



**POLICY COMMITTEE MEETING
SUMMARY MINUTES
January 26, 2018 – 12:00 p.m. (NOON)
Manchester Meadows Conference Room**

COMMITTEE MEMBERS PRESENT: Brian Carnes; David O’Neal; Britt Blackwell (proxy); Guynn Savage; Bill Harris; Kathy Pender; Michael Johnson; Jim Reno; John Gettys; Wes Climer; Gary Simrill; and Gene Branham.

ADMINISTRATIVE / TECHNICAL / MANAGEMENT STAFF PRESENT:

Vic Edwards (SCDOT); Susan Britt (City of Tega Cay); Jim Feda (SCDOT); Cliff Goolsby (City of Rock Hill); Emily Thomas (SCDOT); Chris Pettit (Town of Fort Mill); Berry Mattox (SCDOT); Steve Willis (Lancaster County); Bill Jordan (SCDOT); Rob Ruth (City of Rock Hill); Yolanda Morris (FHWA); Bill Meyer (City of Rock Hill); Audra Miller (York County); Jason Johnston (SCDOT); Randy Imler (CRCOG); Steve Allen (York County); Emily Lawton (FHWA); Mike Sullivan (SCDOT); Patrick Hamilton (York County); Josh Meetze (SCDOT); Robby Moody (CRCOG); Kathy Rice (CRCOG); Amy Watts (CRCOG); David Harmon (York County); Dan Hinton (FHWA); Dean Hendrix (York County); Chris Herrmann (RFATS); and David Hooper (RFATS).

CITIZENS / VISITORS PRESENT: Larry Huntley (Fort Mill Town Council); Cleopatra Allen (CAC); Larry Schindel; Kathryn Andreoli (CN2); Hisham Abdelaziz (CDMSmith); Kenneth Johnson (AECOM); Teresa Thomas (Office of Sen. Lindsey Graham); John Marks (Fort Mill Times); Mike Frye (Campco); Amy Massey (Kimley-Horn); David Kerns (HDR); Nettie Archie (Chester County); George Caldwell (City of Chester); Charlene McGriff (Lancaster County); Russell Patrick (Lancaster County); Frank Hart (Union County); Margaret Hollway (Union County); Harold Thompson (City of Union); Leroy Worthy (Union County); Sandra Oborokuma (City of Rock Hill); Scott Patterson (York County); Greg Rutherford (York County); Wes Spurrier (Town of Clover); and Chad Williams (York County).

1. CALL TO ORDER:

a. Welcome – Chairman Carnes called the meeting to order at 12:05 P.M. and welcomed all in attendance. Mr. Johnson noted that he had the proxy for Dr. Blackwell.

b. Citizen Comment Period – No comments were made at this time.

2. REVIEW / APPROVAL OF MINUTES

Mr. Carnes asked if there were any changes, deletions, or comments to the minutes of the November 17, 2017 meeting. Mr. O’Neal then made a motion to approve the minutes as presented; this was seconded by Ms. Pender and the motion was unanimously approved.

3. REPORTS:

a. Repairing Our Roads: Gas Tax Increase & Transportation Performance Management – Mr. Feda reviewed the ten year investment plan for how revenue from the recent gas tax increase will be spent; noting that the focus will be on safety improvements to reduce the fatality rate on roads (\$50 M); addressing the number of structurally deficient bridges (\$67 M); undertaking a portion of the substantial road repaving work that is needed (\$407 M); and making targeted road widening projects on the state

system (\$161 M). Additionally, it was noted that roughly \$115 M will be available after the tax credit sunsets for other improvement needs. This allocation breakdown is projected to result in 1,000 miles in rural roads being upgraded, 465 bridges will be constructed and/or upgraded, 140 miles of the Interstate will be improved, and significant progress will be realized on repavement maintenance needs.

Ms. Savage then noted the importance of recognizing the role that local sources of funding (like the Pennies program) play in improving area roadways, many of which are on the state system. With this in mind, Ms. Savage noted that the SCDOT ten year plan appears much more limited in funding priorities in this area. In response, Mr. Feda noted that there is no doubt that the Pennies program aids SCDOT in helping to improve roadways; particularly for non interstate roadways – and for projects to be completed at a quicker rate than those undertaken by SCDOT.

Mr. Climer then noted that it seems like those areas with a local option sales tax are effectively being penalized, even though it is these areas that are bringing additional resources to address priority transportation needs; and that, perhaps the state formula for selecting improvement projects should be revisited in an effort to rectify this result. Mr. Feda responded that SCDOT could certainly look into this further when the prioritization process is reassessed during the update of the state's Strategic Plan – stressing the importance of maintaining fairness and consistency for all counties across the state. Discussion then followed regarding possible incentives for other counties to pursue sales tax programs. Principal points of discussion included: SCDOT providing matching funds for projects undertaken under such programs as well as the need for maintenance components in such programs to balance out the impact of locally funded new alignments and capacity improvements with longer term maintenance responsibilities.

Mr. Simrill then provided a historical perspective regarding funding and allocation decisions; and that, recent legislation has been passed to reconfigure the applicable formula utilized to select improvement projects to be carried out by SCDOT. Mr. Simrill also highlighted the leadership provided by Secretary Hall in funding priorities and project selection; and ultimately, in producing more policy oriented outcomes – which is certainly a beneficial direction in upgrading the state's transportation system.

Mr. Sullivan then briefly reviewed transportation performance management (as reflected in the FAST Act); regarding performance-based planning and programming, and needed adjustments in the planning process emphasizing increased transparency and accountability in how investment decisions are made. Mr. Sullivan noted that National Goal Areas have been identified by Congress (i.e., safety, infrastructure condition, congestion reduction, system reliability, freight movement, economic vitality, environmental sustainability, and reduced project delivery delays). With this in mind, performance measures have been established by USDOT, and now performance targets need to be set by State DOTs and MPOs in tracking progress levels in each of the national performance areas.

Ms. Pender then asked how this transition impacts any existing projects that have already received approval by the RFATS Policy Committee? Mr. Sullivan responded that any commitments made to projects already approved will be honored; noting that these projects will be required to be categorized under the National Goal Areas and measured. To confirm, Mr. Hooper noted that the project priorities currently reflected in the Cost Constrained section of the LRTP (i.e., the interchange reconfigurations in particular at Exits 82 & 85), will be able to proceed. Mr. Sullivan stated that they would be able to proceed to completion. As a point of reference, Mr. Hooper noted that given transportation performance management's emphasis on the National Highway System (NHS), that the basis for the interchange projects should be enhanced as they directly contribute to improved operational performance of the NHS. Mr. Sullivan confirmed his agreement with this point as well.

Mr. Climer then asked how much of a change performance-based planning and programming is to the transportation planning process. In response, Mr. Hooper noted that this shift from needs based planning to performance-based planning essentially involves the incorporation of a “feedback loop” so that the planning process doesn’t just complete projects and move on, but also provides an operational measure or feedback loop indicating whether we’re moving the needle of the National Performance Areas that Congress has identified. Mr. Fedra then offered his concurrence with this summary.

Ms. Thomas then summarized the Safety Performance Measures that have been established by USDOT that are required to be reported annually. These include: Number of Fatalities, Fatality Rate per 100 million Vehicle Miles Traveled (VMT), Number of Serious Injuries, Rate of Serious Injuries, Rate of Serious Injuries per 100 million VMT, and the Number of Non-Motorized Fatalities and the Number of Non-Motorized Serious Injuries. These are required to be reported to FHWA every year. Ms. Thomas then reviewed the MPO Safety Target Baselines compared to the Statewide Safety Performance Baselines and Targets. As a point of reference, Ms. Thomas then noted that the RFATS staff is recommending that the Policy Committee adopt the Statewide Safety Performance Targets for FY 18. Lastly, Ms. Thomas noted that this change will need to be reflected in the LRTP and TIP.

4. PROPOSED POLICY COMMITTEE ACTION ITEMS:

a. 2045 LRTP Amendment – Mr. Hooper briefly summarized the State Safety Targets and noted that the Technical Team is recommending that the Policy Committee adopt the state targets for FY 18 as they represent logical emphasis areas to both project and transportation system planning. Mr. Hooper then asked the Policy Committee to grant preliminary approval to amend the LRTP to include the adoption of the State Safety Targets; also requesting authorization of a 30-day public comment period.

Mr. Climer then asked what the penalty would be in failing to achieve these targets? Ms. Thomas then highlighted that if the targets are not met in at least four of the five categories, then an implementation plan would be required as to how these targets will be achieved. Mr. Climer then asked whether the MPO could set their own targets? In response, Mr. Hooper noted that an MPO can establish their own targets; and that this would certainly be appropriate if area conditions markedly differed from statewide targets and/or an MPO sought to add additional evaluation areas. Ms. Pender then made the motion for the adoption of the State Safety Targets and the amendment of the 2045 LRTP to reflect this change; seconded by Mr. Harris and the motion was unanimously approved.

b. Federal Certification Review – Mr. Herrmann briefly reviewed the Amended Public Participation Plan; highlighting changes recommended by FHWA during the Federal Certification Review. Mr. Herrmann then requested that the Policy Committee grant preliminary approval and authorize a 45-day public comment period. A motion to grant approval was made by Ms. Savage; seconded by Mr. Johnson and the motion was unanimously approved.

c. 2018 Election of Officers – Mr. Hooper noted that according to the Policy Committee rotation schedule, Mr. Carnes is slated for consideration as Chair, and Dr. Blackwell as Vice-Chair. A motion to grant approval was made by Mr. Simrill; seconded by Mr. Harris and the motion was unanimously approved.

6. OTHER BUSINESS:

a. Administrative Report – Mr. Hooper briefly reviewed the Administrative Report.

b. Next meeting – Mr. Carnes noted that the next Policy Committee meeting will be held on February 23, 2018.

7. ADJOURNMENT:

The motion to adjourn was made by Ms. Savage and seconded by Mr. Johnson; the motion was unanimously approved and the meeting was adjourned at 1:30 P.M.