



**POLICY COMMITTEE MEETING  
SUMMARY MINUTES  
February 22, 2019 – 12:00 p.m. (NOON)  
Rock Hill Operations Center**

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

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

Kenny Larimore (SCDOT); Dean Hendrix (York County); Berry Mattox (SCDOT); Clifton Goolsby (City of Rock Hill); Joshua Meetze (SCDOT); Zach Driggers (Town of Fort Mill); Vic Edwards (SCDOT); Patrick Hamilton (York County); Jeremy Winkler (City of Rock Hill); Jessica Hekter (FHWA); Steve Willis (Lancaster County); Jason Johnston (SCDOT); Andy Merriman (York County); Christy Hall (SCDOT – Secretary of Transportation); Leland Colvin (SCDOT); Jim Feda (SCDOT); Brent Rewis (SCDOT); Diane Dil (York County); Robby Moody (CRCOG); Jimmy Bagley (City of Rock Hill); Alison Alexander (Lancaster County); Rob Ruth (City of Rock Hill); Chris Stephens (York County); Chris Herrmann (RFATS); and David Hooper (RFATS).

**CITIZENS / VISITORS PRESENT:** Kristen Blanchard (SCDOT Commissioner-At-Large); Kenneth Johnson (AECOM); Emily Swearingen (AECOM); Jim Van Blarcom (CAC); Frank Myers (CAC); Cleopatra Allen (CAC); Frieda Price (CAC); Theresa Thomas (Office of Senator Lindsey Graham); Michael Neece (Office of Congressman Ralph Norman); John Marks (The Herald); Matthew Kreh (WRHI); Scot Sibert (WSP); David Kerns (HDR, Inc.); Steve and Anna Turney; and Amy Massey (Kimley-Horn).

**1. CALL TO ORDER:**

**a. Welcome** – Vice-Chair Savage 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**

Ms. Savage asked if there were any changes, deletions, or comments to the minutes of the January 25, 2019 meeting. Mr. Johnson then made a motion to approve the minutes as presented; this was seconded by Mr. Carnes and the motion was unanimously approved.

**3. UPDATE ON CURRENT PROJECTS:**

**a. Pennies for Progress Project Status Report** – Mr. Mattox provided a brief update on the following projects:

- US 521 / Marvin Road Intersection Improvement – ROW plans are being finalized so that this phase can be initiated in spring 2019. Construction is anticipated to begin in FY 2020.
- Celanese Road / India Hook Road Intersection Improvement – Project scope has been finalized and ROW acquisition is anticipated to begin in spring 2019. Construction is anticipated to begin in FY 2020.

Mr. Johnson noted that this was one area that was identified for a superstreet concept in the I-77 Corridor Analysis. Mr. Johnson then asked how the ROW needs for a superstreet concept at this location compare to the current concept? Mr. Hooper responded that most of the superstreet concept as illustrated at the January meeting is expected to be able to be captured within the existing ROW at this location, should that project concept be pursued at a later point – as it was one of a few options for potential consideration following an upgrade to the interchange. Discussion then followed regarding cost increases associated with moving utilities on projects where future improvements have already been identified.

- Celanese Road / Riverview Road / Riverchase Blvd Intersection Improvement – Construction has begun and completion is anticipated by late 2019.
- Pleasant Road / Carowinds Blvd Intersection Improvement – ROW plans are being finalized so that this phase can be initiated in FY 2019. Construction is anticipated to begin in FY 2020; timeline is dependent upon completion of the Gold Hill Road Interchange Improvement. Cost estimates for construction will be updated prior to the letting of the project.
- E White Street / Firetower Road Intersection Improvement – Project has been awarded and construction is anticipated for completion by late 2019.
- Clebourne Street / N White Street Intersection Improvement – ROW acquisition and design are being finalized. Construction obligation is anticipated for FY 2019.
- SC 160 Widening Phase 2 Project – construction is currently underway with completion anticipated for FY 2020.
- Nation Ford High School Pedestrian Improvement – construction is currently underway with completion anticipated for summer 2019.
- Dam Road Pedestrian Improvement – project is being developed using strip maps in order to expedite project implementation; construction obligation is anticipated for FY 2019. Cost estimates for construction will be updated prior to the letting of the project.
- River Road Pedestrian Improvement – project is being developed using strip maps in order to expedite project implementation; construction obligation is anticipated for spring 2019.
- SC 160 / I-77 Interchange Reconfiguration – Kimley-Horn is the consultant selected to design the project, they are currently analyzing relevant traffic data. ROW Acquisition phase is anticipated to begin in FY 2021 and construction obligation is anticipated to begin in FY 2022. Cost estimates for PE, ROW, and construction phases will be updated as the process moves forward.
- Exit 82 Interchange Reconfiguration – while there are related variables that remain active (York County SIB, completion of I-77 Corridor Analysis, etc.); project activity has not been initiated at this point.

Mr. Mattox then gave brief updates on Area Federal Aid Bridge Projects including: S-81, SC-5, S-655, US-21 BUS, S-50, S-654, SC 72, S-1069, S-55, S-560, S-166, and S-103. Mr. Reno then asked for an update on the scheduled deck replacement for the I-77 bridge over the Catawba River? Mr. Edwards responded that the project has been re-scoped to focus maintenance on only the southbound portion and the project is being rebid this spring.

Mr. Mattox then summarized project coordination regarding projects impacting the I-77 Corridor including Carowinds / Pleasant, SC 160 Widening, Gold Hill / I-77 Interchange Improvement, and the SC 160 / I-77 Interchange Improvement.

Mr. Johnson then inquired as to when construction is anticipated to begin on the Gold Hill / I-77 Interchange Improvement? Mr. Hamilton responded that the project is scheduled to be let in May and construction is anticipated to begin in fall 2019 and expected to take 18 months.

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

**a. LRTP Amendment** – Mr. Hooper briefly summarized Transportation Performance Management; noting that this is a strategic approach that uses system generated information to make investment and policy decisions to achieve transportation system performance goals. Mr. Hooper reviewed that Congress has developed national goals and USDOT has established performance measures in each goal area that must be used to develop appropriate performance targets by state DOTs and MPOs. These targets are all set and the relevant planning documents such as the LRTP must be amended to reflect these actions. Essentially, this is an effort to improve accountability and transparency in the transportation planning process.

Mr. Hooper then outlined the National Goal Areas for system performance and safety that have been established by USDOT that are required to be reported to FHWA each year. These include: Pavement Condition, Bridge Condition, System Reliability, Number of Fatalities, Fatality Rate per 100 million VMT, Number of Serious Injuries, Rate of Serious Injuries per 100 million VMT, Number of Non-motorized Fatalities, and Number of Non-motorized Serious Injuries. Mr. Hooper then briefly reviewed the performance targets for each of these goal areas. As a point of reference, Mr. Hooper reviewed the State System Performance and Safety Targets developed by SCDOT, noting where RFATS stands in each category as compared to the state as well as other MPOs. Mr. Reno then made an inquiry as to why some goal areas have declining 4-year targets? Mr. Hooper then responded that while acknowledging that the right operational improvements are being made, appropriately developed performance targets do need to take into account the elevated growth rates within RFATS, and the corresponding demand level on the transportation system; this is particularly appropriate during high growth and / or transitional phases of development and shifting operating characteristics.

Discussion then followed regarding the efficiency with which projects can be completed and the potential change needed in federal and state procedures for funding strategies of MPOs. Mr. Hooper specifically noted that funding strategies now are much more focused on operational conditions (i.e., lane miles, vehicle miles traveled, etc), versus the resulting operational outcomes from elevated growth rates as a general proposition; and certainly the resulting divergence is exacerbated by the exceptionally high growth rates within RFATS. Mr. Hooper noted that staff could discuss this with SCDOT as we gear up for the 2020 Census. Mr. Feda then explained that currently \$138M in Guideshare funding is allocated toward the MPOs and COGs across the state and that funding is distributed solely based on population. Mr. Feda continued, stating that Secretary Hall has planned to examine other criteria that can be used to fairly distribute funding if / when additional funding becomes available; noting that high growth areas are certainly one of those criteria being analyzed. Secretary Hall then noted that she has recommended to the SCDOT Commission that when / if new unrestricted funding is provided to the DOT there needs to be an increased investment made to the Guideshare funding provided to the MPOs and COGs, recognizing that the level of funding has been stagnant and needs to be increased.

Mr. Hooper then requested approval for the adoption of the State System Performance Targets and the new State Safety Performance Targets, as well as the amendment of the 2045 LRTP to reflect these changes. Mr. Johnson then made a motion to grant approval; seconded by Mr. Carnes and the motion was unanimously approved.

**b. INFRA Grant Application** – Mr. Hooper briefly reviewed the grant opportunity from the Nationally Significant Freight and Highway Projects Program that is available to eligible recipients. Mr. Hooper noted that in January staff reviewed potential projects where non-federal resources would naturally follow and / or complement any grant award through this program. Potential projects areas discussed in January included the US 21 / Springdale Road area leading to I-77, and the US 21 Corridor as a parallel facility to the interstate. Mr. Hamilton then briefly summarized the Pennies for Progress intersection improvement effort focused on US 21 / Springdale Road and a potential project for a dedicated truck lane for freight

traffic to access the interstate. Mr. Hamilton then explained that York County has examined the possibility of applying for funding for the US 21 Corridor, however there were concerns regarding the sequencing and phases on the Pennies for Progress work planned on US-21 which would not be in alignment with the requirements of the grant program. Mr. Hooper then requested approval of the Resolution of Support for the City of Rock Hill's INFRA Grant application for the project on US-21 / Springdale. Mr. Carnes then made a motion to grant approval; seconded by Mr. Reno and the motion as unanimously approved.

**c. TIP Amendment** – Mr. Larimore briefly reviewed the Rural Interstate Corridor Improvements Program for SCDOT which has identified five segments of the interstate system where SCDOT wishes to initiate feasibility studies. Ranking fifth among these projects is a segment of I-77 from SC 9 (Exit 65) to US 21 (Exit 77). Mr. Larimore then summarized a TIP Amendment reflecting \$1,000,000 in federal funds from SCDOT's rural interstate project program to initiate a feasibility study assessing improvement options and important variables on this 12-mile segment of I-77. Mr. Larimore noted that currently there is no funding secured for any improvements that would be identified in this feasibility study and that SCDOT would request additional funding for these improvements from the state legislature.

Mr. Johnson then voiced caution in studying improvements at this location without funding identified for such improvements. Mr. Rewis then stated that current estimates on interstate improvements throughout the state range between \$11M - \$12M per mile, noting that these feasibility studies will better prepare SCDOT to identify what improvements are needed along the interstate and at what cost. Mr. Rewis continued that completing a feasibility study will help to have a more efficient project timeline once funding is identified and to help manage unexpected cost increases once projects are initiated.

Mr. Feda then noted that SCDOT will be requiring feasibility studies to be completed on all SCDOT, MPO, and COG projects moving forward. Mr. Hooper stated that this reflects a shift in direction so as to improve planning processes; and ultimately, further expedite project implementation.

Mr. Johnson then recalled that Mr. Simrill had inquired as to whether recent safety improvements stemming from the Rural Road Safety Program have caused any of the top five Interstate segments to change in terms of ranking and need. Mr. Larimore then responded that while the recent safety improvements completed as a part of the Rural Road Safety Program have been implemented on state roadways that tie in to the interstate, those improvements have not caused any changes to the ranking and / or need for these top five segments of interstate being discussed today.

Mr. Reno then made a motion to grant approval; seconded by Mr. Carnes and the motion passed with a vote of 8-1 (Mr. O'Neal dissenting).

**d. FY 19-20 CMAQ Funding Cycle** – Mr. Herrmann briefly summarized Adaptive Traffic Control Signal Systems; noting that this type of improvement was highlighted as a short term operational recommendation in the I-77 Corridor Analysis. Mr. Herrmann explained that traffic signal improvements are eligible for CMAQ funding and qualify for 100% federal funding. Mr. Herrmann then highlighted an improvement planned by SCDOT to implement Adaptive Signals in the Carowinds Blvd / US 21 area. Mr. Herrmann then reviewed a potential improvement suggested by the RFATS Technical Team to implement Adaptive Signals on the SC 160 Corridor; noting that this would be presented as a region-wide application from the jurisdictional members of RFATS. SCDOT has provided a cost estimate for the SC 160 project at approximately \$450,000.

Mr. Johnson then inquired as to whether there was any possibility for sunk investment in completing this project prior to the widening of US-21 through Pennies for Progress? Mr. Edwards responded that the

Adaptive Signal System will be able to expand and adapt to the new lanes added through the widening project and sensor equipment can be moved without any significant cost.

Mr. Reno then asked for an estimate of how much CMAQ funding the RFATS Area is expected to receive for FY 19-20? Mr. Herrmann responded that RFATS receives approximately \$2M each year, thus there would be just over \$1.5M remaining if the SC 160 project were approved. Mr. Herrmann then added that there are currently 7 active CMAQ projects, three projects have already entered the construction phase and four projects have yet to begin construction. Mr. Hooper then stated that the remaining \$1.5M could be allocated for any cost needs that might materialize among these CMAQ projects, or to the extent this is not needed, such funding could be combined with the FY 20-21 allocation when a call for new projects is expected.

Mr. Herrmann then requested approval of the Technical Team recommendation to forego an annual call for new CMAQ projects and instead allocate the FY 19-20 CMAQ funding toward the joint region-wide project on SC 160 as well as existing CMAQ priorities. Mr. Carnes then made a motion to grant approval; seconded by Mr. O'Neal and the motion was unanimously approved.

**e. CAC Appointments** – Mr. Herrmann briefly reviewed the role of the Citizens Advisory Committee and then requested consideration to reappoint Ms. Cleopatra Allen and Ms. Frieda Price for additional 3-year terms. Mr. Carnes then made a motion for approval; seconded by Mr. Reno and the motion was unanimously approved.

## **5. OTHER BUSINESS:**

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

**b. Next meeting** – Ms. Savage noted that the next Policy Committee meeting is scheduled for March 22, 2019.

## **6. ADJOURNMENT:**

The motion to adjourn was made by Mr. O'Neal and seconded by Mr. Johnson; the motion was unanimously approved and the meeting was adjourned at 1:25 P.M.