



**Government Services**  
**Planning & Projects Committee Meeting**  
**January 29, 2020 – 11:00am**

**MINUTES**

**Present:** Jay Davis, Sammie Tucker, Chuck Wilson

**Call in:** Dwight Stewart, Jeffery Graham, Travis Windham, Laurie Funderburk, Will Wheeler, Julia Nelson

**Not Present:** Eugene Baten, Jim McCain, Joe McElveen

**Guests:** None

**Staff Present:** Dennis Cyphers, Chris McKinney, Jake Whitmire, Ashley Walker

**Call to Order:** Mr. Dwight Stewart, Chairman, called the meeting to order at 11:13am with a prayer and pledge of allegiance.

**Adoption of Agenda:** Mr. Wilson motioned for approval of the agenda, Mr. Davis seconded, and the agenda was approved unanimously.

**Staff Briefings:**

**SCDOT Performance Management Adoption**

Mr. Cyphers informed the committee of the need for the adoption of the SCDOT Performance Management Letter for the upcoming safety targets. The state's safety targets will be adopted, and we will not be creating any of our own. Mr. McKinney noted that there could be potential loss of funding for the transportation program for the rural areas if this letter is not adopted by the committee and taken to the board by the February 3<sup>rd</sup> Board Meeting.

Mr. Whitmire briefly addressed the current standards of statewide targets. He noted that Santee-Lynches is high on the fatality rate standing at a 2.8 whereas the state target is at about 1.8. Safety has been a big issue on our roads as to why adopting the state targets is a goal to address those matters.



## **Government Services**

### **Planning & Projects Committee Meeting**

**January 29, 2020 – 11:00am**

Mr. Tucker inquired as to why there is not much input on the plan and if the state plan is put in place due to time restraints and if more would be added later. Mr. Whitmire confirmed that an amendment could be done later, but due to time commitment and keeping in line with SCDOT and their planning, it has been better to keep some of the same standards. Mr. McKinney noted that our own standards can be created, however, it is important to make sure they are congruent, and it is easier to be consistent with the state. All other COGs have adopted the states standards as well. SCDOT uses these targets when doing road projects to see if the projects could reduce these numbers to meet the target standards. The benefit of adopting lower numbers is to open more options of potential funding for the safety. It also helps to get money to the areas that do not get funding due to the tighter standards.

Mr. Cyphers briefed the committee with standings of the state averages. Total number of fatalities listed at 1,011 with a current average of 988. Fatality rate listed on state target is 1.819 with a current average of 1.790. Total number of serious injuries is 2,781 with a current average of 2,986. Serious injury rate per 100 million vehicle miles traveled is 4.979 with a current average of 5.420. Total number of non-motorized fatalities stands at 380. These numbers are averages across our state.

A motion to adopt the standards and to be presented to the full board was made by Mr. Wilson and seconded by Mr. Windham. The motion passed unanimously.

### **Adoption of Previous Meeting Minutes**

Mr. McKinney addressed the need for amending the agenda to adopt the last meeting minutes. Mr. Tucker motioned for approval to amend the agenda, Mr. Wilson seconded, and the agenda amendment was approved unanimously. The adoption of the meeting minutes was deferred to the next meeting.

### **Black River Road Corridor Improvement Projects Update**

Mr. Whitmire noted that a kickoff meeting was held on January 9<sup>th</sup> at SCDOT to discuss the current status of the project. DOT currently has a consultant working on this project. Originally back in October 2018, it was approved for \$6.4 Million for the guide share funding. The intention was a



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7/10<sup>th</sup> of a mile section of the road widening it to 5 lanes. After the consulting process, DOT has decided the 5 lanes is unnecessary for the roadway and moving to a 3-lane segment.

The right of way cost is expected to be reduced. \$2 million was laid out for the right of way acquisition, however due to the changes, originally \$750,000 that went into the planning phase has went up to 1.2 Million. The city and county are wanting to add a multi-use path to the project, though funds are not quite there due to the allocations causing ongoing discussion of how money will be acquired. With going to the 3-lane segment, extension from 7/10<sup>th</sup> of a mile will be moved to 1.7 miles. Extension will extend to the industrial park on Black River Road.

There was brief discussion among the committee regarding the project and its cost. \$6.4 million has been voted on and approved for this project. There is no certainty of the new estimated cost, however, Mr. Whitmire stated that new estimates will be discussed the first week in March bringing estimates of the designs brought forth during that meeting. Any additional cost, the committee would be required to make a recommendation to the full board or more guide share funds would have to be used for the additional funding. By the April board meeting, there is projected to have more information.

**Adjourn**

Mr. Tucker made the motioned to adjourn, Mr. Graham seconded, and the meeting was adjourned at 11:34am.

Respectfully Submitted,

Dennis Cyphers

Chief, Government Services