



**POLICY COMMITTEE MEETING
SUMMARY MINUTES
January 27, 2017 – 12:00 p.m. (NOON)
Manchester Meadows Conference Room**

COMMITTEE MEMBERS PRESENT: George Sheppard; Guynn Savage; Kathy Pender; Britt Blackwell; Doug Echols; Bill Harris; Jim Reno; Ralph Norman; Michael Johnson (Proxy); and Wes Climer.

ADMINISTRATIVE / TECHNICAL / MANAGEMENT STAFF PRESENT:

Mike Sullivan (SCDOT); Penelope Karagounis (Lancaster County); Melissa Jackson (SCDOT); Joe Cronin (Town of Fort Mill); Dean Hendrix (York County); Cliff Goolsby (City of Rock Hill); Vic Edwards (SCDOT); Allison Love (York County); Robby Moody (CRCOG); Bill Meyer (City of Rock Hill); Audra Miller (York County); Brian Klauk (SCDOT); Patrick Hamilton (York County); Rob Ruth (City of Rock Hill); Jeremy Winkler (City of Rock Hill); Steve Allen (York County); Steve Willis (Lancaster County); Bill Shanahan (York County); Yolanda Morris (FHWA); Steven Gibson (City of Rock Hill); David Harmon (York County); Keith Powell (SCDOT); Ron Pompey (York County); Chris Herrmann (REATS); and David Hooper (REATS).

CITIZENS / VISITORS PRESENT: Frank Myers (CAC); David Keely (CAC); Cleopatra Allen (CAC); Jim Van Blarcom (CAC); Hisham Abdelaziz (HDR); Amy Massey (Kimley-Horn); Larry Huntley (Fort Mill Town Council); Scot Sibert (Parsons-Brinckerhoff); Danny Jones (Rock Hill); and Kenneth Johnson (AECOM).

1. CALL TO ORDER:

a. Welcome – Chairman Sheppard called the meeting to order at 12:05 P.M. and welcomed all in attendance.

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

2. REVIEW / APPROVAL OF MINUTES

Mr. Sheppard asked if there were any changes, deletions, or comments to the minutes of the November 18, 2016 meeting. Mr. Sheppard asked for a motion. Ms. Savage made a motion to approve the minutes as presented; Mr. Harris seconded and the motion was unanimously approved.

3. UPDATE ON CURRENT PROJECTS:

a. York County Local Option Sales Tax Program – Mr. Hamilton presented an update on the following projects:

- White Street / Constitution Blvd Roundabout – project is complete and opened to traffic on December 9, 2016.
- Tega Cay / Gold Hill Connector – this project is currently under construction with anticipated completion in late spring / early summer 2017.

- McConnells Highway – this project is currently under construction with an approximate two year construction timeframe.
- Fort Mill Southern Parkway / Spratt Street Intersection Improvements – 70% plans are currently being finalized, construction is anticipated to begin in late 2017 / early 2018.
- Gold Hill Road / I-77 – ROW acquisition is currently underway, construction is anticipated to begin in late 2017 / early 2018.
- Mt Gallant Road (Dave Lyle Blvd to Anderson Road) – project is in final design, construction is anticipated to begin in fall 2017.
- SC 160 West (Zoar Road to NC State Line) – ROW acquisition is currently underway, construction is anticipated to begin in 2018.
- US 21 / Highway 51 (Springfield Parkway to the state line) – finalizing 70% ROW plans, construction is anticipated to begin in 2020.

Mr. Hamilton then briefly reviewed the current schedule for the Pennies IV Referendum, noting that budgets are being finalized for potential projects and that the Pennies Commission is working towards developing a prioritized list of projects to be submitted to the York County Council in May 2017.

Mr. Echols then asked about the inclusion of projects from previous funding rounds (e.g., Ebinport Road, Mt Gallant Road, Riverview Road and SC 72) on the Pennies IV Referendum? Mr. Hamilton responded that Mt Gallant Road, Riverview Road and SC 72 are in the design phase and construction funding from Pennies IV will be needed to continue these projects; it was also noted that Ebinport Road is under consideration for Pennies IV as well. Mr. Reno then asked if the Pennies updates could also include a monetary overview of how things are proceeding as information is received on individual project progress? Mr. Hamilton stated that this will be incorporated into future reports. As a point of reference, Mr. Blackwell asked Mr. Hamilton to briefly review the impact of right-of-way costs on prior project budgets and program funding more generally? In response, it was noted that prior cycle estimation practices have indeed been updated to take better account of ROW costs as the development of Pennies IV moves forward.

Mr. Hooper then noted the high priority of the two interchange reconfigurations at Exit 85 (SC 160 / I-77) and Exit 82 (Celanese / Cherry / I-77). As a point of reference, Mr. Hooper briefly reviewed how these two projects were expedited under a joint approach with RFATS advancing preliminary engineering and right-of-way and the construction components to be incorporated into the Pennies IV slate of projects? Mr. Hooper then asked if the Sales Tax Commission has short listed and developed budgets for these projects? Mr. Hamilton stated that the Chair of the Sales Tax Commission is aware of the planned approach to jointly advancing these projects and is monitoring progress on the SIB application, but that the projects have not been listed on the working short list at this point. Mr. Hooper then asked if the Sales Tax Commission could consider a structured approach to further budget development by including the interchanges and continuing to monitor progress on the SIB application – with the understanding that if the SIB application is approved, that there could be two to three projects in waiting that could then take their place on Pennies IV, so that under either funding scenario progress is not lost? Mr. Sheppard then inquired if it could be requested of the Pennies IV Commission to consider this approach? Mr. Hamilton then stated that he could certainly reiterate this point to the Pennies IV Commission.

4. REPORTS:

a. 2045 LRTP Update – Mr. Hooper provided a brief summary of the LRTP update process and the steps completed to date. Following the fall workshop, Mr. Hooper noted that the next step was to incorporate the latest planning data and assumptions regarding projected population and employment growth (as well as other operational variables), and then run the model to assess what the resulting operational environment would be. As a point of reference, Mr. Hooper briefly reviewed an area

breakdown of projected changes in socio-economic conditions and noted that the next ten years is projected to reflect a robust development environment, followed by moderating growth that is expected to remain in the double digits. Mr. Climer then asked about the projected assumptions on the western side of RFATS? In response, Mr. Sibert highlighted land use patterns in that part of the network which currently reflect a lower level of growth – though Mr. Sibert emphasized that this could certainly change depending on adjustments in land use strategies (e.g., types of development; density, etc).

Mr. Hooper then reviewed all projects that are slated to be completed (from all sources) through 2045. In reviewing the modeling outputs, Mr. Hooper highlighted points of severe, moderate and marginal congestion levels. Mr. Hooper noted that the region's principal arterial roadways (e.g., SC 160, Celanese Road, US 521, Hwy 49, Gold Hill Road, Carowinds Boulevard, etc.) reflect severe congestion, particularly during the morning and evening peak periods. Mr. Norman then asked about the impact of the planned widening of US 21? Mr. Sibert responded that widening this corridor (while beneficial), will be moderated in the relief to the realized given expected growth in this part of the network. Additionally, Mr. Sibert noted that a certain component of the congestion on I-77 reflects movement through the RFATS area from external sources. Mr. Climer then noted that the traffic signals along US 21 will also impact relief that could be provided due to drivers choosing to avoid those traffic signals by remaining and / or choosing I-77 for northbound movement.

Mr. Hooper then highlighted that the projected roadway conditions reflect shifts in demand among the different facility types within the transportation network. Specifically, Mr. Hooper noted that while vehicle miles driven is projected to increase by roughly 40%, total number of vehicle hours traveled is expected to double. Mr. Hooper then stated that vehicle hours traveled along the interstate are projected to decline by 2045 (12%), while they are projected to increase on arterial roadways. One variable influencing this outcome is economic development (while certainly desirable), does cause a shift in demand to the arterial network for trips that both originate and end within RFATS.

Mr. Hooper then noted that if no additional network improvements are made beyond the existing and committed project list, drivers will move from currently spending approximately 1/3 of their time in congested conditions to roughly 80% of their drive time in congested conditions of LOS D or lower along arterial roadways. Mr. Hooper then stated that these projections illustrate a need for an expanded array of transportation investments in the decades ahead. Mr. Hooper then asked if there were any other scenarios that the Policy Committee would like for staff to explore for the 2045 Long Range Transportation Plan? Ms. Savage then asked whether the 2045 projections factored in an extensive public transit system? Mr. Hooper then responded that they did not – though it was stressed that an extensive public transit system operating with enough frequency would be needed to move the needle in the right direction, in concert with other planning and investment strategies.

Mr. Echols then stated that it would be helpful if a matrix of improvement options to enhance the regional network could be reviewed with the Policy Committee over the next few months. Mr. Hooper then confirmed that staff will provide a list of specific strategies that can be applied both through RFATS and by the individual jurisdictional members. Mr. Echols then made a motion to request staff to begin presenting this matrix of options as part of the regular agenda at future Policy Committee meetings; Ms. Savage seconded this motion and it was unanimously approved.

Mr. Sheppard then stated that there needs to be more exploration regarding the possibility of the extending the Blue Line Light Rail System to RFATS. Additionally, Mr. Sheppard noted that it would probably be helpful getting to know adjacent NC Mayors in furthering this objective. As a point of reference, Mr. Hooper then noted that the MTC is currently initiating a discussion to explore a Regional Transit Study to analyze the exact scenarios mentioned today. Mr. Sheppard then asked Mr. Hooper if he could please assist in reaching out.

5. PROPOSED POLICY COMMITTEE ACTION ITEMS:

a. Transportation Alternatives Program – Mr. Herrmann reviewed the proposed schedule and application process for the FY 17-18 TAP funding cycle. Mr. Herrmann then stated that the confirmed annual funding allocation is at the previous level of \$110,833. Mr. Blackwell then inquired as to how the public is made aware of the availability of TAP funding? Mr. Herrmann responded that notifications are sent to all RFATS members, posted on the RFATS website as well as all jurisdictional member websites. Additionally, it was highlighted that a public notice advertisement is placed in area newspapers. Mr. Herrmann then requested that the Policy Committee grant approval of the FY 17-18 TAP application process and schedule. A motion to grant approval was made by Ms. Pender; seconded by Mr. Carnes and the motion was unanimously approved.

b. Citizens Advisory Committee – Mr. Herrmann briefly reviewed the role of the Citizens Advisory Committee and then requested consideration to reappoint Ms. Andrea McKie-Bradley for an additional 3 year term. Mr. Sheppard then asked for additional information regarding this reappointment request? Mr. Herrmann then briefly noted that Ms. McKie-Bradley has served for two terms on the CAC and is interested in continuing her service. A motion to grant approval was made by Mr. Echols; seconded by Ms. Pender and the motion was unanimously approved.

c. Election of 2017 Officers – Mr. Hooper noted that according to the Policy Committee rotation schedule, Mayor Echols is slated for consideration as Chair, and Mr. Carnes as Vice-Chair. A motion to grant approval was made by Mr. Reno; seconded by Mr. Harris and the motion was unanimously approved.

6. OTHER BUSINESS:

a. Administrative Report – Mr. Hooper briefly summarized the Administrative Report. Dr. Blackwell then asked about the decline in CATS 82X ridership over the past quarter? Mr. Hooper noted that the continuation of relatively low fuel prices does have a moderating effect on transit demand levels for some riders. That said, Mr. Hooper noted that within the region the CATS 82X is tracking with its peers and performing sharply better than the regional express route in Concord – which experienced a roughly 30% decline in ridership demand over the same period.

b. Next Meeting – Mr. Hooper noted that the next Policy Committee meeting will be held on February 24, 2017 at the Rock Hill Operations Center.

7. ADJOURNMENT:

With no further business, the motion to adjourn was made by Ms. Savage and seconded by Mr. Harris; the motion was unanimously approved and the meeting was adjourned at 1:10 P.M.