

Title: **Evangelical leaders seek help on transgender issue**
 Author: The Associated Press
 Size: 29.91 column inches
 Florence, SC Circulation: 35092



Evangelical leaders seek help on transgender issue

The Associated Press

COLUMBIA — Presidents of seven evangelical Christian colleges are asking South Carolina Gov. Nikki Haley to protect their institutions from mandates on the use of bathrooms by transgender students. They want the Republican to use her platform to “promote religious freedom.”

The presidents warned in a letter delivered Monday that the Obama administration’s order requiring public schools to let transgender students use bathrooms consistent with their chosen gender identity could violate “the privacy and modesty of students” who object based on religious values.

Such mandates “could ultimately deny us the ability to fulfill our faith-based missions by taking away our freedom to hire and dismiss employees, provide health care for our employees, protect the privacy of our students in restrooms, showers, and residence halls, and deny our students the ability to use the federal

and state financial aid to which they are entitled at faith-based universities,” they said.

The letter was signed by the presidents of Bob Jones University, Columbia International University, Charleston Southern University, North Greenville University, Erskine College and Seminary, Southern Wesleyan University and Anderson University.

Haley said she appreciated their input.

“South Carolina has a proud tradition of upholding religious freedom,” she said in a response provided to The Associated Press. “I look forward to working with the universities to make sure we continue to honor that tradition.”

With North Carolina facing economic boycotts and federal litigation over its law limiting discrimination protections and bathroom choices, a related effort failed in South Carolina’s legislative session this year, and Haley actively campaigned against the bill’s sponsor, Sen. Lee Bright,

who then lost his re-election bid.

But a federal judge in Texas recently favored the colleges’ position, blocking the Obama administration’s order and saying federal education law “is not ambiguous” about sex being defined as “the biological and anatomical differences between male and female students as determined at their birth.”

Kevin Caiello of the Palmetto Family Council, which distributed the letter, said the educators also were prompted to action by pending California legislation, which they fear other states could pursue as well.

Religious colleges in California have vigorously campaigned against SB1146, which would have allowed LGBT students to more easily sue religious schools for discrimination.

The bill’s sponsor removed language to eliminate a longstanding exemption from state anti-discrimination laws for religious institutions and potentially expose them to civil rights lawsuits.

Title: **it's Two Decades Too Late, But Good for DHEC**
 Author:
 Size: 43.4 column inches
 Columbia, SC Circulation: 36854



citywatch

It's Two Decades Too Late, But Good for DHEC

Will the people actually win one? Will the fish?

While the South Carolina Department of Health and Environmental Control has at long last moved to force Carolina Water Service, the renegade (20 years of violations), rinky-dink (serving 2,000 customers out of hundreds of thousands in the Midlands), reprobate (look it up) utility to stop dumping contaminated wastewater into the beautiful Lower Saluda River, the company is fighting to extend every delay and extort every dollar before ceasing its unending violations of state and federal water pollution laws.

But in the wake of large and loud public protests, the end of this easily correctible nightmare (more on that in a moment) may be in sight. On Aug. 1, DHEC announced it will deny CWS a new discharge permit for the Saluda River.

While it's two decades too late, I guess better (very) late than never. But good for DHEC.

Further, DHEC gave CWS and the Town of Lexington 60 days to reach an agreement on connecting the wastewater utility (and I use the term loosely) to the town's sewer system, or face fines of up to \$10,000 per day. Each. Good.

Of course, living up to its renegade reputation CWS is appealing DHEC's decision, adding who knows how long to the implementation of the agency's order. This starts with an appeal to the DHEC board, which must stand behind agency director Catherine Heigel and quickly and forcefully reject the appeal.

Neither the DHEC board nor Gov. Nikki

Haley (who appoints its members) will have any credibility with the public on this hot-button issue if Heigel's decision is not upheld. Indeed, Haley, who has a home in Lexington, should issue a public statement making clear her support for the action taken by DHEC and its director in this matter.

As for CWS fighting the decision in court, even reprobates have rights. If they choose to go that route, we can't stop them. But we can counterpunch.

For example, under the Public Waters Nuisance Abatement Act (SC Code of Laws Title 49): "It is declared to be the policy of this State to protect the public waters of the State by authorizing the removal of nuisance structures from the public waters of the State..."

Could anything be more fitting than to have the courts declare CWS a public nuisance and order the removal of its facility?

While the statute may have originally been written to allow the removal of illegal residences, fishing shacks, etc. on our rivers, a public nuisance is a public nuisance. The state should give notice to CWS that if it fails to comply promptly with DHEC's order and complete negotiations with the Town of Lexington to hook into the sewer system within the 60-day timeframe, not only will the \$10,000 per day fine ensue but so will a lawsuit by the state seeking to declare the utility a public nuisance and remove the structure.

Note to CWS: If the state won that case, you would get exactly nothing. And frankly, that is exactly what the company deserves if it refuses to act in the public interest.

Though CWS should be compensated fairly if its facility is acquired by the Town of Lexington, that price can and should be quickly established by an impartial arbitrator, not subject to unending negotiations and legal delays. Both the town and the company should immediately agree to binding arbitra-

tion, establish the price and get it done.

It is again worth noting that the company's violations go back over two decades, during which time DHEC not only failed to do its job but made a mockery of itself as a regulatory agency. And as unbelievable as it sounds, this time last year DHEC was proposing a new – and more lenient – operating permit for CWS.

As *The State* reported at the time, the proposed permit "says Carolina Water can avoid hooking into the system by late 2016 if it gives a good reason." Focus on the phrase "can avoid hooking into the system," as it is at the heart of the nonsense that marked the behavior of both CWS and DHEC (until recently) for over two decades.

In one of those stupid-is-as-stupid-does stories, the solution to the Carolina Water Service problem was and is almost literally at their door – but no one answered. Specifically, the "treatment plant" (and I use the term loosely) sits just yards from a Lexington sewer line. Digging a ditch, laying a pipe and hooking into the Lexington system is all that has ever been or would be needed to solve the problem.

Yet still we wait. So do the fish. **□**

Fisher is president of Fisher Communications, a Columbia advertising and public relations firm. He is active in local issues involving the arts, conservation, business and politics.



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REBUILDING SC: OUR KILLER ROADS

Spending too little on roads costs lives

BY CASSIE COPE
ccope@thestate.com

CHARLESTON

Grayson Lee, 19, was driving to Columbia from Charleston when her car ran off Interstate 26, slamming into a tree.

Lee was thrown from her Ford Mustang, dying nearly two years ago on Sept. 2, 2014, her mother Amy Lee recalled.

"It was instant," Lee said of her daughter's death.

Grayson Lee is one of 4,534 people who died on S.C. roads since 2011.

Hundreds of those deaths could have been prevented if the state spent more to make its roads safer. But the S.C. Department of Transportation says it doesn't have the money it would need to save those lives.

The Palmetto State had the nation's deadliest roads in 2014, based on miles traveled. In part, that was attributable to years of spending little to

FROM PAGE 1A

ROADS

advocates say, is raising the state's gas tax – the third lowest in the nation – to provide more money for roads. That tax has not been raised in 30 years.

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maintain S.C. roads and bridges – clearing ditches, patching potholes and replacing damaged signs.

The Transportation Department estimates it needs an extra \$943 million a year to make the state's deteriorating roads safer.

The sticking point is where that money would come from.

A key part of the solution,

SEE ROADS, 7A

ONLINE

THESTATE.COM: Grayson Lee's mother and father share their story of losing their daughter in a car crash on Interstate 26

MORE INSIDE

A by-the-numbers look at how inadequate road funding plays a role in killing hundreds of South Carolinians, 7A

**4,534
DEATHS**

South Carolina's GOP-controlled Legislature and Republican Gov. Nikki Haley have turned efforts to get the roads agency more money for repairs into a political football.

Number of S.C. highway fatalities since 2011

**\$943
MILLION**

The dollars the Transportation Department estimates it needs to improve the state's deteriorating roads and make them safer

**16.75 CENTS-
A-GALLON**

South Carolina's gas tax, among the lowest in the nation, has not been increased for 30 years

REBUILDING SC

Fourth in a monthly

series: A decade after the Great Recession, South Carolina state government is reeling. Why? And what can be done?

DEATH BY THE SIDE OF THE ROAD

Now, when a S.C. driver runs off the road, there too often is little space to slow down or stop.

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S.C. officials say they know how to cut down on those deaths: clear areas alongside highways. So-call “clear zones” would give drivers room to recover if they ran off the road, a key to preventing deaths, roads officials say. That solution is identified in the state’s 2015 Strategic Highway Safety Plan, which aims to eliminate highway fatalities.

“There’s little margin for error for a driver who gets distracted or drifts off the side of the road because of obstacles being in the clear zone,” said state Transportation Department chief Christy Hall.

Instead, if a motorist runs out of their lane or off the road, the car “will skid out of control and roll or hit something else,” said state Sen. Larry Grooms, R-Berkeley, who chairs the Senate Transportation Committee. “The something else, too many times, is a tree.”

In Grayson Lee’s case, it was a tree.

Lee was not speeding, according to a post-crash incident report. But she was not wearing her seat belt, which was unusual, her mother said.

“We don’t 100 percent know what happened,” Amy Jackson Lee said.

\$1 BILLION TO MAKE SC ROADS SAFER

The state Transportation Department says it needs almost \$1 billion a year more for routine maintenance, resurfacing and other safety improvements, including money for

guard rails and cable barriers.

But Hall knows her agency won’t get nearly that amount in added money from legislators.

So, the road-repair agency plans to break down the state’s highway safety needs, saying exactly what it will do if it gets any new dollars.

“I don’t think anybody disagrees that there’s a lot of deferred maintenance on our roads and bridges in this state, but that problem wasn’t created overnight nor is it going to be solved overnight,” Hall said.

Transportation Department safety programs now include adding rumble strips to warn drivers they are at a road’s edge and 2-foot-wide paved shoulders to give errant drivers a chance to recover. But those features are added only if the state has the right-of-way on a paving project or if the area is targeted specifically for safety improvements.

The Transportation Department would like to add more rumble strips on shoulders, guard rails and cable barriers along more S.C. highways.

In part, it wants to do so to address the state’s unsafe rural roads. South Carolina ranked second in the nation in highway fatalities on rural roads in 2015, according to a report by The Road Information Program.

Making S.C. roads safer will require more money, says Senate leader Hugh Leatherman, R-Florence, adding, “One death is too many.”

In January, Leatherman says, he will push for the Legislature to approve an increase in recurring money to the Department of Transportation. The road-repair agency cannot approve contracts for road and bridge projects unless it knows it will have money every year to pay for those projects, he added.

The quest for more recurring money for roads generally translates into increasing the state’s 16.75 cent-a-gallon gas tax. But, last spring, legislators

refused to increase that tax, as they have for the past 29 years.

Instead, they approved spending \$4 billion over 10 years to pay for some road improvements. That’s roughly 10 percent of what the Transportation Department has said it needs over the next two decades to ensure South Carolina has excellent roads and bridges, and an expanded road network.

Most lawmakers agree \$4 billion isn’t nearly enough.

“We kid ourselves if we think it’s ‘mission accomplished’ when we are using general fund revenue and or bonding as our solution to roads,” said state Rep. Gary Simrill, R-York.

Simrill, assistant majority leader of House Republicans, sponsored a proposal to increase the gas tax in 2014 that passed the House. “It (a higher gas tax) is a user fee-based system.”

While that gas-tax hike died in the Senate, Simrill says the subject will come up again. House Republicans have contacted him, saying they want to discuss increasing the gas-tax at a House GOP Caucus retreat in October, he added.

House Speaker Jay Lucas, R-Darlington, is open to the idea of a gas-tax hike as well.

“Next session, all options will be on the table and every concept will be explored to find the best possible solution to adequately fix our roads,” Lucas said, adding the state’s “crumbling infrastructure ... endangers millions of motorists.”

Even Gov. Nikki Haley, who many Republican and Democratic legislators blame for blocking road-repair bills, says the \$4 billion approved last spring isn’t enough.

The borrowing proposal is “not of the magnitude or sustainability” to address the long-term needs of the state’s highway system, Haley noted, signing the borrowing proposal.

HALEY: GIVE ME CONTROL OF AGENCY BEFORE ANY

ADDED MONEY

Many legislators point to Haley as the reason a roads fix has not been passed.

Haley vowed to oppose a gas-tax hike when she was running for re-election in 2014. In 2015, however, she changed her mind, unveiling a plan to increase the gas tax in exchange for a far larger income tax cut, which critics said would de-fund other parts of state government to the tune of \$2 billion when fully phased-in.

State Sen. Joel Lourie, the Richland Democrat who is retiring at the end of this year, says Haley needs to help find a roads solution.

“It’s very hard for my Republican colleagues to vote for a tax increase when she has the benefit of the bully podium and is using that against them.”

However, Haley says she will continue to push for changes to the structure of the Transportation Department before giving the agency any new money.

Haley wants the agency to report directly to her. Now, legislators can reject her nominees to the commission that oversees the agency.

Changing the agency’s structure is necessary to ensure road projects are not driven by politics, she said. As an example, she cited the Transportation Department Commission recently approving a \$21 million list of road “beautification” projects proposed by U.S. Rep. Jim Clyburn, D-Columbia.

“Here you have money, and instead of putting it to saving lives, you did it to plant flowers,” Haley said. “It is unacceptable.”

Haley said if lawmakers will give her control of the agency, she will be happy to discuss more money for road repairs.

Some doubt that lawmakers – with less new money to spend next year and pressing needs in rural schools and, now, state pensions – will get anything

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 Author: BY CASSIE COPE ccope@thestate.com
 Size: 212.04 column inches
 Columbia, SC Circulation: 128564

done on roads in 2017.

"As a retiring legislator, and soon-to-be private citizen, I still have grave concerns about the state's willingness to invest in its infrastructure," said Sen. Lourie, who worked with Republicans and Democrats in a failed effort to pass a gas-tax increase earlier this year. "We don't need to wait for more tragedies."

TREES VS. HUMANS

Almost two years have passed since Grayson Lee died alongside Interstate 26.

The stretch of interstate where she died was known to be dangerous. Trees line the road and are in its median in the heavily forested area.

From 2007 to 2011, Interstate 26 – between Interstate 95 and Summerville – had more

serious wrecks involving trees than any other S.C. interstate. Twenty-four percent of interstate crashes involving fatalities or serious injuries occurred on that stretch of I-26, according to the Transportation Department.

In part, that is because the average distance from I-26's roadway to the tree line in the median was 25 feet, 21 feet closer than the recommended 46 feet.

Legislators had a chance to address that issue in 2013.

Instead, the GOP-controlled Legislature made it more difficult for the Transportation Department to make the road safer, requiring it to get the approval of local governments before removing trees on that stretch in I-26.

"I was opposed to clear-

cutting all of the trees" said Grooms, who pushed for local approval, adding, "The trees add a lot of beauty to our roadways."

Grooms advocated for putting up cable barriers and keeping the trees.

After studying the issue, the Transportation Department said more expensive guard rails – not cable barriers – would be needed to keep motorists out of the nearby trees. However, the agency said guard rails were too expensive.

As the trees vs. safety debate heated up, 19-year-old Grayson Lee was killed.

Grayson's death was her fault, not the fault of the trees, according to some who commented on news articles about her crash. Others said the teen's death was not a reason

to cut down trees, her mother recalled.

"It's a tree versus a human life," she said. "It's somebody's daughter, somebody's brother, somebody's sister, somebody's mom, somebody's dad."

Ultimately, trees were removed on only about half of the 23-mile stretch proposed. About 12 miles also now have cable barriers in the median.

Since their installation was completed in September 2015, 26 cars have crashed into the cable barriers in that section of I-26, according to the Transportation Department. Only one crash resulted in a fatality.

The tree that Grayson hit is still standing, her mother said.

Cassie Cope: 803-771-8657,
 @cassielcope

“

WE KID OURSELVES IF WE THINK IT'S 'MISSION ACCOMPLISHED' WHEN WE ARE USING GENERAL FUND REVENUE AND/OR BONDING AS OUR SOLUTION TO ROADS."

S.C. Rep. Gary Simrill, R-York



Photo courtesy the Lee family

■ **Grayson Lee was 19 when she died on a S.C. road in 2014, one of more than 4,500 people killed on the state's roads since 2011.**

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Grayson Lee's car was a mangled mess after the accident.
(Photo courtesy the Lee family)



GERRY MELENDEZ gmelendez@thestate.com

Amy and David Lee lost their 19-year-old daughter, Grayson Ann Lee, when she ran off the road and hit a tree in the median near mile marker 183 on I-26 in 2014. The Lees say the area should have been lined with cable barriers that could have saved their daughter's life.

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 Author: BY SEANNA ADCOX Associated Press
 Size: 25.57 column inches
 Hilton Head Island, SC Circulation: 20015



SOUTH CAROLINA

Haleys' income falls over last 2 years

BY SEANNA ADCOX
 Associated Press

COLUMBIA

South Carolina Gov. Nikki Haley and her husband earned a combined \$171,000 in 2015, a steep drop from two years ago and the couple's lowest income of her tenure, according to 2014 and 2015 tax returns she allowed reporters to view Friday.

The decline is largely due to no more profits from her book and less investment income.

A real estate investment with her father earned \$19,200 in 2014 and 2015, compared with \$70,500 in income from several properties in 2013. Details on the property were not provided.

In 2013, the Haleys reported earning more than \$282,000. Their actual income was higher, though how much is un-

clear. Capt. Michael Haley's income wasn't taxable during his 11-month deployment to Afghanistan that year with the South Carolina Army National Guard and therefore was not reported.

The Haleys' charitable donations plummeted from \$126,000 in 2013 to \$2,500 last year. During her fifth year as South Carolina's CEO, she gave \$1,000 each to Mt. Horeb United Methodist and the Palmetto Health Foundation and \$500 to the Special Olympics.

The couple's taxable work wages fell from \$164,600 in 2014 to \$144,600 last year.

That's because Capt. Haley switched to a part-time job with the National Guard.

Michael Haley is also paid as a reservist. Income from that part-time job increased last year. State law sets the governor's salary at just over

\$106,000. However, deducting pension contributions put her taxable wages at less than \$94,000.

The Haleys paid \$19,681 in federal taxes and \$6,201 in state taxes last year. Their refunds were \$4,750 and \$2,871, respectively.

During her first year in office, the Haleys earned \$367,000 in combined income.

Of that, \$200,000 was the initial advance from her book, "Can't is Not an Option." The remaining advance of \$175,000 was paid in 2012, the year it was released. Their 2013 earnings included \$105,000 from book profits.

Haley donated \$200,000 of the book income to her community aid foundation, the Original Six. Her parents and siblings referred to themselves as the "original six" in that they were the only Indian-American family in tiny Bamberg, where she grew up. Haley announced in December 2011 that she would use all profits from the book to set up the nonprofit to help the state's poorest counties.

Title: **How spending too little on roads costs hundreds of lives**
 Author: BY CASSIE COPE ccope@thestate.com
 Size: 120.43 column inches
 Rock Hill, SC Circulation: 34688


REBUILDING SC: OUR KILLER ROADS

How spending too little on roads costs hundreds of lives

■ Grayson Lee was 19 when she died on a S.C. road in 2014, one of more than 4,500 people killed on the state's roads since 2011. Hundreds of those deaths, including possibly Grayson's, could have been prevented if the state spent more to make its roads and bridges safer. State officials say they know how to make roads safer. But, they add, they don't have the money.

BY CASSIE COPE
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Grayson Lee is one of 4,534 people who died on S.C. roads since 2011.

Hundreds of those deaths could have been prevented if the state spent more to make its roads safer. But the S.C. Department of Transportation

says it doesn't have to the money it would need to save those lives.

The Palmetto State had the nation's deadliest roads in 2014, based on miles traveled. In part, that was due to years of spending little to maintain S.C. roads and bridges — clearing ditches, patching potholes and replacing damaged signs.

The Transportation Department estimates it needs an extra \$943 million a year to make the state's deteriorating roads safer.

The sticking point is where that money would come from.

A key part of the solution, advocates say, is

raising the state's gas tax — the third lowest in the nation — to provide more money for roads. That tax has not been raised in 30 years.

However, for two years, South Carolina's GOP-controlled Legislature and Republican Gov. Nikki Haley have turned efforts to get the roads agency more money for repairs into a political football.

But, when S.C. lawmakers return to Columbia in January, they yet again promise to look at a long-term funding solution to fixing the Palmetto State's crumbling roads.

THE ROAD

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The driver slams into a tree.

SEE ROADS, 6A

DEATH BY THE SIDE OF

FROM PAGE 3A

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In part, that is because the average distance from I-26's roadway to the tree line in the median was 25 feet, 21 feet closer than the recommended 46 feet.

Legislators had a chance to address that issue in 2013.

Instead, the GOP-controlled Legislature made it more difficult for the Transportation Department to make the road safer, requiring it to get the approval of local governments before removing trees on that stretch in I-26.

"I was opposed to clear-cutting all of the trees" said Grooms, who pushed for local approval, adding, "The trees add a lot of beauty to our roadways."

Grooms advocated for putting up cable barriers and keeping

Title: **How spend ng too little on roads costs hundreds of lives**
 Author: BY CASSIE COPE ccope@thestate.com
 Size: 120.43 column inches
 Rock Hill, SC Circulation: 34688

the trees.

After studying the issue, the Transportation Department said more expensive guard rails — not cable barriers — would be needed to keep motorists out of

the nearby trees. However, the agency said guard rails were too expensive.

Ultimately, trees were removed on only about half of the 23-mile stretch proposed. About

12 miles also now have cable barriers in the median.

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Amy and David Lee lost their daughter Grayson Ann Lee, when she ran off the road and hit a tree in 2014. The Lees say the area should have been lined with cable barriers which could have saved her life.

Title: **Road funding may fall short**
 Author: CASSIE COPE THE STATE
 Size: 33.63 column inches
 Greenville, SC Circulation: 113473



Road funding may fall short

Lawmakers to have less extra money

CASSIE COPE

THE STATE

State lawmakers will have roughly \$440 million in added money to spend next year — about a third of the added money they spent this year, the state's chief economist projected. That could throw a roadblock into efforts to repair South Carolina's crumbling roads, fix its poor rural schools or shore up its underfunded pension system for public employees.

This fiscal year, which started July 1, lawmakers had \$1.2 billion in new revenues to spend in the state's \$7.5 billion general fund budget, made up largely of income and sales taxes.

Even with that added \$1.2 billion, the GOP-controlled Legislature did not spend as much on schools or local governments as state law says they should. In addition, lawmakers only approved a temporary fix —

spending roughly \$200 million a year — for road repairs.

Starting in January, legislators will face the same roads-and-schools issues and a new priority: filling the state's unfunded \$16.75 billion obligation to its pension system for public workers.

But they will have fewer new dollars to spend, chief economist

See FUNDING, Page 4A

Funding

Continued from Page 3A

mist Frank Rainwater told the state Board of Economic Advisors Thursday. That board will estimate exactly how many new dollars the state will have to spend when it meets in November.

With fewer new dollars to spend, House budget writers will take more time analyzing the long-term cost of programs and infrastructure when deciding priorities, said Ways and Means Committee chairman Brian White, R-Anderson.

Lawmakers also should not offer extreme

proposals to cut taxes or spend more, advised state Sen. Darrell Jackson, D-Richland.

Last year, Jackson, who represents a district where many state employees live, pushed for those workers to get a 3.25 percent raise this year. Next year, those workers should not expect as large a raise, he said.

Assistant Majority Leader Gary Simrill, R-York, said the added \$1.2 billion that lawmakers had to spend this year was an anomaly.

Much of this year's

added money actually was money left over from previous budget years. The added money for next year reflects only growth in state revenues because there was no surplus in the budget year that ended June 30.

Simrill noted the state just is starting to get back to pre-Recession spending levels. But, he added, "As a growing state ... there are more demands on the system."

Those demands include more money for education and to repair roads and bridges.

Simrill, who sponsored

a proposal to raise the gas tax to repair the state's roads that passed the House in 2014, said paying for road-repairs out of the state's general fund budget — as legislators did last spring — or paired with an income tax cut — as Gov. Nikki Haley wants — is not practical.

"We recognized the fallacy of trying to pay for roads with general fund revenue, and we understood fully that a fee-based system is the only true way and long-term funding mechanism that will work."

Title: **Haleys' income falls over last 2 years**

Author: BY SEANNA ADCOX Associated Press

Size: 25.73 column inches

Beaufort, SC Circulation: 11269

**SOUTH CAROLINA**

Haleys' income falls over last 2 years

BY SEANNA ADCOX
 Associated Press

COLUMBIA

South Carolina Gov. Nikki Haley and her husband earned a combined \$171,000 in 2015, a steep drop from two years ago and the couple's lowest income of her tenure, according to 2014 and 2015 tax returns she allowed reporters to view Friday.

The decline is largely due to no more profits from her book and less investment income.

A real estate investment with her father earned \$19,200 in 2014 and 2015, compared with \$70,500 in income from several properties in 2013. Details on the property were not provided.

In 2013, the Haleys reported earning more than \$282,000. Their actual income was higher, though how much is un-

clear. Capt. Michael Haley's income wasn't taxable during his 11-month deployment to Afghanistan that year with the South Carolina Army National Guard and therefore was not reported.

The Haleys' charitable donations plummeted from \$126,000 in 2013 to \$2,500 last year. During her fifth year as South Carolina's CEO, she gave \$1,000 each to Mt. Horeb United Methodist and the Palmetto Health Foundation and \$500 to the Special Olympics.

The couple's taxable work wages fell from \$164,600 in 2014 to \$144,600 last year.

That's because Capt. Haley switched to a part-time job with the National Guard.

Michael Haley is also paid as a reservist. Income from that part-time job increased last year. State law sets the governor's salary at just over

\$106,000. However, deducting pension contributions put her taxable wages at less than \$94,000.

The Haleys paid \$19,681 in federal taxes and \$6,201 in state taxes last year. Their refunds were \$4,750 and \$2,871, respectively.

During her first year in office, the Haleys earned \$367,000 in combined income.

Of that, \$200,000 was the initial advance from her book, "Can't is Not an Option." The remaining advance of \$175,000 was paid in 2012, the year it was released. Their 2013 earnings included \$105,000 from book profits.

Haley donated \$200,000 of the book income to her community aid foundation, the Original Six. Her parents and siblings referred to themselves as the "original six" in that they were the only Indian-American family in tiny Bamberg, where she grew up. Haley announced in December 2011 that she would use all profits from the book to set up the nonprofit to help the state's poorest counties.

Title: **Haleys' income and charitable giving falls over past 2 years**
Author: BY SEANNA ADCOX Associated Press
Size: 12.55 column inches
Myrtle Beach, SC Circulation: 61238



Haleys' income and charitable giving falls over past 2 years

BY SEANNA ADCOX
Associated Press

COLUMBIA

South Carolina Gov. Nikki Haley and her husband earned a combined

\$171,000 in 2015, a steep drop from their income two years earlier.

The Republican governor allowed reporters to view the couple's 2014 and 2015 tax returns Friday. The decline is largely due to no

more profits from her 2012 book and less investment income.

A real estate investment earned \$19,200 in 2015, compared with \$70,500 in income from several investments in 2013.

Title: **Haleys' income falls, tax returns show**
 Author: BY JAMIESELF jself@thestate.com
 Size: 43.09 column inches
 Columbia, SC Circulation: 128564



Haleys' income falls, tax returns show

BY JAMIE SELF
 jself@thestate.com

South Carolina's first family reported a total income of \$170,661 last year – about \$20,000 less than they reported in 2014 and \$100,000 shy of their 2013 income.

S.C. Gov. Nikki Haley and first gentleman Michael Haley

reported lower income largely due to the absence of book royalties, paid Gov. Nikki Haley in 2012, lower income from their real estate investments and lower earnings by first gentleman Michael Haley.

Two years of tax returns for Gov. Haley and her husband, released to reporters Friday, show the couple paid federal and state taxes of \$31,661 in 2014 and \$25,882 in 2015 – making their combined effective state and federal tax rate

16.5 percent in 2014 and 15 percent in 2015.

The couple's 2015 income included \$144,578 in wages and salaries, \$19,166 from an investment and \$6,917 in tax

SEE HALEYS, 2A

FROM PAGE 1A

HALEYS

refunds or credits. In 2014, the couple's \$191,581 income included \$164,593 in earnings, \$19,189 from the investment and \$7,799 in tax refunds or credits.

The investment income is interest earned from a real estate loan the couple made to the governor's father.

The governor reported about \$94,000 in taxable annual income for her job as the state's chief executive in 2014 and 2015.

However, Michael Haley's income fell to \$51,039 in 2015 from \$70,695 in 2014 after he left his full-time job in mid-2015 with the S.C. National Guard. He remains active in the Guard as a part-time soldier.

The couple had itemized deductions of \$52,221 in 2014 and \$45,182 in 2015, helping reduce their taxable earnings.

The couple's reported

earnings in 2014 and 2015 both fell short of the \$284,556 in income the couple reported in 2013.

That year, their income was boosted by more than \$100,000 the governor was paid for her 2012 memoir, "Can't is Not an Option" and about \$70,500 from real estate investments, including the loan to Haley's father and one to a California doctor.

The payment for the book was the last installment of a \$500,000 book advance – earnings that had been a boon to the couple's finances and their charitable donations.

In 2013, the couple donated 44 percent of their taxable income – \$126,000 – to charity after Haley pledged to give away her book profits.

In 2014 and 2015, the Haleys donated \$6,130, or less than 2 percent of their income, to charity.

The donations included \$3,600 to their church, Mount Horeb United Methodist in Lexington, \$1,230 to the Palmetto Health Foundation and donations to the Special Olympics, First Baptist Church of Spartanburg, the ALS Association and Innersole, a charity started by University of South Carolina women's basketball coach Dawn Staley.

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S.C. First Family earnings

Gov. Nikki Haley and her husband Michael Haley have seen their income decline after earnings from her 2012 memoir and real estate investments dropped off and the first gentleman left his full-time position with the S.C. National Guard. A look at their earnings:

2015

Total income: **\$170,661**, including **\$19,166** in investment income from a loan to Gov. Haley's father

Charitable giving: **\$2,500**

2014

Total income: **\$191,581**, including **\$19,189** in investment income from the loan

Charitable giving: **\$3,630**

2013

Taxable income: **\$284,556**. The couple's actual income was higher, but how much is unknown. Michael Haley's salary while he deployed to Afghanistan for most of 2013 was tax-free.

Charitable giving: **\$126,000**

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Columbia, SC Circulation: 128564



FILE PHOTOGRAPH The State

Gov. Nikki Haley and first
gentleman Michael Haley

Title: **Tax returns show income decline for the Haleys**
 Author: BY JAMIESELF jself@thestate.com
 Size: 47.27 column inches
 Rock Hill, SC Circulation: 34688


SOUTH CAROLINA

Tax returns show income decline for the Haleys

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BY JAMIE SELF
 jself@thestate.com
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Haley

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SEE INCOME, 4A

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