



Sixth District Congressman James E. Clyburn

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### POSTAL PATRON-LOCAL 6th Congressional District South Carolina

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## CONGRESSMAN CLYBURN TRAVELS THE I-95 CORRIDOR TO DISCUSS HIS VISION

Join Congressman Jim Clyburn at his local Town Hall meetings to discuss his, and your, vision for the I-95 corridor. These forums are open to the public and all Sixth Congressional District residents are invited to attend.

For Sixth District residents south of Lake Marion, there are two town meetings scheduled in November. In March 2004, Congressman Clyburn will hold I-95 Town Hall meetings for those living north of Lake Marion. Those dates will be announced after the first of the year.



Congressman Clyburn discusses water needs with Florence area residents.

**Walterboro**  
Monday, November 10, 2003  
6:00 p.m.  
County Council Chambers  
Old Jail House  
Corner of Benson St. & Jeffries Blvd.

**St. George**  
Monday, November 17, 2003  
6:30 p.m.  
Dorchester County Courthouse  
101 Ridge Street

For more information, contact one of the Congressman's offices listed to the left.

## CONGRESSMAN CLYBURN'S VISION FOR THE I-95 CORRIDOR

The Washington-based American Road & Transportation Builders Association named Interstate 95 and the Port of Charleston South Carolina's top infrastructure projects of the 20th century. I-95 was chosen because "it is a vital link for moving the state's people and products to and from the Northeast and southward to Georgia and Florida." Approximately 34,500 vehicles travel I-95 daily on this important South Carolina corridor.

Despite its importance to our state's transportation needs, this interstate has not been utilized to its full potential as a commerce corridor. I-95 is a valuable resource and 200-miles of opportunity for South Carolina.

Residents along this corridor have not been able to realize the benefits of their proximity to such an important thoroughfare. Without a comprehensive and cohesive vision and plan for I-95, the state will not capitalize on the potential this interstate creates.

I have a comprehensive vision for the I-95 corridor. First, it involves creating the infrastructure such as water and sewer that are needed to support any development along this corridor. I have successfully secured funding for two regional water systems that will serve the Pee Dee and the Lake Marion region to put this infrastructure in place. Both projects are well underway.

Secondly, the economy in South Carolina is changing from textiles and tobacco to tourism and transportation.

Obviously, I-95 will play a huge role in supporting the state's transportation needs, but it can also be tapped to expand our tourism industry as well. This interstate carries many of the tourists that visit our state. Right now, many exit onto other highways that carry them to the coast. However, there are tourism treasures all along the I-95 corridor that could attract tourists as well. I am working to expand heritage and recreational tourism in the region as a basis on which to grow the region's economy.

The economy can also grow by locating an inland port at the intersection of I-95/I-26 that will capitalize on this strategic location for distributing cargo brought there on rails from the Charleston Port.

I believe improving the infrastructure and growing the economy are keys to eliminating the negative education, health and employment statistics that are strangling the counties along the I-95 corridor. They are pieces in a larger puzzle that cannot be effective by addressing each of the needs in isolation.

The I-95 corridor and its residents are very valuable to South Carolina. After years of neglect, I am encouraging regional cooperation and a collective vision to develop a corridor that will be the economic engine that drives the state forward, rather than an anchor that currently weighs it down. Please join me in this effort to help the I-95 corridor realize its potential.

# TAPPING I-95'S POTENTIAL

## I-95: CORRIDOR OF OPPORTUNITY

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### Special points of interest:

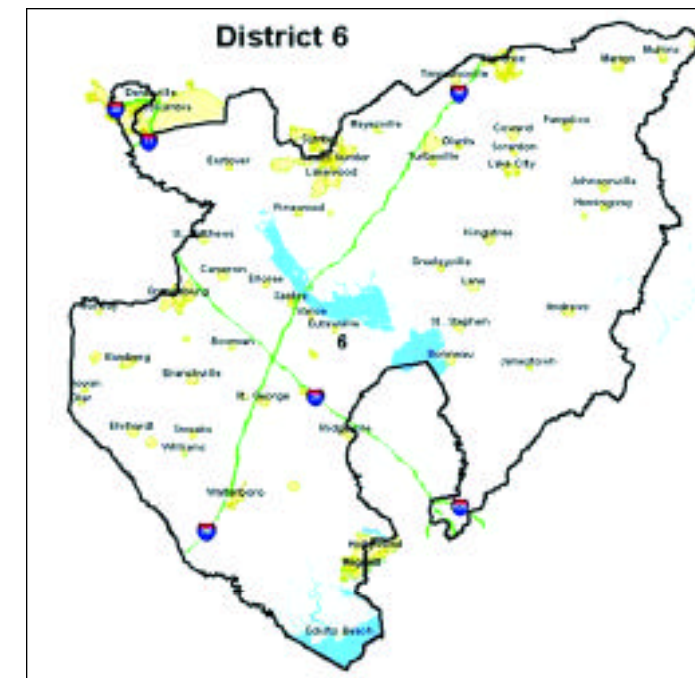
- The Sixth Congressional District is bisected by Interstate 95.
- This corridor is among the most undeveloped stretches of U.S. Interstate in the country.
- Many of the state's negative education, health, and unemployment statistics occur along the I-95 corridor.
- This region must tap into the new transportation and tourism economy emerging in South Carolina.
- A strong vision and proper planning will create opportunities along the I-95 corridor to overcome years of neglect.

The Sixth Congressional District of South Carolina offers the most widely untapped resources this state has to offer. The economy of tomorrow will no longer be based on tobacco and textiles, but will rely on transportation and tourism.

This is a culturally rich district that can lay claim to significant Revolutionary and Civil War sites, sacred Native American treasures, and important African American historical places. In addition, the Sixth District is home to the Santee Cooper lakes, Lake Marion and Lake Moultrie. These gems have barely begun to realize their potential. The tourism opportunities in this district are abundant and largely untapped.

Another huge asset inherent to the Sixth District is the existence of two U.S Interstate highways. As you can see on the map to the right, I-26 is an East-West corridor that provides access to the western part of the district stretching from Columbia to Charleston. I-95 cuts through the heart of the district from North to South. This corridor is a major transportation thoroughfare running from Maine to Florida, but the 200 miles it travels through South Carolina are among the least developed along the 1800 mile route.

It is along this corridor that we see our state's highest concentration



of negative statistics: low educational achievements, chronic health conditions, high unemployment, and prevalent poverty. The lack of infrastructure - water, sewer, roads and bridges, etc. - propels this corridor's lack of development and the negative indices.

The rural nature of this area continues to be used to undermine its ability to get its fair share of state and federal investments. For example, the Cooper River Bridge replacement in Charleston is seen as a priority because it will benefit a large population. There

were no objections to its construction, or its \$600 million price tag. However, my efforts to build an \$80 million Connector that would create a commercial corridor through Sumter, Calhoun and Orangeburg Counties is facing vicious opposition because opponents claim it is too expensive for the few people it will benefit. As long as these attitudes prevail, rural South Carolinians will continue to face serious economic, health and educational challenges. Our State's current low rankings in education and health care will continue and worsen.

## A STARK CONTRAST BETWEEN I-95 AND I-85

As I travel the I-95 corridor, residents seek my help to address basic needs: decent jobs, safe drinking water, accessible health care, affordable housing and an adequate education system.

Dorchester, Orangeburg, and Sumter counties is \$19,740, nearly \$4,300 less than the state's average of \$24,000 compared to the \$25,509 per capita income for the three counties along I-85.

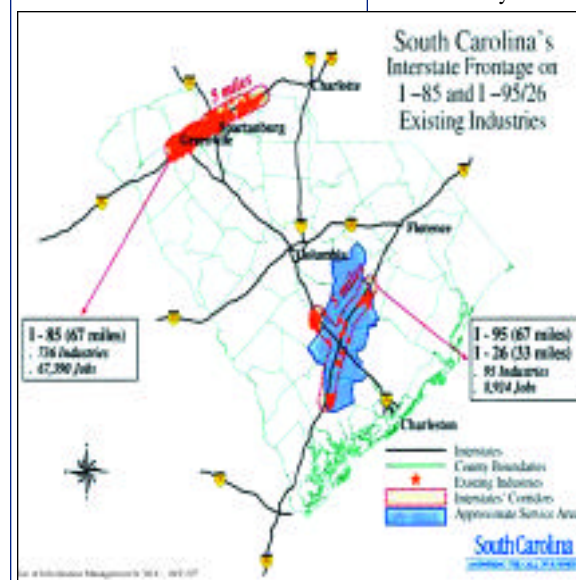
Improving economic development opportunities is key to addressing all of these needs. The map to the left illustrates the inequities in this region. It shows a 67-mile stretch of I-95 and I-85 where they intersect with I-26 about 140 miles apart. Six years ago the I-85/I-26 stretch in the Greenville/Spartanburg/Anderson area was home to 736 industries producing 67,390 jobs. The I-95/I-26 stretch from Walterboro to Manning claimed only 95 industries providing just 8,924 jobs.

Recent census data indicates the average per capita income for Calhoun, Clarendon, Colleton,

Unemployment in the these six counties averaged 7.25% over the last decade when the state's unemployment averaged 5.3%. Anderson, Greenville and Spartanburg averaged just under 4% unemployment. The I-95 corridor neighboring counties of Williamsburg and Marion, doubled the state's unemployment rate over the last decade.

The tax base generated in these counties determines the funds available to support quality of life issues I am challenged to correct every day - like school improvement and access to safe water and reliable sewers. The 1998 per capita revenue in the I-95 counties averaged \$354, compared with \$367 per capita for the I-85 counties. That translates to an additional \$13 per person in county revenues that can be spent on these needs.

Closing these gaps will take time and focus. When I took office 11 years ago, I committed myself to improving the quality of life along the I-95 corridor. This newsletter highlights some of the progress I have made and some of the challenges that remain.



## UNDERFUNDED SCHOOLS LINE THE I-95 CORRIDOR

There is a decade-old lawsuit currently being heard in a Manning courtroom challenging how rural schools are funded. The school districts involved in this lawsuit are within the I-95 corridor or are in close proximity to it.

These inadequately funded schools have been set up for failure. In order to reach "minimally adequate" status, it seems these underperforming schools would have to pass the minimum standards set by the state and federal governments.

Among the districts presenting testimony in the trial are Florence 2, Lee, Marion 7 and Orangeburg 3. All of them are in the 6th Congressional District and all received Below Average ratings from the State Department of Education last year. The best performance by any of these schools on the recently announced PACT testing - the test in which they will have to perform at 100% proficiency by 2014 — was 20% proficiency in English and 22.3% proficiency in Math. In one of those districts, proficiency levels reached only 8.7% in English and 10.2% in math.

These scores are a reflection of many factors. Among them are teacher pay and experience,

poverty level of students, and access to up-to-date facilities and technology. These factors will not change until the attitudes of our state officials change.

In addition to test scores, we see further illustrations of the problems facing rural schools when Clarendon School District 1 is running a million dollar deficit. In Calhoun County, two neighborhood schools were forced to close their doors and students are bussed miles away because the tax base isn't adequate enough to fund their operation.



Congressman Clyburn, a former teacher, talks with a young student about his early learning program.

Rural communities have been neglected for too long and the quality of schools there is a mere reflection of this fact. Schools can't attract quality teachers unless they can offer them competitive pay and a decent quality of life. Companies won't locate in communities where the quality of life and schools are substandard.

Without a commitment and investment by the state to improve our rural communities, there is little hope for improving our rural schools. If we continue our present course, there is no way that they will ever meet the federal standard of 100% proficiency, not to mention by 2014. Our state has failed in its mission to provide a "minimally adequate" education for those students.

If the court finds in favor of the rural schools, their decade-long wait could be over. Such a ruling would require the state to revisit how rural schools are funded, and raise the public's awareness of these communities' needs. This would be a step in the right direction. But unless there are investments in the infrastructure of these communities, nothing will change.

Congressman Clyburn, a former teacher, talks with a young student about his early learning program.

## TOBACCO AND TEXTILES CAN NO LONGER SUSTAIN THE ECONOMY ALONG I-95

*"I believe this corridor has the potential to flourish in the new economy, but that cannot happen without proper planning and investment in this area."*

Congressman James E. Clyburn

The I-95 corridor was once home to a bustling tobacco crop and a stable manufacturing base. But times have changed, and this region has suffered as a result of our state's changing economy.

During my first year in Congress, I voted against NAFTA (the North American Free Trade Agreement) because I knew it could be devastating to South Carolina. In the subsequent decade since NAFTA's passage, industries in the state

have closed their doors in alarming numbers and taken their jobs across the border. South Carolina's leading industry - textiles - has not been spared. When I took office in 1993, the state had 123,000 textile jobs. Today that number is 60,000, a loss of 63,000 or 51%.

At the same time, South Carolina has also been suffering because of the decline in our largest cash crop. In the last 50 years, tobacco production has declined by 46% in the U.S.

and total acreage declined by 73%.

The I-95 corridor is in dire need of new opportunities for development and strangely enough, our past, if used properly, could very well fuel our future. That is why the future of this region must focus on transportation and tourism. I believe this corridor has the potential to flourish in the new economy, but that cannot happen without proper planning and investment in this area.

## HEALTH DISPARITIES MOST EVIDENT ALONG THE I-95 CORRIDOR WHERE 60% OF THE RESIDENTS ARE AFRICAN AMERICANS



Congressman Clyburn joins Congressional Black Caucus members in reviewing the medical needs of AIDS patients.

Here are a few sobering statistics about our state's health:

- **Strokes:** South Carolina is first in the nation for deaths due to strokes, and blacks are nearly twice as likely to die of stroke as whites.

- **Heart Disease:** Black females are nearly twice more likely to die of heart disease than white females. African American men are almost one and a half times more likely to die of heart disease than white men.

- **Cancer:** Black males in South Carolina are more than three times more likely to die of prostate cancer than white males. African American females in this state are nearly twice more likely to die of breast cancer than white females.

- **AIDS:** African Americans make up 30% of the state's population and 78% of all new HIV cases reported in 2000.

These negative health statistics are fueled by the disproportionate number of these illnesses in rural areas, especially along

the I-95 corridor. The reasons for the disparities are tri-fold: inadequate access, lack of health insurance and under-funded educational systems. For many rural residents, lack of transportation, time off from work, or child care can all be obstacles to even getting to the doctor for preventative care.

Obviously, a lack of medical insurance is a major concern. The South Carolina Primary Health Care Association reports 33% of its patients are uninsured.

A lack of education also contributes to these health disparities. Sixty-four percent of blacks are overweight or obese in South Carolina. About 83% of African Americans don't exercise regularly.

Without immediate attention, the quality of life gaps related to health will only continue to grow.

## HERITAGE OPENS FUTURE ECONOMIC OPPORTUNITIES FOR THE REGION

Tourism is now arguably South Carolina's number one industry pumping \$14.4 billion into our state's economy in 2000 and directly and indirectly supporting 10% of our workforce. Currently, South Carolina's beaches are the beneficiaries of this booming industry. Coastal resorts, in places like Myrtle Beach, Charleston and Hilton Head, account for more than 60% of total state tourism revenues.

However, resort tourism is being outpaced by heritage and history related interests. A recent national study found that while traditional tourism is growing at a rate of 5% annually, heritage tourism is growing at a rate of 30%.

In November 2000, the Governor's Task Force on Historic Preservation and Heritage Tourism reported approximately 2.7 million heritage visitors traveled to South Carolina destinations annually. They spend \$581 million, which directly impacts 13,570 jobs and contributes \$48 million in local and state taxes.

South Carolina needs to create more heritage tourism opportunities like the feder-



Congressman Clyburn discusses the burial mound's preservation at the Santee National Wildlife Refuge.

ally-designated South Carolina National Heritage Corridor that follows the old Hamburg Railroad route from Oconee County down to Charleston, for which I secured the federal designation, and the fledgling International Museum of African American History in Charleston, for which I plan to seek a federal investment.

Our state must also capitalize on untapped tourism jewels around and along Lake Marion. This area is ripe for heritage tourism with important Native American sites like the burial mound at the Santee Wildlife Refuge and the

birthplace of Brown v. Board of Education of Topeka, Kansas. This region has enormous potential for outdoor and sporting enthusiasts. It is already enjoyed by local bird watchers, duck hunters and fishermen. Bicyclists and hikers utilizing the Palmetto Trail or the Carolina Connector Bicycle Trail travel through the Lake Marion region. Golf courses already dot the region, but I believe development and promotional efforts could create an attraction along State Highways 33 and 120 from Sumter to Orangeburg similar to the Robert Trent Jones Golf Trail in Alabama. And allowing the Catawbas to locate their second promised bingo facility in Santee will also boost tourism and create hundreds of jobs around Lake Marion.

But none of this vision can be accomplished without the transportation and water infrastructure necessary to attract and support this influx of tourists. There is a desperate need for access that could be created in part by the Briggs-DeLaine-Pearson Connector - in order to allow these counties who suffered under South Carolina's former economy to tap into the growth sector of the new economy.

## INLAND PORT VIABLE AT I-95/I-26 INTERCHANGE

Serving in Congress gives Members an inside look at innovative ideas being employed around the country. I have watched Los Angeles and Virginia expand their ports' competitive edge by building inland ports to move cargo via rail to inland sites for distribution along our nation's highways.

When South Carolina began looking to expand the Charleston port, he recommended an inland port be

located at the intersection of I-95 and I-26, and secured approximately \$10 million in federal funds that could be used for such a project. But, despite my encouragement and the support of Orangeburg and Dorchester County officials, the General Assembly hasn't seriously considered the inland port concept.

A formal study of this proposed inland port should be released by the end of the year.

It is expected to report such a facility at this location could be viable.

An inland port has potential for spurring economic growth along the I-95 corridor since businesses locate near the distribution point of their supplies to save money. This project can be integral to South Carolina's new transportation economy, and should become a huge asset for future growth along the I-95 corridor.

*"This (inland port) can be integral to South Carolina's new transportation economy, and should become a huge asset for future growth along the I-95 corridor."*

Congressman James E. Clyburn

## WATER & SEWER KEY TO REALIZING I-95'S POTENTIAL

Without access to water and sewer, the counties along the I-95 corridor have no hope of improving their quality of life or attracting economic development. I have been working to address this area's infrastructure needs since I arrived in Congress.

The design is currently being completed for Phase I of a \$150 million state-of-the-art water treatment plant, the Lake Marion Regional Water Agency. This facility, when completed, will produce 8 million gallons of potable water a day with plans for future expansion. The Water Agency will eventually serve customers in Calhoun, Clarendon, Colleton, Dorchester, Orangeburg and Sumter counties. This first phase will serve Santee, Holly Hill, St. George, and cross the river at I-95 to reach Manning. Eventually the line will be extended north, and hopefully cross back over the lake on the proposed Briggs-DeLaine-Pearson

Connector back into Calhoun County to create the loop needed to make this project work. I am currently working to obtain Congressional authorization to include wastewater and sewage treatment as part of this project.

I am also working on a smaller water project that will serve the eastern portion of the I-95 corridor. Darlington, Dillon, Florence, Marion, and Marlboro counties have joined together to create the \$30 million Pee Dee Regional Water Project. Construction is already underway at the Pee Dee Regional Commerce Center, and it is expected to be completed in 2004.

These are the first steps in building the infrastructure necessary to support more positive growth in this region. It could not be accomplished without regional cooperation, and I am proud of the teamwork of the business and political leaders along the I-95 corridor.

