

Title: **Massey, Pettigrew running for Senate District 25**
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Massey, Pettigrew running for Senate District 25

BY CHRISTINA CLEVELAND

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Republicans John Pettigrew and incumbent Sen. Shane Massey are running for the S.C. Senate District 25 seat.

Pettigrew is a small businessman in Edgefield and owner of Pettigrew Properties, according to a campaign news release.

He previously was elected Edgefield mayor and served in the S.C. House of Representatives from 1987-88. He also was Edgefield County administrator and was on the staff of Sen. Strom Thurmond, his release states.

Pettigrew has said the "status quo" in Columbia is not getting the job done, adding he believes the needs of the state are being neglected.

"We need proven, mature leadership to get in there and fight for the people," he said.

And one of the issues he said he would tackle if elected is term limits for state legislators, including himself.

"Too many people with good intentions go to Columbia and after a few years they get comfortable and become a part of the system and drift away and stop serving the people," said Pettigrew,

who has proposed an eight-year term limit for lawmakers. "I'm going to work for that when I get elected. I would limit myself for eight years."

Other issues that are a part of his campaign include fixing the state's

infrastructure, judicial reform and ethics reform. Pettigrew said his plans for roads includes eliminating the DOT commission and state infrastructure

bank, allowing the governor to appoint the secretary of transportation, making fixing existing roads a priority rather than building new roads, and completing the aforementioned without a gas tax increase.

On judicial reform, he believes the legislature should not be allowed to elect every circuit judge, court of appeals or supreme court justice. Regarding ethics, he said the house and senate ethics committees should be abolished and favors an independent ethics commission to investigate ethics complaints against lawmakers, as well as prosecute and punish them.



Massey

Massey is an attorney from Edgefield and has served the district since 2007. He announced his plans to seek re-election in April.

In his re-election announcement, Massey said since being elected, he has demanded recorded votes on every bill so voters can hold senators accountable, criticized "irresponsible spending decisions" by the General Assembly, denounced deficits at several agencies and South Carolina State University, and also spoke against defenders of the "status quo."

"Leaders must step forward and do the hard work it takes to move our state forward," Massey said. "Many politicians would rather keep doing things the way we've always done them, but we are not going to make real progress in our state unless we have the courage, vision and determination to change the status quo."

Among the issues he's addressed include stronger ethics laws, an expansion of educational opportunities and a "permanent and fiscally responsible fix" for the state's infrastructure.

On roads, Massey said on his website he opposed lawmakers' plans for a tax increase, instead organizing and leading a small group of Republican senators "to propose a conservative alternative." Massey said the first step is to reform the State Department of Transportation and eliminate the commission, allowing the governor to be responsible for the agency.

He is calling for more transparency from SCDOT and said the agency should have regular audits. Massey said the General Assembly must find a consistent funding source to prepare the infrastructure and expand interstate capacity but said he does not support an increase in the gas tax for roads until DOT is reformed and any increase is offset with other tax relief for residents.

Regarding ethics, he said state law should require elected officials to disclose who pays them and that an independent body should investigate ethics complaints against lawmakers. He calls education the top issue for the state and has stated he supports Gov. Nikki Haley's education reform initiatives that include recruiting teachers to work in underperforming districts and allowing the governor to appoint the superintendent of education.

Massey was elected as Senate Majority Leader in April.

Christina Cleveland is the county government reporter at the *Aiken Standard*. Follow her on Twitter @ChristinaNCleve.



Pettigrew

Title: **5 running to fill vacant seat on council**
 Author: BY SARAH ELLIS sellis@thestate.com
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DISTRICT 10 PRIMARY

5 running to fill vacant seat on council

BY SARAH ELLIS

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Special primary election set for Tuesday to temporarily fill Kelvin Washington's seat

Candidates, all Democrats: Helen Taylor Bradley, Mary Jackson Kirkland, Jerome Marvin Miller, Dalhi Myers, Bernice Scott

Five Lower Richland residents hope to temporarily fill the Richland County Council District 10 seat left vacant by Kelvin Washington.

In a special primary election Tuesday, voters will choose among five Democrats to finish the last few months of the former councilman's term. They include Washington's mother-in-law, who held the seat before him. Washington was removed from office in March by Gov. Nikki Haley for failing to file his

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DISTRICT 10

me that out of 11 districts, we're the one that gets dumped on, and we're the largest."

Jerome Marvin Miller.

Efforts by The State newspaper to reach Miller on Thursday and Friday were unsuccessful.

income tax returns for three years.

No Republicans filed.

Vying for the seat that represents the majority of Lower Richland, including Hopkins, Gadsden and Eastover are:

Helen Taylor Bradley. This is Bradley's fourth time running for the District 10 council seat, she said.

"I have been vigilant in the community all of my life," Bradley said. "We weren't getting the representation we should have been

getting. ... It was a family regime. I think the community, now, they're ready for a change. ... We don't have bus service. The roads aren't getting fixed. We are underserved. I feel like it's time to make a change."

Mary Jackson Kirkland. Kirkland is a military veteran who returned to the Lower Richland community after completing her service.

"I believe that I'm the best candidate because, one, I'm not a career politician," Kirkland said. "There's a lot of stuff (the county has) put on the books to really nickel and dime the community. ... And you're getting nothing out of it. ... It seems to

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Richland County before recently moving back to a home she owns with her parents in Gadsden.

"I am not running against anybody. I'm running for District 10, for our community, for better schools, for better roads,

for better job opportunities, for better infrastructure," Myers said. "When your house is on fire, it's great to have good friends, but you don't call your friends to get out of a fire. You call a firefighter. ... I think in this instance, I'm

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a firefighter.”

Bernice G. Scott. Scott served on County Council for 20 years, from 1988 to 2008, before her son-in-law, Washington, succeeded her.

“The experience, I do have. I can hit the ground running,” Scott said. “I’m very accessible, and that’s what people need. We have an undeveloped area that is looking for sewage

and everything. ... I really take pride in taking care of people. ... My record stands for the people. I have always been a voice for the people, and I will continue to be a voice for the people because I care.”

District 10 polls will open from 7 a.m. to 7 p.m. Tuesday.

If no candidate receives more than 50 percent of the votes Tuesday, a run-

off will be held June 14 between the top two candidates. The winner will serve until just after the November general election, when the four people elected to council are sworn in for four-year terms.

Also on June 14, the general election primary for District 10 and all other local and state races will be held. The winner of the

primary, or, if necessary, the June 28 runoff, will be on the November ballot seeking a four-year term.

Because no Republicans or candidates from any other parties have filed for the District 10 seat, the June 14 Democratic primary or runoff winner is all but certain to win the November election.

—
Reach Ellis at
 (803) 771-8307.



Bradley



Kirkland



Myers



Scott

Title: **Audit recommends merger**
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Audit recommends merger

DOT, highway borrowing agency should combine, according to state auditors

By SEANNA ADCOX

Associated Press

COLUMBIA — The South Carolina agency that borrows and doles out money for large highway projects should merge with the Department of Transportation, state auditors recommended Thursday.

Combining the agencies would allow for better coordination and prioritization of highway projects and focus accountability in a single agency, the report by the Legislative Audit Council says.

But the chairman of the state Transportation Infrastructure Bank said the two must remain separate, due to the DOT's limited ability to borrow money under state law and the state constitution.

"The situation demands it," said Chairman Vincent Graham.

The Legislature created the bank in 1997 to fund projects that can't be built on a pay-as-you-go basis, such as the Ravenel Bridge that links

Charleston to Mount Pleasant. Since then, it has awarded about \$3.8 billion in grants and \$1 billion in loans for transportation projects. As of June 2015, the bank still owed about \$2 billion to bondholders, according to the report.

It notes that legislators would need to alter state law or the constitution to consolidate the agencies. But that wouldn't be easy.

"Merging the two would have consequences on debt. It's hard to get the toothpaste back in the tube," said

Mike Wooten. As chairman of the DOT commission, Wooten also has a seat on the borrowing agency's board.

The report comes as legislators attempt to finalize a bill changing governance in the two agencies and allowing for \$2 billion in borrowing over 10 years, funded by \$200 million annually in existing fees and vehicle taxes.

Legislators say that will jumpstart meeting the state's needs without raising taxes. The DOT has said it needs an additional \$1.5 billion yearly over three decades to bring one of the nation's largest highway systems to good condition.

Opponents of raising the state's gas tax — unchanged since 1987 at 16 cents per gallon — have blocked any increase, saying the DOT and infrastructure bank must be reformed first. The audit was requested last year by 24 legislators.

Critics, including Gov. Nikki Haley, contend politics, not priorities, determine which highway projects the infrastructure bank funds. Two of the board's seven members are legislators and two others are appointed by legislators.

"Today's audit is another reminder we must permanently reform the

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AUDIT

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DOT and end the political horse trading of our roads by prioritizing funding based on traffic needs, safety and economic development in all areas of our state," said Haley

spokeswoman Chaney Adams.

The bill still in negotiations — with three days left in the regular legislative session — would give the DOT commission oversight of the banking board's decisions. It would also require the infrastructure

bank to fund projects based on the DOT's priority rankings.

Assuming the bill becomes law, the audit's recommendations are essentially "going into effect anyway," said Rep. Chip Limehouse, R-Charles-

ton, an infrastructure board member.



AT THE STATEHOUSE

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SCDP Chair Harrison: "It's a Sad Day in SC for our Farmers"



**Jaime Harrison
South Carolina
Democratic Party
Chairman**

Columbia - South Carolina Democratic Party (SCDP) Chair Jaime Harrison issued the following statement regarding Governor Nikki Haley's veto of legislation providing disaster aid for South Carolina's farmers devastated by last year's floods.

"Today is a sad day in South Carolina. Our Governor has turned her back on the farmers in this state by vetoing legislation that would have provided \$40 million in grants to assist their recovery from last year's floods. So many South Carolinians lost homes, businesses, and their livelihoods. In a disaster, we look to our government and our leaders to assist those in need and establish efforts to rebuild our businesses and communities.

"Haley's actions against our farmers are disappointing, but it continues the tradition of South Carolina's Republican leaders voting against South Carolinians impacted by last year's 1,000 years flood. Last December, US Senator Tim Scott and Congressman Mark Sanford went to Washington and voted against

the spending bill providing flood recovery funds for South Carolina.

"My fellow South Carolinians, we must learn that the leaders we vote for actually matters. It is indeed a sad day in South Carolina that we cannot trust our leaders to fight for us when we need it the most. It is time that we return to a government for the people and by the people. We deserve better South Carolina!"



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Chronicle
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148. 8 Lexington County GOPers elected RNC delegates

BY HAL MILLARD
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For state and local Republicans, it's on to Cleveland.

The SCGOP will be sending 50 delegates plus alternates to Ohio later this summer for the Republican National Convention.

At the state party's convention May 7 in Columbia, eight from Lexington County were elected as delegates or alternates.

At-large delegates from the county include state Treasurer Curtis Loftis, state Sen. Katrina Shealy, and Roxanne Wilson, wife of Second District Congressman Joe Wilson.

Alternates elected were local party stalwarts Wilma Storey and Mary Kerr.

District-level delegate and Lexington County Republican Party Chairman Craig Caldwell will be making the trip to Cleveland, while district

alternates include Rich Bolen and Buddy Wither-
spoon.

Thanks to South Carolina's winner-take-all GOP primary, all 50 delegates will be bound to vote for Donald Trump on the first ballot.

With Trump now the presumptive nominee, chances of a brokered convention seem exceedingly slim. Should Trump, who is not supported by all delegates, fail to achieve a first ballot nomination, the state's delegates could theoretically throw their support to other candidates.

The specter of a Trump first-ballot win seemed to take the wind out of the party's sails at the convention, which was poorly attended.

"I've been to livelier and more optimistic wakes," Republican consultant Andrew Boucher wrote on Facebook.

Boucher estimated turnout at the convention was

only 57%, "even after alternate (delegates) were seated." On Twitter, several delegates who did show up complained about all the "empty seats."

Indeed, the convention hall in Columbia was more than half empty, with only about 500 of the nearly 900 seats set aside for delegates occupied. Some counties sent no delegates at all.

Many at the convention, including Nikki Haley didn't bother to even invoke Trump's name, and a Trump banner hanged in the hall was reported to have upset a number of Ted Cruz supporters

At a self-proclaimed "unity breakfast" hosted before the convention, Lt. Gov. Henry McMaster told more than a hundred attendees that the country has an opportunity to make sure Republicans unify behind Donald Trump as their presumptive nominee, the Associated Press reported.



Calhoun Times
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1 + 198 Secretary of Transportation Reforms Agency's FOIA Policy

Secretary of Transportation Christy A. Hall has announced changes in the agency's Freedom of Information Act (FOIA) policy in an effort to make the South Carolina Department of Transportation (SCDOT) more open and accessible to the public.

The changes are as follows:

- SCDOT will not levy any charges for the research of information or retrieval and copying of documents that take less than two hours to complete.
- Any staff time required beyond two hours will be charged at a flat rate of \$20 per hour.
- Duplication of the first 25 pages from a requested document will not incur any charges.

Secretary Hall pointed to a review of FOIA requests filed with SCDOT over the past 12 months. Hall said more than 3/4 of those

requests made in the past year would not have incurred any charges under the new policy.

Hall has been reviewing the agency's spectrum of policies since she was appointed Acting Secretary by Governor Haley in the summer of 2015. Since the confirmation of her appointment a little over three months ago, Hall is moving forward with policy changes. "One of our goals is to significantly improve the public's access to SCDOT records and how taxpayers' money is being spent. The changes in SCDOT's FOIA policy are a step in that direction," said Hall.

Hall noted that she has begun other initiatives to improve the efficiency and performance of SCDOT, both internally and in the delivery of completed road and bridge projects for the public.



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**Independent reviews of
legislators nearly law**

COLUMBIA — Complaints against South Carolina's legislators would be independently investigated under an ethics reform bill that could reach the finish line this session after four years of debate.

If the Senate accepts changes that the House approved Thursday, the legislation will go to Gov. Nikki Haley's desk.

Under the House amendment, the revamped commission would make that determination before sending the case back to House and Senate ethics committees for a public hearing. Under the Senate's version, the commission would issue recommendations to the legislative panels.

House Speaker Pro Tem Tommy Pope says letting the independent body decide probable cause will help restore the public's trust.



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FROM WIRE REPORTS

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Bill barring online eye exams survives veto

COLUMBIA — A company offering prescriptions for contacts and glasses based on on-line eye exams no longer offers the service to South Carolinians.

Opternative CEO and founder Aaron Dallek said his company stopped providing prescriptions in the state Thursday after the Legislature overrode Gov. Nikki Haley's veto.

The House's 98-1 vote immediately made such prescriptions illegal. The Senate voted 39-3 Wednesday to overturn the veto. South Carolina becomes at least the third state to pass a law banning the practice.

Haley opposed the bill as stifling competition for low-cost eye care. Proponents argued it protects patients.



¹⁴⁸ Supreme Court: Haley can't appoint Transportation secretary

COLUMBIA (AP) — A state Supreme Court ruling Wednesday temporarily put the Department of Transportation's leadership in limbo and, according to lawmakers, underscored the Legislature's need to pass a roads bill.

The justices threw out a clause in the 2015-16 budget allowing Gov. Nikki Haley to continue appointing the Transportation secretary, saying it was unrelated to the budget and therefore unconstitutional "log-rolling."

The issue is whether "suspending the termination of the governor's appointment power is reasonably and inherently related to the raising and spending of tax monies. We hold that it is not," Chief Justice Costa Pleicones wrote in the 4-1 decision.

Under the 2007 government restructuring law that put the Transportation agency in the governor's Cabinet, Haley's ability to appoint the secretary should have expired July 1, 2015.

Legislators intended to address that as part of highway-funding legislation. When they couldn't agree on funding, legislators tacked a one-year extension onto the budget.

The court's order says the authority to appoint a new leader should have reverted last July to the Transportation Department's commission, restoring its full oversight of the agency.

The ruling is another victory for Greenville resident Ned Sloan, a retired paving contractor who, for more than a decade, has successfully challenged the legislative practice of "bobtailing" — tacking one bill onto another.

Hours after the ruling, commissioners voted 8-0 in an emergency meeting to keep Christy Hall as secretary and ratify her decisions.

"We have no issue with who the secretary is. Apparently the Supreme Court has an issue with how she got there," said DOT Chairman Mike Wooten. "She's what South Carolina needs, and we need to keep her in that position as long as we can."

The Senate confirmed Hall as secretary in January, but she'd been at the helm as acting secretary since last summer.

It was her second stint in the interim position, following the second resignation of a Haley appointee. Legislators have widely praised Hall's leadership during the February 2014 ice storm and last fall's catastrophic flooding.

Rep. Gary Simrill, who has led the

House's highway-funding efforts, said he wasn't surprised by the high court's ruling.

"We were Band-aiding the process," he said.

It does show the ramifications of what could happen if the Legislature continues to delay on legislation aimed at fixing South Carolina's crumbling roads, and it highlights the need to combine reform with funding, said Simrill, R-Rock Hill.

Later Wednesday, the House Ways and Means Committee unanimously advanced a bill merging a Senate borrowing proposal with changes in the DOT's governance. It would continue to give the commission appointing powers, with legislators' approval, but allow the governor to appoint every commissioner. Legislators appoint seven commissioners and the governor appoints one.

The borrowing plan, which the Senate approved as part of its budget proposal for 2016-17, uses about \$200 million in existing fees, fines and vehicle sales taxes to borrow \$2 billion during

10 years. Hall has said that frees up other money the DOT can use to replace bridges and pave roads, allowing for more than \$4 billion worth of work total.

Last year, the House passed a bill that would have provided an additional \$400 million yearly for highway construction. A Senate version raised roughly twice that, but the session ended with opponents of increasing gas taxes preventing a vote on the Senate floor.

The DOT has said it needs an additional \$1.5 billion annually during three decades to bring the state's highway system to good condition.

"The court's ruling underscores the need for the legislature to reform the DOT this year — otherwise we're going to keep throwing taxpayer dollars at a system that's broken, which would be irresponsible," said Haley spokeswoman Chaney Adams.

Senate Judiciary Chairman Larry Martin, R-Pickens, blasted the court's ruling but said he's optimistic the Legislature will address both funding and governance before the session ends next month.

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148 + 234 Senate overrides farm bill veto

BY JIM HILLEY
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As South Carolina Senate President Pro-Tem Hugh Leatherman, R-Florence, introduced the motion to override Gov. Nikki Haley's veto of the Farm Aid Bill Wednesday, he said he thought it was one of the most serious issues he has seen in 36 years in the General Assembly.

"I have walked the fields with farmers," he said. "I have seen everything lost. In many cases, farmers work the land by the sweat of their brow and the blood

of their families. Let's not turn out back on the farmers when they need it most."

With many farmers and S.C. Secretary of Agriculture Hugh Weathers in the gallery, the Senate then voted 39-3 to override the veto.

After a 112-2 vote in the House Tuesday the Farm Aid Bill will become law and will set up a \$40 million fund to provide up to \$100,000 for farmers who can document at least a 40 percent uncompensated

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loss resulting from the October 2015 floods. A commission will be set up to determine which farmers are eligible.

Numerous senators strode to the chamber to make passionate statements in support of the motion to override.

Sen. Gerald Malloy, D-Darlington, said the food supply is not a special interest.

"Farming is fundamental," he said. "What we are talking about now is money for those who are our lifeblood."

Sen. Thomas McElveen, D-Sumter, said the General Assembly does a lot to make South Carolina a good place to do business and to attract commerce.

"I have voted for incentives to attract industry," he said. "Let's not forget the partner who brought us to the dance."

McElveen said agriculture is a \$47.5 billion business in South Carolina.

"When you consider that, \$40 million is a pittance," he said.

Among the three who voted against the override was Sen. Tom Davis, R-Beaufort, who has long advocated for limited government on most issues.

"I don't think government exists to take money from some people's pockets and put it in other people's pockets," he said.

After a question from Davis about the proper role of government, Malloy responded that when the General Assembly unites after a healthy debate, including hearing from dissenters such as Davis, that is the proper role of government.

"The good news is that we can come together as a body; it's about our humanity," he said.

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