



**POLICY COMMITTEE MEETING
SUMMARY MINUTES
January 23, 2015 - 12:00 p.m. (NOON)
Manchester Meadows Conference Room**

COMMITTEE MEMBERS PRESENT: Danny Funderburk; Kathy Pender; George Sheppard; Ralph Norman; Brian Carnes; Doug Echols; Michael Johnson; Ann Williamson; Bill Harris; and Wes Hayes

ADMINISTRATIVE / TECHNICAL / MANAGEMENT STAFF PRESENT: Greg Shaw (SCDOT); Leslie Coolidge (DHEC); Cliff Goolsby (Rock Hill); Susan Britt (Tega Cay); Brian Klauk (SCDOT); Roger Jerry (DHEC); Bill Jordan (SCDOT); Elizabeth Harris (CIN); Darlene Broughton (SCDOT); Ryan Blancke (York County); Robby Moody (Catawba COG); Penelope Karagounis (Lancaster County); Bill Meyer (Rock Hill); Allison Love (York County); David Burgess (SCDOT); Jimmy Bagley (Rock Hill); Kevin Sheppard (SCDOT); and David Hooper (REATS)

CITIZENS / VISITORS PRESENT: Frank Myers (CAC); Jim Van Blarcom (CAC); Scot Sibert (STV); Luther Dasher (CAC); Robert Dubnicka (STV); and Ron Pappas (Lancaster County Planning Commission).

1. CALL TO ORDER:

- a. **Welcome** – Chairman Funderburk called the meeting to order at 12:15 P.M. and welcomed all in attendance.
- b. **Citizen Comment Period** – No comments

2. REVIEW / APPROVAL OF MINUTES:

Mr. Funderburk asked if there were any changes, deletions, or comments to the minutes of the November 21, 2014 meeting. Mr. Johnson made a motion to approve the minutes as presented. Mr. Sheppard seconded and the minutes were unanimously approved.

3. UPDATE ON CURRENT PROJECTS:

- a. **York County One-Cent Sales Tax** – Mr. Leazer briefly reviewed the new color coded reporting format for each phase of project work. Additionally, Mr. Leazer noted that this structure will also be posted on the Pennies Website in the near future. Mr. Leazer then transitioned into his project review: (1) Fort Mill Southern Bypass (Phases 1B & 1C) – project is in good standing on the costs and staff are in the process of closing out the project (though some punch list items do remain) – this part of the bypass has been open to the public since July 30th. Fort Mill South Bypass (Phase II), this is the second and final phase of the project with construction currently active. Looking ahead – it is important to note that the schedule on this project was extended 3 months due to an

especially rainy season during the summer. With this in mind, expected completion is slated for September 2015.

McConnells Hwy – this project is slated to go to bid in the spring, with construction expected to be complete during the summer of 2017. It was noted that although ROW is complete – that approval for a design exception is pending with SCDOT. Although it is a minor design exception, it will likely involve an adjustment to the project schedule. Mt Gallant Road – this project is slated to go to bid in the spring of 2016, with construction set to be complete in the summer of 2018. Project is in final design and ROW, but could see cost changes based on final quantities, ROW and utility costs.

Tega Cay Gold Hill Connector – this project is slated to go out to bid in spring of 2015, with construction to be complete in the winter of 2016. ROW negotiations have started and there is continuing discussion regarding one of the appraisals – though an offer on this property is expected later this month. Gold Hill Road / I-77 Interchange – is in design and an expanded set of 30% plans were submitted back in November. Comments have since been received and staff are actively working to address noted items. Additionally, traffic studies have indicated that an increase in the width of the bridge is needed; and therefore, original cost figures will be updated to reflect this. This project is slated to go to bid in the summer of 2015 – with construction slated for completion during the summer of 2019.

SC 160 West (Zoar Road to the NC state line) – this project is slated to go to bid in 2016, with construction completed in 2018. 30% plans are complete and cost components are stable. US 21 / SC 5 – a public information meeting is slated for the spring / summer of 2015; with a letting in 2016 and the project opening in 2019. It is important to note that this project is early in the design process, so schedule adjustments could occur as the project naturally matures. Pole Branch Road – this project is basically on parallel tracks with the prior one – with a letting in 2016 and an opening in 2019.

- b. SCDOT Project Status Report** – Mr. Klauk provided an update on the following projects:
- SC 121 (Albright Road) – project is complete and open to traffic – though there are some punch list items being wrapped up
 - US 521 / Marvin Road – slated for beginning of preliminary engineering in FY 16
 - Celanese / India Hook – project scoped and final surveys complete; traffic studies are active.
 - SC 160 (Phase II) Widening Project – final design and ROW acquisition in progress; project slated to go out to bid later this year
 - Riverview / Riverchase Area Project – is on schedule, with final design and ROW active and a bid opening slated for this summer
 - Dave Lyle Blvd / Chamberside Dr – final design is complete; bid opening was completed last week; project award slated to proceed with administrative adjustment of \$250,000 in supplemental Guideshare funding. Construction is on schedule to be complete prior to late fall 2015
 - SC 160 / Gold Hill Road – final design complete. Project scheduled for rebid in March; a pre-bid meeting is slated for February in an effort to remove any uncertainty prior to bid submission
 - Lake Ridge Trail – project is in the process of being re-scoped; a bid opening is expected during the summer of 2015

- E. White St / Albright Road – working through a design exception to finish the initial design process; ROW is slated for initiation this summer – with a bid opening expected in summer of 2016
- Springfield Parkway Bicycle & Pedestrian Improvements – project re-scoping is complete; ROW is projected for fall 2016 through fall 2017; bid opening slated for fall 2017
- Clebourne / N. White Street – surveys are almost complete; project slated for letting in 2017 with construction completion expected in fall of 2018
- S-101 (Ogden Road) bridge over Wildcat Creek – construction is underway; expected to be closed to traffic until fall of this year
- SC 72 (Saluda Road) bridge over Fishing Creek – this project is set to let in March and is going to be constructed off alignment so traffic will be allowed to flow during construction
- SC 5 (West Main Street) bridge over Tools Fork Creek & S-81 (Adnah Church Road) – will be built off alignment; with a letting scheduled for fall of this year
- S-50 over Manchester Creek – final design is 90% complete; bid opening is slated for summer of 2015 and construction projected for completion during the fall of 2016; this work will be built off alignment
- S-654 (Church Road) bridge over Burgis Creek – this project will have a detour during construction; with ROW slated to begin early in 2016; bid opening in fall of 2017 and construction completion slated for spring / summer of 2019
- S-655 (Auten Road) bridge over Fishing Creek – surveys and traffic counts conducted; ROW to be initiated during fall of 2015.

4. REPORTS

- a. Air Quality Update (Proposed Ozone Standard)** – Ms. Coolidge provided a brief overview of the Clean Air Act and the recently announced new ozone standard in December 2014. As a point of reference – Ms. Coolidge noted that all non-attainment areas have more expensive emission controls; and do present an additional evaluation element for industry to consider in potentially expanding their operations and / or for the making of an initial location decision. Planning responsibilities associated with a non-attainment designation were also reviewed as well as the process for transitioning to maintenance area status.

Ms. Coolidge then noted that all air quality monitors within the Charlotte area were attaining the 2008 standard at the end of the 2014 ozone season; and that, the current public comment period on the new standard will end on March 17, 2015. A review of the design values statewide illustrated that the York County monitor would continue to attain even if the lower end of the proposed new ozone standard was ultimately passed. Mr. Hooper then briefly reviewed the historic relationship between the designated non-attainment area and the RFATS boundary – and given the expansion in 2013, consideration of the new ozone standard and updated boundary could certainly have non-attainment implications for the panhandle.

Mr. Echols then inquired about the relationship between a non-attainment designation and potential advance impacts to economic development. In response, Ms. Coolidge noted that generally such a designation does draw the attention of businesses as an evaluation factor. Mr. Echols then asked whether any data was available that could be reviewed? Ms. Coolidge noted that this can be challenging given that it is generally not clearly established what may be the determining factor in a location decision; and

therefore, it is hard to document that a non-attainment designation was the primary determinant.

Mr. Norman then asked about the regional travel demand model that is utilized as a part of the transportation conformity process – and if we have shared costs for its administration and application. In response, Mr. Hooper noted that all area MPOs as well as NCDOT and SCDOT do contribute a proportionate share of the costs. Discussion then briefly followed regarding the CMAQ funding formula and the different types of classification (i.e., non-attainment versus maintenance areas).

Mr. McKinney then briefly reviewed work to establish an Air Quality Coalition for Chester, York and Lancaster Counties as well as for other who are impacted by air quality regulation and/or who have an interest in air quality issues more broadly. It is hoped that this effort can serve as an effective regional conduit between the COG, DHEC and EPA. Lastly, Mr. McKinney noted that information will be sent to Mr. Hooper for distribution over the next few weeks. In closing, Mr. Funderburk then asked about the continued involvement of our federal delegation and opportunities for their further engagement as appropriate.

- b. Congestion Management (Priority Intersections)** – Mr. Sibert reviewed the intersection analysis conducted at the following locations: (1) Carowinds / Pleasant Road; (2) Gold Hill Road / Pleasant Road; and (3) SC 49 / 557 / Hwy 274. As a point of reference – Mr. Sibert briefly outlined existing conditions; operational deficiencies, planned development and undeveloped parcels, among many other variables affecting intersection functionality on a short, intermediate and longer term basis. Mr. Norman noted his assessment that this type of comprehensive, proactive approach should strengthen application development as well as reduce the amount of time needed for project implementation by minimizing the basis for project scoping adjustments at a later point.

Mr. Dubnicka then reviewed the specific alternatives for incorporating operational and maintenance improvements that could be applied – such as adjustments to signal timing, changes to access management, sight distance enhancements, and potential incorporation of additional turning lane capacity. Mr. Leazer then noted the coordinative benefits to identifying needs as well as recommended options that could be factored into subsequent Pennies project activity on supporting and / or adjacent roadways.

5. PROPOSED POLICY COMMITTEE ACTION ITEMS:

- a. Transportation Conformity Memorandum of Agreement** – Mr. Jerry provided a brief overview of the purpose and structure of the transportation conformity MOA; in particular, that it outlines the interagency consultation process for making conformity determinations as well as provides guidance on the roles and responsibilities of local, state, and federal partners. Mr. Jerry then briefly noted that since the last update in 2008 – new language from EPA has been released that is applicable to the conformity process; and that, the recent establishment of a new MPO Hilton Head need to be reflected in the updated MOA. Motion by Ms. Pender; second by Mr. Sheppard and the updated MOA was unanimously approved.
- b. Transportation Conformity Determination Amendment and 2035 LRTP Conforming Resolution** – Mr. Hooper requested that the Policy Committee grant final approval to amend the 2013 Transportation Conformity Determination Report to reflect

modeling changes on the Pole Branch Road Project and to affirm that the LRTP and TIP continue to meet the requirements of MAP-21 and the Clean Air Act as amended. Mr. Hooper noted that one agency comment was received from the South Carolina Department of Health and Environmental Control related to a recent DC Circuit Court ruling regarding the continued applicability of the prior ozone standard. Motion made by Mr. Carnes; seconded by Mr. Johnson and the amendment was unanimously approved.

- c. **TIP Amendment (5317 FTA Funding)** – Ms. Love stated that York County Adult Day Care has been awarded federal grant funding from the Federal Transit Administration; and that, these funds need to be reflected in the FY 14-19 TIP. The \$43,000 from FTA’s Section 5317 program will support operating assistance in FY 14-15. Ms. Love said that the amendment received preliminary approval at the November meeting and went through a 15-day public comment period with no comments received. Ms. Love then requested that the Policy Committee grant final approval. Motion made by Mr. Hayes; second by Mr. Sheppard and the amendment was unanimously approved.
- d. **MPO Transit Representation & Updated Bylaws** – Mr. Hooper briefly reviewed prior discussions about how best to meet the MAP-21 requirement regarding transit representation on MPO Policy Committees. Mr. Hooper then briefly reviewed the two requested action items discussed at the November meeting: (1) that staff reach out to the Charlotte Area Transit System regarding their willingness and availability to potentially serve in this capacity; and (2) that staff request a legal opinion from USDOT regarding the permissibility of utilizing a “dual capacity” approach towards meeting this requirement.

Since the November meeting, Mr. Hooper noted that guidance has been received from FTA that the designation of an existing member serving in a dual capacity is a permissible approach to satisfy this requirement – given that it is fundamentally intended for large urbanized areas. At this point, Mr. Hooper stated that both FHWA and FTA have stated that they’re supportive of such an approach given our unique situation. Motion to amend the bylaws to reflect this designation made by Mr. Carnes; seconded by Mr. Haynes and unanimously approved.

- e. **Election of 2015 Officers** – Mr. Hooper noted that according to the Policy Committee Officer rotation, Mayor Funderburk is slated for consideration as Chairman, and Mayor Sheppard as Vice-Chairman. Mr. Carnes made a motion to elect Mr. Funderburk as Chairman and Mr. Sheppard as Vice-Chairman. Ms. Pender seconded and the motion was unanimously approved

6. **OTHER BUSINESS:**

- a. **Administrative Report** – Mr. Hooper briefly reviewed monthly administrative TIP adjustments and a 2.5% penalty which has been applied to the Federal-Aid Transportation Program which funds MPOs and COGs. Mr. Hooper noted that a 2.3% reduction in Guideshare funding to all MPO’s and COG’s will be presented to the SCDOT Commission at their February meeting.

b. Next Regular Meeting – Mr. Funderburk announced that the next regular meeting will be held on Friday, February 27, 2015 at the Rock Hill Operations Center.

7. ADJOURNMENT:

With no further business, the meeting was adjourned at 1:54 P.M.