



**POLICY COMMITTEE MEETING  
SUMMARY MINUTES  
April 21, 2017 – 12:00 p.m. (NOON)  
Rock Hill Operations Center – Room 132**

**COMMITTEE MEMBERS PRESENT:** George Sheppard; Larry Huntley; Kathy Pender; Bill Harris; Brian Carnes; Doug Echols; Jim Reno; Britt Blackwell; Michael Johnson; Wes Climer; and Gary Simrill.

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

Vic Edwards (SCDOT); Cliff Goolsby (City of Rock Hill); Patrick Hamilton (York County); Joshua Meetze (SCDOT); Penelope Karagounis (Lancaster County); John Boylston (SCDOT); Susan Britt (City of Tega Cay); Bill Meyer (City of Rock Hill); Matt Gallman (CRCOG); Audra Miller (York County); Rob Ruth (City of Rock Hill); Yolanda Morris (FHWA); David Harmon (York County); David Vebaun (City of Rock Hill); Keith Powell (SCDOT); Ron Pompey (York County); Jeremy Winkler (City of Rock Hill); Mike Sullivan (SCDOT); Allison Love (York County); Jimmy Bagley (City of Rock Hill); David Burgess (SCDOT); Bill Shanahan (York County); Robby Moody (CRCOG); Dean Hendrix (York County); Chris Herrmann (RFATS); and David Hooper (RFATS).

**CITIZENS / VISITORS PRESENT:** Frank Myers (CAC); Cleopatra Allen (CAC); Jessica Hill (CCOG); Scot Sibert (Parsons-Brinckerhoff); Phil Leazer (KCI); and Kenneth Johnson (AECOM).

**1. CALL TO ORDER:**

**a. Welcome** – Chairman Echols called the meeting to order at 12:07 P.M. and welcomed all in attendance.

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

**2. REVIEW / APPROVAL OF MINUTES**

Mr. Echols asked if there were any changes, deletions, or comments to the minutes of the February 24, 2017 meeting. Mr. Echols asked for a motion. Mr. Sheppard made a motion to approve the minutes as presented; Mr. Carnes seconded and the motion was unanimously approved.

**3. UPDATE ON CURRENT PROJECTS:**

**a. SCDOT Project Status Report** – Mr. Boylston briefly noted that Barry Mattox will be serving as the new Project Manager for the region; then presented an update on the following projects:

- US 521 / Marvin Road Intersection Improvement – ROW is planned for FY 2017 and construction is planned for FY 2018.
- Celanese Road / India Hook Road Intersection Improvement – ROW is anticipated for FY 2018 and construction obligation is anticipated for FY 2019.
- Celanese Road / Riverview / Riverchase Intersection Improvement – utility relocation plans have been received and are being reviewed, contract letting will move forward once utility relocation plans have been approved and an MOA has been signed.

Ms. Pender then asked for clarification regarding next steps in the review / coordination process as well as the timeline for advancement of the project to construction. Mr. Boylston then noted that SCDOT will

complete their review of the utility relocation plans and turn things around as quickly as possible. Mr. Blackwell then asked how long this project has been pending? In response, Mr. Boylston noted that he didn't have the exact timeline, but did say that it has been around for a while. Ms. Pender then noted that this project has been active for close to seven years. Mr. Climer then asked if SCDOT thinks this project will be complete by the end of the year? Mr. Boylston then noted that with construction expected to be initiated in summer / early fall, that completion of construction is expected by year end. Mr. Climer then asked if total project completion was envisioned by next summer? Mr. Boylston then said that that is reasonable.

Ms. Pender then asked for further clarification regarding next steps following review of the utility relocation plans. Mr. Boylston then noted that an MOA will need to be developed outlining how the various costs will be covered. Mr. Blackwell then asked what part the Utilities are paying for? Mr. Boylston said that the Utilities are paying for the relocation, not the right-of-way. Mr. Blackwell then asked if they are paying 100%? Mr. Boylston said that he wasn't sure what the percentages are between SCDOT and the Utilities, but could provide this information with the follow-up on the overall project timeline requested earlier.

Mr. Reno then asked if there were any changes in procedural steps that SCDOT or local jurisdictions could take to expedite project implementation? Mr. Boylston then briefly noted the internal evaluation process once a project is submitted to SCDOT and how it influences project implementation. As a point of reference, Mr. Hooper then noted how RFATS realigned the practice of project development a number of years back requiring a sponsoring jurisdiction to secure general concurrence from SCDOT prior to being cleared for presentation to the Policy Committee – so that subsequent adjustments (i.e., funding, timeline, etc) can be minimized. Lastly, Mr. Hooper noted shifts in the planning process from “needs-based planning” to “performance-based planning,” and resulting requirements that State DOTs have to meet and how that (as an evolving part of the planning process), is to some extent influencing the process as well. That said, it was noted that this should effectively resolve itself as is traditionally the case when new requirements are promulgated at the federal level.

- Pleasant Road / Carowinds Blvd Intersection Improvement – ROW obligation anticipated for FY 2018 and construction obligation anticipated for FY 2019.

Mr. Boylston noted that preliminary traffic analysis recommends improvements west and east of the intersection and recommendations are being evaluated by traffic and preliminary design teams so that agreement can be reached. As a point of reference, Mr. Hooper noted that this item has been discussed at the Technical Team regarding reasonable expectations for targeted intersection improvements and broader corridor challenges; and that, SCDOT stated that they will be following-up with the Technical Team in the near future.

- E White St / Firetower Road / E Main St Intersection Improvement – planned construction letting is currently on hold pending completion of utility coordination.
- Clebourne St / N White St Intersection Improvement – ROW is scheduled to begin in FY 2017 and construction is anticipated for 2018.
- SC 160 / Gold Hill Road Intersection Improvement – project is currently under construction and is approximately 90% complete.
- Cel-River Road Widening Phase I – project is currently under construction and is anticipated for completion in FY 2018.
- SC 160 Phase 2 Widening Project – utility coordination is complete and construction letting is scheduled for May 2017.

Mr. Carnes then asked for an estimation of when construction could begin? Mr. Boylston responded that generally construction begins 60 days after the bid opening date.

- I-77 / US 21 (Cherry Road) / Celanese Road Interchange Reconfiguration – SCDOT Design-Build Office is assessing this project to determine whether design-build is an appropriate delivery method as an attempt to expedite the project.
- SC 160 / I-77 Interchange Reconfiguration – SCDOT Design-Build Office is also assessing this project to determine whether design-build is an appropriate delivery method.
- Lake Ridge Trail – project is currently under construction and completion is anticipated by summer 2017.
- Springfield Parkway Bicycle / Pedestrian Improvements – project has been re-scoped and submitted to SCDOT.

Mr. Boylston then gave brief updates on Area Federal-Aid Bridge Projects including: SC 72 (Fishing Creek), SC 5, S-81, S-50, S-654, S-655, US 21 BUS, and SC 72 (Stony Fork Creek).

#### **4. REPORTS:**

**a. Greater Charlotte Regional Freight Mobility Plan** – Ms. Hill reviewed primary points of emphasis from the plan – highlighting future challenges and opportunities, identified road network issues, and short term implementation steps. Ms. Hill specifically identified US 21 near the state line as one of eight truck bottlenecks within the region where some follow-up would be appropriate. With the study’s completion, Ms. Hill noted that continued freight plan coordination would be beneficial. Mr. Hooper then noted that with the recent guidance at the federal level regarding the designation of “critical urban freight corridors,” that RFATS is coordinating with its counterpart agency in North Carolina to ensure operational consistency / compatibility.

Ms. Pender then asked if the analysis of congestion within the plan is being used to identify new freight corridors or alleviate congestion on existing freight corridors? Mr. Hooper then responded that the plan focused on the existing network and how best to preserve and enhance its functionality within the region. Mr. Harris then inquired as to why only 5% of freight tonnage is moved by rail if congestion along corridors is a large concern? Ms. Hill responded that representatives of freight companies have cited an increase in cost and time as deterring the use of rail. Lastly, it was noted that a follow-up regional freight coordination meeting is slated for Thursday, June 8<sup>th</sup> to further broaden the discussion about the importance of freight on economic competitiveness. This meeting will be held at Manchester Meadows from 10:00am to 11:30am.

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

**a. Long Range Transportation Plan Update** – Mr. Hooper provided a brief summary of the LRTP update process and the steps completed to date. Mr. Hooper then reviewed projected roadway conditions through 2045 – which reflect both increasing levels of travel demand (consistent with projected growth rates), as well as a shift in demand levels away from I-77 and toward arterial roadways reflecting more trips that both begin and end within the regional transportation network. With this demand shift, Mr. Hooper noted that if no additional network improvements are made beyond the existing or committed projects, drivers are projected to spend approximately 80% of their time in congested conditions of LOS D or lower along arterial roadways.

Mr. Hooper then reviewed the project estimates (current year and year of expenditure dollars), for those key transportation improvements included on the cost constrained project list:

- Exit 82 / I-77 Interchange Reconfiguration
  - Current Cost Estimate: \$49.7 M
  - YOE (2025) Cost Estimate: \$62.1 M
  
- Exit 85 / I-77 Interchange Reconfiguration
  - Current Cost Estimate: \$27.5 M
  - YOE (2025) Cost Estimate: \$33.6 M
  
- SC 160 East Road Widening
  - Current Cost Estimate: \$21.7 M
  - YOE (2035) Cost Estimate: \$25.8 M
  
- Celriver Road Widening
  - Current Cost Estimate: \$39.8 M
  - YOE (2025) Cost Estimate: \$46.2 M
  
- Exit 77 / I-77
  - Current Cost Estimate: \$4.5 M
  - YOE (2025) Cost Estimate: \$5.2 M

Mr. Hooper then briefly noted that the total cost estimate for these project priorities range from \$138.7 M to \$173.0 M, which at the high end of the range closely approaches the projected Guidesshare total through 2045 of \$176.8M. Mr. Hooper also noted that with the continuing development of a fourth Pennies Referendum as well as the ongoing consideration of the SIB application, a plan amendment should be expected once these initiatives come to finalization.

Mr. Hooper stated that the Transportation Project List has completed the necessary air quality testing and has been approved. Mr. Hooper then requested that the Policy Committee grant preliminary approval of the draft LRTP, TIP, and conformity determination as well as authorize a 30 day public comment period. A motion to grant approval was made by Mr. Sheppard; seconded by Mr. Reno and the motion was unanimously approved.

**b. TIP Amendment – FTA 5307 Funding** – Mr. Hooper briefly reviewed the request to program \$2.9M in FTA Section 5307 funding allocated to the City of Rock Hill as they continue efforts to initiate a fixed route transit service. As a point of reference, Mr. Hooper noted that this funding is an urbanized area formula program allocation based on the Rock Hill Small Urbanized Area designation. Mr. Hooper then noted that as with all other federal funding sources utilized within the RFATS Study Area, these funds must be reflected in the Transportation Improvement Program.

Mr. Hooper then referenced a previous question regarding additional RFATS funding being associated with this request; noting that this particular request is only for FTA Section 5307 funding. That said, Mr. Hooper then noted that there is a request envisioned to reallocate a portion of existing CMAQ funds from another City of Rock Hill project to support the fixed route service, but that no other RFATS associated funding is involved with this effort. Mr. Hooper then requested that the Policy Committee grant final approval to amend the TIP to reflect \$2,902,000 in FTA 5307 funding. A motion to grant approval was made by Mr. Sheppard; seconded by Mr. Carnes and the motion was unanimously approved.

**c. Title VI Plan** – Mr. Herrmann briefly summarized the update to the Title VI Plan; highlighting that a 21-day public comment period was complete and no comments were received. Mr. Herrmann then requested that the Policy Committee grant final to the Title VI Plan Update. A motion to grant approval was made by Mr. Carnes; seconded by Ms. Pender and the motion was unanimously approved.

**d. FY 17-18 CMAQ Program** – Mr. Herrmann briefly reviewed a request for \$1.2 M in CMAQ funding for the India Hook / Celanese Road Intersection Improvement Project; also noting that a request for additional funding was envisioned for the Carowinds / Pleasant Intersection Improvement Project later this year. Mr. Herrmann then asked the Policy Committee to grant final approval to amend the TIP to reflect \$1,200,000 in CMAQ funding. A motion to grant approval was made by Ms. Pender; seconded by Mr. Sheppard and the motion was unanimously approved.

## **6. OTHER BUSINESS:**

**a. Administrative Report** – Mr. Hooper briefly reviewed the MPO Coordination and Planning Area Reform Rule that was issued by USDOT late last year, despite overwhelming opposition about a number of unintended consequences. Mr. Hooper then noted that there is similar opposition in Congress (i.e., the House vote was 417 to 3), and repeal of its application has been passed in both houses. This action is pending finalization within the next month or so.

**b. Transit Meeting Request** – Mr. Hooper referenced a previous request made by Mr. Sheppard regarding a coordination meeting with our North Carolina partners (i.e., City of Charlotte, Town of Pineville, etc), about a Rapid Transit Alternative that would link up with the Light Rail Station in Pineville. With this in mind, Mr. Hooper noted that contact has been initiated and a response is expected shortly.

**c. Next Meeting** – Mr. Echols noted that the next Policy Committee meeting will be held on May 19, 2017 at the Manchester Meadows Conference Room. Mr. Sheppard noted that he would not be able to attend the May 19<sup>th</sup> meeting and will be passing his proxy to the Town of Fort Mill.

## **7. ADJOURNMENT:**

With no further business, the motion to adjourn was made by Mr. Sheppard and seconded by Ms. Pender; the motion was unanimously approved at 1:15 P.M.