

**SOUTH CAROLINA
DEPARTMENT OF TRANSPORTATION**

COLUMBIA, SOUTH CAROLINA

**FINANCIAL STATEMENTS AND INDEPENDENT
AUDITOR'S REPORT**

YEAR ENDED JUNE 30, 2017



George L. Kennedy, III, CPA
State Auditor

September 29, 2017

Members of the South Carolina Transportation Commission
South Carolina Department of Transportation
Columbia, South Carolina

This report on the audit of the basic financial statements of South Carolina Department of Transportation for the fiscal year ended June 30, 2017, was issued by Scott and Company, LLC, Certified Public Accountants, under contract with the South Carolina Office of the State Auditor.

If you have any questions regarding this report, please let us know.

Respectfully submitted,

George L. Kennedy, III, CPA
State Auditor

GLKIII/cwc

SOUTH CAROLINA DEPARTMENT OF TRANSPORTATION

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Independent Auditor's Report

Mr. George L. Kennedy, III, CPA
State Auditor
State of South Carolina
Columbia, South Carolina

Report on the Financial Statements

We have audited the accompanying financial statements of the governmental activities, the major fund, and the aggregate remaining fund information of the South Carolina Department of Transportation (the "Department") as of and for the year ended June 30, 2017, and the related notes to the financial statements, which collectively comprise the Department's basic financial statements as listed in the table of contents.

Management's Responsibility for the Financial Statements

Management is responsible for the preparation and fair presentation of these financial statements in accordance with accounting principles generally accepted in the United States of America; this includes the design, implementation, and maintenance of internal control relevant to the preparation and fair presentation of financial statements that are free from material misstatement, whether due to fraud or error.

Auditor's Responsibility

Our responsibility is to express opinions on these financial statements based on our audit. We did not audit the financial statements of the Connector 2000 Association, Inc. (the "Association"), a discretely presented component unit of the Department. The financial statements of the Association as of and for the year ended December 31, 2016 were audited by other auditors whose report dated April 18, 2017, thereon has been furnished to us, and our opinions, insofar as they relate to the amounts included for that component unit, are based solely on the report of the other auditors. We conducted our audit in accordance with auditing standards generally accepted in the United States of America and the standards applicable to financial audits contained in *Government Auditing Standards*, issued by the Comptroller General of the United States. Those standards require that we plan and perform the audit to obtain reasonable assurance about whether the financial statements are free from material misstatement.

An audit involves performing procedures to obtain audit evidence about the amounts and disclosures in the financial statements. The procedures selected depend on the auditor's judgment, including the assessment of the risks of material misstatement of the financial statements, whether due to fraud or error. In making those risk assessments, the auditor considers internal control relevant to the entity's preparation and fair presentation of the financial statements in order to design audit procedures that are appropriate in the circumstances, but not for the purpose of expressing an opinion on the effectiveness of the entity's internal control. Accordingly, we express no such opinion. An audit also includes evaluating the appropriateness of accounting policies used and the reasonableness of significant accounting estimates made by management, as well as evaluating the overall presentation of the financial statements.

We believe that the audit evidence we have obtained is sufficient and appropriate to provide a basis for our audit opinions.

Opinions

In our opinion, based on our audit and the report of other auditors, the financial statements referred to above present fairly, in all material respects, the respective financial position of the governmental activities, the major fund, and the aggregate remaining fund information of the Department, as of June 30, 2017, and the respective changes in financial position thereof for the year then ended, and the financial position of its component unit as of December 31, 2016, and the changes in financial position thereof for the year then ended, in accordance with accounting principles generally accepted in the United States of America.

Emphasis of Matter

As described in Note 1 to the financial statements, the Department's financial statements are intended to present the financial position and changes in financial position of only that portion of the governmental activities, business-type activities, each major fund, and the aggregate remaining fund information of the State of South Carolina that is attributable to the transactions of the Department and its discretely presented component unit. They do not purport to, and do not, present fairly the financial position of the State of South Carolina as of June 30, 2017, and changes in its financial position for the year then ended in conformity with accounting principles generally accepted in the United States of America. Our opinion is not modified with respect to this matter.

Other Matters

Required Supplementary Information

Accounting principles generally accepted in the United States of America require that the management's discussion and analysis, budgetary comparison information, and pension information on pages 4 to 12, 70 to 72 and 73 to 75, respectively, be presented to supplement the basic financial statements. Such information, although not a part of the basic financial statements, is required by the Governmental Accounting Standards Board, who considers it to be an essential part of financial reporting for placing the basic financial statements in an appropriate operational, economic, or historical context. We have applied certain limited procedures to the required supplementary information in accordance with auditing standards generally accepted in the United States of America, which consisted of inquiries of management about the methods of preparing the information and comparing the information for consistency with management's responses to our inquiries, the basic financial statements, and other knowledge we obtained during our audit of the basic financial statements. We do not express an opinion or provide any assurance on the information because the limited procedures do not provide us with sufficient evidence to express an opinion or provide any assurance.

Other Information

Our audit was conducted for the purpose of forming opinions on the financial statements that collectively comprise the Department's basic financial statements. The combining statement of changes in assets and liabilities – all agency funds is presented for purposes of additional analysis and is not a required part of the basic financial statements.

The combining statement of changes in assets and liabilities – all agency funds on pages 76 and 77 is the responsibility of management and is derived from and relates directly to the underlying accounting and other records used to prepare the basic financial statements. Such information has been subjected to the auditing procedures applied in the audit of the basic financial statements and certain additional procedures, including comparing and reconciling such information directly to the underlying accounting and other records used to prepare the basic financial statements or to the basic financial statements themselves, and other additional procedures in accordance with auditing standards generally accepted in the United States of America. In our opinion, the combining statement of changes in assets and liabilities – all agency funds is fairly stated in all material respects in relation to the basic financial statements as a whole.

Other Reporting Required by *Government Auditing Standards*

In accordance with *Government Auditing Standards*, we have also issued our report dated September 29, 2017 on our consideration of the Department's internal control over financial reporting and on our tests of its compliance with certain provisions of laws, regulations, contracts, and grant agreements and other matters. The purpose of that report is to describe the scope of our testing of internal control over financial reporting and compliance and the results of that testing, and not to provide an opinion on internal control over financial reporting or on compliance. That report is an integral part of an audit performed in accordance with *Government Auditing Standards* in considering the Department's internal control over financial reporting and compliance.

Scott and Company LLC

Columbia, South Carolina
September 29, 2017

SOUTH CAROLINA DEPARTMENT OF TRANSPORTATION

MANAGEMENT'S DISCUSSION AND ANALYSIS

As management of the South Carolina Department of Transportation (the "Department"), we provide this *Management's Discussion and Analysis* of the Department's financial statements for the fiscal year ended June 30, 2017 as a narrative overview and analysis. We encourage readers to consider this information in conjunction with the Department's financial statements, which follow.

Included in these financial statements is the discretely reported information of one component unit, The *Connector 2000 Association, Inc. (the Association)*, which operates the Southern Connector toll road in Greenville County under a license agreement with the Department. Component units are legally separate organizations for which the elected/appointed officials of the primary entity are financially accountable. The Department's inclusion of the Association as a component unit is done for the purpose of communicating information about its component unit as required by generally accepted accounting principles. It is not intended to create the perception that the Department has a legal or financial responsibility for the Association. The Association's financial statements are independently audited and a separate annual report with the auditor's opinion is dated April 18, 2017. We refer readers to that report and our financial statements for more detailed information.

FINANCIAL HIGHLIGHTS

PRIMARY ENTITY

Net Position - The assets of the Department exceeded its liabilities at fiscal year ending June 30, 2017 by **\$14.5 billion** (presented as "Net Position"). Of this amount, **\$197.2 million** was reported as "unrestricted net position". Unrestricted net position represents the amount available to be used to meet the Department's ongoing obligations to citizens and creditors. The Department's component unit, Connector 2000 Association, Inc. reported a *net position deficit* of **(\$62.5 million)** as of December 31, 2016, the close of its fiscal year.

Changes in Net Position - The Department's total net position increased by **\$1.0 billion**, or **7.6%** in fiscal year 2017. The increase in net position can be attributed to an increase in self-constructed infrastructure assets net of accumulated depreciation and a donation of infrastructure assets from the South Carolina Infrastructure Bank. The Department's component unit net position decreased by **\$9.8 million**.

Capital Assets - Capital Assets, net of depreciation, which include infrastructure, were approximately **\$14.8 billion** at June 30, 2017 for the Department. Capital additions for the year totaled **\$918.2 million**. The carrying value of capital assets removed from the records this year was **\$1.2 million**. Capital assets of the component unit, net of depreciation, were approximately **\$ 977 thousand** at December 31, 2016 which is comprised of equipment.

Long-term Obligations - The Department's total long-term obligations decreased by **\$74.3 million (14.3 %)** during the current fiscal year to **\$445.3 million**. This change is attributable to a net decrease in bonds payable of **\$49.4 million**, a net decrease in the amount due the South Carolina State Transportation Infrastructure Bank of **\$24.2 million** and other net decreases of **\$.7 million**. Long-term obligations of the component unit increased by **3.7%** to **\$198.1 million**.

FUND ACTIVITY

Governmental Funds - Fund Balances - As of the close of fiscal year 2017, the Department's governmental funds reported a combined ending fund balance of **\$587.3 million**, an increase of **\$285.2 million** in comparison with the prior year. Revenue exceeded expenditures by **\$285.7 million**. Overall agency expenditures were up **3.6%** from the previous year.

In the current fiscal year, highway maintenance expenditures decreased **10.2%** over the previous year while capital expenditures increased **61.2%**. Operating expenditures, excluding debt service increased **1.5%**, debt service

decreased 2.1%, and allocations decreased \$165.0 million or 43.5%. Overall revenues increased 25.9%. Federal revenues increased 44.9% over last year; and motor fuel and fee revenues were up 1.4% from the previous year. Of this total amount, \$568.5 million represents the "committed fund balance" which has been committed for spending at the Department's discretion on future road and bridge construction and maintenance or other necessary activities.

OVERVIEW OF THE FINANCIAL STATEMENTS

This discussion and analysis is intended to serve as an introduction to the Department's basic financial statements. The Department's basic financial statements include three sections: 1) government-wide financial statements, 2) fund financial statements, and 3) notes to the financial statements. This report also contains other supplementary information in addition to the basic financial statements themselves. These sections are described below:

Government-Wide Financial Statements

The *Government-Wide Financial Statements* provide a broad overview of the Department's operations in a manner similar to a private-sector business. The statements provide both short-term and long-term information about the Department's financial position, which assists in assessing the Department's economic condition at the end of the fiscal year. These are prepared using the flow of economic resources measurement focus and the accrual basis of accounting. This basically means they follow methods that are similar to those used by most businesses. They take into account all revenues and expenses connected with the fiscal year even if cash involved has not been received or paid. The government-wide financial statements include two statements:

The *Statement of Net Position* presents all of the Department's assets and liabilities with the difference between the two reported as "net position". Over time, increases or decreases in the Department's net position may serve as a useful indicator of whether the financial position of the Department is improving or deteriorating.

The *Statement of Activities* presents information showing how the Department's net position changed during the most recent fiscal year. All changes in net position are reported as soon as the underlying event giving rise to the change occurs, regardless of the timing of related cash flows. Thus, revenues and expenses are reported in this statement for some items that will not result in cash flows until future fiscal periods (such as unused vacation leave). This statement also presents a comparison between direct expenses and program revenues for each function of the Department.

Both of the above financial statements have separate columns for two different types of programs or activities. These two types of activities are:

Governmental Activities – The activities in this column are mostly supported by motor fuel taxes and intergovernmental revenues (federal grants). All services normally associated with the Department fall into this category.

Component Unit – The activities in this column are solely supported by the activities of the component unit. All services associated with the Component Unit fall into this category.

The government-wide financial statements can be found immediately following this discussion and analysis.

Fund Financial Statements

A fund is a grouping of related accounts that is used to maintain control over resources segregated for specific activities or objectives. The Department, like other state agencies, uses fund accounting to ensure and demonstrate compliance with finance-related legal requirements.

All of the funds of the Department can be divided into two categories, governmental fund and fiduciary funds. The discretely presented component unit, Connector 2000 Association, Inc., is considered a proprietary fund. It is

important to note that these fund categories use different accounting approaches and should be interpreted differently. The three categories of funds are:

Governmental Fund – Most of the basic services provided by the Department are financed through the governmental fund. The governmental fund is used to account for essentially the same functions reported as governmental activities in the Government-wide financial statements. However, unlike the Government-wide financial statements, the governmental fund financial statements focus on near-term inflows and outflows of spendable resources. They also focus on the balances of spendable resources available at the end of the fiscal year. Such information may be useful in evaluating the Department's near-term financing requirements. This approach is known as using the flow of current financial resources measurement focus and the modified accrual basis of accounting. These statements provide a detailed short-term view of the Department's finances that assists in determining whether there will be adequate financial resources available to meet the current needs of the Department.

Because the focus of the governmental fund is narrower than that of the Government-wide financial statements, it is useful to compare the information presented in governmental funds with similar information presented for governmental activities in the Government-wide financial statements. By doing so, readers may better understand the long-term impact of the Department's near-term financing decisions. Both the governmental funds balance sheet and the governmental funds statement of revenues, expenditures, and changes in fund balances provide a reconciliation to facilitate this comparison between governmental funds and the Departmental activities. These reconciliations are presented on the page immediately following each governmental fund financial statement.

The Department has one governmental fund which is a special revenue fund.

The basic governmental fund financial statements can be found immediately following the government-wide statements.

Special Revenue Funds – These funds are used to account for the proceeds of specific revenue sources that are restricted or committed to expenditure for specified purposes other than debt service or capital projects and exclusive of resources held in trust for individuals, private organizations, or other governments.

Fiduciary Funds – These funds are used to account for resources held for the benefit of parties outside the Department. Fiduciary funds are not reflected in the Government-wide financial statements because the resources of these funds are not available to support the Department's own programs. Fiduciary funds financial statements use the accrual basis of accounting. The Department's fiduciary funds are the County Transportation Program Fund, the Right of Ways Fund, the Special Deposits Fund and the Local Tax Fund.

The basic fiduciary funds financial statements can be found immediately following the governmental fund financial statements.

Notes to the Financial Statements

The notes provide additional information that is essential to a full understanding of the data provided in the Government-wide and the fund financial statements. The notes to the financial statements can be found immediately following the statement of fiduciary net position.

Required Supplementary Information and Combining Statement

The basic financial statements are preceded by the management discussion and analysis and are followed by another section of required supplementary information. This section includes a budgetary comparison schedule for the *governmental fund*, which includes comparisons of original budget to final budget to actual outflow (expenditures) on a non-GAAP budgetary basis.

This section also includes financial disclosures of the Department's proportionate share of SCRS and PORS pension liabilities and actual contributions to these two retirement programs on behalf of current and former employees of the Department. Also included, but not required, is a combining statement of changes in assets and liabilities – agency funds.

GOVERNMENT-WIDE FINANCIAL ANALYSIS

Net Position

As noted earlier, net position may serve over time as a useful indicator of a government's financial condition. The Department's assets (all classified as governmental activities) exceeded liabilities by **\$14.5 billion** at the close of business on June 30, 2017 (See **Table A-1** for a summary of net position for fiscal years 2016-2017 and 2015-2016). The largest portion of the Department's net position (**98.5%**) reflects its investment in infrastructure and other capital assets such as land, buildings, and equipment less any related debt used to acquire those assets that are still outstanding. The Department uses these capital assets to fulfill its primary mission to provide a safe and efficient transportation system for the State of South Carolina. Consequentially, these assets are not available for future spending. Although the Department's investment in its capital assets is reported net of related debt, it should be noted that the resources needed to repay this debt must be provided from other sources, since the capital assets themselves cannot be used to liquidate these liabilities.

Table A-1
SCDOT Net Position
(expressed in millions)

	Governmental Activities	
	2016	2017
Current Assets	\$ 549.3	\$ 985.3
Non-Current Assets	11.8	11.4
Capital Assets	14,049.4	14,750.6
Deferred Outflows of Resources	38.2	77.8
Total Assets and Deferred Outflows of Resources	14,648.7	15,825.1
Current Liabilities	351.2	504.6
Non-current Liabilities	788.4	769.8
Deferred Inflows	2.9	2.5
Total Liabilities and Deferred Inflows of Resources	1,142.5	1,276.9
Net Position:		
Net investments in capital assets	13,568.1	14,341.0
Restricted	10.0	10.0
Unrestricted, as restated	(71.9)	197.2
Total Net Position	\$ 13,506.2	\$ 14,548.2

SOUTH CAROLINA DEPARTMENT OF TRANSPORTATION

**STATEMENT OF NET POSITION
JUNE 30, 2017**

(In Thousands)

	Primary Entity Governmental Activities	Component Unit
ASSETS AND DEFERRED OUTFLOWS		
Current assets:		
Cash and cash equivalents	\$ 622,685	\$ 1,847
Receivables:		
Federal government	172,168	-
State agencies	169,127	-
Local governments	9,599	-
Other entities-net of allowances	2,383	-
Accrued interest receivable	1,950	-
Prepaid items	5,003	59
Inventories	2,423	272
	<u>985,338</u>	<u>2,178</u>
Total current assets	985,338	2,178
Noncurrent assets:		
Restricted assets:		
Cash and cash equivalents	10,031	7,578
Investments	-	2,035
Total restricted assets	<u>10,031</u>	<u>9,613</u>
Receivables, net of current portion:		
Local governments	952	-
Other entities	135	-
Other assets	242	-
Non-depreciable capital assets	4,240,770	-
Capital assets, net of accumulated depreciation	10,509,861	977
Interest in license agreement, net of accumulated amortization	-	123,616
	<u>14,761,991</u>	<u>134,206</u>
Total non-current assets	14,761,991	134,206
TOTAL ASSETS	15,747,329	136,384
Deferred outflows of resources:		
Deferred loss on refunding	6,549	-
Contributions to retirement plan after measurement date	22,992	-
Difference between expected and actual retirement plan experience	4,347	-
Change in proportionate share	8,681	-
Difference between expected and actual investment earnings	35,279	-
Total deferred outflows of resources	\$ 77,848	\$ -

See accompanying Notes to Financial Statements.

SOUTH CAROLINA DEPARTMENT OF TRANSPORTATION

STATEMENT OF NET POSITION (CONTINUED)
JUNE 30, 2017

(In Thousands)

LIABILITIES AND NET POSITION	<u>Primary Entity Governmental Activities</u>	<u>Component Unit</u>
Liabilities:		
Current liabilities:		
Bonds payable	\$ 51,058	\$ 6,185
Accrued interest payable	1,530	-
Accounts payable	154,034	82
Retainage payable	453	50
Unearned toll revenue	-	398
Intergovernmental payable:		
Due to State agency	27,184	-
Accrued payroll and related liabilities	23,445	-
Due to Agency Fund - County Transportation Program	13,313	-
SCDOT Maintenance Payable	-	258
Accrued compensated absences	18,529	-
Unearned revenue	212,978	-
Securities lending collateral	2,070	-
Total current liabilities	<u>504,594</u>	<u>6,973</u>
Noncurrent liabilities:		
Bonds payable, including unamortized premium and net of current portion and unamortized discounts	162,628	191,939
Intergovernmental payable:		
Due to State agency, net of current portion	177,450	-
Accrued compensated absences, net of current portion	10,657	-
Net pension liability	419,071	-
Total noncurrent liabilities	<u>769,806</u>	<u>191,939</u>
TOTAL LIABILITIES	<u>1,274,400</u>	<u>198,912</u>
Deferred inflows of resources:		
Change in proportionate share	1,720	-
Difference between expected and actual retirement plan experience	454	-
Difference in contributions	313	-
Total deferred inflows of resources	<u>2,487</u>	<u>-</u>
Net position:		
Net investment in capital assets	14,341,035	977
Restricted:		
State infrastructure agreement	10,000	-
Bond Interest	31	-
SCDOT Maintenance	-	1,094
Unrestricted	197,224	(64,599)
TOTAL NET POSITION	<u>\$ 14,548,290</u>	<u>\$ (62,528)</u>

See accompanying Notes to Financial Statements.

**SOUTH CAROLINA DEPARTMENT OF TRANSPORTATION
STATEMENT OF ACTIVITIES
FOR THE YEAR ENDED JUNE 30, 2017**

(In Thousands)

Functions/Programs	Expenses	Program Revenues			Net (Expenses) Revenues and Changes in Net Position	
		Charges for Services	Operating Grants and Contributions	Capital Grants and Contributions	Governmental Activities	Component Unit
Primary entity:						
Public Transportation	\$ 1,222,271	\$ 120,164	\$ 116,572	\$ 955,037	\$ (30,498)	\$ -
Unallocated Interest Expense	17,099	-	-	-	(17,099)	-
Total primary entity	<u>1,239,370</u>	<u>120,164</u>	<u>116,572</u>	<u>955,037</u>	<u>(47,597)</u>	<u>-</u>
Component unit:						
Toll operations	<u>\$ 19,986</u>	<u>\$ 10,157</u>	<u>\$ -</u>	<u>\$ -</u>	<u>-</u>	<u>(9,829)</u>
Totals					(47,597)	(9,829)
General revenues:						
Motor Fuel					596,376	-
Taxes					166,029	-
Other Revenues					134,582	60
State appropriations					137,357	-
State Infrastructure Bank for CTC - Proviso 117.135					50,000	-
Interest/Investment Income					5,328	-
Total general revenues					<u>1,089,672</u>	<u>60</u>
Change in net position					1,042,075	(9,769)
Net position - Beginning					<u>13,506,215</u>	<u>(52,759)</u>
Net position - Ending					<u>\$14,548,290</u>	<u>\$ (62,528)</u>

See accompanying Notes to Financial Statements.

SOUTH CAROLINA DEPARTMENT OF TRANSPORTATION
BALANCE SHEET - GOVERNMENTAL FUND
JUNE 30, 2017

(In Thousands)

ASSETS

	Transportation Special Revenue Fund
Current assets:	
Cash and cash equivalents	\$ 622,685
Receivables:	
Federal government	172,168
State agencies	169,127
Local governments	9,599
Other entities	2,383
Accrued interest receivable	1,950
Prepaid items	5,003
Inventories	2,423
Total current assets	985,338
Non-current assets:	
Restricted assets:	
Cash and cash equivalents	10,031
Total restricted assets	10,031
Receivables, net of current portion	
Local governments	952
Other entities	135
Other assets	242
Total non-current assets	11,360
TOTAL ASSETS	\$ 996,698

LIABILITIES AND FUND BALANCE

Liabilities:	
Current liabilities:	
Accounts payable	\$ 154,034
Intergovernmental payables:	
Due to State agencies	2,175
Contract retainage payable	453
Accrued payroll and related liabilities	23,445
Due to Agency Fund - County Transportation Program	13,313
Unearned revenue	213,930
Securities lending collateral	2,070
TOTAL LIABILITIES	409,420
Fund Balance:	
Nonspendable	
Inventories and prepaid items	7,426
Long-term receivables	1,087
Other assets	242
Restricted	10,031
Committed	568,492
TOTAL FUND BALANCE	587,278
TOTAL LIABILITIES AND FUND BALANCE	\$ 996,698

See accompanying Notes to Financial Statements.

SOUTH CAROLINA DEPARTMENT OF TRANSPORTATION

**RECONCILIATION OF THE BALANCE SHEET TO THE STATEMENT OF NET POSITION
JUNE 30, 2017**

(In Thousands)

FUND BALANCE - GOVERNMENTAL FUND **\$ 587,278**

Amounts reported for governmental activities in the statement of net position are different because:

Assets are capitalized and depreciated or amortized in the statement of net position and are charged to expenditures in the governmental fund:
Capital assets, net of accumulated depreciation 14,750,631

Unearned revenues are recognized on an accrual basis in the statement of net position and on the modified accrual basis in the governmental fund:
Participation agreements, net of allowance for bad debts 952

Deferred outflow of resources are recognized in the statement of net position, but are not reported on in the governmental fund

Deferred loss on refunding of bonds 6,549
Contributions to retirement plan after measurement date 22,992
Difference between expected and actual retirement plan experience 4,347
Change in proportionate share 8,681
Difference between expected and actual investment earnings 35,279

Deferred inflow of resources are recognized in the statement of net position, but are not reported on in the governmental fund

Change in proportionate share (1,720)
Difference between expected and actual retirement plan experience (454)
Difference in contributions (313)

Liabilities are not due and payable in the current period, therefore, are not reported in the governmental fund:

Bonds payable including unamortized premium \$ (213,686)
Intergovernmental payable:
 Due to State agency (202,459)
Accrued compensated absences (29,186)
Accrued interest payable (1,530)
Net pension liability (419,071) (865,932)

NET POSITION - GOVERNMENTAL ACTIVITIES **\$ 14,548,290**

See accompanying Notes to Financial Statements.

SOUTH CAROLINA DEPARTMENT OF TRANSPORTATION
STATEMENT OF REVENUES, EXPENDITURES, AND CHANGES IN FUND BALANCES
GOVERNMENTAL FUND
FOR THE YEAR ENDED JUNE 30, 2017

(In Thousands)

	Transportation Special Revenue Fund
REVENUES:	
Taxes:	
Auto Sales	\$ 161,890
Electric Power	4,139
Fees:	
Motor Fuel User Fees	596,376
Other Fees, Fines, and Permits	121,486
State appropriations	137,357
State Infrastructure Bank for CTC - Proviso 117.135	50,000
Federal grants - FHWA	872,013
Federal grants - FTA	14,494
Federal grants - FEMA	20,476
Reimbursements from Agency Fund	2,493
Interest/investment income	5,328
Sales of goods and fees for services	21,164
Other revenues	13,096
Participation agreement/project revenues	96,960
TOTAL REVENUES	2,117,272
EXPENDITURES:	
Current:	
General administration	59,435
Engineering	66,311
Toll facilities	3,705
Public transportation	28,616
Highway maintenance	621,117
Capital outlay:	
Rights of way land	19,301
Construction in progress	
Infrastructure - road and bridge network	715,141
Other	1,616
Equipment and furniture	9,143
Vehicles	8,373
Debt service:	
Principal	67,824
Interest	17,402
Other	3
Allocations to other entities:	
State agency - State Infrastructure Bank	28,793
State agency - State Infrastructure Bank - Act 98	50,000
Agency fund - County Transportation Program	135,437
TOTAL EXPENDITURES	1,832,217
EXCESS OF REVENUES OVER EXPENDITURES	285,055
Other Financing Sources	
Proceeds from sale of capital assets	173
TOTAL OTHER FINANCING SOURCES	173
NET CHANGE IN FUND BALANCE	285,228
FUND BALANCE, beginning of year	302,050
FUND BALANCE, end of year	\$ 587,278

See accompanying Notes to Financial Statements.

**SOUTH CAROLINA DEPARTMENT OF TRANSPORTATION
RECONCILIATION OF THE STATEMENT OF REVENUES, EXPENDITURES
AND CHANGES IN FUND BALANCE TO THE STATEMENT OF ACTIVITIES
FOR THE YEAR ENDED JUNE 30, 2017**

(In Thousands)

INCREASE IN FUND BALANCE - GOVERNMENTAL FUND	\$ 285,228
Amounts reported for governmental activities in the statement of activities are different because:	
Costs of capital assets are reported as expenditures in the governmental fund and are reported as capital asset additions in the statement of net position	753,574
Costs of donated capital assets for right of ways land and infrastructure - road and bridge network are reported in the statement of activities are not reported in the governmental fund	164,626
Depreciation of capital assets is reported as expenses in the statement of activities	(215,769)
Amortization of deferred losses on refunding of bonds is reported as expenses in the statement of activities	(1,904)
Amortization of pension is reported as expenses in the statement of activities	(16,634)
Decrease in accrued interest payable is reported as an expense in statement of activities	303
Deferred revenues are reported on a modified accrual basis in the governmental fund and on an accrual basis in the statement of activities	(453)
Amortization of premium on bonds is reported as a reduction of expenses in the statement of activities	5,782
Repayments of long-term debt are reported as expenditures in governmental fund and are reported as a reduction of liabilities in the statement of net position:	
Bonds payable	43,615
Intergovernmental payable:	
Due to State agency	24,209
	67,824
Decrease in accrued compensated absences is reported as expense in the statement of activities	713
Costs less accumulated depreciation of capital assets disposed of are reported as expenses in the statement of activities	(1,215)
INCREASE IN NET POSITION - GOVERNMENTAL ACTIVITIES	\$ 1,042,075

See accompanying Notes to Financial Statements.

SOUTH CAROLINA DEPARTMENT OF TRANSPORTATION
STATEMENT OF FIDUCIARY NET POSITION
JUNE 30, 2017

(In Thousands)

	<u>Agency Funds</u>
ASSETS:	
Cash and cash equivalents	\$ 326,841
Accrued interest receivable	1,211
Due from State Highway Fund	<u>13,313</u>
Total assets	<u><u>\$ 341,365</u></u>
 LIABILITIES:	
Accounts payable and other liabilities	\$ 11,521
Special deposits and bonds	2,337
Funds held for counties	<u>327,507</u>
Total liabilities	<u><u>\$ 341,365</u></u>

See accompanying Notes to Financial Statements.

NOTE 1. SUMMARY OF SIGNIFICANT ACCOUNTING POLICIES:

Reporting Entity

The South Carolina Department of Transportation (the "Department") was established pursuant to Section 57-1-20 of the Code of Laws of South Carolina (the "State") as an administrative agency of the State, comprised of a Division of Mass Transit; a Division of Construction, Engineering and Planning; and a Division of Finance and Administration. The Department is responsible for the planning, construction, maintenance and operation of the highway system of the State and the coordination of statewide mass transit activities.

The Department is governed by the South Carolina Transportation Commission (the "Commission"), which is comprised of eight members, seven of whom are elected by the Legislative Delegations of each of the State's Congressional Districts. One at-large member is appointed by the Governor. The Commission serves as a general policy-making body for the various functions and purposes of the Department as prescribed by law. The Commission defines policies that are to be administered by the Secretary of Transportation.

The core of a financial reporting entity is normally the primary government, which has a separately elected governing body. The Department is reported as part of the primary government of the State. An organization other than a primary government may serve as a nucleus for a reporting entity when it issues separate financial statements. The Department is identified herein as such a primary entity. As required by generally accepted accounting principles, the financial reporting entity includes both the primary entity and all of its component units. Component units are legally separate organizations for which the elected officials of the primary entity are financially accountable, or entities that if excluded would make the financial statements misleading or incomplete. In turn, component units may have component units. The Department has determined it has one component unit, the Connector 2000 Association, Inc. (the "Association").

A primary government or entity is financially accountable if it appoints a voting majority of the organization's governing body, and (1) it is able to impose its will on that organization or (2) there is a potential for the organization to provide specific financial benefits to, or impose specific financial burdens on, the primary entity. The primary entity also may be financially accountable if an organization is fiscally dependent on it even if it does not appoint a voting majority of the board. An organization is fiscally dependent on the primary entity that holds one or more of the following powers:

- 1) Determines its budget without another government having the authority to approve and modify that budget;
- 2) Levies taxes or set rates or charges without approval by another government; or,
- 3) Issues bonded debt without approval by another government.

Based on the above described fiscal dependency criterion, the Department has determined it is not a component unit of another entity and the Association is a component unit of the Department under Statements 14, 39 and 61 of the Governmental Accounting Standards Board ("GASB"). This financial reporting entity includes only the Department (a primary entity) and its component unit.

Component Unit

Connector 2000 Association, Inc. (the "Association") is a South Carolina nonprofit corporation organized as a "public benefit corporation" under the South Carolina Nonprofit Corporation Act of 1994. The Articles of Incorporation of the Association were originally filed with the South Carolina Secretary of State on January 12, 1996, and were amended by a filing on March 5, 1997. The Internal Revenue Service has issued a letter dated October 20, 1997, determining that the Association is an exempt organization that is not a private foundation under Section 501(c)(3) of the Internal Revenue Code of 1986, as amended. The Association was formed to assist the Department in the financing, acquisition, construction, and operation of turnpikes, highway projects, and other transportation facilities.

The Association's operations are governed by a license agreement (the Original License Agreement as amended, the "Revised License Agreement") with the Department that grants the Association rights and obligations to finance, acquire, construct, and operate an approximately 16 mile fully controlled access toll highway (the "Southern Connector"). The Association originally financed construction of the Southern Connector by issuing toll

road revenue bonds in 1998. In 2011, in connection with implementation of its Debt Adjustment Plan pursuant to its Chapter 9 Bankruptcy case, the Association exchanged its 1998 Bonds for new toll road revenue bonds (the "2011 Bonds"). The Association's Debt Adjustment Plan encompasses a First Amended and Restated Master Indenture of Trust and a First Supplemental Indenture of Trust (collectively, the "Amended Trust Indenture") and the Revised License Agreement, all of which became effective April 21, 2011. Following a mandatory exchange (subject to Bondholder opt out of the exchange) of certain of its 2011 Pro-Rata Term bonds for 2011 By-Lot Term Bonds and payment of outstanding issuance costs of the 2011 Bonds, the Association's bankruptcy proceedings were finalized on August 27, 2012, when the United States Bankruptcy Court issued the Final Decree closing the Association's Bankruptcy case. See Notes 3 and 12 for additional information pertaining to the Association's Revised License Agreement and its 2011 Bonds. See the *Bankruptcy Filings* link of the Association's *Postings* tab of our website, www.SouthernConnector.com, for detailed information regarding the Association's Bankruptcy case and complete copies of the Association's Debt Adjustment Plan, including the Amended Trust Indenture and the Revised License Agreement.

The State of South Carolina Office of Comptroller General has determined that the Association is a component unit of the State of South Carolina and of the Department because of its fiscal dependence upon the Department. The Association is governed by a Board of Directors, the members of which are subject to approval of the Department.

The financial statements of the Association have been prepared in conformity with accounting principles generally accepted in the United States of America ("GAAP"). For the purpose of applying GAAP, the Association's management has determined that the Association should be treated as a governmental entity. The Governmental Accounting Standards Board ("GASB"), which has jurisdiction over accounting and financial reporting standards applicable to governmental entities, and the Financial Accounting Standards Board ("FASB"), which has jurisdiction over such standards applicable to nongovernmental entities, have agreed on a definition of a governmental entity that is to be used when determining whether governmental GAAP is applicable. Since (a) the Association is a public benefit corporation, (b) the members of the Association's Board of Directors are subject to the approval of the Department, and (c) upon dissolution of the Association, all of the Association's net position will revert to the Department, the Association meets the criteria set forth in the definition of a governmental entity. Accordingly, the accompanying financial statements of the Association have been prepared in accordance with GAAP applicable to governmental unit proprietary funds.

The Association has no component units.

Government-Wide and Fund Financial Statements

The financial statements of the Department and its component unit are presented in accordance with accounting principles generally accepted in the United States of America applicable to state and local governmental units. The GASB is the accepted standard-setting body in the United States of America for establishing governmental accounting and financial reporting principles.

Government-Wide Financial Statements

The Government-wide financial statements are prepared on the accrual basis of accounting and include a "Statement of Net Position" which discloses the financial position of the Department; and a "Statement of Activities" which demonstrates the degree to which the direct expenses by function of the Department's programs are offset by program revenues.

Direct expenses are those that are clearly identifiable with a specific function or segment. Program revenues include 1) charges to customers or applicants who purchase, use or directly benefit from goods, services, or privileges provided by a given function or segment and 2) grants and contributions that are restricted to meeting the operational or capital requirements of a particular function or segment. Other items not properly included among program revenues are reported instead as general revenues.

The Government-wide financial statements (i.e., the Statement of Net Position and the Statement of Activities) report information on all of the non-fiduciary activities of the primary government.

The Department deposited \$75.0 million in an escrow account with the Bank of New York pursuant to an irrevocable Trust Indenture for the future retirement of the refunded bonds. The deposited funds were invested in State and Local Government securities. The \$70.9 million of Series 2005A bonds are considered to be defeased and the liability for this portion of the bonds have been removed from the statement of net position. The principal balance defeased and held in escrow for the 2014A bond is \$62.0 million as of June 30, 2017.

Component Unit

Upon confirmation by the Bankruptcy Court of and as a means of implementing the Association's Debt Adjustment Plan, on April 21, 2011, the Association issued its 2011 Bonds, consisting of both Serial and Term capital appreciation bonds, in exchange for the Association's 1998 Bonds. At that time, the Association's obligations under the 2011 Bonds were substituted for its obligations under the 1998 Bonds, and the Association was relieved of any further obligations under the 1998 Bonds. The 2011 Bonds were issued to the existing holders of the 1998 Bonds on a pro rata basis, based on unpaid principal and accrued/accreted interest as of the Bankruptcy Petition date of June 24, 2010. The Series 2011A and 2011B Bonds were exchanged for the 1998 Senior Bonds, and the Series 2011C Bonds were exchanged for the 1998 Subordinate Bonds.

The Series 2011A, 2011B and 2011C Term Bonds as originally issued in April 2011 are registered with the Depository Trust Corporation (the "DTC") and are Pro-Rata Term Bonds for which each holder of such Bonds will receive a prorata share of any debt service payment made by the Association on such Bonds. In 2012, the Association effected a mandatory Bond Exchange (with option to retain) of 2011 Pro-Rata Term Bonds for 2011 By-Lot Term Bonds. The 2011 By-Lot Term Bonds are registered with the DTC in a form that allows such Bonds to be traded on the secondary market; however, in accordance with DTC policies and procedures, the distribution of debt service redemption payments made on such Bonds prior to maturity occurs "by-lot" under a lottery system, rather than on a pro-rata basis. Accordingly, holders of the 2011 By-Lot Term Bonds are not assured of the timing of any particular bond payment prior to maturity. The option to retain provision of the Bond Exchange allowed holders of the Association's 2011 Term Bonds to decide whether they would retain their 2011 Pro-Rata Term Bonds as originally issued (the "2011 Retained Term Bonds") and suffer the illiquidity of those obligations, or exchange those Bonds for 2011 By-Lot Term Bonds (the "2011 New Term Bonds") and accept the uncertainty of timing of debt service payments.

The Bond Exchange did not alter the Association's financial obligations under its 2011 Term Bonds.

All of the Association's 2011 Bonds are dated April 1, 2011 and accrete interest from that date. Interest on the Association's 2011 bonds is tax-exempt.

The Association's 2011 Bonds, as updated for the Bond Exchange, consist of:

The *2011 Senior Bonds* as follows:

- *Series 2011A Senior Capital Appreciation Toll Road Revenue Bonds* (the "Series 2011A Serial Bonds") are dated April 1, 2011, and originally included eleven serial bonds. The original principal amount at issuance of these serial bonds totaled \$36.6 million. Eight serial bonds remained outstanding following the Association's January 1, 2014 payment of debt service. Such remaining outstanding serial bonds mature January 1 of the years 2015 through 2022 inclusive, and accrete interest at rates ranging from 4.25% to 6.00%.
- *Series 2011A Senior Capital Appreciation Toll Road Revenue Bonds* (the "Series 2011A Retained Term Bonds") are dated April 1, 2011, and include three term bonds.
 - The Series 2011A term bonds maturing on January 1, 2032, with an aggregate original principal amount of \$163.9 thousand are subject to annual pro rata paydown payments on January 1 of the years 2023 through 2031 in varying amounts from \$34.4 to \$54.5 thousand, with a payment of \$55.4 thousand at final maturity on January 1, 2032. Interest accretes on these term bonds at 6.50%.

- The Series 2011A term bonds maturing on January 1, 2042, with an aggregate original principal amount of \$127.0 thousand are subject to annual pro rata paydown payments on January 1 of the years 2033 through 2041 in varying amounts from \$63.6 to \$89.9 thousand, with a payment of \$90.4 thousand at final maturity on January 1, 2042. Interest accretes on these term bonds at 7.00%.
- The Series 2011A term bonds maturing on July 22, 2051, with an aggregate original principal amount of \$73.4 thousand are subject to annual pro rata paydown payments on January 1 of the years 2043 through 2051 in varying amounts from \$90.9 to \$113.1 thousand, with a payment of \$60.1 thousand, (as revised following the extraordinary mandatory prepayment paid on February 15, 2014) at final maturity on July 22, 2051. Interest accretes on these term bonds at 7.50%.
- *Series 2011A1 Senior Capital Appreciation Toll Road Revenue Bonds* (the “Series 2011A1 New Term Bonds”) are dated April 1, 2011, and include three term bonds.
 - The Series 2011A1 term bonds maturing on January 1, 2032, with an aggregate original principal amount of \$40.5 million and a maturity value of \$149.4 million are subject to mandatory redemption pursuant to payments of sinking fund installments on January 1 of the years 2023 through 2031 in varying amounts from \$8.5 to \$13.5 million with a payment of \$13.7 million at final maturity on January 1, 2032. Interest accretes on these term bonds at 6.50%.
 - The Series 2011A1 term bonds maturing on January 1, 2042, with an aggregate original principal amount of \$31.3 million and a maturity value of \$251.0 million are subject to mandatory redemption pursuant to payments of sinking fund installments on January 1 of the years 2033 through 2041 in varying amounts from \$15.7 to \$22.2 million with a payment of \$22.3 million at final maturity on January 1, 2042. Interest accretes on these term bonds at 7.00%.
 - The Series 2011A1 term bonds maturing on July 22, 2051, with an aggregate original principal amount of \$18.1 million and a maturity value of \$334.3 million are subject to mandatory redemption pursuant to payments of sinking fund installments on January 1 of the years 2043 through 2051 in varying amounts from \$22.4 to \$27.9 million with a payment of \$14.5 thousand, (as revised following the extraordinary mandatory prepayment paid on February 15, 2014) at final maturity on July 22, 2051. Interest accretes on these term bonds at 7.5%.

The 2011 Senior Subordinate Bonds as follows:

- *Series 2011B Senior Subordinate Capital Appreciation Toll Road Revenue Bonds* (the “Series 2011B Retained Term Bonds”) are dated April 1, 2011, and include two term bonds.
 - The Series 2011B term bonds maturing on January 1, 2032, with an aggregate original principal amount of \$56.6 thousand are subject to annual pro rata paydown payments on January 1 of the years 2014 (following the Association’s January 1, 2013 payment of debt service) through 2031 in varying amounts from \$2.8 to \$12.9 thousand, with a payment of \$13.2 thousand at final maturity on January 1, 2032. Interest accretes on these term bonds at 8.50%.
 - The Series 2011B term bonds maturing on July 22, 2051, with an aggregate original principal amount of \$28.5 thousand are subject to annual pro rata paydown payments on January 1 of the years 2033 through 2051 in varying amounts from \$14.7 to \$26.1 thousand, with a payment of \$14.7 thousand at final maturity on July 22, 2051. Interest accretes on these term bonds at 9.00%.
- *Series 2011B1 Senior Subordinate Capital Appreciation Toll Road Revenue Bonds* (the “Series 2011B1 New Term Bonds”) are dated April 1, 2011, and include two term bonds.
 - The Series 2011B1 term bonds, maturing on January 1, 2032, with an aggregate original principal amount of \$13.6 million and a maturity value of \$73.9 million are subject to mandatory redemption pursuant to payments of sinking fund installments on January 1 of the years 2013 through 2031 in varying amounts from \$662.3 thousand to \$3.1 million with a payment of \$3.2 million at final maturity on January 1, 2032. Interest accretes on these term bonds at 8.50%.
 - The Series 2011B1 term bonds maturing on July 22, 2051, with an aggregate original principal amount

of \$7.0 million and a maturity value of \$226.7 million are subject to mandatory redemption pursuant to payments of sinking fund installments on January 1 of the years 2033 through 2051 in varying amounts from \$3.6 to \$6.4 million, with a payment of \$3.6 million at final maturity on July 22, 2051. Interest accretes on these term bonds at 9.00%.

The 2011 Junior Subordinate Bonds as follows:

- *Series 2011C Junior Subordinate Capital Appreciation Toll Road Revenue Bonds* (the “Series 2011C Retained Term Bonds”) are dated April 1, 2011, and include term bonds with an aggregate original principal amount of \$17.9 thousand. These term bonds are subject to annual pro rata paydown payments on January 1 of the years 2013 through 2051 in varying amounts from \$697 to \$6.8 thousand, with a payment of \$3.8 thousand at final maturity on July 22, 2051. Interest accretes on these term bonds at 10.00%.
- *Series 2011C1 Junior Subordinate Capital Appreciation Toll Road Revenue Bonds* (the “Series 2011C1 New Term Bonds”) are dated April 1, 2011, and include term bonds with an aggregate original principal amount of \$2.1 million and a maturity value of \$97.8 million. These term bonds are subject to mandatory redemption pursuant to payments of sinking fund installments on January 1 of the years 2013 through 2051 in varying amounts from \$81.5 to \$793.0 thousand, with a payment of \$445.0 thousand at final maturity on July 22, 2051. Interest accretes on these term bonds at 10.00%.

In addition to the regularly scheduled debt service payments described above, the Amended Trust Indenture requires or allows the Association to make additional payments of debt service in certain situations.

The Association is required to make extraordinary mandatory prepayments of its 2011 Retained Term Bonds and redemptions of its 2011 New Term Bonds if on any January 1, the 2011 Extraordinary Prepayment Fund contains in excess of \$50.0 thousand. In such case, the monies in the 2011 Extraordinary Prepayment Fund shall be applied toward extraordinary mandatory prepayments/redemptions of the 2011 Bonds on the following February 15, at 105% of the accreted value of the respective 2011 Bonds being paid. Extraordinary mandatory prepayments/redemptions shall pay the 2011 Senior Bonds first. If there are no 2011 Senior Bonds outstanding, then the 2011 Senior Subordinate Bonds shall be prepaid/redeemed. If there are no outstanding 2011 Senior or Senior Subordinate Bonds, then the 2011 Junior Subordinate Bonds shall be prepaid/redeemed.

At any time on or after April 1, 2026, the Association may make optional prepayments of its 2011 Retained Term Bonds or redemptions of its 2011 New Term Bonds at prescribed percentages of such 2011 Bonds' respective accreted values. If the Association makes optional partial prepayments/redemptions of its 2011 Retained/New Term Bonds, the amount of such 2011 Retained/New Term Bonds to be prepaid/redeemed will be selected ratably based upon the accreted values of the outstanding 2011 Retained/New Term Bonds as of the prepayment/redemption date.

Any extraordinary mandatory or optional prepayments of the Association's 2011 Retained Term Bonds will be distributed to Bondholders on a pro-rata basis. Any extraordinary mandatory or optional redemptions of less than all of the Association's 2011 New Term Bonds of a single maturity will be distributed to Bondholders by lot.

The Association's bonds payable activity for the years ended December 31, 2016 was as follows:

(In Thousands)

	Balances			Balances		Amount Due in
	December 31, 2015	Increases	Decreases	December 31, 2016	One Year	
Senior Bonds						
Series 2011A Serial Bonds	\$ 34,693	\$ 1,767	\$ 3,630	\$ 32,830	\$ 4,910	
Series 2011A Retained Term Bonds	500	34	-	534	-	
Series 2011A 1 New Term Bonds	123,258	8,482	-	131,740	-	
Total Senior Bonds	<u>158,451</u>	<u>10,283</u>	<u>3,630</u>	<u>165,104</u>	<u>4,910</u>	
Senior Subordinate Bonds:						
Series 2011B Retained Term Bonds	116	10	3	123	5	
Series 2011B 1 New Term Bonds	28,157	2,377	835	29,699	1,130	
Total Senior Subordinate Bonds	<u>28,273</u>	<u>2,387</u>	<u>838</u>	<u>29,822</u>	<u>1,134</u>	
Senior Subordinate Bonds:						
Series 2011C Retained Term Bonds	25	2	1	26	1	
Series 2011C 1 New Term Bonds	2,987	288	103	3,172	139	
Total Junior Subordinate Bonds	<u>3,012</u>	<u>290</u>	<u>104</u>	<u>3,198</u>	<u>140</u>	
Total Revenue Bonds Payable	<u>\$ 189,736</u>	<u>\$ 12,960</u>	<u>\$ 4,572</u>	<u>\$ 198,124</u>	<u>\$ 6,185</u>	

During 2016, increases in bonds payable totaled \$13.0 million and represented accretions on the Association's bonds recorded as interest expense for the year. During 2016, increases in bonds payable totaled \$12.9 million and represented accretions on the Association's bonds recorded as interest expense for the year. The 2016 decreases in bonds payable of \$4.5 million represented debt service payments that were made in January of 2016.

The following schedule summarizes the Association's debt service requirements to maturity as of December 31, 2016. Since all of the 2011 Bonds are capital appreciation bonds, accretions are accounted for as interest expense and additions to principal. For purposes of the following debt service schedule, all accretions are included as principal, and no interest is shown.

(In Thousands)

Year ending December 31:	Principal	Interest	Totals
2017	\$ 6,185	\$ -	\$ 6,185
2018	6,835	-	6,835
2019	7,441	-	7,441
2020	8,094	-	8,094
2021	9,600	-	9,600
2022-2026	58,823	-	58,823
2027-2031	77,995	-	77,995
2032-2036	98,818	-	98,818
2037-2041	125,426	-	125,426
2042-2046	148,035	-	148,035
2047-2051	187,911	-	187,911
	<u>\$ 735,164</u>	<u>\$ -</u>	<u>\$ 735,164</u>

The terms of the Amended Trust Indenture require the establishment of various 2011 Trust Fund Accounts. The monies deposited into the 2011 Trust Fund Accounts are invested as provided in the Amended Trust Indenture.

The types of payments that may be made from the various 2011 Trust Fund Accounts are specified in the Amended Trust Indenture. All of the 2011 Trust Fund Accounts established under the Amended Trust Indenture except for the 2011 R&R Fund and the 2011 Rebate Fund are included in the 2011 Trust Estate, which the Association has pledged as security for payment of the 2011 Bonds. The 2011 Trust Estate also includes the Association's interest in Revenues as defined in the Amended Trust Indenture, the Association's interest in its License Agreement with the Department, and any other property pledged as security for the 2011 Bonds.

At December 31, 2016, the following accounts established by the Amended Trust Indenture were included in the Trust Estate and provided security for the 2011 Bonds:

(In Thousands)

<u>Trust Account</u>	<u>Amount</u>
	<u>December 31, 2016</u>
2011 Revenue Fund	\$ -
2011 Debt Service Fund	6,185
2011 Debt Service Reserve	2,035
2011 Extraordinary Prepayment Fund	40
Total	<u>\$ 8,260</u>

During the year ended December 31, 2016, payments from the various accounts were made in accordance with the terms of the Amended Trust Indenture.

The 2011 Bonds are expressly nonrecourse to the Association, the State, the Department or any agency, department or political subdivision of the State, and are payable solely from the 2011 Trust Estate. The 2011 Bonds are not rated by a national rating agency.

The 2011 Senior Subordinate Bonds are subordinated to the 2011 Senior Bonds in all respects, including in right of payment and priority of liens. The 2011 Junior Subordinate Bonds are subordinated to the 2011 Senior and Senior Subordinate Bonds in all respects, including in right of payment and priority of liens.

If any debt service payment pertaining to any tier of 2011 Bonds is not paid when due, the Amended Trust Indenture prescribes the manner in which subsequent payments of debt service in respect of such tier of 2011 Bonds shall be applied, first, to any Arrearages, and, second, to the current debt service owing on such tier of 2011 Bonds. The Amended Trust Indenture specifies that any amounts owing on the 2011 Bonds that are unpaid due to insufficient Distributable Cash shall be deferred and bear interest from the date of non-payment at a rate equal to the interest rate or yield on the 2011 Bond to which such unpaid amount relates, compounded annually. The term *Arrearages* in the Amended Trust Indenture refers to such unpaid amounts plus interest.

If on any 2011 Bond payment date, no 2011 Bonds remain outstanding in any tier, the remaining 2011 Bonds of subordinate tiers will ascend to the next higher tier in the hierarchy described in the New Waterfall in Note 1 above. For example, if no 2011 Senior Bonds are outstanding on any 2011 Bond payment date, then any 2011 Senior Subordinate Bonds outstanding will be treated as 2011 Senior Bonds payable from the 2011 Senior Bonds Debt Service Account, and any 2011 Junior Subordinate Bonds outstanding will be treated as 2011 Senior Subordinate Bonds payable from the 2011 Senior Subordinate Bonds Debt Service Account.

The 2011 Bonds are subject to certain bond covenants other than payment covenants. The bond covenants include, but are not limited to, the following:

- The Association is prohibited from taking any action, or omitting to take any action, that would cause the 2011 Bonds to lose their tax-exempt status.

- By June 30 of each year, an Association Engineer (as defined) is required to inspect the toll road and submit a report documenting the Association Engineer's findings as to whether the Southern Connector has been maintained by the Department in good repair and any deficiencies in the physical condition of the toll road. The report shall identify any highway maintenance needs of the Southern Connector, an assessment of the materiality of such needs, and an estimate of the cost and appropriate timing of such needs. The Association received the latest report from its Engineer in early June 2016 and in turn submitted that report to the Association's Trustee and the Department.
- On or before April 30, 2016, and once every five years thereafter as prescribed in the Amended Trust Indenture, the Association shall retain an independent traffic and revenue consultant to perform a toll rate study to determine the optimum toll rates to be charged for the Southern Connector. In addition, a toll rate study will be required if (a) the Association fails to make any debt service payment on its 2011 Senior and/or Senior Subordinate Bonds, or (b) the debt service coverage ratio (as defined in the Amended Trust Indenture) for the 2011 Senior Bonds is less than (i) 1.20 for periods ending on or before January 1, 2016 and (ii) 1.25 for periods ending after January 1, 2016, or (c) the debt service coverage ratio (as defined in the Amended Trust Indenture) for the 2011 Senior Subordinate Bonds is less than 1.00 for any period. Despite the above provisions, the Association will not be required to have a toll rate study performed more frequently than once every two years.

Copies of any toll rate study will be presented to the Department, the Trustee and the 2011 Bondholders. Unless the 2011 Bondholders submit an objection in accordance with the terms of the Amended Trust Indenture, the toll rates on the Southern Connector will be set at the optimum toll rates as determined by the traffic and revenue consultant and reported in the toll rate study.

- The Association shall certify to the 2011 Trustee the actual debt service coverage ratios compared to the threshold ratios set forth above. Calculations of the actual debt service coverage ratios shall accompany such certification.
- Prior to the end of each fiscal year, the Association is required to file an annual budget for the next fiscal year with the 2011 Trustee.

The terms of the Amended Trust Indenture provide that any of the following events will be considered an event of default under such Amended Trust Indenture:

- The Association's failure to make any scheduled debt service payment or any mandatory prepayment/redemption of the 2011 Senior Bonds will constitute an event of default. Once all of the 2011 Senior Bonds have been paid, failure to make any scheduled debt service payment or any mandatory prepayment/redemption of the 2011 Senior Subordinate Bonds will constitute an event of default under the Amended Trust Indenture. Once all of the 2011 Senior Bonds and all of the 2011 Senior Subordinate Bonds have been paid, failure to make any scheduled debt service payment or any mandatory prepayment/redemption of the 2011 Junior Subordinate Bonds will constitute an event of default under the Amended Trust Indenture. The Amended Trust Indenture clarifies that the occurrence of an event of default pertaining to any tier of 2011 Bonds as described in this bullet will not automatically cause an event of default with respect to any other tier of 2011 Bonds.
- The Association's failure to perform any covenant other than those relating to payment of the 2011 Bonds will constitute an event of default, if such failure continues 30 days after written notice of the failure has been provided to the Association by the Trustee or to the Association and the Trustee by not less than 25% of the 2011 Senior and/or 2011 Senior Subordinate Bondholders. However, if the Association has taken action to cure such failure within 30 days of receipt of the written notice, the duration of the cure period will be extended to 180 days following the date of the written notice, and no event of default will be deemed to occur, so long as the Association continues to diligently attempt to cure the failure within the 180-day cure period.

- An event of default shall be deemed to occur if the Association (i) voluntarily files a bankruptcy petition or any petition seeking reorganization, readjustment or relief of its debts under federal or State bankruptcy or insolvency act or law; (ii) takes any action consenting to, approving, or acquiescing in any such petition or proceeding; (iii) applies for, or consents to or acquiesces in the appointment of, a receiver or trustee of the Association or for all or a substantial part of its property; (iv) makes an assignment for the benefit of its creditors; or (v) is unable to, or admits in writing its inability to, pay its debts as they come due (except for any inability to make payments due on its 2011 Senior Subordinate or 2011 Junior Subordinate Bonds that would not constitute an event of default under the first bullet above of this paragraph).
- Involuntary bankruptcy proceedings; involuntary petitions seeking reorganization, readjustment or relief of the Association's debts under federal or State bankruptcy or insolvency act or law; or petitions seeking the involuntary appointment of a receiver or trustee of the Association or for all or a substantial part of the Association's property will constitute an event of default if such proceedings or petitions continue undismissed or undischarged for 90 days, or if such proceedings or petitions result in a ruling of bankruptcy or insolvency.

The Amended Trust Indenture does not provide any right to accelerate the maturity of the 2011 Bonds. If an event of default occurs, the 2011 Trustee shall have the right to retain, or cause the Association to retain, (i) an independent consultant to recommend the optimum toll rates for the Southern Connector, and (ii) a management consultant or other third party to examine and make recommendations regarding the Association's operations and operating costs. Unless certain 2011 Bondholders object to the recommendations made by such consultant or other third party, the Association will be required to implement those recommendations to the extent it is able to do so.

The Association monitors the above covenants for compliance throughout the year. The Association believes it was in compliance with and has met its 2011 Bond covenants as of and during the years ended December 31, 2016.

More detailed information pertaining to the Association's 2011 Bonds, including complete copies of the First Amended and Restated Master Indenture of Trust; the First Supplemental Indenture of Trust; and related filings, notices and Court Orders pertaining to the Bond Exchange, may be found on the Association's website, www.SouthernConnector.com under the *Official Filings* link of the *News & Filings* tab.

NOTE 9. Intergovernmental Payable – Due to State Agency – Primary Entity

The Department entered into various intergovernmental agreements with the South Carolina Transportation Infrastructure Bank (the "Bank") and various local governments to provide financial assistance for highway and transportation facilities projects. Details of the agreements follow in which the Department has a financial obligation.

Horry County RIDE I Project. The total costs for this project were estimated to be \$888 million. Funding consisted of (1) a \$340 million financial assistance awarded by the Bank, of which \$114 million was re-paid to the Bank by the Department in annual installments of \$10 million each for eleven years and \$4 million in the twelfth year; and an additional \$95 million contribution was paid to the Bank by the Department in annual installments of \$7.6 million including 5% interest per annum for 20 years; (2) a \$300 million interest free loan to Horry County by the Bank; and, (3) a \$247.5 million interest bearing loan by the Bank to Horry County.

Charleston County Project. The total estimated project costs were estimated to be \$650 million. Funding for the project consisted of a \$540 million financial assistance award by the Bank and the funding of \$110 million of expenditures by the Department and claimed as federal expenditures. In addition, the Department is contributing \$200 million to the Bank at the rate of \$8.0 million per year for 25 years without interest commencing in fiscal year 2003.

US 17 Beaufort and Colleton Counties. During fiscal year 2007, the Department and the Bank entered into an agreement to fund Phase I widening of US17 through Beaufort and Colleton Counties. Total project cost were estimated to be \$100 million. Funding consisted of \$11 million in federal dollars; \$7 million contribution from Beaufort County; and Bank assistance in the form of an \$82 million loan being repaid by the Department in annual installments of \$4.9 million including 4.44% interest for 30 years commencing in fiscal year 2009. The first loan transfer of \$53 million was made July 2008 with the remaining funds of \$29 million transferred July 2009. The remaining \$18 million was fully expended on this project.

Multi-Project Loan. During fiscal year 2006, the Department and the Bank entered into an agreement to extend the original Horry County agreement. This agreement extended an additional \$12 million to complete the Horry County Ride Projects, \$10 million to complete the Lexington project, \$10 million to complete the Beaufort project and \$62.1 million for the bridge demolition project in Charleston. The entire \$62.1 million was utilized, with an imputed interest rate of 5.025%. Annual installments of \$10 million began in 2010 and continue until 2023. On August 20, 2009, the Bank transferred \$10 million from the Beaufort and Lexington projects to the US 17 project increasing the projects total allocation. On August 10, 2011, the Bank authorized the Department to utilize the remaining \$12 million no longer needed for the Horry County project for design build bridge replacement projects.

The following schedule summarizes changes in contributions payable – State agency (the South Carolina Transportation Infrastructure Bank) for the year ended June 30, 2017 and account balances of each year-end:

Project	(In Thousands)				
	Beginning Balance June 30, 2016	Increases	Decreases	Ending Balance June 30, 2017	Due Within One Year
Horry Ride I Project					
Phase II	\$ 20,310	\$ -	\$ 6,599	\$ 13,711	\$ 6,917
Charleston County Project	87,333	-	8,000	79,333	8,000
US 17	67,935	-	2,004	65,931	2,095
Multi-Project Loan	51,090	-	7,606	43,484	7,997
Totals	<u>\$ 226,668</u>	<u>\$ -</u>	<u>\$ 24,209</u>	<u>\$ 202,459</u>	<u>\$ 25,009</u>

The Department has an additional amount due to the state agencies of \$2.2 million which is included in the current portion of due to state agencies in the accompanying statement of net position.

The following schedule summarizes the debt service requirements, including principal and interest of the Department of Transportation to maturity:

Year Ending June 30	(In Thousands)		
	Principal	Interest	Total
2018	\$ 25,009	\$ 5,571	\$ 30,580
2019	25,393	4,553	29,946
2020	19,130	3,850	22,980
2021	19,688	3,291	22,979
2022	19,441	2,705	22,146
2023-2027	53,645	10,588	64,233
2028-2032	17,861	7,038	24,899
2033-2037	22,292	2,607	24,899
Totals	<u>\$ 202,459</u>	<u>\$ 40,203</u>	<u>\$ 242,662</u>

NOTE 10. Deferred Outflows of Resources

The advance refunding of the 2010A resulted in a difference between the reacquisition price and the net carrying amounts of the old debt of \$14.2 million. This difference is reported in the accompanying financial statements as a deferred outflow of resources and is being amortized on a straight line basis and will be charged to operations through the fiscal year ending June 30, 2021 since a call premium was pre-funded. The Department completed the advance refunding to reduce its total debt service payments over the next 11 fiscal years by approximately \$31.1 million and to obtain an economic gain of approximately \$28.8 million (the difference between the present values of the debt service payments on the old debt and the new debt). The following summarizes the deferred loss on advance refunding of the Series 2010A bonds (in thousands):

Escrow deposit	\$ 334,443
Less: Net carrying amount	<u>(320,249)</u>
Deferred loss on refunding of bonds payable	14,194
Accumulated amortization of deferred loss	<u>(10,173)</u>
Balance of unamortized deferred loss	<u>\$ 4,021</u>

Amortization of the deferred loss on refunding of bonds payable for the year ended June 30, 2017 was \$1.4 million.

The advance refunding of the 2013A resulted in a difference between the reacquisition price and the net carrying amounts of the old debt of \$96.1 thousand. This difference is reported in the accompanying financial statements as a deferred outflow and is being amortized on a straight line basis and will be charged to operations through the fiscal year ending June 30, 2021. The Department completed the advance refunding to reduce its total debt service payments over the next 8 fiscal years by approximately \$2.6 million and to obtain an economic gain of approximately \$2.5 million (the difference between the present values of the debt service payments on the old debt and the new debt).

The following summarizes the deferred loss on advance refunding of the Series 2013A bonds (in thousands):

Escrow deposit	\$ 26,200
Less: Net carrying amount	<u>(26,104)</u>
Deferred loss on refunding of bonds payable	96
Accumulated amortization of deferred loss	<u>(45)</u>
Balance of unamortized deferred loss	<u>\$ 51</u>

Amortization of the deferred loss on refunding of bonds payable for the year ended June 30, 2017 was \$12.7 thousand.

The advance refunding of the 2014A resulted in a difference between the reacquisition price and the net carrying amounts of the old debt of \$3.9 million. This difference is reported in the accompanying financial statements as a deferred outflow and is being amortized on a straight line basis and will be charged to operations through the fiscal year ending June 30, 2023. The Department completed the advance refunding to reduce its total debt service payments over the next 10 fiscal years by approximately \$4.3 million and to obtain an economic gain of approximately \$4.2 million (the difference between the present values of the debt service payments on the old debt and the new debt).

The following summarizes the deferred loss on advance refunding of the Series 2014A bonds (in thousands):

Escrow deposit	\$ 74,973
Less: Net carrying amount	<u>(71,042)</u>
Deferred loss on refunding of bonds payable	3,931
Accumulated amortization of deferred loss	<u>(1,454)</u>
Balance of unamortized deferred loss	<u>\$ 2,477</u>

Amortization of the deferred loss on refunding of bonds payable for the year ended June 30, 2017 was \$471.6 thousand.

See Note 13 for deferred outflows of resources related to pensions.

NOTE 11. LEASE OBLIGATIONS:

The Department incurred approximately \$457.3 thousand in expenditures in the current fiscal year applicable to contingent lease agreements that are based on a five (5) year term in addition to a pay-per-copy arrangement. These lease agreements do not have minimum usage requirements. All contingent lease agreements are with external parties.

NOTE 12. INTEREST IN LICENSE AGREEMENT WITH THE DEPARTMENT

COMPONENT UNIT:

2011 R&R Fund Activity

The Association's sole obligation related to maintenance of the Southern Connector under its Revised License Agreement with Department is to make periodic deposits into the 2011 R&R Fund as prescribed by the New Waterfall provisions of the Amended Trust Indenture. As Department incurs highway maintenance costs relating to the Southern Connector, the Revised License Agreement permits Department to submit quarterly to the Association, requisitions for reimbursement of such highway maintenance costs. Any Department highway maintenance cost requisitions received by the Association will be paid from, and to the extent of, monies accumulated in the 2011 R&R Fund. (See Note 1, item J and Note 5 for additional information.)

At December 31, 2015, the balance of the Association's 2011 R&R Fund account was \$906.0 thousand. During 2016, deposits into the 2011 R&R Fund consisted of \$678.7 thousand deposited in accordance with the New Waterfall provisions of the Amended Trust Indenture and \$223 of interest income. The Association paid \$232.5 thousand of highway maintenance expense incurred by Department, of which \$26.8 thousand was accrued and expensed in 2016. At December 31, 2016, the Association accrued \$257.8 thousand of highway maintenance expense to be reimbursed from the 2011 R&R Fund in 2017. Total highway maintenance expense recognized by the Association for the year ended December 31, 2016 was \$463.5 thousand. At December 31, 2016, the balance of the 2011 R&R Fund was \$1.3 million and the Fund's net position was \$1.1 million.

Upon confirmation by the Bankruptcy Court of and as a means of implementing the Association's Debt Adjustment Plan, the Association entered into a Revised License Agreement with the Department which became effective April 21, 2011. The Revised License Agreement specifies that any terms of the Original License Agreement that are not amended or modified by the Revised License Agreement remain in effect.

The Revised License Agreement (1) requires the Association to make periodic deposits into the 2011 R&R Fund, (2) modifies the Association's responsibility for performance and payment of highway maintenance, repair and renewal, (3) eliminates License Fees payable to the Department, (4) modifies the manner in which toll rates are set, and (5) prohibits the Department from terminating the Revised License Agreement for any insolvency of or failure by the Association to pay or perform its obligations due to insufficient toll revenues.

Under the Revised License Agreement, the Department is responsible for performance and payment of all highway maintenance of the Southern Connector. As defined in the Revised License Agreement, highway maintenance includes all maintenance, repair, renewal, replacement, enhancement, resurfacing and restoration of the Southern Connector. The Association is not required to perform or pay for any highway maintenance of the Southern Connector.

The Association's sole obligation related to highway maintenance is to make the periodic deposits into the 2011 R&R Fund described above in items 2, 4, 7 and 9 of the New Waterfall discussed in Note 1. The Association's inability to make deposits into the 2011 R&R Fund due to insufficiency of toll revenues will not result in a default under the Revised License Agreement, nor will any resulting nonpayments constitute arrearages requiring deposits to the 2011 R&R Fund from future Distributable Cash.

Once the Department has incurred highway maintenance costs relating to the Southern Connector, the Department may, on a quarterly basis, submit to the Association a requisition for reimbursement and supporting documentation of such highway maintenance costs to be paid from monies deposited in the 2011 R&R Fund. The Association shall in turn request the 2011 Trustee to pay to the Department such amounts requested for reimbursement from the 2011 R&R Fund.

The Association has or will appoint at its expense an Association Engineer to perform an inspection of the Southern Connector to identify, review, monitor and report highway maintenance issues and needs, and the Association Engineer may estimate the costs of addressing those issues and needs, and assess the appropriate timing of performing related maintenance activities. The parties will collaborate with the Department to schedule necessary highway maintenance activities.

The Association is responsible for maintenance and related costs of the Southern Connector toll facilities under the Revised License Agreement.

Under the Association's Debt Adjustment Plan, toll rates were initially set at amounts set forth in the Stantec Traffic Study as defined in the Revised License Agreement. Subsequent revisions of the Southern Connector toll rates are permitted or required in certain circumstances as prescribed by the terms of the Association's Amended Trust Indenture and the Revised License Agreement.

Any revisions to the toll rates shall require a toll rate study to be performed by a qualified independent traffic and revenue consultant selected by the Association. The consultant will study the toll rates charged for use of the Southern Connector, the past and future projected traffic and other relevant factors in order to determine the toll rates which, in the opinion of the consultant, will maximize Southern Connector toll revenues over a projected period of at least five years.

Prior to commencement of the toll rate study, the Association must submit the name and a summary of qualifications of the selected independent traffic and revenue consultant to the Department for approval.

As prescribed in the Revised License Agreement, the Department may object to the Association's selection of a consultant on the basis of lack of expertise or qualifications and propose at least one alternate consultant considered acceptable by the Department for the performance of the toll rate study.

Once the toll rate study has been completed by the independent traffic and revenue consultant, the Association will deliver a copy of such toll rate study to the Department and the 2011 Bonds Trustee, and, at the Association's request, the Department will confirm the effectiveness of and take other steps as necessary to implement the recommended revisions to the Southern Connector toll rates.

The Revised License Agreement specifies that neither the Department nor the State of South Carolina is responsible for determining whether the toll rates charged by the Association are adequate to satisfy the Association's obligations to third parties.

The Revised License Agreement allows the Association to grant toll rate discounts to encourage the use of the electronic toll collection system or to provide an incentive to fleet purchasers. Any such discounts will not be deemed a revision of toll rates.

The first toll rate study required since the effective date of the Association's Debt Adjustment Plan was performed during 2015. Accordingly, in January 2016, the new toll rates recommended in the toll rate study were implemented by the Association.

The Revised License Agreement shall expire on July 22, 2051, or upon repayment, redemption or defeasance of the 2011 Bonds and all other project debt. The Revised License Agreement also includes other termination provisions, but specifically states that the failure of the Association to pay any amounts owing or to perform any obligations under the Revised License Agreement due to insufficient toll revenues shall not be an event of default under the Revised License Agreement.

Provisions are included to extend the Revised License Agreement's term by any period equal to any length of time during which toll revenues are impaired due to events of force majeure, or upon written agreement by the Association and the Department.

Under the Revised License Agreement, the Department at all times retains fee simple title to the Southern Connector, all tolling facilities and all real property and improvements thereon. All machinery, equipment, furniture, fixtures and other personal property are the sole property of the Association. Neither the State of South Carolina nor any political subdivision or agency thereof (including, without limitation, the Department, the County of Greenville, South Carolina, and the City of Greenville, South Carolina) have any liability whatsoever for payment of any Bonds or any other obligations secured by the Revised License Agreement.

The Association is amortizing the Revised License Agreement through its contractual termination date, or July 2051.

The Association's rights under its License Agreement with the Department constitute a service concession arrangement that is accounted for as an intangible asset valued and recorded at an amount equal to the cost of construction of the Southern Connector, including related capitalized interest, less cumulative amortization. The following table summarizes the activity in the Association's Interest in License Agreement with the Department (intangible asset) for the year ended December 31, 2016:

Description	(In Thousands)			Balance December 31, 2016
	Balance December 31, 2015	Additions	Disposals	
Interest in License Agreement with the Department	\$ 192,623	\$ -	\$ -	\$ 192,623
Less: Accumulated Amortization	(65,433)	(3,574)	-	(69,007)
Interest in License Agreement with the Department, Net	\$ 127,190	\$ (3,574)	\$ -	\$ 123,616

Interest Costs Incurred

Interest costs expensed during the years ended December 31, 2016 totaled \$13.0 million. Interest expense for 2016 included interest accreted on the Association's 2011 Bonds.

Claim against Lehman Brothers, Inc.

During the year ended December 31, 2016 the Association received \$60.0 thousand as partial settlement of a \$2.0 million claim filed against Lehman Brothers, Inc. ("Lehman Brothers") for losses incurred by the Association in 2008 upon Lehman Brothers' default under a collateralized repurchase agreement held in connection with investments of monies in the Association's 1998 Bonds Debt Service Reserve Accounts. The Association does not expect to receive any additional distributions under this claim.

NOTE 13. PENSION PLANS:

The South Carolina Public Employee Benefit Authority (“PEBA”), which was created July 1, 2012, administers the various retirement systems and retirement programs managed by its Retirement Division. PEBA has an 11-member Board of Directors, appointed by the Governor and General Assembly leadership, which serves as co-trustee and co-fiduciary of the systems and the trust funds. By law, State Fiscal Accountability Authority (“SFAA”), which consists of five elected officials, also reviews certain PEBA Board decisions regarding the funding of the South Carolina Retirement Systems (“Systems”) and serves as a co-trustee of the Systems in conducting that review.

For purposes of measuring the net pension liability, deferred outflows and inflows of resources related to pensions, and pension expense, information about the fiduciary net position of the Systems and additions to/deductions from the Systems fiduciary net position have been determined on the accrual basis of accounting as they are reported by the Systems in accordance with generally accepted accounting principles (GAAP). For this purpose, revenues are recognized when earned and expenses are recognized when incurred. Benefit and refund expenses are recognized when due and payable in accordance with the terms of the plan. Investments are reported at fair value.

PEBA issues a Comprehensive Annual Financial Report (“CAFR”) containing financial statements and required supplementary information for the Systems’ Pension Trust Funds. The CAFR is publicly available through the Retirement Benefits’ link on PEBA’s website at www.peba.sc.gov, or a copy may be obtained by submitting a request to PEBA, 202 Arbor Lake Drive, Columbia, SC 29223. PEBA is considered a division of the primary government of the state of South Carolina and therefore, retirement trust fund financial information is also included in the comprehensive annual financial report of the state.

Plan Descriptions

The South Carolina Retirement System (“SCRS”), a cost-sharing multiple-employer defined benefit pension plan, was established effective July 1, 1945, pursuant to the provisions of Section 9-1-20 of the South Carolina Code of Laws for the purpose of providing retirement allowances and other benefits for employees of the state, its public school districts, and political subdivisions.

The State Optional Retirement Program (“State ORP”) is a defined contribution plan that is offered as an alternative to SCRS to certain newly hired state, public school, and higher education employees. State ORP participants direct the investment of their funds into a plan administered by one of four investment providers.

The South Carolina Police Officers Retirement System (“PORS”), a cost-sharing multiple-employer defined benefit pension plan, was established effective July 1, 1962, pursuant to the provisions of Section 9-11-20 of the South Carolina Code of Laws for the purpose of providing retirement allowances and other benefits for police officers and firemen of the state and its political subdivisions.

Membership

Membership requirements are prescribed in Title 9 of the South Carolina Code of Laws. A brief summary of the requirements under each system is presented below.

- SCRS - Generally, all employees of covered employers are required to participate in and contribute to the system as a condition of employment. This plan covers general employees and teachers and individuals newly elected to the South Carolina General Assembly beginning with the November 2012 general election. An employee member of the system with an effective date of membership prior to July 1, 2012, is a Class Two member. An employee member of the system with an effective date of membership on or after July 1, 2012, is a Class Three member.

- State ORP - As an alternative to membership in SCRS, newly hired state, public school, and higher education employees and individuals newly elected to the S.C. General Assembly beginning with the November 2012 general election have the option to participate in the State Optional Retirement Program (State ORP), which is a defined contribution plan. State ORP participants direct the investment of their funds into a plan administered by one of four investment providers. PEBA assumes no liability for State ORP benefits. Rather, the benefits are the liability of the investment providers. For this reason, State ORP programs are not part of the retirement systems' trust funds for financial statement purposes. Employee and Employer contributions to the State ORP are at the same rates as SCRS. A direct remittance is required from the employers to the member's account with investment providers for the employee contribution and a portion of the employer contribution (5 percent). A direct remittance is also required to SCRS for the remaining portion of the employer contribution and an incidental death benefit contribution, if applicable, which is retained by SCRS.

- PORS - To be eligible for PORS membership, an employee must be required by the terms of his employment, by election or appointment, to preserve public order, protect life and property, and detect crimes in the state; to prevent and control property destruction by fire; or to serve as a peace officer employed by the Department of Corrections, the Department of Juvenile Justice, or the Department of Mental Health. Probate judges and coroners may elect membership in PORS. Magistrates are required to participate in PORS for service as a magistrate. PORS members, other than magistrates and probate judges, must also earn at least \$2,000 per year and devote at least 1,600 hours per year to this work, unless exempted by statute. An employee member of the system with an effective date of membership prior to July 1, 2012, is a Class Two member. An employee member of the system with an effective date of membership on or after July 1, 2012, is a Class Three member.

Benefits

Benefit terms are prescribed in Title 9 of the South Carolina Code of Laws. PEBA does not have the authority to establish or amend benefit terms without a legislative change in the code of laws. Key elements of the benefit calculation include the benefit multiplier, years of service, and average final compensation. A brief summary of the benefit terms for each system is presented below.

- SCRS - A Class Two member who has separated from service with at least five or more years of earned service is eligible for a monthly pension at age 65 or with 28 years credited service regardless of age. A member may elect early retirement with reduced pension benefits payable at age 55 with 25 years of service credit. A Class Three member who has separated from service with at least eight or more years of earned service is eligible for a monthly pension upon satisfying the Rule of 90 requirement that the total of the member's age and the member's creditable service equals at least 90 years. Both Class Two and Class Three members are eligible to receive a reduced deferred annuity at age 60 if they satisfy the five- or eight-year earned service requirement, respectively. An incidental death benefit is also available to beneficiaries of active and retired members of employers who participate in the death benefit program.

The annual retirement allowance of eligible retirees or their surviving annuitants is increased by the lesser of one percent or five hundred dollars every July 1. Only those annuitants in receipt of a benefit on July 1 of the preceding year are eligible to receive the increase. Members who retire under the early retirement provisions at age 55 with 25 years of service are not eligible for the benefit adjustment until the second July 1 after reaching age 60 or the second July 1 after the date they would have had 28 years of service credit had they not retired.

- PORS - A Class Two member who has separated from service with at least five or more years of earned service is eligible for a monthly pension at age 55 or with 25 years of service regardless of age. A Class Three member who has separated from service with at least eight or more years of earned service is eligible for a monthly pension at age 55 or with 27 years of service regardless of age. Both Class Two and Class Three members are eligible to receive a deferred annuity at age 55 with five or eight years of earned service, respectively. An incidental death benefit is also available to beneficiaries of active and retired members of employers who participate in the death benefit program. Accidental death benefits are also provided upon the death of an active member working for a covered employer whose death was a natural and proximate result of an injury incurred while in the performance of duty.

The retirement allowance of eligible retirees or their surviving annuitants is increased by the lesser of one percent or five hundred dollars every July 1. Only those annuitants in receipt of a benefit on July 1 of the preceding year are eligible to receive the increase.

Contributions

Contributions are prescribed in Title 9 of the South Carolina Code of Laws. Upon recommendation by the actuary in the annual actuarial valuation, the PEBA Board may adopt and present to the SFAA for approval an increase the SCRS and PORS employer and employee contribution rates, but any such increase may not result in a differential between the employee and total employer contribution rate that exceeds 2.9 percent of earnable compensation for SCRS and 5 percent for PORS. An increase in the contribution rates adopted by the Board may not provide for an increase of more than one-half of one percent in any one year. If the scheduled employee and employer contributions provided in statute or the rates last adopted by the Board are insufficient to maintain a thirty year amortization schedule of the unfunded liabilities of the plans, the Board shall increase the contribution rates in equal percentage amounts for the employer and employee as necessary to maintain the thirty-year amortization period; and, this increase is not limited to one- half of one percent per year.

Required employee contribution rates¹ are as follows:

	<u>Fiscal Year 2017</u>	<u>Fiscal Year 2016</u>
SCRS		
Employee Class Two	8.66%	8.16%
Employee Class Three	8.66%	8.16%
State ORP		
Employee	8.66%	8.16%
PORS		
Employee Class Two	9.24%	8.74%
Employee Class Three	9.24%	8.74%

Required employer contribution rates¹ are as follows:

	<u>Fiscal Year 2017</u>	<u>Fiscal Year 2016</u>
SCRS		
Employer Class Two	11.41%	10.91%
Employer Class Three	11.41%	10.91%
Employer Incidental Death Benefit	0.15%	0.15%
State ORP		
Employer Contribution ²	11.41%	10.91%
Employer Incidental Death Benefit	0.15%	0.15%
PORS		
Employer Class Two	13.84%	13.34%
Employer Class Three	13.84%	13.34%
Employer Incidental Death Benefit	0.20%	0.20%
Employer Accidental Death Program	0.20%	0.20%

¹ Calculated on earnable compensation as defined in Title 9 of the South Carolina Code of Laws.

² Of this employer contribution, 5% of earnable compensation must be remitted by the employer directly to the ORP vendor to be allocated to the member’s account with the remainder of the employer contribution remitted to the SCRS.

Actuarial Assumptions and Methods

Actuarial valuations involve estimates of the reported amounts and assumptions about the probability of occurrence of events far into the future. Examples include assumptions about future employment, mortality, and future salary increases. Actuarial assumptions and methods used during the annual valuation process are subject to periodic revision, typically with an experience study, as actual results over an extended period of time are compared with past expectations and new estimates are made about the future.

South Carolina state statute requires that an actuarial experience study be completed at least once in each five-year period. An experience report on the Systems was most recently issued as of July 1, 2015. The June 30, 2016, total pension liability, net pension liability, and sensitivity information were determined by the Systems consulting actuary, Gabriel, Roeder, Smith and Company (GRS) and are based on the July 1, 2015, actuarial valuations, as adopted by the PEBA Board and SFAA which utilized membership data as of July 1, 2015. The total pension liability was rolled-forward from the valuation date to the Systems' fiscal year ended June 30, 2016, using generally accepted actuarial principles. Information included in the following schedules is based on the certification provided by GRS.

The following provides a summary of the actuarial assumptions and methods used in the July 1, 2015, valuations for SCRS and PORS.

	SCRS	PORS
Actuarial cost method	Entry age normal	Entry age normal
Investment rate of return ¹	7.5%	7.5%
Projected salary increases	3.5% to 12.5%(varies by service) ¹	4.0% to 10.0% (varies by service) ¹
Benefit adjustments	lesser of 1% or \$500	lesser of 1% or \$500
¹ Includes inflation at 2.75%		

The post-retiree mortality assumption is dependent upon the member's job category and gender. This assumption includes base rates which are automatically adjusted for future improvement in mortality using published Scale AA projected from the year 2000. Assumptions used in the July 1, 2015, valuations for SCRS and PORS are as follows.

Former Job Class	Males	Females
Educators	RP-2000 Males (with White Collar adjustment) multiplied by 110%	RP-2000 Females (with White Collar adjustment) multiplied by 95%
General Employees and Members of the General Assembly	RP-2000 Males multiplied by 100%	RP-2000 Females multiplied by 90%
Public Safety and Firefighters	RP-2000 Males (with Blue Collar adjustment) multiplied by 115%	RP-2000 Females (with Blue Collar adjustment) multiplied by 115%

Net Pension Liability

The net pension liability (NPL) is calculated separately for each system and represents that particular system's total pension liability determined in accordance with GASB Statement No. 67 less that System's fiduciary net position.

The Department's proportional share of NPL, as of June 30, 2017, for SCRS and PORS are presented below.

Proportional Share of Net Pension Liability
(in thousands)

System	Total Pension Liability	Plan Fiduciary Net Position	Department's Net Pension Liability (Asset)	Plan Fiduciary Net Position as a Percentage of the Total Pension Liability
SCRS	\$ 888,252	\$ 469,943	\$ 418,310	52.9%
PORS	1,924	1,163	761	60.4%
Total	<u>\$ 890,176</u>	<u>\$ 471,106</u>	<u>\$ 419,071</u>	

The total pension liability is calculated by the Systems' actuary, and each plan's fiduciary net position is reported in the Systems' financial statements. The net pension liability is disclosed in accordance with the requirements of GASB 67 in the Systems' notes to the financial statements and required supplementary information. Liability calculations performed by the Systems' actuary for the purpose of satisfying the requirements of GASB Nos. 67 and 68 are not applicable for other purposes, such as determining the plans' funding requirements.

The Department's proportionate share of the net pension liability for both SCRS and PORS is as follows for the years ended June 30, 2017 and 2016:

System	June 30, 2017	June 30, 2016	Change
SCRS	1.958392%	1.897273%	0.061119%
PORS	0.030000%	0.028990%	0.001010%

The Department's change in proportionate share of the net pension liability and related deferred inflows and outflows of resources will be amortized into pension expense over the respective average remaining service lives of each system.

Long-term Expected Rate of Return

The long-term expected rate of return on pension plan investments, as used in the July 1, 2015, actuarial valuations, was based upon the 30 year capital market outlook at the end of third quarter 2015. The long-term expected rate of returns represent assumptions developed using an arithmetic building block approach primarily based on consensus expectations and market based inputs. Expected returns are net of investment fees.

The expected returns, along with the expected inflation rate, form the basis for the revised target asset allocation as adopted beginning January 1, 2016. The long-term expected rate of return is produced by weighting the expected future real rates of return by the target allocation percentage and adding expected inflation and is summarized in the table below. For actuarial purposes, the 7.50 percent assumed annual investment rate of return used in the calculation of the total pension liability includes a 4.75 percent real rate of return and a 2.75 percent inflation component.

Asset Class	Target Asset Allocation	Expected Arithmetic Real Rate of Return	Long Term Expected Portfolio Real Rate of Return
Global Equity	43.0%		
Global Public Equity	34.0%	6.52%	2.22%
Private Equity	9.0%	9.30%	0.84%
Real Assets	8.0%		
Real Estate	5.0%	4.32%	0.22%
Commodities	3.0%	4.53%	0.13%
Opportunistic	20.0%		
GTAA/Risk Parity	10.0%	3.90%	0.39%
HF (Low Beta)	10.0%	3.87%	0.39%
Diversified Credit	17.0%		
Mixed Credit	5.0%	3.52%	0.17%
Emerging Markets Debt	5.0%	4.91	0.25%
Private Debt	7.0%	4.47%	0.31%
Conservative Fixed Income	12.0%		
Core Fixed Income	10.0%	1.72%	0.17%
Cash and Short Duration (Net)	2.0%	0.71%	0.01%
Total Expected Real Return	<u>100.00%</u>		<u>5.10%</u>
Inflation for Actuarial Purposes			<u>2.75%</u>
Total Expected Nominal Return			<u><u>7.85%</u></u>

Discount Rate

The discount rate used to measure the total pension liability was 7.50 percent. The projection of cash flows used to determine the discount rate assumed that the funding policy specified in the South Carolina State Code of Laws will remain unchanged in future years. Based on those assumptions, each System's fiduciary net position was projected to be available to make all projected future benefit payments of current plan members. Therefore, the long-term expected rate of return on pension plan investments was applied to all periods of projected benefit payments to determine the total pension liability.

Sensitivity Analysis

The following table presents the departments proportional share of net pension liability of the participating employers calculated using the discount rate of 7.50 percent, as well as what the employers' net pension liability would be if it were calculated using a discount rate that is 1.00 percent lower (6.50 percent) or 1.00 percent higher (8.50 percent) than the current rate.

Sensitivity of the Proportional Share of Net Pension Liability to Changes in the Discount Rate (In thousands)			
System	1.00% Decrease (6.50%)	Current Discount Rate (7.50%)	1.00% Increase (8.50%)
SCRS	\$ 521,830	\$ 418,310	\$ 332,132
PORS	\$ 997	\$ 761	\$ 549

Additional Financial and Actuarial Information

Detailed information regarding the fiduciary net position of the plans administered by PEBA is available in the Systems’ audited financial statements for the fiscal year ended June 30, 2016 (including the unmodified audit opinion on the financial statements). Additional actuarial information is available in the accounting and financial reporting actuarial valuation as of June 30, 2016.

Deferred Outflows (Inflows) of Resources

For the year ended June 30, 2017, the Department recognized pension expense of \$39.6 million. At June 30, 2017, the Department reported deferred outflows (inflows) of resources related to pensions from the following sources:

	(In Thousands)	
	Deferred Outflows of Resources	Deferred Inflows of Resources
Pension contributions subsequent to measurement date	\$ 22,992	\$ -
Differences in actual and proportionate share of employer contributions	-	313
Differences in actual and expected experience	4,347	454
Net differences between projected and actual earnings on plan investments	35,279	-
Change in proportionate share of net pension liability	8,681	1,720
	\$ 71,299	\$ 2,487

The Department reported approximately \$23.0 million as deferred outflows of resources related to contributions subsequent to the measurement date will be recognized as a reduction of the net pension liability in the year ended June 30, 2017. Other amounts reported as deferred outflows (inflows) of resources will be recognized in pension expense in future years. The following schedule reflects the amortization of the Department’s proportional share of the net balance of remaining deferred outflows (inflows) of resources at June 30, 2017. Average remaining services lives of all employees provided with pensions through the pension plans at June 30, 2017 was 4.116 years for SCRS and 4.665 years for PORS (in thousands).

		(In Thousands)		
Measurement Period Ending	Fiscal Year Ending	SCRS	PORS	TOTAL
June 30,	June 30,			
2017	2018	\$ 11,680	\$ 27	\$ 11,707
2018	2019	9,413	26	9,439
2019	2020	16,155	39	16,194
2020	2021	8,458	22	8,480
Net Balance of Deferred Outflows / Inflows of Resources		\$ 45,706	\$ 114	\$ 45,820

The Department made contributions to the retirement plan after the measurement date of \$23.0 million, \$20.8 million, and \$18.8 million for the year ending June 30, 2017, 2016, and 2015, respectively.

COMPONENT UNIT:

The Association has established and administers a defined contribution pension plan, the Connector 2000 Association, Inc. 401(k) Profit Sharing Plan and Trust (the “Plan”). The Association’s Board of Directors holds the authority for establishing and amending the Plan, its benefit terms and contribution rates.

Under the terms of the Plan, employees who are 21 years of age or older and who have completed 1,000 hours of service are eligible to participate in the Plan. Plan participants may elect to contribute a percentage (up to 92%) of their compensation to the Plan under a salary reduction agreement. The Association matches 100% of employee deferrals less than or equal to three percent, and 50% of employee deferrals greater than three percent but less than or equal to five percent. The Association may also make additional discretionary profit sharing contributions to the Plan. Forfeitures may be used to pay Plan administrative expenses, restore the Plan account balances of certain re-employed Plan participants, reduce the Association's matching or discretionary profit sharing contributions, or may be allocated to Plan participants.

Plan participants are at all times 100% vested in their employee deferral contributions and in the Association's matching contributions to the Plan. Association profit sharing contributions are vested at a rate of 20% per year such that with six years of service, Plan participants are 100% vested in any profit sharing contributions.

During the year ended December 31, 2016, the Association contributed \$28.0 thousand to the Plan. The amount is included in employee benefits in the accompanying statements of revenues, expenses and changes in net position – proprietary fund. Forfeitures were immaterial in 2016.

NOTE 14. POST-EMPLOYMENT BENEFITS AND OTHER THAN PENSIONS:

Plan Description

In accordance with the State Code of Laws and the annual Appropriations Act, the State provides post-employment health and dental and long-term disability benefits to retired State and school district employees and their covered dependents. The Department contributes to the South Carolina Retiree Health Insurance Trust Fund (SCRHITF) and the South Carolina Long-Term Disability Insurance Trust Fund (SCLTDITF), cost-sharing multiple employer defined benefit postemployment healthcare and long-term disability plans administered by the Insurance Benefits Division (IB) of the South Carolina Public Employee Benefit Authority (PEBA).

Generally, retirees are eligible for the health and dental benefits if they have established at least ten years of retirement service credit. For new hires beginning employment May 2, 2008 and after, retirees are eligible for benefits if they have established 25 years of service for 100% employer funding and 15 through 24 years of service for 50% employer funding.

Benefits become effective when the former employee retires under a State retirement system. Basic Long-Term Disability (BLTD) benefits are provided to active state, public school district, and participating local government employees approved for disability.

Funding Policies

Section 1-11-710 of the State Code of Laws of 1976, as amended, requires these postemployment and long-term disability benefits be funded through annual appropriations by the General Assembly for active employees to the IB and participating retirees to the PEBA, except for the portion funded through the pension surcharge and provided from the other applicable sources of the IB, for its active employees who are not funded by State General Fund appropriations. Employers participating in the RMP are mandated by State statute to contribute at a rate assessed each year by the Office of the State Budget, 5.33% of annual covered payroll for 2017 and 2016, 5.0% for 2015. The IB sets the employer contribution rate based on a pay-as-you-go basis. The Department paid approximately \$10.8 million, \$10 million, and \$8.6 million applicable to the surcharge included with the employer contribution for retirement benefits for the fiscal years ended June 30, 2017, 2016 and 2015, respectively. BLTD benefits are funded through a person's premium charged to State agencies, public school districts, and other participating local governments. The monthly premium per active employee paid to IB was \$3.22 for the fiscal years ended June 30, 2017, 2016 and 2015.

Effective May 1, 2008 the State established two trust funds through Act 195 for the purpose of funding and accounting for the employer costs of retiree health and dental insurance benefits and long-term disability insurance benefits. The SCRHITF is primarily funded through the payroll surcharge. Other sources of funding include additional State appropriated dollars, accumulated IB reserves, and income generated from investments. The SCLTDITF is primarily funded through investment income and employer contributions.

A copy of the separately issued financial statements for the benefit plans and the trust funds may be obtained by writing to the South Carolina Public Employee Benefit Authority – Insurance Benefits Division, 202 Arbor Lake Drive, Columbia, South Carolina 29223.

Pending Implementation of GASB Statement on OPEB

GASB Statement No. 75, *Accounting and Financial Reporting for Postemployment Benefits Other Than Pensions* (“Statement”), which was issued by the GASB in June 2015, is required to be implemented by the Department for the year ended June 30, 2018. The primary objective of this Statement is to improve accounting and financial reporting by state and local governments for OPEB. It also improves information provided by state and local government employers about financial support for OPEB that are provided by other entities. In addition, state and local governments who participate in a cost-sharing multiple employer plan will now be required to recognize a liability for its proportionate share of the net OPEB liability of that plan. It is GASB’s intention that this new Statement will provide citizens and other users of the financial statements with a clearer picture of the size and nature of the Departments’ financial obligations to current and former employees for past services rendered.

In particular, the Statement will require the Department to recognize a net OPEB liability (and related deferred outflows and inflows of resources) for its participation in the State Health Plan on financial statements prepared on the economic resources measurement focus and accrual basis of accounting (i.e., the Statement of Net Position) and present more extensive note disclosures. It is anticipated that its implementation will not have a significant impact on the Department’s governmental fund.

The Department has been in communications with the PEBA on the effect of implementing this Statement. Based on recent information provided by the PEBA, it is anticipated that the Department’s proportionate share of the net OPEB liability associated with the State Health Plan will decrease its governmental activities beginning net position for the year ended June 30, 2018 by approximately \$318,097,000 (estimated to be approximately 160% of the Department’s covered payroll). This estimate is subject to change when better information becomes available.

NOTE 15. DEFERRED COMPENSATION PLANS:

Several optional deferred compensation plans are available to State employees and employers of its political subdivisions. Certain employees of the Department have elected to participate. The multiple-employer plans, created under Internal Revenue Code Section 457, 401(k), 403(b), and Roth 401(k) are administered by third parties and are not included in the CAFR of the State of South Carolina. Compensation deferred under the plans is placed in trust for the contributing employee.

The State has no liability for losses under the plans. Employees may withdraw the current value of their contributions when they terminate State employment. Employees may also withdraw contributions prior to termination if they meet requirements specified by the applicable plan. The Department has not made any contributions to these plans.

NOTE 16. TRANSACTIONS WITH STATE ENTITIES / RELATED PARTIES:

Primary Entity:

The Department has significant transactions with the State and various State agencies. The Department purchases goods and services from various State agencies. Total purchases from State agencies were approximately \$27.9 million for the year ended June 30, 2017. The Department sells supply items and provides services for various State agencies. Total sales to State agencies were approximately \$1.2 million for the year ended June 30, 2017.

The gasoline user fees, special fuels user fees and car sales taxes are collected by the South Carolina Department of Revenue (DOR) and remitted on a monthly basis. The user fees and sales taxes collected by DOR for the State Highway Fund amounted to \$520.4 million for the year ended June 30, 2017 of which \$81.9 million was accrued as

a receivable at June 30, 2017. Gasoline user fees revenues collected by DOR for the County Transportation Program Agency Fund amounted to \$75.9 million for the year ended June 30, 2017.

The Department participates in the International Fuel Tax Agreement (IFTA) program. This program is an agreement between the lower 48 states of the United States and the Canadian provinces, to simplify the reporting of fuel use by motor carriers that operate in more than one jurisdiction. Alaska, Hawaii, and the Canadian territories do not participate. An operating carrier with IFTA receives an IFTA license and two decals for each qualifying vehicle it operates. The carrier files a quarterly fuel tax report. This report is used to determine the net tax or refund due and to redistribute taxes from collecting states to states that it is due. This tax is required for motor vehicles used, designed, or maintained for transportation of persons or property and:

- Having two axles and a gross vehicle weight rating or registered gross vehicle weight in excess of 26,000 pounds, and/or
- Having three or more axles regardless of weight, and/or
- Is used in combination, when the weight of such combination exceeds 26,000 pounds gross vehicle or registered gross vehicle weight.

Exceptions exist for Recreational Vehicles (such as motor homes, pickup trucks with attached campers, and buses when used exclusively for personal pleasure by an individual. Some states have their own exemptions that often apply to farm vehicles or government vehicles. Additional information about the IFTA can be found at <http://www.iftach.org/>.

The calculation of net amount owed or due is performed by this central organization. This calculation has historically resulted in a net amount due from the Department to the central organization. The Department remitted \$16.7 million of fuel oil user fee revenue to the South Carolina Department of Motor Vehicles ("DMV") in fiscal year 2017 for the IFTA calculation. The DMV then remits that amount to the central IFTA organization for redistribution to other member states. The Department remitted \$15.4 million in FY 2016 for the same calculation.

Services received at no cost from the various state agencies, personnel management, assistance in the preparation of the State Budget, review and approval of certain budget amendments, procurement services, and other centralized functions.

Significant payments were made to other state agencies for retirement plan contributions and health insurance premiums, insurance coverage, office supplies, printing, telephone, and inter-agency mail. The amounts of expenditures applicable to related party transactions are not readily available.

Workers' compensation insurance premiums for the fiscal year 2017 of \$9.3 million were paid to the State Accident Fund and \$51.4 thousand was paid for Unemployment Insurance, to the South Carolina Unemployment Trust Fund.

The Department provided no material services free of charge to other State agencies during the fiscal year.

See Note 9 regarding transactions resulting from intergovernmental agreements entered into by the Department, the Bank, and other local governments. The Department provided the Bank administrative services, clerical assistance, and project oversight during fiscal year 2017 for which it was paid \$2.3 million. The Bank also reimbursed the Department \$88.5 million in direct project costs. Allocations to other entities - State agency represented amounts paid to the Bank and totaled \$28.8 million for the year ended June 30, 2017. The payments were from gas user fee collections and represented an amount not to exceed the one cent per gallon collected in accordance with Section 11-43-160 of the State Code of Laws for the on-going funding of construction and maintenance of highways. The Department also transferred \$50.0 million to the Bank as directed by the state legislature as part of additional "Act 98" funding from the State's general fund. The Bank transferred \$50 million to the department as directed by the State Legislators by Law (Proviso 117.135) whom then transferred to the County Transportation Program.

The Department received \$10 million from the Bank in accordance with a 2009 contractual agreement between Horry County, the Bank, and the Department. This amount has been recorded as unearned revenue as the \$10 million must be spent on specific infrastructure projects and eligible costs have not yet been incurred.

Additionally, the Bank makes quarterly payments to the Department, and Department makes monthly payments to the Bank in accordance with an agreement between Horry County, the Bank, and the Department. In the agreement, the Department was assigned the payments originally assigned to Horry County in order to guard against Horry County defaulting on their project loans with the Bank. The amount paid to and received from the Bank was \$4.7 million for the year ended June 30, 2017.

The Department has established an agreement with the Bank to reserve \$10.0 million as guaranty on Horry County loan payments to the Bank.

A summary of intergovernmental payables to State agencies in the fund level balance sheet at June 30, 2017 is as follows:

<u>(In Thousands)</u>	
<u>Due To / Description</u>	
Archives & History Dept	\$ 4
Department Of Administration	18
Department Of Motor Vehicles	74
Department Of Disabilities & Special	51
Department Of Public Safety	306
Health & Environmental Control Department	65
Parks Recreation & Tourism	25
PEBA - Administration	155
SC Department Of Corrections	51
SC Transportation Infrastructure	1,424
SFAA Administration	2
	<u>\$ 2,175</u>

NOTE 17. FEDERAL GRANTS:

The Department has grants and reimbursable contracts with the Federal government and the South Carolina Emergency Management Division (SCEMD) for the funding of costs related to the programs described in the grants. These funds are subject to audit and/or adjustment by the various funding sources. The Department does not expect any significant impact should grantors audit and/or adjust reimbursement amounts.

NOTE 18. RISK MANAGEMENT:

Primary Entity

The Department is exposed to various risks of loss and maintains State or commercial insurance coverage for each of those risks. Management believes such coverage is sufficient to preclude any significant uninsured losses for the covered risks. There were no significant reductions in insurance coverage from that carried in the prior year. Settled claims have not exceeded this coverage in the prior three years. The Department pays insurance premiums to certain other State agencies and commercial insurers to cover risks that may occur in normal operations. The insurers promise to pay to or on behalf of the insured for covered economic losses

sustained during the policy period in accord with insurance policy and benefit program limits except for deductibles.

Several State funds accumulate assets and the State itself assumes substantially all risks for the following:

1. Claims of State employees for unemployment compensation benefits (Department of Employment and Workforce);
2. Claims of covered employees for workers' compensation benefits for job-related illnesses or injuries (State Accident Fund);
3. Claims of covered public employees for health and dental insurance benefits (Public Employee Benefit Authority – Insurance Benefits); and
4. Claims of covered public employees for long-term disability and group-life insurance benefits (Public Employee Benefit Authority – Insurance Benefits).

Employees elect health coverage through either a health maintenance organization or through the State's self-insured plan. All of the other coverages listed above are through the applicable State self-insured plan except dependent and optional life premiums are remitted to commercial carriers.

The Department and other entities pay premiums to the State's Insurance Reserve Fund (IRF), which issues policies, accumulates assets to cover the risks of loss, and pays claims incurred for covered losses related to the following assets, activities, and/or events:

Theft of, damage to, or destruction of assets	Data processing equipment
Motor Vehicles	Business Interruptions
Real property and contents	Torts
Medical malpractice claims against covered employee for nurse.	

The IRF is a self-insurer and purchases reinsurance to obtain certain services and specialized coverage and to limit losses in the areas of certain property and equipment and auto liability. Reinsurance permits partial recovery of losses from re-insurers, but the IRF remains primarily liable. The IRF's rates are determined actuarially. State agencies and other entities are the primary participants in the State's Health and Disability Insurance Fund and IRF.

The Department obtains coverage up to \$50,000 through a commercial insurer for employee fidelity bond insurance for the Secretary of Transportation for losses arising from theft or misappropriation. Employee fidelity bond coverage is not maintained on the Department's Commission members or its other employees. The Department self-insures itself for any losses because it feels the likelihood of losses is remote. The Department has not transferred the portion of the risk of loss related to insurance policy deductibles and limits for capital assets and fidelity overages to a State or commercial insurer.

The Department has not reported an estimated claims loss expenditure, and the related liability at June 30, 2016, based on the requirements of GASB Statement No. 10 and No. 30 which state that a liability for claims must be reported only if information prior to issuance of the financial statements indicates that it is probable that an asset has been impaired or a liability has been incurred on or before June 30, 2017 and the amount of the loss is reasonably estimable. Liabilities include an amount for incurred but not reported (IBNR) losses when it is probable a claim will be asserted. Claims liabilities when recorded are based on estimates of the ultimate cost of settling known but not paid claims and IBNR claims at June 30 using past experience adjusted for factors that would modify past experience.

In management's opinion, claims losses in excess of insurance coverage are unlikely and, if incurred, would be insignificant to the Department's financial position. Furthermore, there is no evidence of asset impairment or other information to indicate that a loss expenditure and liability should be recorded and, therefore, no loss accrual has been recorded.

Component Unit

The Association is exposed to various types of risk including loss related to torts; theft of, damage to, and destruction of assets; injuries to construction workers and others; professional design; and damage to property of others. The Association obtained commercial insurance covering all of its known risks of loss as follows:

Automobile Liability
Crime
Builder's Risk

Professional Design
Directors and Officers
General Liability

Worker's Compensation
Force Majeure

No claim settlements have exceeded insurance coverage during the past three years. There were no materially significant reductions in insurance coverage during the year ended December 31, 2016.

NOTE 19. CONTINGENCIES AND SUBSEQUENT EVENTS:

CONTINGENCIES:

PRIMARY ENTITY:

The Department is a defendant in various lawsuits arising from the conduct of its normal business primarily regarding rights-of-way. Although any litigation has an element of uncertainty, it is management's and legal counsel's opinions that the outcome of any litigation pending or threatened, or the combination thereof, will not have a materially adverse effect on the financial position of the Department.

Through June 30, 2013, the State's Joint Bond Review Committee approved the issuance by the Department not to exceed **\$926 million** in General Obligation State Highway Bonds for projects. As of June 30, 2012, **\$820 million** has been issued and **\$410.6 million** is outstanding. In April 2011, the Commission authorized the Department to begin procedures to issue general obligation highway bonds not to exceed **\$344 million** in general obligation highway bonds for various significant projects. This this authorization was rescinded in 2015.

In October 2016, South Carolina Hurricane Matthew made landfall in McClellanville, SC as a Category 1 storm with sustained winds of 75 miles per hour. This event caused wind and surge damage to the lower part of the coast and wind and flooding damage to the northern part of the coast. The Department conducted thorough inspections of all bridges and roads and began recovery of the State Highway System. Total damages on the State Highway System are expected to be \$100.1M and many costs are eligible for federal assistance from Federal Highway Administration and Federal Emergency Management. It is estimated that the State's responsible share would be \$30.4M. During the 2017 Legislative Session, the General Assembly provided funding to the Department as required match to Federal Emergency Management assistance. The Department has incurred costs through June 30, 2017 of \$54.8M of which \$6.8M has been received in federal assistance. Additional approved federal assistance of \$22.8M has been accrued at June 30, 2017.

The Department continues to incur costs for damage and repair as a result of the October 2015 statewide emergency event of significant rainfall resulting in widespread flooding. Total damages on the State Highway System are estimated to be \$153M and many costs are eligible for federal assistance from Federal Highway Administration and Federal Emergency Management. It is estimated the State's responsible share would be \$49M. During the 2016 Legislative Session, The General Assembly provided funding in the amount of \$49M was provided to the Department to assist in the recovery and repair process and provide required federal assistance matching funds. The Department is committed to the full recovery of the State Highway System and has incurred costs through June 30, 2017 of \$110.7M of which \$64.6M has been received in federal assistance. Additional federal assistance is expected up to \$24.9M and will be based upon total costs and their federal assistance eligibility.

During the 2017 Legislative Session Act 40, the "Roads Bill", was adopted which provides the Department with the first sustainable and significant increase in revenue in the 30 years. The motor fuel user fees will increase by 2 cents a year, beginning July 2017, and continue to increase by 2 cents per year for the next 6 years for a total of 12 cents by July 2022. In addition to motor fuel user fees, Act 40 increased a variety of motor vehicle fees, the maximum sales and use tax and created an infrastructure maintenance fee. During FY17-18, the Department expects to receive an additional \$169 million in Act 40 revenues. The new revenues are to be largely allocated specifically to the long term maintenance and preservation of the State system. Over the next ten years, with the assistance of these funds, the Department will improve the "worst of the worst" dangerous rural roads, replace fifty percent of the State's structurally deficient bridges, resurface and rebuild fifty percent of the State's highways

and embark on 11-12 Interstate widening projects. At full implementation, the 2017 Roads Bill will add an estimated additional \$600 million for South Carolina infrastructure.

On July 1, 2017, the Department embarked on a new Strategic Plan which includes the following five goals; improve safety programs and outcomes in high-risk areas, maintain and preserve the existing transportation structure, improve the Department's program delivery and increase the efficiency and reliability of the South Carolina road and bridge network, provide a safe and productive work environment for Department employees and earn public trust through transparency, improved communication and audit compliance.

The Secretary of Transportation and the Commission have moved the Department to embrace performance and asset management philosophies by tying investment levels to a desired outcome of the condition and performance of the South Carolina transportation system. Targets have been established and the entire Department is aligned to achieve those targets in a cohesive manner. It is also designed to effectively manage and hold accountable the Department in achieving the outlined targets.

Subsequent to year end, during September 2017, South Carolina experienced inclement weather as Hurricane Irma impacted the southern United States. The Department is in the process of evaluating the impact of this storm. The FHWA is available to assist with the cost of immediate repair to essential roads and bridges. Additional financial assistance is expected to be reimbursed by FEMA at 75%. The Department's share of repair and recovery costs has not yet been determined as of the date of this report.

South Carolina Department of Transportation
Budgetary Comparison Schedule (Non-GAAP Budgetary Basis)
Governmental Fund (Earmarked, Restricted and Federal Funds)
For the Fiscal Year Ended June 30, 2017
(In Thousands)

	Budgeted Amounts		Actual Amounts (Budgetary Basis)	Variance with Final Budget Positive (Negative)
	Original	Final		
Expenditures				
General Fund				
Permanent improvement SIB	\$ 50,000	\$ 50,000	\$ 50,000	\$ -
Mass Transit	57	57	57	-
Cherokee Salt Shed	8	8	8	-
Bridge Repair and Rehab	7,962	7,962	7,962	-
Sandy Island Boat Ramp	75	75	-	75
Lex County Maintenance Complex	100	100	-	100
Salt Shed Infrastructure	936	936	470	466
Shop Road Famers Mkt Bypass	361	361	239	122
Flood Road Repair	37,300	37,300	11,753	25,547
Non-Federal Aid Highway Fund	50,000	50,000	50,000	-
General Administration				
Executive director	180	183	183	-
Classified positions	16,715	14,722	14,722	-
Unclassified position	255	154	136	18
Other personal services	255	507	507	-
Other operating**	23,500	26,578	24,660	1,918
Debt service	1,315	1,316	1,315	1
Land & Buildings				
Other operating	4,403	2,828	1,745	1,083
Permanent improvement	-	875	784	91
Engineering - Adm. Proj. Mgmt.				
Classified positions	74,631	76,940	76,940	-
Unclassified position	143	151	151	-
Other personal services	3,060	3,039	3,039	-
Other operating	7,500	11,333	8,786	2,547
Engineering - Construction				
Other operating	79,100	135,152	116,225	18,927
Permanent improvements	897,576	959,704	924,081	35,623
Debt service	50,184	53,184	50,184	3,000
Principal - loan note	2,004	2,004	2,004	-
Interest - loan note	2,976	2,976	2,976	-
Allocations municipal-restricted	1,000	-	-	-
Allocations county-restricted	250	-	-	-
Allocations other entities	100	-	-	-
General Fund Transfer Bridge Repair	-	-	(9,954)	9,954
Highway Maintenance				
Classified positions	92,273	94,999	94,999	-
Other personal services	3,060	7,040	7,040	-
Other operating**	216,338	134,161	127,348	6,813
Permanent improvements	150	179	171	8
Non-Federal Aid				
Other operating Bridges Minor Repair	-	8,500	5,826	2,674
Other operating Rehab & Resurfacing	62,320	83,820	49,273	34,547
Mass Transit				
Unclassified position	100	131	131	-
Classified positions	2,470	5,692	5,221	471
Other personal services	-	148	148	-
Other operating	1,300	2,353	974	1,379
Allocations municipal-restricted	100	4,100	3,205	895
Allocations Counties-Restricted	-	1,850	1,549	301
Allocations State Agencies	-	50	(29)	79
Allocations other entities	27,646	20,328	17,011	3,317
Allocations School Districts	-	10	-	10
Toll Operations				
Classified positions	99	109	109	-
Other operating	4,500	3,779	3,560	219
Debt service	3,147	3,867	3,149	718
Employer Contributions	87,190	85,839	85,838	1
Port Access Road				
Other Operating	-	-	2,015	(2,015)
Permanent Improvements	88,315	88,315	48,114	40,201
Total Expenditures	\$ 1,900,954	\$ 1,983,715	\$ 1,794,625	\$ 189,090

** Includes Federal Funds

**SOUTH CAROLINA DEPARTMENT OF TRANSPORTATION
NOTES TO REQUIRED SUPPLEMENTARY INFORMATION
BUDGETARY COMPARISON SCHEDULE
JUNE 30, 2017**

NOTE 1. BUDGETARY FUNDS

South Carolina's Annual Appropriation Act, the State's legally adopted budget, does not present budgets by GAAP fund. Instead, it presents program-level budgets for the following two funds:

General Funds. These funds are general operating funds. The resources in the funds are primarily taxes. The State expends General Funds to provide traditional State government services.

Total Funds. The Total Funds column in the Appropriations Act includes all budgeted resources. Amounts in this column include General Funds as well as most, but not all, federal and department-generated resources. Total funds include portions of certain proprietary and capital project fund activities as well as most special revenue activities but exclude the pension trust funds and some other fiduciary fund activities.

The Department's legally adopted budget is part of the Total Funds budget for the State. It is presented for the State Highway Fund at the program level including the restricted, earmarked, and general funds appropriated to the Department.

NOTE 2. ORIGINAL AND FINAL BUDGETED AMOUNTS; BASIS OF PRESENTATION

The original appropriations presented in the accompanying schedule for the State Highway Fund include amounts in the Appropriations Act as well as any appropriation reductions specifically authorized by law to prevent duplicate appropriations. The terminology, classification, and format of the appropriations section of the accompanying schedule for department's governmental fund are substantively the same as for the legally enacted budget.

The State's General Assembly does not approve estimated revenue or fund balance amounts for Other Budgeted Funds which include the State Highway Fund. However, Section 115 (*Recapitulations*) of the Appropriation Act includes net *source of funds* amounts (i.e. estimated cash brought forward from the previous fiscal year plus estimated revenue for the current fiscal year minus estimated cash to be carried forward to the following fiscal year) for three categories of Other Budgeted Funds: Federal, Earmarked, and Restricted. A budget versus actual comparison for the State Highway Fund is presented as required supplementary information.

As operating conditions change, the Department may move appropriations between programs and classifications within programs. However, limits are placed on increasing/decreasing authorizations for personal services without SFAA approval. Also, a revision of budgeted amounts over and above the total revenues appropriated requires approval of the SFAA.

NOTE 3: LEGAL LEVEL OF BUDGETARY CONTROL

The Department maintains budgetary control at the level of summary objective category of expenditure within each program of each department or agency which is the level of detail presented in the accompanying schedule.

NOTE 4: BASIS OF BUDGETING

Current legislation states that the General Assembly intends to appropriate all monies to operate State government for the current fiscal year. Unexpended appropriations lapse on July 31 unless the department or agency is given specific authorization to carry them forward to the next fiscal year. Cash-basis accounting for payroll expenditures is used.

State law does not precisely define the State's basis of budgeting. In practice, however, it is the cash basis with

the following exceptions:

- Departments and agencies shall charge certain vendor and inter-fund payments against the preceding fiscal year's appropriations through July 14.
- The gasoline and motor fuel taxes are recorded on the modified accrual basis in accordance with State law.
- All other revenues are recorded only when the State receives the related cash.
- The accrual basis is used for other non-payroll expenditures.

NOTE 5: RECONCILIATION OF BUDGET TO GAAP REPORTING DIFFERENCES

Adjustments of the GAAP basis of accounting to the budgetary basis of accounting consist of primarily of reclassifications from financial statement classifications to budgetary fund categories, the accrual and reversal of accounts payable and payroll and related fringe benefits, which exceed the cut off for the Department to charge the previous fiscal year's appropriations.

**Reconciliation of Budget Basis to GAAP Basis Expenditures
For the Year Ended June 30, 2017
(in Thousands)**

	General Fund	Other Budgeted Funds	Total
Total expenditures, budgetary basis	\$ 120,489	\$ 1,674,136	\$ 1,794,625
Basis of accounting differences:			
Change in accrued salaries	-	966	966
Change in accounts payable	-	16,335	16,335
Transfer to other entities not expenditures under budgetary basis	-	143,233	143,233
Other basis difference	-	(122,942)	(122,942)
Total expenditures, GAAP basis	<u>\$ 120,489</u>	<u>\$ 1,711,728</u>	<u>\$ 1,832,217</u>

**South Carolina Department of Transportation Required Supplementary Information -
Schedule of the South Carolina Department of Transportation's Proportionate Share of the Net Pension
Liability – South Carolina Retirement System
As of June 30, 2017
Last Four Fiscal Years
(In Thousands)**

	<u>2017</u>	<u>2016</u>	<u>2015</u>	<u>2014</u>
SCDOT's proportion of the net pension liability	1.96%	1.89%	1.91%	1.91%
SCDOT's proportionate share of the net pension liability	\$ 418,310	\$ 359,827	\$ 328,817	\$342,563
SCDOT's covered payroll	\$ 187,553	\$ 171,918	\$ 173,387	\$171,613
SCDOT's proportionate share of the net pension liability as percentage of covered payroll	223.04%	209.30%	189.64%	199.61%
Plan fiduciary net position as a percentage of the total pension liability	52.90%	57.00%	59.92%	56.39%

Note: The amounts presented above were determined as of June 30th of the preceding year.

**South Carolina Department of Transportation Required Supplementary Information -
Schedule of the South Carolina Department of Transportation's Proportionate Share of the Net Pension
Liability – Police Officers Retirement System
As of June 30, 2017
Last Four Fiscal Years
(In Thousands)**

	<u>2017</u>	<u>2016</u>	<u>2015</u>	<u>2014</u>
SCDOT's proportion of the net pension liability	0.030%	0.029%	0.022%	0.022%
SCDOT's proportionate share of the net pension liability	\$ 761	\$ 632	\$ 426	\$ 461
SCDOT's covered payroll	\$ 400	\$ 265	\$ 268	\$ 211
SCDOT's proportionate share of the net pension liability as percentage of covered payroll	190.25%	238.49%	158.96%	218.48%
Plan fiduciary net position as a percentage of the total pension liability	60.40%	64.57%	67.55%	62.98%

Note: The amounts presented above were determined as of June 30th of the preceding year.

**South Carolina Department of Transportation Required Supplementary Information -
Schedule of the South Carolina Department of Transportation's Contributions –
South Carolina Retirement System
As of June 30, 2017
Last Ten Fiscal Years
(In Thousands)**

	2017	2016	2015	2014	2013
Contractually required contribution	\$ 22,933	\$ 20,743	\$ 18,739	\$ 18,379	\$ 18,191
Contributions in relation to the contractually required contribution	22,933	20,743	18,739	18,379	18,191
Contribution deficiency (excess)	\$ -	\$ -	\$ -	\$ -	\$ -
SCDOT covered payroll	\$ 198,382	\$ 187,553	\$ 171,918	\$ 173,387	\$ 171,613
Contributions as a percentage of the covered payroll	11.56%	11.06%	10.90%	10.60%	10.60%
	2012	2011	2010	2009	2008
Contractually required contribution	\$ 16,403	\$ 15,897	\$ 17,300	\$ 17,000	\$ 16,400
Contributions in relation to the contractually required contribution	16,403	15,897	17,300	17,000	16,400
Contribution deficiency (excess)	\$ -	\$ -	\$ -	\$ -	\$ -
SCDOT covered payroll	\$ 172,027	\$ 169,300	\$ 184,239	\$ 181,044	\$ 178,067
Contributions as a percentage of the covered payroll	9.54%	9.39%	9.39%	9.39%	9.21%

**South Carolina Department of Transportation Required Supplementary Information -
Schedule of the South Carolina Department of Transportation's Contributions –
Police Officers Retirement System
As of June 30, 2017
Last Ten Fiscal Years
(In Thousands)**

	2017	2016	2015	2014	2013
Contractually required contribution	\$ 59	\$ 55	\$ 34	\$ 34	\$ 26
Contributions in relation to the contractually required contribution	59	55	34	34	26
Contribution deficiency (excess)	\$ -	\$ -	\$ -	\$ -	\$ -
SCDOT covered payroll	\$ 429	\$ 400	\$ 265	\$ 265	\$ 211
Contributions as a percentage of the covered-employee payroll	13.74%	13.69%	12.84%	12.84%	12.30%
	2012	2011	2010	2009	2008
Contractually required contribution	\$ 23	\$ 25	\$ 27	\$ 29	\$ 24
Contributions in relation to the contractually required contribution	23	25	27	29	24
Contribution deficiency (excess)	\$ -	\$ -	\$ -	\$ -	\$ -
SCDOT covered payroll	\$ 196	\$ 217	\$ 244	\$ 262	\$ 224
Contributions as a percentage of the covered-employee payroll	11.76%	11.53%	11.05%	11.05%	10.70%

**SUPPLEMENTARY INFORMATION:
SOUTH CAROLINA DEPARTMENT OF TRANSPORTATION
COMBINING STATEMENT OF CHANGES IN ASSETS AND LIABILITIES
ALL AGENCY FUNDS
FOR THE YEAR ENDED JUNE 30, 2017
(In Thousands)**

	-----Assets-----			
	Cash and Cash Equivalents	Accrued Current Receivable	Due from State Highway Fund	Total Assets
RIGHT OF WAYS FUND				
Balance at June 30, 2016	\$ -	\$ -	\$ -	\$ -
Additions	-	-	-	-
Deductions	-	-	-	-
Balance at June 30, 2017	<u>-</u>	<u>-</u>	<u>-</u>	<u>-</u>
SPECIAL DEPOSITS				
Balance at June 30, 2016	3,648	-	-	\$ 3,648
Additions	4,555	-	-	4,555
Deductions	<u>(3,880)</u>	<u>-</u>	<u>-</u>	<u>(3,880)</u>
Balance at June 30, 2017	<u>4,323</u>	<u>-</u>	<u>-</u>	<u>4,323</u>
LOCAL TAX FUND				
Balance at June 30, 2016	39,688	99	-	\$ 39,787
Additions	20,774	18,879	-	39,653
Deductions	<u>(14,231)</u>	<u>(18,817)</u>	<u>-</u>	<u>(33,048)</u>
Balance at June 30, 2017	<u>46,231</u>	<u>161</u>	<u>-</u>	<u>46,392</u>
COUNTY TRANSPORTATION FUND				
Balance at June 30, 2016	265,292	786	12,974	279,052
Additions	169,735	3,035	75,937	248,707
Deductions	<u>(158,740)</u>	<u>(2,771)</u>	<u>(75,598)</u>	<u>(237,109)</u>
Balance at June 30, 2017	<u>276,287</u>	<u>1,050</u>	<u>13,313</u>	<u>290,650</u>
TOTALS - ALL AGENCY FUNDS				
Balance at June 30, 2016	308,628	885	12,974	322,487
Additions	195,064	21,914	75,937	292,915
Deletions	<u>(176,851)</u>	<u>(21,588)</u>	<u>(75,598)</u>	<u>(274,037)</u>
Balance at June 30, 2017	<u>\$ 326,841</u>	<u>\$ 1,211</u>	<u>\$ 13,313</u>	<u>\$ 341,365</u>

SOUTH CAROLINA DEPARTMENT OF TRANSPORTATION
COMBINING STATEMENT OF CHANGES IN ASSETS AND LIABILITIES
ALL AGENCY FUNDS
FOR THE YEAR ENDED JUNE 30, 2017
(In Thousands)

	-----Liabilities-----				
	Accounts Payable/ Other Liabilities	Deposits for Right of Ways	Special Deposits and Bonds	Funds Held for Counties	Total Liabilities
RIGHT OF WAYS FUND					
Balance at June 30, 2016	\$ -	\$ -	\$ -	\$ -	\$ -
Additions	-	-	-	-	-
Deductions	-	-	-	-	-
Balance at June 30, 2017	<u>-</u>	<u>-</u>	<u>-</u>	<u>-</u>	<u>-</u>
SPECIAL DEPOSITS					
Balance at June 30, 2016	1,415	-	2,233	-	3,648
Additions	2,031	-	2,234	-	4,265
Deductions	(1,460)	-	(2,130)	-	(3,590)
Balance at June 30, 2017	<u>1,986</u>	<u>-</u>	<u>2,337</u>	<u>-</u>	<u>4,323</u>
LOCAL TAX FUND					
Balance at June 30, 2016	-	-	-	39,787	39,787
Additions	-	-	-	21,264	21,264
Deductions	-	-	-	(14,659)	(14,659)
Balance at June 30, 2017	<u>-</u>	<u>-</u>	<u>-</u>	<u>46,392</u>	<u>46,392</u>
COUNTY TRANSPORTATION FUND					
Balance at June 30, 2016	19,470	-	-	259,582	279,052
Additions	9,535	-	-	369,583	379,118
Deductions	(19,470)	-	-	(348,050)	(367,520)
Balance at June 30, 2017	<u>9,535</u>	<u>-</u>	<u>-</u>	<u>281,115</u>	<u>290,650</u>
TOTALS - ALL AGENCY FUNDS					
Balance at June 30, 2016	20,885	-	2,233	299,369	322,487
Additions	11,566	-	2,234	390,847	404,647
Deletions	(20,930)	-	(2,130)	(362,709)	(385,769)
Balance at June 30, 2017	<u>\$ 11,521</u>	<u>\$ -</u>	<u>\$ 2,337</u>	<u>\$ 327,507</u>	<u>\$ 341,365</u>