



**POLICY COMMITTEE MEETING  
SUMMARY MINUTES**

**Friday, January 27, 2012 - 12:00 p.m. (NOON)  
Manchester Meadows Conference Room**

**COMMITTEE MEMBERS PRESENT:** Danny Funderburk; Kathy Pender; David Bowman; Sarah Nuckles; Ralph Norman; Bill Harris; George Sheppard; and Wes Hayes

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

Jessica Hekter (FHWA); Joy Shealy (SCDOT); Brian Klauk (SCDOT); Vic Edwards (SCDOT); Greg Shaw (SCDOT); Dianne Janicki (SCDOT); Kevin Sheppard (SCDOT); Elizabeth Harris (CIN); David Vehaun (CRH); Jimmy Bagley (CRH); Bill Meyer (CRH); Chuck Chorak (CRH); Susan Britt (Tega Cay); Phil Leazer (York County); Stephen Allen (York County); Allison Love (York County); Ryan Blancke (York County); David Hooper (RFATS); and Leigh Welch (RFATS).

**CITIZENS/VISITORS PRESENT:** Brock LaForty (STV); Susan Paschal (STV); Jim VanBlarcom (CAC); Frank Myers (CAC); Mike Fry (CAMPCO); Debbie Hayworth (CAC); Larry Huntley (FM Town Council); Jamie Self (The Herald); and Theron Pickens (LandDesign)

**1. CALL TO ORDER:**

- A. Welcome** – Chairman Funderburk called the meeting to order at 12:15 P.M.
- B. Citizen Comment Period** – Chairman Funderburk invited visitors and/or citizens who had comments to address the Policy Committee at this time. There were no comments.

**2. REVIEW/APPROVAL OF MINUTES:**

Chairman Funderburk asked if there were any changes, deletions or comments to the minutes of the November 18, 2011 meeting. Hearing no comments, Mr. G. Sheppard made a motion to approve the minutes as presented. Ms. Pender seconded and the minutes were unanimously approved.

**3. UPDATE ON CURRENT PROJECTS:**

- A. York County One Cents Sales Tax Program Update** – Mr. Leazer presented the Committee with detailed project summaries and then reviewed the status of the following Pennies for Progress projects located in the RFATS area as noted below:
- 1997 Pennies for Progress : SC72 / Albright Rd – out for bid; final project of the 1997 program
  - 2003 Pennies for Progress: Mt. Gallant Rd- under construction (45% complete); Fort Mill Southern Phase 1B – out for bid; Phase 1C - let in March 2012; Phase II - under ROW acquisition

Mr. Leazer also noted that the Tega Cay Connector is currently in the design phase; the White Street Phase I bid date is estimated within 60 days; and McConnells Highway is under ROW acquisition and estimated to be out for bid in 2012. Additionally, Mr. Leazer briefed the Committee on the Ebinport Road project; specifically, utility relocation discussions with SCDOT and the potential for increased construction costs were discussed.

Mr. Leazer further noted that the York County Council approved the advancement of \$8 million dollars towards the initiation of the 3<sup>rd</sup> Pennies for Progress program and stated consultants are being selected at this time. In response to Mr. Norman's question regarding the procurement process, Mr. Leazer stated that staff used the RFQ process in the selection of consultants. Ms. Pender requested information on the changes to the Ebinport Project that could increase project costs. Mr. Leazer explained that SCDOT standards regarding the removal of utilities from underneath roadways is a major factor.

- B. Express Bus Services Update** – Mr. Hooper updated the Committee on the CATS 82X Express Bus route. Specifically, Mr. Hooper noted that the most recent data reflects year-over-year ridership growth of approximately 8%, which continues to confirm that the route is moving back towards more historical operating conditions. Additionally, Mr. Hooper noted that of the five regional express routes operating within the greater Charlotte area, the 82X is second only to the Concord route – traditionally the strongest performer.
- C. SCDOT Report** – Mr. Klauk presented an update on current SCDOT projects. Specifically, Mr. Klauk stated that column placement is complete on the SC 5 bridge project and that project completion is scheduled in 2013. Additionally, the roadway work on the US 21 bridge is 50% complete and scheduled for completion in May 2012. Mr. Klauk then noted that traffic will be shifted to the new bridge in May or June; and at that time, demolition of the old bridge will begin. No traffic delays are expected.

Mr. Hayes inquired about the gas/water line currently located on the old bridge and its placement on the new bridge. Mr. Klauk stated that the gas line will be placed in the overhang and will not be visible on the bridge itself. In response to Mr. Norman's question, Mr. Klauk noted the contractor - Rea Construction- is responsible for the demolition of the old bridge. Mr. Vehaun clarified that the water line is located on a different (utility) bridge which will stay in its current location.

#### **4. REPORTS AND PRESENTATIONS:**

- A. New Catawba River Bridge Feasibility Study** – Mr. LaForty (STV Incorporated), presented a progress report on the work completed to date; specifically, Mr. LaForty noted that the review and summary of existing conditions, environmental constraints, and the collection of traffic data on the supporting roadways (in the identified focus area) have all been completed. Mr. LaForty then went on to briefly discuss the priority status and history underlying the elevation of a new bridge as a critical facility in the RFATS Study Area. Mr. LaForty then outlined four conceptual alternative alignments and fielded questions from the Policy Committee regarding how the alignments would impact / protect other transportation investments that have been made as well as those that are scheduled for implementation. The four alternative alignments are listed below:

Alternative 1 – Mount Gallant Road to Sutton Road near the I-77 interchange

Alternative 2 – Twin Lakes Road / India Hook Road to Harris Road at I-77, including a partial interchange at I-77

Alternative 3 – Twin Lakes Road / India Hook Road to Sutton Road near the I-77 interchange

Alternative 4 – Mount Gallant Road to Harris Road at I-77, including a partial interchange at I-77

<b>FEATURES</b>	<b>BUILD</b>	<b>ALT #1</b>	<b>ALT #2</b>	<b>ALT #3</b>	<b>ALT #4</b>
Approximate Number of Parcels Affected	N/A	27	55	11	68
Recreational Facilities Affected	N/A	0	1	1	0
Utility Crossings	N/A	2	3	3	2
Stream Crossings	N/A	0	7	1	7
Bridge Length (over Catawba River)	N/A	1270 ft	1085 ft	1210 ft	1250 ft
Estimated Project Cost	N/A	\$53M	\$94M	\$51M	\$91M

Mr. LaForty then mentioned the next public meeting on February 7, 2012 at Riverview Elementary in Fort Mill, where the four conceptual alternative alignments will be presented to the public for review, evaluation, and ranking. From the information gathered, a preferred alternative will be identified and presented for discussion at a future public meeting as well.

Following the presentation, Chairman Funderburk asked if Sutton Road has the capacity to effectively manage the expected increase in traffic volume. In response, Mr. LaForty noted that Sutton Road as well as the other supporting roadways in the focus area would all need to be evaluated for appropriate improvements to ensure that such a facility would operate as a constructive addition to the road network (i.e., that a balanced distribution of traffic flow is consistent with roadway capacity). Mr. LaForty then described the mechanics of the partial interchange in alternative alignment #2. Mr. Bowman then asked whether the estimated costs reflected current dollars or whether they reflected an inflation adjusted figures out to 2035? Mr. LaForty noted that the cost estimates reflected current construction costs with a healthy contingency balance.

Ms. Nuckles then inquired whether the urban or rural interchange requirements were considered during the development of the alternative alignment options. Mr. LaForty responded that, although he did not have the information available at the meeting, he believed that the rural guidelines were considered. Additionally, Ms. Nuckles requested clarification on the increase of AADT (average annual daily traffic) with the build and no build options, and whether drivers could not continue to utilize Celanese Road across the US 21 bridge in order to access the Sutton Road interchange

In response, Mr. Leazer outlined current and projected congestion levels and how a new Catawba River Bridge Crossing would preserve and enhance other significant transportation system investments that have already been made. Mr. Hooper then noted the need as well as the importance of being able to more effectively distribute area traffic flow along the affected arterial roadways as well as to proactively plan for increasing travel demand and commented on the applicability of the No Build option. Mr. Leazer commented on the improvements to Celanese Road and the impact of a new river crossing to this area; Mr. Hooper then added that the 2011 Congestion Management Plan identified this project as the single most needed improvement to help relieve congestion now and in the future. Ms. Pender inquired about methods of public notification to Rock Hill residents. Mr. Hooper listed advertisements in the Herald, email notifications to the expanded stakeholders list, posting to community websites, and notices advertised on both the Rock Hill and Fort Mill local channels as methods used to notify area residents.

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

- A. Citizens Advisory Committee** – Mr. Hooper presented a request to consider the appointment of Luther Dasher to fill the unexpired term on the York County representative of the CAC.

Mr. G. Sheppard made a motion to appoint Mr. Dasher as the York County representative of the CAC - to fill the unexpired term beginning January 27, 2012 – January 31, 2013. Ms. Pender seconded and the motion passed unanimously.

- B. DHEC Attainment Recommendation** – Mr. Hooper briefly summarized information SCDHEC presented at the November meeting regarding the revised national air quality standards and the impact on York County. Specifically, Mr. Hooper noted that York County is designated as non-attainment although the York County monitors indicate ozone levels are below the applicable 2008 standards. Mr. Hooper went on to note that EPA, in response to DHEC's revised recommendation to de-link from the Charlotte area, has stated that all of South Carolina will be in attainment except the RFATS area. DHEC now has an opportunity to appeal this decision and has requested a letter of support from RFATS. Mr. Hooper stated a letter of support, signed by the RFATS Chairman, was submitted in 2008. However, at this time, DHEC has requested all members of the RFATS Policy Committee sign the letter of support as a way to identify support from all elected officials. Discussion followed as Chairman Funderburk noted that RFATS' support has not changed and inquired about the support of the SC Congressional Delegation on this issue. Mr. Norman noted his agreement for this letter of support and requested Mr. Hooper draft a letter of support for the SC Congressional Delegation to sign and submit to EPA. Mr. Harris inquired about the location of the monitoring stations. In response, Mr. Hooper stated the York County monitor is located between York and McConnells while the closest North Carolina monitor is located approximately 30 miles away at Arrowood. Mr. Hooper then responded to Mr. Hayes' by identifying Gaston and Iredell Counties and Kannapolis as areas in North Carolina included in the Charlotte area. Ms. Nuckles commented on CMAQ funds currently allocated to RFATS due to nonattainment and inquired if RFATS will continue to receive those funds. Mr. Hooper responded that while RFATS could be designated attainment, it would also be designated as a maintenance area, and therefore, still be eligible for CMAQ funds.

Mr. Bowman made a motion to submit a letter of support for the SC DHEC's attainment recommendation to de-link from the Charlotte area. Ms. Pender seconded and the motion passed unanimously.

- C. **Election of 2012 Officers** – Following the rotation schedule, Mr. G. Sheppard will serve as Chairman and Mr. Echols as vice-chairman.

**6. OTHER BUSINESS:**

- A. Study Group Review on improving Grant Program Coordination – Mr. Hooper presented a summary report providing feedback on the request to improve grant program coordination. Mr. Hooper outlined three specific areas of project development and their affect on project implementation.
- B. Receive Citizens Advisory Committee Annual Report – The CAC Annual Report included a summary of activities which included reviews and recommendations on a number of RFATS' grant programs and planning activities such as the RFATS Public Participation Plan; Congestion Management Plan; and CMAQ and TEP application recommendations. Additionally, the report noted the recommendation for the inclusion of more bicycle/pedestrian planning as part of the MPO's planning process.
- C. Next regular meeting – March 23, 2012.

**7. ADJOURNMENT**

With no further business, the meeting was adjourned at 1:20 P.M.