

Title: **SPA reviews 2 offers for Port Royal property**
 Author: BY DAVID WREN dwren@postandcourier.com
 Size: 50.68 square inch
 Charleston, SC Circulation: 110289



SPA reviews 2 offers for Port Royal property

BY DAVID WREN
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The State Ports Authority has received two new bids for its Beaufort County marine terminal, but the maritime agency isn't saying whether they meet the minimum price of \$14.82 million it was seeking.

Erin Dhand, spokeswoman for the SPA, said Wednesday the authority has "already begun the internal review process of those offers (but) we can't provide details about the offers at this point."

The most recent deadline to submit bids for the waterfront property in

Port Royal was 5 p.m. Tuesday.

The SPA recently lowered its minimum price for the site by \$600,000 after another deal fell through a few weeks ago.

That lower price applies if the property is purchased in its entirety. The three distinct development parcels are available for sale separately at higher rates totaling about \$17.4 million, according to the commercial real estate

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SPA reviews 2 offers for Port Royal properties

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company marketing the site.

The former Port of Port Royal has about 52 acres of high ground, about 265 acres of marsh and a mile of waterfront on Battery Creek near the Beaufort River,

The last purchase offer of \$15.42 million from Furman Co. Investment Advisory Service was terminated in late April when the Greenville-based buyer ran out of time to complete its analysis and meet other deadlines.

It was the fourth time that a deal to sell the land has fallen through since 2006. It also was another disappointing turn for Port Royal business owners and residents who want the deepwater site to be redeveloped into homes, commercial space and a marina to boost to the area's economy.

The former port will go on the auction block if the SPA can't secure a buyer by June 30 under legislation that Gov. Nikki Haley signed in 2014.

A lawsuit filed by business owners against the SPA, claiming failed efforts to sell the marine terminal have cost local governments more than \$7 million in lost property tax revenue, was withdrawn last month to make a sale easier to accomplish.

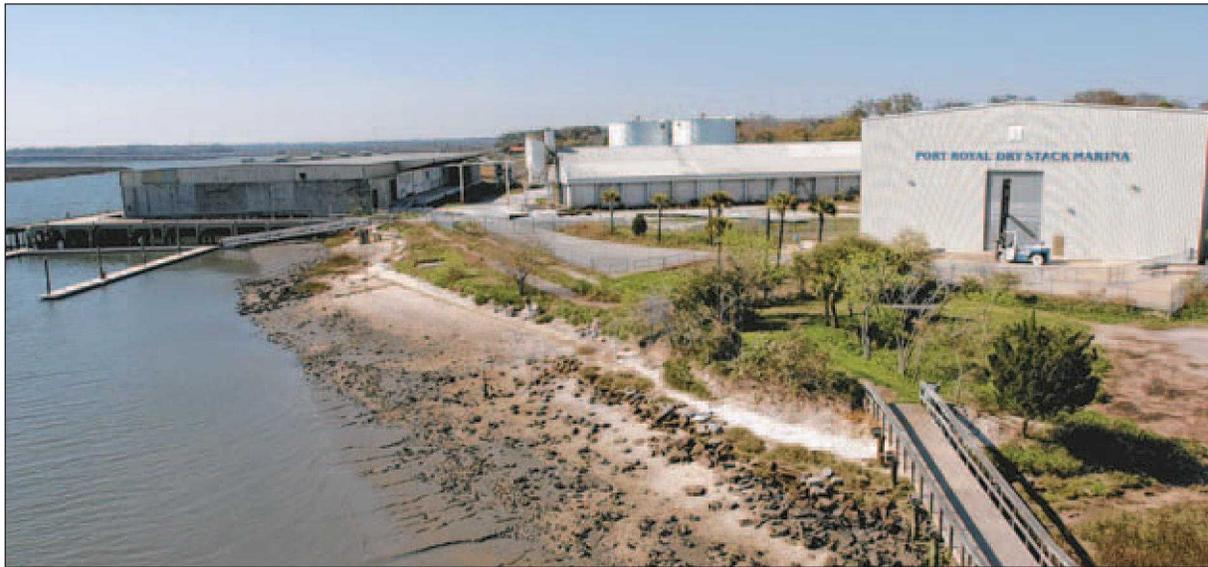
"The case was withdrawn to not hinder any potential sale of the property between now and the June 30 deadline," Nancy Vista, one of the business owners, said. "The case can and will be refiled if necessary."

The Charleston-based

maritime agency operated a small cargo terminal on the property starting in 1958. The General Assembly ordered the port closed more than a decade ago and directed the SPA to sell the site. The original deadline was the end of 2009.

Reach **David Wren** at 937-5550 or on Twitter at @David_Wren_

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FILE/AP

The State Ports Authority is reviewing two bids for its Port Royal property in Beaufort County.

Title: **Haley to visit Beaufort County**

Author:

Size: 4.34 square inch

 Hilton Head Island, SC Circulation: 20015



Haley to visit Beaufort County

Gov. Nikki Haley will end this week with a visit to the city of Beaufort, where she will join local officials for a media briefing following a Beaufort County Emergency Management Division hurricane preparedness meeting.

The annual briefing is scheduled for 3 p.m. Friday at 2001 Duke St.

She will arrive in Beaufort County following similar events in Horry and Charleston counties.

Title: **Road bill debate underway**
 Author: By SEANNA ADCOX The Associated Press
 Size: 28.67 square inch
 Hilton Head Island, SC Circulation: 20015



LEGISLATURE

Road bill debate underway

The Senate leapfrogs a filibuster on a separate bill so lawmakers can address funding issues.

By SEANNA ADCOX

The Associated Press

COLUMBIA — With just four days left in South Carolina's regular legislative session, the Senate finally began debating a bill to fund road and bridge construction.

Senate Majority Leader Harvey Peeler used a rare procedural motion to leapfrog a filibuster on a separate bill, enabling the Senate to officially — after weeks of talking about it — take

up the issue that business leaders and lawmakers of both parties have called a top priority for the session.

Peeler, R-Gaffney, said that when he took the podium Wednesday to make his motion, "I was the only senator who knew what I was going to do."

But progress on the bill is still far from certain.

Sen. Sean Bennett, R-Summerville, explained a proposed compromise that

many Republican senators hope will escape Gov. Nikki Haley's veto pen. It links an increase in the state's gas tax — which would be the state's first since 1987 — to a reduction of the state's personal income tax. The proposal would reduce the state's tax collections by \$700 million annually once fully

Please see **SESSION on 5A**

SESSION

Continued from 3A

implemented in five years. That's about half the cut Haley wanted. But some Republicans in the chamber oppose any gas tax hike. Democrats, meanwhile, oppose tying the road bill to an income tax cut.

Minority Leader Nikki Setzler, D-West Columbia, said the proposal would give a big tax break to the wealthy, while poor people would be forced to

spend more on gas.

Meanwhile, the House on Wednesday approved a resolution creating a special session from June 16 through June 18. By law, the regular session must end at 5 p.m. on June 4, but the Legislature is far from having a state budget for the fiscal year starting July 1.

Debate over how to fund road and bridge construction has blocked the Senate from completing its proposed budget package. The so-called capital reserve bill usually travels in

tandem with the budget plan for tax collections.

But Sen. Tom Davis, R-Beaufort, has been filibustering the bill that spends one-time surplus money because he opposes raising gas taxes. When the Senate meets today, that filibuster is likely to resume.

Adding to the debate is the potential that legislators will have an additional \$400 million to spend after state economic advisers meet Friday. The state's tax collections are higher than expected.

Title: **Georgetown needs Gov. Haley's attention**
 Author:
 Size: 40.92 square inch
 Garden City Beach, SC Circulation: 7500



Georgetown needs Gov. Haley's attention

It's been two weeks since the devastating announcement that nearly 250 workers will lose their jobs with the closing of the Georgetown steel mill, and, unfortunately, we are not hearing enough out of Columbia.

Gov. Nikki Haley has made job and industry recruitment a hallmark of her administration. She and other state officials have spent hundreds of thousands of dollars selling the Palmetto State to business leaders, politicians and governments not only in the United States but also across the globe.

And that's all fine and good. You've got to spend money, as the old saying goes, to make money.

It's become routine for the governor's office to issue a press release anytime a business seeks to invest, reinvest or expand in South Carolina, and that's the governor's right.

It's hard to say if Haley and her administration can truly be credited with positive business growth in South Carolina, but to the victor goes the spoils. A governor or a president may not directly alter the economic climate, but he or she does get the credit – and, yes, the blame – from the public.

And lots of good things have been happening for South Carolina. Unemployment is falling, and businesses are investing in the state.

And that's what has made the governor's absence so noticeable since ArcelorMittal's surprise announcement May 14 that it would shutter its Georgetown steel mill – and with it all those good-paying jobs.

Haley's office made no public announcement about the loss of jobs and a major industry. Several days after ArcelorMittal's announcement and still with no word from Haley, the Georgetown

Times reached out to the governor's office. The following day, Haley's press secretary, Chaney Adams, issued a far-too-generic statement that read, in part, "Gov. Haley ... won't stop fighting until every family in Georgetown County has the opportunity to achieve their hopes and dreams."

Adams also noted that the governor's "highest priority has been recruiting jobs" and even touted the recent announcement that Volvo would be bringing 4,000 jobs to the Lowcountry.

Small comfort, though, to the Georgetown workers who, by the end of the third quarter, will find themselves without a job.

Haley and her team have every right to tout good economic news, but they also have the obligation to be there when the news isn't so good – and, in Georgetown's case, potentially devastating. It would have behooved Gov.

Haley to not let her press secretary speak for her.

In fact, it would have made quite the impression had Haley made her way to Georgetown to assure workers and citizens that she's more than words in a press release.

The loss of nearly 250 jobs may not compare to the 4,000 jobs Volvo will bring to Berkeley County, but, for our local steel mill workers, an encouraging word from the state's top politician – and, yes, job recruiter – would go far.

The perception Haley and her team hope to impart is that of the governor working tirelessly to bring jobs to South Carolina. Erasing the sting of losing the steel mill and bringing new, high-paying jobs to Georgetown would help prove that Haley is more than words. She could cement her legacy as a governor who not only talks the talk but also walks the walk, as well.

Title: **Clemson's Swinney backs out of event**
 Author: By CASSIE COPE The (Columbia) State
 Size: 53.32 square inch
 Hilton Head Island, SC Circulation: 20015



Clemson's Swinney backs out of event

Legislator, student group asked the Clemson football coach to stay away from group that opposes same-sex marriage.

By CASSIE COPE

The (Columbia) State

Clemson University football coach Dabo Swinney said Wednesday that he will not attend a Palmetto Family Council event next week after a state Democratic leader protested his appearance because the organization opposes same-sex marriage.

Clemson football coach Dabo Swinney said Wednesday that he will not attend a Palmetto Family Council event next week in Columbia. Swinney canceled after a state Democratic leader protested his appearance because the organization opposes same-sex marriage.

"(A)fter much thought, in order to avoid a distraction for the team

SWINNEY

Continued from 1B

In a statement, Palmetto Family Council board chairman Reese Boyd III said Wednesday "recent false attacks from some angry liberal leaders in South Carolina have cast doubt on our organization, who we are and what we stand for."

Boyd said it was the organization's intent to recognize Swinney's accomplishments, "specifically the great work of his foundation, serving as a great role model and for the strong testimony of his personal relationship with Christ."

Body said the group understands "Swinney's reluctance to engage in, or respond to, petty political attacks, and we certainly appreciate his principled leadership on and off the field."

and the entire football program, I've decided it is in the best interests of all involved that I not attend the event," Swinney said in a statement.

Swinney said he had no association with the Palmetto Family Council, which has named him its "South Carolina Family Champion of 2015," inviting him to receive the award at a June 2 event.

"I had no idea that I was being invited into a political controversy," Swinney said. "It was my understanding that the nomination and selection for this award was based on the work done by our All In Foundation, and the difference it is making in our community."

Swinney said his participation in the

event "has been perceived incorrectly as an endorsement of certain viewpoints and has entered the political arena."

"I have been and continue to be very open about my personal beliefs," said Swinney, an outspoken Christian. "However, I do not inject those beliefs or the work of the foundation into the political process."

S.C. House Minority Leader Todd Rutherford, D-Richland, said last week Swinney should not appear at the event for the conservative organization, which opposes same-sex marriage and abortions, and often aligns with Republicans.

Please see SWINNEY on 4B

The event, "Celebrating Families 2015," will go on as scheduled, Boyd said.

Democrat Rutherford applauded Swinney's leadership on "this very important issue," adding it is a testament to his character.

"This is a sign of the significant progress the state of South Carolina has made with respect to tolerance and equal rights," Rutherford said in a statement. "I hope others follow Coach Swinney's lead in standing up to groups like the Palmetto Family Council who seek to make discrimination legal and acceptable."

S.C. Equality, a gay rights organization, also applauded Swinney.

"Clemson students, alumni, faculty and staff come from all

walks of life, and we rely on role models like Coach Swinney to show the world that South Carolina's community leaders will not stand for intolerance and hate," said Jeff Ayers, interim executive director of S.C. Equality.

In an interview last year, Swinney said he had gay teammates while a wide receiver at Alabama, according to a CBS Sports article.

"Those are personal decisions that people have to make," Swinney said in the interview. "I mean everyone will be judged one day, but it's not up to me to judge somebody."

S.C. Republicans, who control the state House and Senate, said Wednesday they supported Swinney.

Gov. Nikki Haley, a Clemson

graduate, knows Swinney well, said spokeswoman Chaney Adams. "He is a kind and generous man who does a great deal of good with his foundation in South Carolina, and that should be the focus as opposed to invitations he accepts or doesn't."

Senate Majority Leader Harvey Peeler, R-Cherokee, said Swinney's decision was his personal choice, adding Rutherford had made too big of a deal out of the event.

State Rep. Gary Clary, R-Pickens, who graduated from Clemson in 1970, praised Swinney as a football coach and community member. "Coach Swinney is a man of great character and faith, and I know that he's thought long and hard about this and prayed about the decision that he would make."



Title: **Clemson's Swinney backs out of event**

Author: By CASSIE COPE The (Columbia) State

Size: 53.32 square inch

Hilton Head Island, SC Circulation: 20015

South Carolina athletics director Ray Tanner previously has spoken to the Family Council, according to its website. The council recognized Tanner's foundation for its work on behalf of "economically and medically disadvantaged" S.C. children, USC spokesman Wes Hickman said last week.



Swinney

Title: **Goings-on in Columbia SC's worst reality show**
 Author:
 Size: 32.55 square inch
 Greenwood, SC Circulation: 16494



■ OUR VIEW

Goings-on in Columbia SC's worst reality show

Please tell us we are not the only ones who find all the political dancing and maneuvering and jockeying and — well, you get the idea — maddening.

If it were not our lives and our tax dollars they were playing with in Columbia, this stuff would make for better reality TV than “Myrtle Manor” or “Southern Charm.” Maybe that would liven things up a bit. Have Thomas Ravenel return to Columbia when the lawmakers return for a few extra days because, well you know, they spend so much time bickering and posturing and filibustering that they can't even get it all in during their “regular season” and have to go into extra days of the same mess. Which, by the way, will cost us taxpayers extra money. They should have to pay us back. With interest.

We all have just learned there is an extra \$400 million in the state budget — a kind of Christmas in May surprise — and now the battle begins over how that money will be spent. Gov. Nikki Haley has told lawmakers to ditch any plans for a tax increase and spend the bucks on state debt, our roads or for tax breaks.

First of all, we'd like to see a sharper pencil applied to the budget process. Being off by \$400 million is both comforting and disconcerting. It's comforting to know the state is enjoying a surplus, disconcerting to know the budget team did not have a better handle on projections, especially this late into the lawmakers' session. That is a healthy surplus, although likely not healthy enough to have a significant enough impact on our roads situation.

And it's not just the budget. It's not just the long-running issue of fixing our roads and bridges. It's not the platitudes about transparency and ethics reform. It's everything, really. They head to Columbia and do what? They offer legislation that pleases their constituents or lets them strut like so many peacocks. They speak of what they want to do, can do and will do, offering their support on this and that legislation only to help kill it at the committee level. Then it comes down to the wire, do or die time. More filibustering. More posturing. More strutting. It winds up with speeches from one side blaming the other for what was not accomplished.

And, heaven forbid, we pay them to put on this show.

Title: **Haley urges senators to allow Uber services**
 Author: Associated Press
 Size: 19.06 square inch
 Greenwood, SC Circulation: 16494



Haley urges senators to allow Uber services

Associated Press

COLUMBIA — Gov. Nikki Haley urged senators Wednesday to pass a bill that would allow Uber to continue operating in South Carolina past this summer.



**NIKKI
HALEY**

South Carolina risks losing Uber's ride-sharing services entirely if the Legislature doesn't act, Haley said in a letter to senators, which lauded Uber as an "innovative, cutting-edge" company.

"We cannot allow this to happen to us. Uber's departure from South Carolina will be a step backwards for our state, depriving our citizens of safe, reliable transportation and hundreds of jobs," Haley wrote in the letter, provided to The Associated Press.

In January, the Public Service Commission issued a cease-and-desist order stop-

ping the app-based service offered then in Charleston, Myrtle Beach, Columbia and Greenville. Following criticism from Haley and legislators of both parties, the commission reversed course two weeks later and granted a temporary license through June 30, with the expectation that legislators would deal with the issue.

A bill that allows Uber's continued existence passed the House in March. Senators gave tentative approval last week but postponed all debate on proposed amend-

ments. The bill's advancement requires a second approval by the Senate. Only four days remain in the regular legislative session.

Uber allows users to request a ride through a smartphone app which connects them to an available driver. All transactions are done electronically through the app and no cash is exchanged.

Haley said South Carolina needs to join the 20 other states that have passed legislation allowing ridesharing.

Title: **Senate takes up road funding**
 Author: By SEANNA ADCOX Associated Press
 Size: 32.70 square inch
 Greenwood, SC Circulation: 16494



■ STATE NEWS

Senate takes up road funding

House approves special session

By SEANNA ADCOX
 Associated Press



HARVEY PEELER

COLUMBIA— With just four days left in South Carolina's regular legislative session, the Senate finally began debating a bill to fund road and bridge construction.

Senate Majority Leader Harvey Peeler used a rare procedural motion to leapfrog a filibuster on a separate bill, enabling the Senate to officially — after weeks

of talking about it — take up the issue that business leaders and lawmakers of both parties have called a top priority for the session.

An emergency Senate GOP caucus meeting Tuesday provided no resolution.

Peeler, R-Gaffney, said that when he took the podium Wednesday to make his motion, "I was the only senator who knew what I was going to do."

But progress on the bill is still far from certain.

Sen. Sean Bennett, R-Summerville, explained a proposed compromise that many Republican senators hope will escape Gov. Nikki Haley's veto pen. It links an increase in the state's gas tax — which would be the state's first since 1987 — to a reduction of the state's personal income tax. The proposal would reduce the state's tax collections by \$700 million annually once fully implemented in five years. That's about half of the tax cut Haley wanted.

But some Republicans in the chamber oppose any gas tax

hike. Democrats, meanwhile, oppose tying the road bill to an income tax cut.

Minority Leader Nikki Setzler, D-West Columbia, said the proposal would give a big tax break to the wealthy, while poor people who don't pay income taxes would be forced to spend more on gas.

Meanwhile, the House on Wednesday approved a resolution creating a special session from June 16 through June 18. By law, the regular session

See **ROADS**, page 4A

ROADS

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must end at 5 p.m. on June 4, but the Legislature is far from having a state budget for the fiscal year starting July 1.

Debate over how to fund road and bridge construction has blocked the Senate from

completing its proposed budget package. The so-called capital reserve bill usually travels in tandem with the budget plan for tax collections.

But Sen. Tom Davis, R-Beaufort, has been filibustering the bill that spends one-time surplus money because he opposes

raising gas taxes. When the Senate meets Thursday, that filibuster is likely to resume.

Adding to the debate is the potential that legislators will have an additional \$400 million to spend after state economic advisers meet Friday. The state's tax collections are higher than

the Board of Economic Advisers' earlier predictions.

Title: **Abortion ban bill moves to SC House**
 Author: Associated Press
 Size: 22.47 square inch
 Greenwood, SC Circulation: 16494



■ STATE NEWS

Abortion ban bill moves to SC House

Associated Press

COLUMBIA — The fate of a bill banning abortion past 19 weeks in South Carolina is once again in the House's hands.

The Senate, on a voice vote, gave second approval Wednesday to its compromise, sending the amended bill back to the House. That compromise added exceptions for cases of rape, incest, and — in narrowly defined circumstances — severe fetal anomalies, which are generally detected around the 20th week.

“By then, most mothers are hoping they’re going in for a checkup that says ‘my baby is going to be fine,’ but there are a few cases, at this point, it is determined the child has developed some condition” that means the child will most likely die at birth without the aid of machines, said Sen. Brad Hutto, D-Orangeburg.

Hutto has blocked the bill for years but has said he’s willing to let it pass this year with the exceptions.

The version the House passed in February provides exceptions only to save the mother’s life or to protect her from severe injury.

If the House accepts the Senate’s additions, the bill will head to Gov. Nikki Hal-

ey’s desk. If it doesn’t, the bill almost certainly won’t pass this year.

Any change would likely be blocked in the Senate.

Sen. Lee Bright, R-Roebuck, promises to continue his fight against rape and incest exceptions if the bill returns to the Senate with those included. Bright, one of the Legislature’s most strident abortion foes, had threatened to block the Senate from approving Hutto’s compromise at all, exasperating his fellow anti-abortion activists both inside the Senate and the lobby. While he eventually voted for the compromise, he insists he won’t let a bill reach Haley’s desk with the exceptions.

“The debate is not over,” Bright said Wednesday.

Other abortion foes wonder if those two exceptions are an issue anyway. Victims of such crimes will likely pursue an abortion before five months, Rep. Wendy Nanney, the House’s main sponsor, said last week.

If the bill returns without the exceptions, Hutto promises to block it.

The bill only affects abortions performed in hospitals. The state’s three abortion clinics don’t perform the procedure past 13 weeks.

Title: **Dor t re-kick can down crumbling roads**
 Author: By Rick Jiran Special to The Herald
 Size: 64.63 square inch
 Rock Hill, SC Circulation: 34688



Don't re-kick can down crumbling roads

By RICK JIRAN
 Special to The Herald

It's near the end of another legislative session in South Carolina, and again one of our state's most important economic development issues is on the docket. That issue, of course, is the need to address the state's serious and continually growing transportation infrastructure problem.

Inherent in the issue of funding essential improvements to our roads and bridges is the fear that legislators will again postpone action, as illustrated by the political expression of "kicking the can down the road." The can-kicking phrase, often used in campaign speak (and frequently practiced in politics), refers to the tactic of delaying an important legislative decision until a later usually unspecified date. This practice is often employed when elected officials are faced with difficult decisions that will likely meet disapproval from certain constituents or special interest groups and/or could cause undesirable consequences related to their elected office or status.

And while applying the idiom to this issue (i.e. kicking objects on unkempt surfaces) is interesting and somewhat humorous, the need for funding road maintenance is quite serious and the time to act is absolutely now!

Pending Senate action

With only a few days remaining in the 2015 state legislative session, the York County Regional Chamber of Commerce – along with many other local chambers in the state, the South Carolina Chamber, S.C. Manufacturers Alliance and other statewide business advocacy groups – strongly urges all legislators not to let another year pass without addressing the state's growing infrastructure problem. This issue has galvanized the energy and attention of business leaders, small and large, in York County and across the state.

As a longtime supporter of increasing South Carolina's gasoline tax for statewide road improvements and for continuing "Pennies For Progress," York County's additional 1-cent sales tax for local road improvements, this chamber has perennially recognized transportation funding as a priority is-

sue. And on behalf of its member firms and as the voice of this regional business community, the Regional Chamber will continue to advocate for a balanced and nonpartisan system that adequately funds road and bridge maintenance.

The infrastructure issue currently resides in the state Senate; and although it is positioned on that body's agenda for "special order" (as a legislative priority) for 2015, another item is currently scheduled for debate and action.

Since the Senate rules allow only a single such item to be addressed at a time, the Chamber is calling on senators – especially county delegation senators Creighton Coleman, R-Winnsboro; Greg Gregory, R-Lancaster; Wes Hayes, R-Rock Hill; and Harvey Peeler, R-Gaffney – to expeditiously complete its work on the current agenda item so that infrastructure funding can be immediately addressed.

S.C. House plan

Under the threat of a veto by Gov. Nikki Haley, the state's House of Representatives boldly and resoundingly passed in mid-April a \$427 million infrastructure funding plan by a vote of 87-20. The House bill and vote was largely supported by the state business community as an acknowledgment that another year must not pass without addressing the state's growing infrastructure problem. The plan essentially includes an increase in wholesale gasoline sales taxes, an expansion of the vehicle sales tax cap, an option to transfer projects and funding to counties, a reform measure for the transportation commission and a reduction of personal income tax rates.

The crafting and passage of the House proposal was led by Speaker of the House Jay Lucas, R-Hartsville, and Rep. Gary Simrill, R-Rock Hill, chairman of the House Ad-Hoc Transportation Committee. The Chamber commends Lucas, Simrill, those other 85 legislators and especially our county's delegation members who voted in the affirmative.

Reasons to support

Our state is both blessed and cursed with many miles of state-owned roads. Compared to the national average of 19 percent, 63 percent of South Carolina's public roads are state-owned, and a high percentage of those main thoroughfares are experiencing major congestion. Plus, one-third of primary and interstate highways are in poor or mediocre condition, and continue to worsen.

Of the many reasons to urgently support the need for a comprehensive and sustainable transportation funding plan, the most compelling for this organization is the long-term economic competitiveness of the state. Investing in infrastructure is a core function of government, and the best work force and lowest taxes in the world don't matter if goods can't be delivered to market.

Compared to our state's annual average spending of \$15,000 per mile on roads, Georgia and North Carolina, our neighboring and primary competitors for new companies, jobs and capital investment, respectively spend \$35,000 and \$150,000 per mile. Although the proposed funding amounts for South Carolina are adequate to address all of the state's needs, the Chamber believes a minimum of \$600 million in additional annual infrastructure funds must be dedicated. Obviously, the Senate's plan for approximately \$800 million in annual new funding is preferable.

The Chamber also believes that new revenue sources must be considered by the state, which has one of the least diverse revenue streams for roads in the nation. Currently, South Carolina is 71 percent dependent on motor fuel sales, with the national average being 35 percent. The House and Senate versions entail some diversification, and both include an increase to the vehicle sales tax cap.

While the reduction of state income tax rates seems out of place in a transportation bill, we understand that such a tax cut is politically necessary to have any real chance for approval of new transportation infrastructure funds. We also believe that, if feasible over the

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long run, such a tax cut could strengthen the state's position in recruiting economic development projects. Although the Chamber believes the state's property tax structure is a higher priority for reform, the state's income tax rates are higher than our nearby competitors of Georgia, North Carolina, Tennessee, Texas and Florida.

The safety of employees and all citizens is another important reason to support a road bill. A recent national ranking places South Carolina's rural roads as the second deadliest in the nation, and yet another report says our

state currently has 830 structurally deficient bridges. These statistics are further rationale for why there are simply no other issues pending that are as significant to our economy and quality of life or that will make as positive an impact on our state as this one.

The Chamber implores our state elected officials (first, in the Senate) to act upon this opportunity. We strongly urge each member of York County's legislative delegation to support additional infrastructure funding with a comprehensive and sustainable funding plan. We also request that members

collectively and individually urge their legislative peers to do the same, so that this particular can is not kicked further down the road.

The Chamber realizes that this action involves risk and requires leadership, and we offer this change of the wording to another political expression: Please be "that leader behind the (blame) tree."

Rick Jiran is 2015 chairman of the York County Regional Chamber of Commerce.