of the company's 3 millionth vehicle in South Carolina.

The X5 M was driven by Dawn Burgess, who was hired at the plant in 1994, the year workers produced the first vehicle at the plant.

Burgess presented the keys to the milestone vehicle to Manfred Erlacher, president and CEO of BMW Manufacturing.

"The growth of this plant has been quite extraordinary," Erlacher said. "Today, as we witness another historic moment, I am delighted to announce that BMW's profound impact in South Carolina continues. I am grateful for our dedicated associates and their commitment to building premium vehicles for the world."

The custom-built vehicle is heading to a customer in Sweden.

"What a great day to celebrate as BMW marks another milestone in South Carolina," said Gov. Nikki Haley. "Now with three million cars produced with care and pride by South Carolina hands, BMW continues to be one of the shining success stories in our

state's history. We congratulate them on this achievement."

Speakers at the event included South Carolina Secretary of Commerce Bobby Hitt and Jim Newsome, president and CEO of South Carolina Ports Authority.

In 2014, nearly 250,000 vehicles were exported from BMW's South Carolina plant, more than 70 percent of the plant's total volume.

In March 2014, BMW Group announced an additional \$1 billion investment for the South Carolina plant from 2014 through 2016. In total, since 1992, the company has invested nearly \$7 billion through December 2014.

A 2014 report published by the Moore School of Business at the University of South Carolina said BMW Group activities in South Carolina had a total impact of \$16.6 billion on the state economy.

In all, BMW's presence in South Carolina supports a total of 30,000 jobs throughout the state, including 8,000 at the plant in Greer. By the end of 2016, the plant has committed to adding 800 more jobs.

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OUR VIEW

Haley's stand important against new nuclear plan

Governor honors the past and sets model for the future in saying no to nuclear waste from around the country.

Gov. Nikki Haley's forceful opposition to more toxic waste in South Carolina is well founded and much appreciated.

A private operator wants the state to undo a hard-fought compact reached long ago to stem the tide of nuclear waste brought into South Carolina.

Haley's stand is consistent with long-established policy. She correctly called the new proposal a "huge step backward."

"We don't sell our soul for jobs and money," Haley said last week. "I'm not willing to go in and take in nuclear waste that our kids and grandkids are going to have to deal with."

The 235-acre Barnwell Low-Level Radioactive Waste Disposal Facility opened in 1971. Tons of radioactive trash from 39 states was buried there before South Carolina lawmakers started to push back about three decades later. It holds 28 million cubic feet of material that leaks radiation, and now the Utah-based company that operates the site wants to bring in material that is more highly contaminated from

more states.

On the face of it, the proposal is absurd.

But EnergySolutions, operating in Barnwell as Chem-Nuclear, started a public relations campaign to undo the Atlantic Compact limitations put in place in 2000 under Gov. Jim Hodges after years of work. The compact was agreed to by the state, Chem Nuclear and Barnwell leadership. As a result, the landfill was closed in 2008 to all states except South Carolina, New Jersey and Connecticut.

Haley's strong stand reflects the resolve it will take to keep South Carolina from being the nation's nuclear dumping ground.

"I don't know how many times we have to fight this battle," Hodges told the Aiken Standard. "In my legislative career, which spanned from 1986 to 1999 and four years as governor, we dealt with this issue three or four times. We finally reached a long-term solution."

EnergySolutions argues it must bring in higher-level waste from around the country to help pay for environmental management of the

site.

"Using a pro-environmental argument for taking higher-level waste to pay for environmental degradation that's taken place there over time — that's pretty unique and creative," Hodges said.

Thankfully, Haley is not falling for it, and neither should the state legislature.

South Carolina has borne well more than its share of the nation's nuclear-waste problem. Besides the Barnwell County site, tons of nuclear waste remains at the Savannah River Site, a Cold War nuclear weapons producer near Aiken. That problem was made worse when the Obama administration negligently halted work on a national nuclear-waste repository at Yucca Mountain in Utah.

When Hodges was governor, he threatened to lie in the road to halt tons of plutonium being trucked to the Savannah River Site. A federal court stopped that specter, but the point was clear.

Haley's stand against the new Barnwell scheme honors the past and serves as a model that will doubtless be needed in the future.