



**POLICY COMMITTEE MEETING
SUMMARY MINUTES
September 27, 2013 - 12:00 p.m. (NOON)
Manchester Meadows Conference Room**

COMMITTEE MEMBERS PRESENT: Danny Funderburk; George Sheppard; Ralph Norman; Brian Carnes; Michael Johnson; Jim Reno; Doug Echols; Britt Blackwell

ADMINISTRATIVE/TECHNICAL/MANAGEMENT STAFF PRESENT:

Greg Shaw (SCDOT); Vic Edwards (SCDOT); Jessica Hekter (FHWA); Kara Drane (CRCOG); Kevin Bronson (Rock Hill); Joy Shealy (SCDOT); Brian Klauk (SCDOT); Susan Britt (Tega Cay); Joe Cronin (Fort Mill); Ryan Blancke (York County); Phil Leazer (York County); Steve Willis (Lancaster County); Anna Moore (York County); Bill Meyer (Rock Hill); Mark Pleasant (SCDOT); Jimmy Bagley (Rock Hill); William Long (RFATS); and David Hooper (RFATS)

CITIZENS/VISITORS PRESENT: Luther Dasher (CAC); Frank Myers (CAC); Mike Fry (CAMPCO); Scot Sibert (STV, Inc.)

1. CALL TO ORDER:

a. Welcome – Chairman Echols called the meeting to order at 12:15 P.M. and welcomed all in attendance.

b. Citizen Comment Period – Mr. Echols asked for any citizen comments. There were no comments.

2. REVIEW/APPROVAL OF MINUTES:

Mr. Echols asked if there were any changes, deletions, or comments to the minutes of the June 28, 2013 meeting. Hearing no comments, Mr. G. Sheppard made a motion to approve the minutes. Mr. Funderburk seconded and the minutes were unanimously approved.

3. UPDATE ON CURRENT PROJECTS:

a. York County One Cent Sales Tax Program Update – Mr. Leazer provided an update on the Pennies for Progress Program; specifically, SC 121 / Albright Road, Hwy 324 (rural roundabout), Mt Gallant Road (completion of 2 to 3 lane widening), McConnells Hwy (95% through ROW; utilities relocation will be an involved process), Tega Cay-Gold Hill Road Connector (new 2 lane alignment; project implementation extended out a couple of months), Mt Gallant Road (Anderson Road / Dave Lyle Blvd – ROW plans), and Fort Mill Southern Bypass (all phases are under various stages of implementation). As a point of reference, Mr. Leazer noted that there were eight days of workable weather during the most recent quarter.

b. SCDOT Report – Mr. Klauk provided a status update on projects administered by SCDOT:

- US 21 Bridge is nearly 100% complete
- SC 5 Bridge will be 100% complete within the next month
- Mt. Gallant / Celanese Road CMAQ Project has had its preconstruction meeting; utilities relocation / installation is scheduled for the next three months; with overall project construction slated for completion in summer 2014.
- Squire Road Bridge over Wildcat Creek will be replaced (i.e., November letting) and will be closed for six months beginning spring 2014

Mr. Funderburk noted that approximately 6 to 8 lights on the US 21 Bridge are often out. In response, Mr. Klauk said that as SCDOT works to complete all remaining items – that the operation of the lights are slated to be a part of the process of project closeout; and that, once this is complete that the City of Rock Hill will assume maintenance of the bridge. With this in mind, Mr. Echols stated that the City of Rock Hill will ensure maintenance of the bridge is properly undertaken.

4. REPORTS AND PRESENTATIONS:

a. MPO Urbanized Area Transit Study – Mr. Hooper briefly reviewed the data and recommendation from the 2005 Transit Implementation Plan and the changes to the RFATS Study Area that have occurred since this time; specifically, the continued expansion of the Charlotte Urbanized Area, increasing ridership demand in the Rock Hill Urbanized Area, the newly urbanized designation of the panhandle, and the incorporation of Lancaster County into RFATS. With these changes in mind, Mr. Hooper then reviewed the existing provision of transit services within RFATS as well as provided a sub-area breakdown of transit service availability. Specifically, it was noted that although the Rock Hill Urbanized Area and the non-urbanized area with York County have established transit programs for meeting basic mobility needs – that distinctions among urbanized areas within the MPO boundary have resulted in inconsistent service availability countywide.

For example, where the Charlotte UZA extends into northern York County (i.e., Tega Cay and Fort Mill), area residents do not presently have access to localized transit services (other than on a private pay basis and if seating is available), because they are located outside of the Rock Hill Urbanized Area and are ineligible for rural service because they are located within the Charlotte Urbanized Area. This condition has effectively created a transit service “donut hole” in the northern portion of RFATS. Additionally, with the recent expansion of the Charlotte UZA into the panhandle of Lancaster County, a similar condition has now been created. Specifically, the upper portion of the existing service area of the Lancaster Area Ride Service (LARS) is now classified as urban – making the need to plan for a transition to an eligible funding source a necessity in order to avoid a service disruption and / or limitation in transit service availability.

Mr. Hooper also noted that separate from the presence of the Charlotte UZA within RFATS, that transit service demand pressures within the Rock Hill Urbanized Area have continued to expand. Indeed over the last six years, the Demand Response program (York County Access) has recorded double-digit increases in ridership growth on an annual basis. Given these conditions in each of the three sub-areas, transit service availability and planning has become a much more involved and fluid process; and as

such, a comprehensive urbanized area transit study is a necessary and logical next step to addressing these challenges.

Mr. Blackwell then asked a clarifying question regarding the work that was completed on the 2007 Major Investment Study (MIS) about preferred options for eventually linking up with the light rail station in Pineville in an effort to enhance transit service availability within the RFATS Area. In response, Mr. Hooper noted that that initiative did identify both a preferred mode (i.e., Bus Rapid Transit) and a preferred alignment (i.e., US 21), for the eventual incorporation of a rapid transit alternative; and that, staff continues to its work on appropriate land use coordination along the US 21 Corridor. Mr. Hooper then briefly reviewed the proposed study schedule and federal and state cost components of the study.

Mr. Norman asked the estimated cost of the study. Mr. Hooper discussed the range of comparable studies and indicated that \$100,000 would be the ceiling – this of course be dependent on the scope of service, staff's internal cost estimate, and an appropriate determination with our federal and state partners regarding what would constitute a "fair and reasonable" price for this type of work. Mr. Echols then asked a clarifying question about the core components of the study, the level of demand in Fort Mill and Tega Cay as well as the type of transit option that would best serve them.

5. PROPOSED POLICY COMMITTEE ACTION ITEMS:

a. FY 13-14 UPWP & FY 14-19 TIP Amendment – Mr. Hooper said that all Federal funding must be reflected in appropriate planning documents. With this in mind, the UPWP and TIP will need to be amended to reflect the funding for the transit study. Mr. Echols asked for a motion. Mr. Sheppard made a motion. Mr. Funderburk seconded and preliminary approval of the amendment and authorization of a 15-day public comment period was unanimously approved.

b. TIP Amendment – Mr. Leazer said that the amendment to reflect \$139,000 in funding support for the White Street Pedestrian Safety Project has completed its 15-day public comment period and that no comments were received. With this in mind, staff is requesting that the Policy Committee grant final approval and authorize staff to forward this project to SCDOT for processing. Mr. Echols asked for a motion. Mr. Sheppard made a motion. Mr. Carnes seconded and final approval to reflect \$139,000 of TAP funding to the White Street Pedestrian Safety Project was unanimously approved.

c. CAC Appointments – Mr. Long presented a request to re-appointment three existing members and two new members. Mr. Long then briefly noted that the two new members include Dr. Richard Chacon from Winthrop University and Mr. Carl Manns for the newly-created Lancaster County seat. Mr. Long then noted that the Study Team has reviewed the applications and are recommending them for the Policy Committee's consideration; all terms would begin October 1, 2013. Mr. Echols asked for a motion. Mr. Funderburk made a motion. Mr. Sheppard seconded and appointments of the five CAC members were unanimously approved.

d. Public Participation Plan – Mr. Long reviewed the proposed changes associated with the update to the Public Participation Plan (i.e., incorporation of Lancaster County, social media, use of language translator on the RFATS website, among other updates). Mr. Long then noted that the draft PPP has been reviewed by the Study Team and CAC – and that staff

are requesting that the Policy Committee grant preliminary approval and authorize a 45-day public comment period. Mr. Sheppard made a motion. Mr. Carnes seconded and preliminary approval and authorization of a 45-day public comment period was unanimously approved.

e. Metrolina Regional Model / Maintenance Agreement – Mr. Hooper requested a 1 year extension of our existing model maintenance agreement with CDOT through July 2014 to enable them to complete one remaining assignment in the current 3 year work plan. Mr. Hooper noted that the funding for the extension is already reflected in the FY 13-14 UPWP. Mr. Sheppard made a motion. Mr. Blackwell seconded and approval of a one-year extension to the Regional Model Maintenance Agreement was unanimously approved.

f. TIP Amendment – Mr. Hooper briefly reviewed the new 20% road resurfacing / intersection improvement requirement. He noted that for FY 2013 there is \$556,000 available for programming; and that, Act 114 does apply. With this in mind, Mr. Hooper then referenced the Study Team’s ongoing discussions about making up funding shortfalls on existing CMAQ projects; and then specifically highlighted that the Riverview / Riverchase Project is the highest ranked intersection improvement priority. Mr. Sheppard made a motion. Mr. Blackwell seconded and preliminary endorsement of the amendment and authorization of a 15-day public comment period were unanimously approved.

6. OTHER BUSINESS:

a. Gold Hill Road – Video Footage of Peak Period Traffic Flow – Mr. Leazer presented video footage of Peak Period traffic flow on Gold Hill Road – noting the various conditions causing backups during the evening commute. Mr. Sheppard said that the intersection of Gold Hill Road and SC 160 is extremely challenging; and that, there are high expectations regarding the results of the planned improvements at this location. That said, Mr. Sheppard also highlighted the importance of achieving the full value of widening SC 160 to the North Carolina state line by avoiding a 5 lane section connecting into a 2 lane section. With this in mind, Mr. Sheppard asked about the latest information regarding planned widening work in North Carolina. In response, Mr. Leazer and Mr. Hooper noted that a presentation was made at a recent CRAFT meeting regarding this concern – this action resulted in additional points being added to widening SC 160 in North Carolina, given the planned work in South Carolina. Additionally, it was noted that staff are actively monitoring the two tiered ranking process that Charlotte utilizes in allocating their resources, and will provide a follow-up report as more information becomes available.

b. Administrative Report – Mr. Hooper briefly reviewed prior discussions about elevating the Flyover Bridge Project that would connect John Ross Pkwy over the interstate to Commerce Drive. As a point of reference, Mr. Hooper briefly noted the planned \$20 to \$50 million of investment that is expected over the next few years around the Galleria Area, and how this project is viewed as the “missing link” to effectively managing current and projected traffic demand in the area.

With this in mind, Mr. Hooper then summarized recent guidance from FHWA / SCDOT regarding options for achieving fiscal constraint on this project; specifically, a potential combination of Guideshare and Pennies Funds as well as the impact that a 2016 Pennies Round could have on current Guideshare priorities. Mr. Echols said that he would like RFATS to consider both options and cited the ongoing issues surrounding the Galleria and the I-77 interchange at Dave Lyle Boulevard. He then asked staff to present a follow-up report in November on area travel demand and a conceptual rendering of the flyover bridge.

c. Next Regular Meeting – Mr. Echols announced that the next regular meeting will be held on Friday, November 22, 2013 at the Manchester Meadows Conference Room.

7. ADJOURNMENT:

With no further business, the meeting was adjourned at 1:25 P.M.