



Government Services

Planning & Project Committee Meeting via Zoom

September 17, 2020 – 3:30pm

MINUTES

Present: Dwight Stewart (Chair), Jay Davis, Laurie Funderburk, Jeffrey Graham, Jim McCain, Julia Nelson, Sammie Tucker, Will Wheeler, Chuck Wilson, Travis Windham

Not Present: Eugene Baten, Joe McElveen

Guests: Ken Martin, Bernard Amado, SCDOT

Staff Present: Christopher McKinney (Executive Director), Dennis Cyphers (Government Services Chief), Jake Whitmire (Planner), Jeff Parkey (Regional Planner), Ashley Walker (Administrative Assistant I)

Call to Order: Mr. Jeffrey Graham, called the meeting to order at 3:45pm with a prayer and pledge of allegiance.

Approval of Previous Meeting Minutes: Mr. McCain motioned for approval of meeting minutes, Mr. Wilson seconded, and the minutes were approved unanimously.

Camden Truck Route

Mr. McKinney informed the Committee that there was a Camden Truck Route ribbon cutting that took place on Thursday, August 6th. The truck route was completed, however there was an extra cost of about \$1.5 million that will carry forward into the next TIP and impact our next projects

Bishopville Truck route

Mr. McKinney informed that SCDOT has moved the Bishopville Truck Route out by one year. The request was made due to scheduling purposing. Was not possible to get this done in the original timeframe that was planned for. This has been moved from 2023 -2024 but expected to begin during the latter half of 2023. The amount of funding under the current allocations are altogether the amount of \$19,703,125; \$14 million in Guidesshare funding, \$4,662,500 in federal earmarks; \$720,000 in CTC funds, and \$320,625 in state funding. There being a difference of \$11,400,875 with a new cost estimate of \$31,104,000. Working with SCDOT to have a path forward to make sure that project does not get off track. Mr. McKinney then opened the floor for any questions related the Truck Routes.

Mr. Tucker referred to the Camden Truck Route asking if the \$1.5 million would be approved during the current meeting. Mr. McKinney informed that the \$1.5 million would not be necessarily approved; just would be absorbed into the TIP that will be approved. Mr. Tucker then asked if this would be the final number with the contractor. SCDOT confirmed and stated that is the final closeout cost. A claim was settled and the remaining \$1.5 million was based on final quantities for the project. Mr. Graham then asked if truck route signage had been installed and requested the committee be notified the answer that SCDOT stated needed to be verified.



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Mr. Windham asked if inside the city of Camden where the sidewalk to the lighting is located was paid for by the city of Camden or with Guideshare funds? Mr. Graham responded by stating that the City paid for all underground water lines. There are rights for when SCDOT comes into any territory. There are parts for which the Guideshare paid for because the city had previous rights in this state that came on to previous city rights. Anywhere the decorative poles are, the City put in; the waterlines and sewer lines, sometimes, were moved by DOT because they took the rights to that property. Mr. Windham asked how much did the decorative lighting cost the city? Mr. Graham responded by stating he did not have the total cost; however, it was very expensive. An example he gave was the 521 interchange being about \$1 million to underground. Mr. Tucker pointed out in reference to the signage of the truck route that there were some missing signs and suggested double checking areas and putting additional street signs so that people can read from the opposite directions where needed. DOT stated they would contact the construction engineer and make sure that it is addressed.

Mr. McKinney readdressed the Camden Truck Route's extra cost of \$1.5 million that gets absorbed into the Guideshare funds and then with the Bishopville Truck Route, there's a difference of about \$11 million from the original funding that was thought to be, to what it is actually going to be with current programming \$31,104,000. Looking at about almost \$14 million that is going to be absorbed over the TIP over several years. This will all show in the budget when showing the different scenarios that were presented.

Black River Road Corridor Improvements

Mr. McKinney informed the committee that originally \$6.5 million was approved for about a 0.7 mile stretch through back and forth conversations that included the committee and that the new cost is \$9.7 million after the P.E. which is about a 1.7 mile build. It will potentially have a separate multiuse path. Mr. Martin gave the committee a funding update and potential construction phasing scenarios. Originally there was a 5-lane section for about 0.7 miles. There was a \$6.4 million planning level estimate which is 0% plans. Traffic study recommendations were presented, and they were showing a 3-lane section to Steeplechase Industrial Blvd. for 1.7 miles. Then federal highway provided input and they saw that there were 2 logical termini options along the corridor which would be either the connector road to the campus or the Industrial Blvd. The connector road to the campus is about a 0.5 mile stretch and the Steeplechase Industrial Blvd is about a 1.7-mile stretch. The 2 roadways are deemed to have elevated land use due to the developments that they connect to.

There was a March 4th Stakeholders meeting that was about 10% plans. DOT presented several typical sections and saw the need for bike facilities which was ultimately what everyone wanted. Unfortunately, at that time, it was seen that it was an excess of what a lot of funding was. As selective alternative, a 3-lane section for those traffic study recommendations were looked at and the addition of the multiuse path including bike lanes and sidewalks. Most recent cost estimate put that at \$9.7 million which is producing roughly a \$3.3 million short fall from what had been allotted.

To consider how to move forward with the project, Mr. Martin provided the committee with 4 different options. The project could either be terminated, complete the design and shelf for later when more funding becomes available, the project could be constructed into a Phase 1A & 1B Construction approach, or have the



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entire construction through Steeplechase Industrial Blvd. The pros of terminating the project is that there are no additional expenditures. The con is that it requires expenses to be paid back and you do not get anything as far as usable plans or environmental documents for the useable future. The pros of completing the design and shelving for later is that it does produce useable plans and environmental documents; however, with those plans, you have 10 years to advance project before required payback of the federal funds and the environmental documents would expire after 3 years if it is not moved upon. Depending on how the plan gets developed, that could be something simple as an update. Another con to consider is the additional cost to update and increased future construction unit pricing.

The pros for Phase 1A & 1B Construction is that there will be maximizing improvements under the funding that we have and there is connectivity to future RTP greenway under Phase 1A. The cons are that this requires additional financial commitment to be placed in the LRTP to cover phase 1B because essentially federal highways do not want to get in a situation of building half of a project. This also increases our level of environmental documentation and having to show justification for 1A as a stand-alone independent functionality. Phase 1B as well has the same cost of updating environmental documents and some cost of duplicate mobilization and temporary construction activities for tying in the existing roadway of Phase 1A versus where 1B picks up in the future. There is also the inflation and increased unit pricing; however this time, it would only apply to Phase 1B as where with the other scenario, if we shelf it for later, it would apply to the whole corridor and you do not get the bike/ped connectivity to those neighborhoods until you build Phase 1B.

Mr. Martin used an enclosed map for a visual of the phases. The termini for 1A was considered to reach to about Tickle Hill Road where the ped/bike facilities are carried. There is a section in the trees where the future RTP would be located. Greenway was proposed to come in to tie connectivity wise. The widening limits would have to carry through the curve for the super elevation transitions. It would be a little past Hermitage Farm Rd through the curve, which would be Phase 1A. Phase 1B would be the rest of the corridor through Steeplechase Industrial Blvd. The reason it extends a little past Steeplechase is because the taper links start to get into Rapid Run Intersection, and it made sense to go ahead and include that into the corridor.

The last option, to have construction through Steeplechase, is what is going to cost the least in the long run compared to the 1A/1B scenario because you do not have those duplication of efforts. This would be to construct the whole corridor, you get a complete project, and complete environmental documentation. This does require additional funding of \$3.3 million. That is based on 20% preliminary plans. As the design process is worked through, there will be more known about that process. It could go down or up but at the moment, DOT feels as though it is conservative and hopeful that it would go down.

Mr. Graham asked what the cost was to phase the project and how much more would it cost? Mr. Martin responded by stating the cost is unknown at this time. That is a future cost projection on 1B. Reviewing the summary sheet of the options provided, for the phases he stated that it will cost more than the full build, however, percentage wise at this time is hard to say. There are duplicate construction activities and inflation potential on Phase 1B. Mr. Graham then asked about the improvements done on the corridor and questioned how much money has been spent to date and how much of it is DOT money. Mr. Martin responded by stating



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he is not sure if DOT was directly involved in that. Mr. Graham informed the committee there has been improvements to the corridor (a traffic light, 3-lane road, and a turning lane) installed by the local county and municipalities. The county and the city along with delegation worked to secure additional funds to make it safe for Central Carolina in its current state. As we start looking at numbers and money, the local county is in conjunction with the project and have already put in money to get it to its current state with the plan for this long term and short term to be enhanced as planned. It had to be done quicker based on the 2,000+ students coming to Central Carolina and the technical school being out there. For clarification, Mr. McKinney stated that the cost estimate that will be presented is outside of the improvements already done by the county and the city.

Mr. Wheeler asked if this would have an impact on being able to begin the truck route in Bishopville in 2023 if this project is done as a full project? What is the impact? SCDOT responded by stating it will not delay the schedule for Bishopville getting started, but what it will do is push back the payment of advanced Guides shares. Ultimately will end up seeing the effects of it on the back end at the end when Bishopville is being paid back but might not be able to start new projects for an additional year. Mr. Graham referenced that it was a big part of the discussion at the last meeting that we wanted to make sure that the projects that are currently in queue will continue to be funded and Kershaw County feels as though these projects should be funded like Bishopville because it is a big project that needs to be funded and it sounds like we can fund these projects and move forward as this committee and previous committees have agreed to.

Mayor Nelson asked if it would impact the amount of funding available for the next project that is in line? Mr. McKinney confirmed by stating it would impact the funding and the amount that we would have to request in advance. SCDOT then stated that regardless if the full project is advanced or not, there is not enough money to start construction on the current schedule. The COG would have to ask for an advancement of Guides shares to keep that project on schedule regardless. What DOT has committed to do is commit to advancing those Guides shares and then would just be a little bit more that would have to be advanced under the scenario of the full build out. It is recommended by DOT to move forward with the full build project at this time. Trying to piece it would just add more complications to the cost along the way that might cause some issues. If were to move forward with purchasing right-of-way for the whole corridor, then some individuals may question why the purchase of property from them and not constructing the roadway where they are. There is going to be a lot of hurdles with phasing the construction of the project. Mr. Wheeler stated that his interest would not be adverse to doing that provided there is a clear message from the panel, the department and all involved and that the next project in line that's essentially put after this one will affectively be harmless from any of that. There would probably have to be change in the way that things are looked at to make those changes effective with whatever projects are planned after what's on the table rather than having anything that's currently queued up have any effects of that. Mayor Nelson asked if this was originally part of the first plan or if this is an addition? Mr. Martin stated that the original scope of the Black River Rd. Corridor was budgeted and looked at on a planning level estimate for a 0.7 mile 5-land section and DOT looked at 2 logical termini, Connector/Titan Rd. which would have cut the project short a 0.5 mile section versus the Steeplechase Industrial Blvd. That is where the change in scope has evolved to. It is more of a complete project and more of what the feds and DOT



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can get behind. There are two options to carry it to, but the Connector/Titan Rd seemed lack luster and there has already been some improve done there.

DOT was looking for an opportunity to carry it down to the next possible termini. It was not a part of the scoop and was something brought up in the stakeholder meetings. All saw a need for pedestrian facilities to extend down to the neighborhoods to the North and provide that connectivity to the rail to trail future Greenway as well as the central technical campus there. Mr. McKinney stated that this is what the original scope was and based on frontal of highways and DOT's input, the scope is now what they were at Steeplechase; the 1.7 corridor.

Mr. McKinney moved on to the feasibility studies. Currently, there are 8 approved feasibility studies at \$100,000 apiece. There is going to be some impact to our Guideshares that are going to go into the out years that are going to impact future projects. We have the \$1.5 million with the Camden Truck Route, the additional \$3+ million with the Black River Road Project, and about \$11.5 million associated with the Bishopville Truck Route. Based on these, staff's recommendation through the committee is to not do the studies in order to be more effective with funding and also recommending that we transfer funds for a project to put a bike path along 521 to transfer those funds to the Rails to Trails Program along Black River Rd to go along with this particular project. Funds would be placed at the Greenway previously addressed to facilitate things that the city and county are already doing to facilitate connectivity to downtown. That is why staff recommends dropping all feasibility studies based off all the costs that we must absorb.

Mr. McKinney then address other things staff recommends for the committee to consider.

2020 is the census and no later than 2023 (hopeful in 2022) we would know the results. There is a possibility for the COATS MPO to expand to encompass Camden. The COG in Columbia does not determine that. That is determined by federal highways on where the boundary is going to go. In 2010, through a collective lobbying by the City, County, Elected Officials, and the COG, we were able to keep them to stay on the other side of the Wateree River versus coming over and absorbing Camden. We are in the process of trying to prep for that again due to it not being in the COGs best interest for Camden to be absorbed into that MPO. It is for our best interest for Camden to stay with our COG because we get to help shape our region and that could be a significant amount of money we lose because proportionately based on population, we will lose funding for rural roads if Camden gets absorbed into the COATS MPO. We estimate around \$1,000,000 (no exact amount), but that is our best guess at this time. He asked that the committee keep that in mind in the context of the additional cost compared with the Camden Truck Route, Black River Road Project, and the Bishopville Truck Route.

Mr. Whitmire reviewed the current approved budget enclosure with the committee. The Camden Truck Route was not reflected on the enclosure since it was supposed to drop off at FY 2020. It would not be carried over into this TIP as to why it is not listed on the enclosed sheet. There is \$14,000,000 for the Bishop truck route that is not where we are at as far as the new cost estimate as well as the \$5.6 million. There are some funds at some points that have dropped off in 2020 for the Black River Rd project that are not reflected on the enclosure



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but will be reflected on the scenarios that were to be addressed. Those costs are going up and will affect the carry forward and our advancements in our total debt service that we are going to be paying back in the life span of this TIP.

There are three scenarios that Mr. Whitmire and Mr. McKinney addressed from the enclosure. In each scenario there are two options, one where we keep Camden throughout the course of this TIP and another that is hypothetical if we lose Camden after 2023 showing what our funding would potentially look like in these scenarios. Before addressing the scenarios, Mr. McKinney did a briefing of the current approved budget.

Ms. Nelson asked if we are advocating to try and keep Camden in, is there anyone working against it? Mr. McKinney responded that it is a decision made by federal highways and they make it based off population. If they see that the density is growing, then for them the logical thing is to extend that boundary to where the density of population is. Mr. Graham stated that Kershaw County as a whole wants to be with Santee-Lynches for their transportation as well as all of their other services and the County needs other support from the region to support the efforts at a later point and letters of support from the COG and others to make sure that they do not want to change and wanting to stay with the current partners. Mr. McKinney then went into explaining Scenario A-C listed in the enclosure. (47:35)

Scenario A addresses the full build of the Black River Road Project considering the true cost of the Bishopville Truck Route, dropping all 8 approved feasibility studies, and allocating \$294,000 to rail to trail project in Camden. This scenario is pending there is no cost overrun on the Truck Route for Bishopville and no cost overruns on the Black River Road Project. This is if what we project is over highly, and we come in under or at. If this is not accurate and we go over, then there is a further ripple effect. Mr. Tucker stated based off the data and information, this maybe the quickest way that we can get out of debt where we can start new projects. Right now, we have no new projects because there is no money after the Bishopville and Black River Projects.

This could be allotting to where we can work something up after the year 2030. Mr. Whitmire stated that Scenario C has funds available earlier, but it relies on the hypothetical. All the scenarios put us in the timeframe of FY 2028 – FY 2029 if we keep Camden. If we lose Camden, it will push us out about 2 years. Mr. Wheeler asked if there is anyway to be protected despite it being out of our control or do, we just plan accordingly? Mr. McKinney responded by stating that if we commit to a project and the project starts whether Camden gets absorbed or not then we must fund the project. Mr. Wheeler asked when we will know for sure and Mr. McKinney responded 2022 – 2023 is our best guest; hopeful in the latter part of 2022. Mr. McCain stated that it seems to be in our best interest not to start any projects unless we know for sure if Camden will stay with the COG. Mr. Tucker stated that it is unknown how far South they will come off #1. They are coming off US 1. Ten years ago, they were going out and heading North towards Bethune area so it is unknown how far they will reach. Black River is on the other end of Camden. Even if they do absorb, then it is unknown if Central Midlands will go that far without seeing any type of scenarios from the Federal Highway commission.

Scenario B addresses the Phased buildout of the Black River Road project with additional cost, taking into account the true cost of the Bishopville Truck Route, dropping all 8 feasibility studies and allocating the money to the rail to trail project in Camden. The only difference between Scenario A & B is not allocating the \$9.7 million for the Black River Road project. If Camden stays (Scenario B1), we are then on the hook to do Phase



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1B to finish this project to meet FHWA's purpose so we will have that money if FY 2028 but on the hook to put the second portion onto Black River Road at the end of the Scenario.

Scenario C places Black River Road Project on hold until after the Census results, allocate funds for the rail to trail project in Camden is put on hold, and some feasibility studies in Kershaw County to be put on hold until after the results come out, keeping the studies that won't be impacted by the potential absorption into the COAT's MPO, and to approve the Bishopville Truck Route. If Camden stays, we can look at in 2023 or 2024 to do a TIP update to put the projects back on the books to keep the project moving because we are mindful that there is a 3-year shelf life. DOT stated that the 3-year shelf life is on environmental documentation. The plans are a 10-year shelf life which is a much more significant undertaking than the environmental documentation. The plans would be good for 10 years and the environmental permit would expire in 3 years. If we lose Camden in this scenario by placing the other ones on hold, we still do not have any outyear debt, but we do have to take on some proposed advancement in the year 2026. It does not significantly prevent us from holding off on doing new projects after this TIP timeframe.

Mr. McKinney addressed that from staff perspective, knowing what will happen with the Census will make more sense because otherwise we are on the hook with a smaller amount of money and depending on how much is absorbed, we will lose money proportionally based off of population. It is recommended that we know what we have and make the best decision going forward versus not knowing what it is going to be. There might be increased cost, but we have the funding and can absorb that debt in the outyears and keep some other projects. Once we know what will happen with the Census, we can take that and put the project back on and if in the event that Camden does get absorbed, what we have at that point is a working plan that we can take to COAT's MPO and address the project that has a shelf life and that gives some additional for them to do something in Kershaw County. Having a project with a shelf life brings more to do something in Kershaw County.

Mr. Tucker asked Mr. McKinney which scenario provided would he recommend. Mr. McKinney responded by stating that he recommends scenario C. Mr. Tucker stated that Elgin is a part of Central Midlands and have gotten nothing over the 16 years he has been on board from Richland and Lexington counties. Getting absorbed and entering their transportation would be a nightmare for Kershaw county; not only cutting funds from SLCOG but Kershaw will not receive the money back to do anything in Kershaw County due to very little representation. Even having a shelf life project in his opinion is not going to give much solidity to the Central Midlands COG doing right by Kershaw County. He stated is more for scenario A1 or A2 due to in 2 more years not knowing what will happen and Black River Road is a busy road and growing area steadily building. Mr. Wheeler expressed his concern of how we would answer the question 6 years from now of why we made our decision if it got moved and we had to pay for it and money being gone. He feels as though the C recommendation makes sense to him. Mr. Tucker asked Mr. Wheeler what is the difference between the \$2 million already spent, give it shelf life, and it never gets done? He also expressed his concern for dealing with Central Midlands and their lack of care for Kershaw County. Either way we go, there is going to have to be explanation of why the project was not completed and why was the funds spent and wasted. Mr. McCain also expressed his feeling about Central Midlands lack of care for Kershaw and stated that in his opinion, we have



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to make a decision as to what is best for the rest of the COG and he feels as though scenario C is the best decision. Mr. Graham expressed his concern of going with scenario C. States do not know how transportation will be funded this year from the Federal Government and if we will be making decisions based off of what the Feds will do, it is probably best to postpone all projects and not spend anymore transportation money because it is unknown how the Feds are funding because the budget has not been passed in many years. He feels that the Census is a terrible thing to bank all our projects on for the future. If we make all of the decisions based off of a 2 year plan in the future, he feels as if we should not do any transportation plan because then we do not know what the growth is going to be. This project is needed as to why it has been placed before the committee and it is not a project for a long-term decision; it is a needed right now. A large sum of money has already been spent of local dollars for this project to make it safe in an interim basis. This is not just for Kershaw but for the safety of the students and a partnership with our region, Central Carolina. Lee County as well as Sumter County students attend the campus and this is indeed a regional project. This is a project that is very important to our region and in our industrial park and projects that cannot wait 2.5 years to find out if the census is saying we have a population growth. He does not think that we can wait 2 years for this project and on numbers that potentially may not even count. We could potentially be setting ourselves back many years by not taking action.

Ms. Nelson expressed her opinion that it seems as though the decision is based on perspective of where sitting (COG Board perspective and Kershaw County Perspective). Mr. McCain made a motion to adopt Scenario C. Ms. Nelson seconded the motion. Mr. Tucker asked for clarity on which Scenario C the motion is referring to. Mr. McKinney addressed that the Scenarios are the same; however, C1 is if we keep Camden and C2 is if Camden is absorbed. Rep. Funderburk asked if we end up with C and it turns out that we fought hard and victorious and not being accepted into Midland COG, what would be the intention of the committee at that point? Mr. McKinney pointed out that staff's recommendation to the committee is to make an amendment to the TIP to put the project back on the books to execute it. Rep. Funderburk asked if that was something we can make as part of this? She expressed not wanting this to be completely lost and that this committee fought very hard to keep the Bishopville Project online even though Bishopville voted against the project. Central Carolina is out there and is a regional asset that this project directly affects, and she does not want it to get lost. She intends to fight hard to stay out of Midlands. Mr. Wheeler agreed and stated that it would be his intent as well as far as what Mr. McKinney addressed and that it is a fairly small probably that it would happen but there is a chance. He then asked Mr. McCain about adding to the motion. Mr. McCain stated that he suggestions going with Scenario C for now until the decision is made and then once it is made, if Camden and Kershaw remain a part of Santee-Lynches then absolutely add it back on the table and move forward. Mr. McKinney clarified Mr. Wheeler asking to add a caveat to the motion. Mr. McCain made a motion to amend his previous motion with the caveat that if Kershaw and Camden stay within Santee-Lynches, we will immediately go back and finish the project. Mayor Nelson accepted the amendment. Rep. Funderburk asked for the motion made to be more specific to say the Campus of Central Carolina remains outside of the Midlands COAT's area and stays within Santee-Lynches COG transportation. Mr. Stewart asked if Mr. McCain accepts the amendment to the amendment. Mr. McCain accepted the recommendation and Mayor Nelson accepted as a second. Mayor Nelson asked if a cap was going to be placed on the money or how open will it be? Mr. McKinney responded by stating it is at the committee's pleasure due to not knowing what the numbers could be for the future. Mr.



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Graham referred back to a DOT statement that none of the projects would not be funded based on the scenario and wondering why postpone a project that DOT is committed to us to fund out projects for all of our counties that have projects in the queue. Why would we not fund our project as they have been in the queue the entire time, we have been working on this. Mr. Wheeler stated that even if DOT commits to funding, if Camden is moved, DOT might be funded but they will still be looking to get paid back from Santee-Lynches even though Guideshare funds would be going to the other COG. That is not DOT's problem at that point due to them still getting paid from Santee-Lynches. Mr. Graham asked to clarify if any project that comes up from Kershaw county, this committee is not going to fund over the next 2.5 years? Mr. McCain stated that he does not think we will fund any projects over the next 2.5 years. Mr. Graham then asked if we will not be funding any Lee, Clarendon, or Sumter projects for the next 2.5 years until we know for certain what will happen? Then stated that if that is the case, that is not Scenario C; Scenario C says that Kershaw County's project will not be funded, and the rest of the projects move forward. Mr. Wheeler stated that he does not think the other projects are subject to be moved. Mr. Graham expressed the unknown of the situation and stated that their county was on the chopping block 12 years ago and anticipating being on the same chopping block. There is not wanting to be changed, but there is no guarantee another county could be moved somewhere else. Instead of making decisions on not funding Kershaw projects, Mr. Graham suggests not funding any projects and asked to make an amendment to the motion that the COG does not fund any projects for the next 2 years. Mr. McCain asked if any projects were out in Sumter or Clarendon counties that are currently being moved forward? Mr. McKinney answered by stating there are currently none in the queue in Clarendon and Sumter. The only one in queue is the Bishopville Truck Route. Mr. Graham stated that projects in those counties have not been funded in this committee and have not proposed any projects for the past few years. He asked for clarification on if the Lee County project would be put on hold. Mr. McKinney stated that that would be up to the committee. Staff recommendation was to proceed forward until we know what is going on with the Census. If the committee wants to put the Bishopville Truck Route on hold, that is at the committee's decision to take it to the full board. Mr. McCain stated that a motion and amendments with a second is on the floor and asked the committee could move ahead with that motion? Mr. Stewart responded by stating it should be appropriate to do so and having been on the COG for years now, he wants to assure everyone is treated as fairly as they can and certainly within the limits of the money that is available. He asked if Mr. Graham would like to make a 3rd amendment to the motion and Mr. Graham stated that he makes the motion that all projects be postponed until the Census is over. Mr. Wilson addressed that after a second amendment, the motion must be restated and seconded. There was then brief discussion on how to move forward with the motion. Mr. Stewart addressed that a new motion with the new amendments would need to be made along with another second to move forward. Mr. McCain restated the motion to move forward with Scenario C with the caveat to put Black River back on the table as soon as the decision is made if Camden and Kershaw county is a part of Santee-Lynches, no projects will move forward, and Central Carolina remains inside the Santee-Lynches COG. Mr. Wilson seconded the motion. Mr. McKinney pointed out for clarification that if Camden is absorbed and the school is not, the funding is based off population, not on the campus. SCDOT confirmed Mr. McKinney's statement to be correct. Mr. Tucker moved to table the decision. Mr. Graham seconded the motion. Mr. Wheeler expressed his feelings for the discussion at hand and stated that the recommendation is not being looked at to be opposed and if there wouldn't begin funding the project in Lee County until 3rd or 4th quarter of 2023 or 1st quarter of 2024, that would be fine. It is a matter of potentially borrowing money and paying back money on someone



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that will be gone without their money. Mr. Graham responded by saying the project would be fully funded in the 3 years that we have, and the long-term line of thinking is not the case. If we were to move this project forward and keep the portion that we believe is Kershaw county and city of Camden, those portions alone would pay for that project alone. It is not known that postponing the project from the standpoint of nonpayment would not make any sense. Mr. Wheeler then stated, from what Mr. McKinney expressed, is that DOT will fund the project, we just would be paying it back for sometimes. Mr. Graham responded by stating the portion being discussed would fund the project on its own over the next 2.5 years. Therefore, by waiting, the COG and County is getting that portion of the money without any benefit to Kershaw's portion of the COG. Mr. Tucker expressed that Kershaw county is not leaving the COG just a transportation portion has the potential chance of being absorbed to central midlands. There still will be voting on other issues and more Kershaw county that needs road and transportation improvement. Mr. McCain asked for clarification, how Kershaw will still be a part of Santee-Lynches? Mr. Tucker explained that it is just the transportation issue. The only part that is with Central Midlands is the transportation portion which comes out of Elgin down US HWY 1 to the Wateree River. That is why no projects have been done there. Mr. Wheeler addressed the passing of the tabling motion. To get clarity, Mr. McKinney stated that the Central Midlands transportation is determined by population. That determines where they draw the boundaries. The COG membership is determined by state legislature and that makes Kershaw county apart of Santee-Lynches COG. That will not change based off population growth or decrease. Mr. Wheeler reviewed for clarification the motion on the floor. Mr. Graham clarified that Mr. Wheeler made the motion to table and he seconded the motion. He also mentioned that he made a motion to not fund anymore projects which was added to the main motion that was not yet voted on. Mr. Graham at the time was the only affirmative voter for the tabling.

After clarifying, a motion and a second to table the discussion was placed. Mr. Tucker asked if a roll could be called to vote on the motion. 6 committee members, Tucker, Graham, Wheeler, Wilson, Funderburk and Windham, all voted yes to table. 4 committee members, McCain, Stewart, Nelson, and Davis, all voted no. Mr. McKinney suggested rescheduling another meeting to take place to resume the meeting at a later date due to the TIP approval being based on the recommendation of which action the committee would like to take. There is currently an approved TIP, but it does not reflect the cost overruns with the Camden Truck Route and the new updated amount for the Bishopville Truck Route. Mr. Graham asked for clarification if the vote of the TIP is being changed to amend the current TIP and if a meeting is needed only if the committee is wanting to change the TIP. Mr. McKinney confirmed and stated that it is the committee's decision and the current TIP does not reflect the overruns as to why an amendment is needed. If the committee wants to move forward, that cannot happen until the committee approves the amended TIP. After brief discussion, Mr. Stewart recommended Mr. McKinney schedule another meeting for the committee to resume discussion. Mr. McKinney gave some items to think about until the next meeting based off discussion.



Government Services

Planning & Project Committee Meeting via Zoom

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Adjourn

Mr. Graham made the motioned to adjourn, Mr. McCain seconded the motion, and the meeting was adjourned at 5:32 pm.

Respectfully Submitted,

Dennis Cyphers

Dennis Cyphers
Chief, Government Services