



**POLICY COMMITTEE MEETING
SUMMARY MINUTES
February 22, 2013 - 12:00 p.m. (NOON)
Manchester Meadows Conference Room**

COMMITTEE MEMBERS PRESENT: Britt Blackwell; Bill Harris; Danny Funderburk; Wes Hayes; Michael Johnson; Kathy Pender; George Sheppard; Ralph Norman; Jim Reno

ADMINISTRATIVE/TECHNICAL/MANAGEMENT STAFF PRESENT:

Jimmy Bagley (Rock Hill); Susan Britt (Tega Cay); Chuck Chorak (Rock Hill); Vic Edwards (SCDOT); Clifton Goolsby (SCDOT); Phil Leazer (York County); Allison Love (York County); David Vebaun (Rock Hill); Penelope Karagounis (Lancaster County); Andrew Brunner (FHWA); Steve Willis (Lancaster County); Jessica Hekter (FHWA); Bill Meyer (Rock Hill); Elizabeth Harris (Catawba Nation); Joy Shealy (SCDOT); Patrick Hamilton (York County); Wendy Bell (CRCOG); Anna Moore (York County); Kevin Sheppard (SCDOT); William Long (REATS); and David Hooper (REATS)

CITIZENS/VISITORS PRESENT: Jonathan Guy (Kimley-Horn); Frank Myers (CAC); Scot Sibert (STV, Inc.); Luther Dasher (CAC); Jim Van Blarcom (CAC); Mike Fry (CAMPCO); and Theron Pickens (Land Design)

1. CALL TO ORDER:

- a. **Welcome** – Vice-Chairman Blackwell called the meeting to order at 12:08 P.M.
- b. **Citizen Comment Period** – Vice-Chairman Blackwell invited citizens to address the Policy Committee. There were no comments.

2. REVIEW/APPROVAL OF MINUTES:

Vice-Chairman Blackwell asked for any changes, deletions, or comments to the minutes of the January 25, 2013 meeting. Hearing no comments, Mr. Funderburk made a motion to approve the minutes. Mr. Sheppard seconded and the minutes were unanimously approved.

3. UPDATES ON CURRENT PROJECTS:

- a. **York County Local Option Sales Tax Program** – Mr. Leazer referred to the detailed report given at the January 25 meeting. Given the full agenda, a status report will be deferred until the March meeting.

4. PROPOSED POLICY COMMITTEE ACTION ITEMS:

- a. **Long Range Transportation Plan Update** – Mr. Hooper briefly reviewed the Policy Committee's direction at the January meeting that the Technical Team prepare a short list of smaller scale projects throughout the transportation network for potential inclusion in the cost constrained section of our Long Range Plan. With this in mind, Mr. Hooper then transitioned

into a brief review of the initial model data provided at the January meeting; level of service classifications at different points in the network; and then outlined RFATS financial position, with special attention devoted to two notable changes announced during the last year from SCDOT: (1) a 7% reduction in Guideshare funding; and (2) a new requirement that all MPO's spend 20% of their Guideshare funding (after debt service), resurfacing federally eligible roads on the state system.

In preparing to review the list of recommended projects for potential incorporation into the cost constrained plan, Mr. Guy briefly addressed a follow-up question regarding the East-West Connector that was discussed at the January meeting; specifically, that the cost estimate range for this project is \$94 to \$120 million and its different components parts are broken down as follows:

- New Interchange at Coltharp Road / I-77: \$29 to \$35 million
- Bridge crossing (2,400 feet): \$40 to \$50 million
- Roadway between the bridge and interchange: \$25 to \$35 million

As a point of reference, Ms. Pender then asked for information about the length of the originally proposed Catawba River Bridge crossing; Mr. Chorak stated that it was slightly shorter than 1,200 feet. From a cost and impact standpoint, Mr. Hooper noted that the feasibility study reflected a lower level of environmental and property impacts and have a cost estimate range of \$50 to \$60 million including supporting improvements to the Sutton Road Interchange and a 40% contingency balance.

Mr. Guy then reviewed the list of recommended projects for potential incorporation into the cost constrained plan:

- Celanese Road / I-77 Interchange Area: Construction of a diverging crossing diamond at the interchange, allowing two lanes to merge onto I-77 north bound at higher speeds. It was noted that such an improvement would improve traffic flow on I-77 by removing the problems caused by cars attempting to merge into traffic while others attempt to merge onto the exit ramp in the same space. (cost estimate is \$10.5 to \$15.5 million).
- SC 160 / I-77 Intersection Area: Removal of the signal and left turns at Assembly Drive to enhance the movement of traffic through the area, and adding a traffic signal in a location between Assembly Drive and Pleasant Road. It was also noted that improvements to the intersection at Pleasant Road will also be undertaken to better utilize the left and right turn lanes during peak hour congestion. (cost estimate is \$10.5 to \$15.5 million).
- SC 160 (Springfield Parkway to MacMillan Business Park): Widening to five lanes. This will include construction a new bridge (500 feet) parallel to the standing bridge as well as upgrades to several intersections along the corridor. Mr. Guy noted that this stretch is heavily traveled, but that most drivers on this stretch likely do not live in York or Lancaster Counties and are passing through. (\$12.5 to \$15 million).
- East-West Connector (Feasibility Study): A technically-detailed study is necessary to provide the supporting data that the project is needed as defined by FHWA (i.e., adjacent roadways cannot handle area traffic flow and no lesser improvements short of a new interchange will be able to achieve an acceptable outcome in managing area travel demand). Mr. Guy then stated that the Feasibility Study is a precursor to other related

activities such as an Environmental Impact Statement and an Interchange Justification Report. In summary, Mr. Hooper noted that a new interchange is a significant undertaking that involves not just an evaluation of the location itself, but an assessment of the broader effect such an improvement will have along the immediate corridor – which typically includes the nearest four interchanges.

- Cel-River Road: Continuation of road widening from the end of Phase I (Southern Eden Terrace Extension) to Dave Lyle Boulevard. As a point of reference -- It was noted that the Pennies for Progress Program has provided approximately \$5.5 million and an additional \$6.0 million was added last year as well. Lastly, Mr. Guy noted that one rail crossing will be required and that the project length is approximately 2 miles (cost estimate is \$14 million).
- SC 5 / US 21 (Anderson Road) at I-77: Improvement of the interchange to relieve the back up at SC 5 / I-77, which is backing up onto the I-77 Southbound due to lack of capacity. Specifically, it was noted that this project will include the implementation of additional turn lanes, ramp widening and signal optimization. Lastly, Mr. Chorak then explained that the project was planned over ten years ago and that right-of-way has been acquired. (cost estimate is \$2 million).

Mr. Hooper then noted that the total cost of all six projects is \$49.9 to \$62.4 million. The total Guideshare amount available is \$64.3 million. As a point of reference, Mr. Hooper noted that the total reflects the net amount available after the 7% Guideshare reduction and the 20% road resurfacing requirement. Mr. Hooper noted that the next step is for the six projects above to be submitted to SCDOT to go through the Act 114 statewide ranking process. Once this is complete, the results of the ranking will be brought back to the Policy Committee for formal endorsement.

Mr. Blackwell asked for a motion. Mr. Funderburk made a motion to submit the six projects to SCDOT for the Act 114 ranking process. Mr. Sheppard seconded. Ms. Pender said that a collection of smaller scale projects as well as intersection improvements will help – but that she remains concerned about the current and projected traffic volumes on Celanese Road. The Policy Committee agreed that traffic on Celanese Road is a problem, but noted that RFATS must do as much as possible with the resources that are available. Specifically, Mr. Hayes stated that he prefers completing smaller projects with the funding that is available rather than concentrating resources on one project. Mr. Norman agreed that smaller projects provide more miles per dollar and said the Committee needs to consider how Sutton Road might develop in the future. With no further discussion, the motion was unanimously approved.

b. New Urbanized Area Boundaries – Mr. Hooper briefly reviewed the proposed RFATS boundary adjustment -- which will include the expansion of the Gaston Urbanized Area across the state line north of Clover and the expansion of the Charlotte Urbanized Area into the panhandle of Lancaster County. Mr. Hooper then noted that preliminary approval was granted at the November Policy Committee meeting to this adjusted boundary; and that, the Lancaster County Council has voted unanimously in expressing their interest in becoming a member of RFATS.

Mr. Hooper then reviewed the proposed updates to the MPO's Bylaws – which principally focused on potential adjustments to committee representation and a recommendation from the Study Team regarding proposals to amend the bylaws (i.e., that such an action should reflect

two-thirds majority support rather than a simple majority; it was noted during this discussion that other MPO's are implementing a similar adjustment).

With regard to committee representation, Mr. Sheppard did confirm that he had spoken with the SCDOT Commissioner; and that, it was noted that he would be less likely to attend the meetings if his voting status was changed to an advisory role. Discussion then followed regarding the alternating nature of this member and the continuing desire and importance of strengthening our partnership with SCDOT; and as a result, the Policy Committee reaffirmed their preference that the SCDOT Commissioner should continue to serve as a voting member.

It should be noted that the Policy Committee also agreed that the Catawba Indian Nation should continue to serve as a voting member of RFATS. Lastly, the Policy Committee decided to add a new voting seat for Lancaster County – increasing the Policy Committee to 12 voting members. As a point of reference, Mr. Hooper noted that within 18 months (per MAP-21), a transit representative will also become a member of the Policy Committee either as a voting or advisory member, bringing the Policy Committee to 13 voting members.

Mr. Hooper then briefly discussed the requirements to amend the bylaws. The Study Team recommends requiring a two-thirds vote when changing the bylaws, in all other votes a majority will continue to constitute a quorum. After discussion of other options, Mr. Blackwell asked for a motion. Mr. Sheppard made a motion to amend the bylaws as presented. Ms. Pender seconded and the amended bylaws were unanimously approved.

Mr. Hooper then presented the resolution of support for Lancaster County to join RFATS, the bi-state agreements with MUMPO and GUAMPO, and a resolution of support from the existing Policy Committee in support of these changes. Mr. Sheppard then made a motion to approve; Mr. Norman seconded with all supporting documents unanimously approved. Mr. Hooper then confirmed that he will now package all of the supporting materials associated with the new urbanized area designations and submit this information to SCDOT for final review / approval as previously discussed.

c. FY 2013 Transportation Alternatives Program – Mr. Long reviewed the changes to the Transportation Enhancement Program as it becomes the Transportation Alternatives Program. The FY 13-14 allocation will be \$107,000 – a reduction from \$165,670. Mr. Long then asked the Policy Committee to approve the application schedule and process, as well as the reappointment of a subcommittee to evaluate this year's applications. Mr. Blackwell asked for a motion. Mr. Hayes made a motion to approve the TAP application schedule and subcommittee; Mr. Sheppard seconded and the motion was unanimously approved.

d. TIP Amendment – Final approval for Sutton Road Sidewalk Project – Ms. Love noted that at the January 25 meeting, the Policy Committee voted to grant preliminary approval of a TIP amendment reflecting an additional \$20,000 in TEP funding to the Sutton Road Sidewalk Project. The project went through the 15-day public comment period with no comments received. Mr. Blackwell asked for a motion. Mr. Sheppard made a motion to approve the TIP amendment. Mr. Norman seconded and the TIP amendment was unanimously approved.

e. TIP Amendment – Final approval for SC 160 / Gold Hill Road Intersection Improvement Project – Mr. Hooper reviewed the current CMAQ projects and the recently announced funding changes associated with the passage of MAP-21. Mr. Hooper then briefly noted the prior discussions about the importance of the SC 160 / Gold Hill Road Intersection as well as other supporting improvements that are planned along these highly congested corridors. With this in mind, Mr. Hooper then noted that at the January 25 meeting, the

Policy Committee granted preliminary approval to amend the TIP reflecting an additional \$3,665,220 in CMAQ funding in support of this project. It was then noted that this project has completed a 15-day public comment period and that no comments were received. Mr. Blackwell then asked for a motion. Mr. Sheppard made a motion to approve the TIP amendment. Mr. Johnson seconded and the TIP amendment was unanimously approved.

5. OTHER BUSINESS:

a. Next Regular Meeting – Vice-Chairman Blackwell announced that the next regular meeting will be March 22, 2013.

6. ADJOURNMENT

With no further business, the meeting was adjourned at 1:35 P.M.