



**POLICY COMMITTEE MEETING  
SUMMARY MINUTES  
November 21, 2014 - 12:00 p.m. (NOON)  
Manchester Meadows Conference Room**

**COMMITTEE MEMBERS PRESENT:** Danny Funderburk; Kathy Pender; Ralph Norman; Brian Carnes; Britt Blackwell; Michael Johnson; and W.B. Cook

**ADMINISTRATIVE / TECHNICAL / MANAGEMENT STAFF PRESENT:**

Greg Shaw (SCDOT); John McCarter (SCDOT); Kevin Bronson (Rock Hill); Darlene Broughton (SCDOT); Ryan Blancke (York County); Robby Moody (Catawba COG); Bill Meyer (Rock Hill); Penelope Karagounis (Lancaster County); Allison Love (York County); David Vehaun (Rock Hill); Phil Leazer (York County); Ivan McCorkle (Rock Hill); Julie Barker (SCDOT); David Burgess (SCDOT); Jimmy Bagley (Rock Hill); Kevin Sheppard (SCDOT); and David Hooper (RFATS)

**CITIZENS / VISITORS PRESENT:** Frank Myers (CAC); Jim Van Blarcom (CAC); Scot Sibert (STV); Luther Dasher (CAC); Tony Spacek (Kimley-Horn); James Traynor (Fort Mill Planning Commission); and Larry Huntley (Fort Mill Town Council)

**1. CALL TO ORDER:**

a. **Welcome** – Chairman Blackwell 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:**

Dr. Blackwell asked if there were any changes, deletions, or comments to the minutes of the September 26, 2014 meeting. Mr. Funderburk made a motion to approve the minutes as presented. Mr. Carnes seconded and the minutes were unanimously approved.

**3. UPDATE ON CURRENT PROJECTS:**

a. **York County One-Cent Sales Tax** – Mr. Leazer provided an update on the Pennies for Progress Program; specifically, that SC 121 Albright Road is open to traffic and represents a significant operational change as well as an improved environment for redevelopment; Fort Mill Parkway (Phase I) is open to traffic and (Phase II) has been moved to May 1, 2016 – this adjustment resulting from action taken by DHEC, given the effect of recent rain that exceeded the 10 year storm level, necessitating some additional clean-up that resulted in the next opportunity for surfacing work to occur in December and obviously this type of work can't be completed at this time, which is why the project has been extended to May. Tega Cay Gold Hill Connector is moving forward as planned

– ROW is underway and the City of Tega Cay has indicated that they believe that they are just a few days away from finalizing ROW with the Stonecrest Development. Additionally, it was noted that York County has all of its appraisals complete and is ready to start the actual offers on this phase of work. McConnells Hwy – planned bid is slated to occur by year end, pending approval of a design exception for a small vertical curve by SCDOT. SC 160 West – 30% plans are underway and slated to be submitted to SCDOT in January 2015.

On a related note, Ms. Barker then provided an update on the bid review process for the SC 160 / Gold Hill Road Intersection Improvement Project, and said that the bids were not able to be approved at this time for three principal reasons: (1) engineer's estimate was 20% below the lowest submitted bid; (2) the limited number of bid submissions; and (3) the percentage of front loaded costs (i.e., clearing and grubbing, mobilization, etc), exceeded allowable levels. That said, Ms. Barker stated that this project is slated to be re-advertised in March 2015.

US 21 North (Phase I) – preliminary ROW plans were submitted to SCDOT in July and their feedback / approval is expected by year end. Lastly, Gold Hill Road / I-77 – 30% plans have been submitted to SCDOT and a favorable review (not a written approval), has been received from FHWA, which is a significant step forward in this process. Notwithstanding the favorable feedback from FHWA on this part of the project, Mr. Johnson then inquired about the continued applicability of the full project schedule given the current challenges and significant level of congestion along this corridor? In response, Mr. Leazer noted that the current project schedule of 2017 is indeed moving forward as planned.

In reflecting on the results of the bid review process, Mr. Johnson asked whether there was any way to expedite the process of re-advertising the SC 160 / Gold Hill Project – given its critical operational importance to the local road network. In response, Ms. Barker stated that although staff will be conducting pre-bid meetings with potential contractors to proactively address any questions that may exist before the next round of bids are submitted – that March 2015 is the earliest that SCDOT can take action as this process requires a formal rejection period before new bids can be sought. Mr. Leazer then re-emphasized the importance of this project; and that, should the re-advertisement not be materially different – that some measure of cost sharing should be open for prompt consideration. Lastly, Mr. Norman then asked whether most of the right of entry has been signed on SC 160 / Gold Hill Road? In response, Ms. Barker stated that the majority has been signed, especially at the intersection.

#### **4. PROPOSED POLICY COMMITTEE ACTION ITEMS:**

- a. RFATS Boundary Adjustment Follow-up (SC 160 Widening Project – Lancaster County)** – Mr. Hooper briefly reviewed the process that was undertaken to incorporate the results of the 2010 Census (which involved the expansion of the MPO boundary into the panhandle of Lancaster County), and noted that as a part of that process, one project was identified as eventually needing to be transitioned from the Catawba COG into RFATS. As a point of reference, Mr. Hooper noted that SCDOT had previously requested that all MPOs wait to initiate these types of project transitions until they completed the establishment of the new MPO in Hilton Head as well as updated the Guideshare amounts for the MPOs & COGs throughout the state.

Mr. Hooper then stated that he has received recent guidance from SCDOT to initiate the formal transition of the SC 160 Widening Project which will include the transition of \$7m in existing project funding. As with other projects currently being implemented, Mr. Hooper noted that a funding shortfall has been identified on this project, principally in the area of utility relocation.

Given that this project is in a transitional state, this funding need did raise the question of which agency should be responsible for bringing the project current? Mr. Hooper then noted that he had an opportunity to meet with FHWA, SCDOT and the Catawba COG; and that, a joint funding arrangement between the COG and RFATS appears to be both a practical and logical approach to utilize in order to avoid displacing prior programming decisions within the COG region. Mr. Carnes made a motion to approve the request as presented. Ms. Pender seconded and the motion was unanimously approved.

**b. TIP Amendment (Cel-River Road)**

Mr. Bronson provided a brief summary of the project; and then reviewed the increasing cost components on design, permitting and utility relocation necessitating a request for supplemental funding in the amount of \$3.3m. Mr. Bronson then provided a detailed review of the various stages of project work and funding partners as well as the complexity and coordinative challenges associated with utility planning and relocation – which is the principal source of the increasing costs.

Mr. Norman then asked about the source of funding that this request would be met through. In response, Mr. Hooper noted that this request would be addressed through Guideshare funding – which is the same source for other priority projects as well as the SC 160 widening project previously discussed. Dr. Blackwell then inquired about the timeline since initial funding support and the current funding request under consideration; and in particular, the nature and speed of the shifting cost components. Mr. Bronson noted that although the cost projections are largely holding up, utility relocation on this project is more involved than is typically the case. Mr. Norman then requested that a summary be provided of the respective amounts paid for utility costs. Dr. Blackwell asked if there were any other questions on the motion. Hearing none, the motion 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 requested that the Policy Committee grant preliminary approval and authorize a 15-day public comment period. Dr. Blackwell asked for a motion. Mr. Carnes made a motion to approve the TIP amendment. Ms. Pender seconded and the motion 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 transitioned to the two requested action items from the September 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.

Mr. Hooper then noted that a request was submitted to the CATS Metropolitan Transit Commission (i.e., their Governing Board), and that the MTC has passed a resolution declining to be considered to serve as the transit representative on the Policy Committee. In their response, Mr. Hooper noted that CATS stated that they presently fulfill this role for the Charlotte Area MPO; and that, the bulk of their transit operations are located in Mecklenburg County, NC. Additionally, CATS noted the presence of the City of Rock Hill as eligible to serve in this role as a direct recipient of urbanized area funds within RFATS.

Mr. Hooper then outlined feedback received from USDOT that they feel that the final guidance published in the federal register is the primary point of direction to be referenced in addressing this requirement. Mr. Hooper then noted that although FHWA has indicated that they are supportive of a dual capacity approach given the limited nature of transit service provision as well as the limited number of eligible recipients of urbanized area transit funds within RFATS. That said, Mr. Hooper noted that FTA feels that the transit representative should be a separate individual rather than an existing member serving in a dual capacity.

Mr. Johnson then asked about an upcoming review of the MIS study completed back in 2007 assessing the basis for the eventual incorporation of a rapid transit option within RFATS that would link up with the Light Rail Station in Pineville. In response, Mr. Hooper briefly reviewed CATS involvement with the study and its findings – and noted that notwithstanding the interconnectedness of such a study from a planning standpoint – that CATS would prefer to maintain their focus on operations in Mecklenburg County. Discussion then followed regarding the timeline for completing this process. Mr. Norman then asked if we had sufficient time to continue this discussion after the holidays so that perhaps more members would be able to participate in that discussion. Mr. Hooper noted that a follow-up presentation will occur early in 2015 at the January or February meeting.

- e. **2015 Policy Committee Meeting Schedule** – Mr. Hooper reviewed the proposed 2015 meeting schedule and noted that the May and November meetings are slated to occur on the third Friday of the month due to Memorial and Thanksgiving Day. Dr. Blackwell then asked for a motion. Mr. Norman made a motion for approval; Mr. Johnson seconded and motion was unanimously approved.

## 5. OTHER BUSINESS:

- a. **Administrative Report** – Mr. Hooper briefly noted that the CMAQ Sub-committee has indicated that they are not recommending further consideration of the York County Natural Gas project proposal. Notwithstanding the project’s solid approach to alternative fuel planning, it was noted that maintaining a focus on our heavily congested intersections is the preferred use of CMAQ funding at this time.
- b. **Dave Lyle Blvd Extension** – Mr. Carnes briefly reviewed recent discussions about the Dave Lyle Blvd Extension project and requested that the Policy Committee consider expanding the RFATS boundary in Lancaster County so that the entire conceptual alignment would be contained within RFATS. Mr. Carnes then noted that such an action

would remove the potential of having two different agencies involved in project pre-planning and implementation. As a point of reference, it was also noted that given other development pressures in the area, that an urbanized classification will very likely be made in this area during the next census. Discussion then followed regarding the mechanics of completing such an action. Further guidance from staff will be provided at the January meeting.

- c. **Next Regular Meeting** – Dr. Blackwell announced that the next regular meeting will be held on Friday, January 23, 2015 at the Manchester Meadows Conference Room.

**6. ADJOURNMENT:**

With no further business, the meeting was adjourned at 1:24 P.M.