



**POLICY COMMITTEE MEETING
SUMMARY MINUTES
September 28, 2012 - 12:00 p.m. (NOON)
Manchester Meadows Conference Room**

COMMITTEE MEMBERS PRESENT: Britt Blackwell; W.B. Cook; Kathy Pender; Danny Funderburk; Jim Reno; David Bowman; Bill Harris; George Sheppard; Wes Hayes; and Ralph Norman.

ADMINISTRATIVE/TECHNICAL/MANAGEMENT STAFF PRESENT:

Jessica Hekter (FHWA) ; Yolanda Morris (FHWA); Vic Edwards (SCDOT); Randall Young (SCDOT); Kevin Sheppard (SCDOT); Dianne Janicki (SCDOT); Brian Klauk (SCDOT); Joy Shealy (SCDOT); David Vehaun (CRH); Jimmy Bagley (CRH); Jim Baker (York County); Stephen Allen (York County); Susan Britt (Tega Cay); Joe Cronin (Fort Mill); Phil Leazer (York County); Patrick Hamilton (York County); Allison Love (York County); Steve Willis (Lancaster County); Bill Meyer (CRH); Leigh Welch (RFATS); and David Hooper (RFATS)

CITIZENS/VISITORS PRESENT: Sarah Nuckles (Past SCDOT Commissioner); Jim VanBlarcom (CAC); Luther Dasher (CAC); Susan Paschal (STV); Larry Huntley (FM Town Council); Hisham Abdelaziz (HDR); Mike Fry (CAMPCO); Erin Pratt (CAMPCO); Amy Massey (Kimley-Horn); and Jonathan Guy (Kimley-Horn)

1. CALL TO ORDER:

A. Welcome – Chairman Sheppard called the meeting to order at 12:05 P.M.

B. Citizen Comment Period – Chairman Sheppard invited visitors and/or citizens who had comments to address the Policy Committee at this time. There were no comments.

Former SCDOT Commissioner Sarah Nuckles introduced Commissioner W.B Cook as the new SCDOT representative of the Policy Committee.

2. REVIEW/APPROVAL OF MINUTES:

Chairman Sheppard asked if there were any changes, deletions or comments to the minutes of the August 31, 2012 meeting. Hearing no comments, Mr. Funderburk made a motion to approve the minutes as presented. Ms. Pender seconded and the minutes were unanimously approved.

3. UPDATES ON CURRENT PROJECTS:

A. York County Local Option Sales Tax Program Update – Mr. Leazer provided members with a comprehensive status report of the three Pennies for Progress programs and then provided updates on projects within the RFATS area. Specifically, Mr. Leazer noted that the remaining two 1997 projects are under construction - the Hwy 5 Bypass project is expected to be completed by the end of the year; the Hwy 121 widening project is 15%

complete. He then stated that the 2003 Mt. Gallant widening project is moving forward with the section of Mt. Gallant from Celanese to Cherry Rd open to traffic; the southern section from Cherry to Anderson is scheduled to be completed by the end of the year; the Fort Mill Southern Bypass is moving forward with 3 of the 5 bridge supports up - Phase II is scheduled for bid in December 2012 with 65% ROW complete; and the Tega Cay Connector is currently in the preliminary design phase and moving forward.

B. SCDOT Quarterly Report – Mr. Klauk presented the SCDOT report and noted that the US 21 bridge is 99% complete; 75% of the old bridge demolition is complete; the Hwy 5 bridge is moving forward and scheduled for completion in the summer of 2013; the Springhill Farm Rd project has been let for construction and is scheduled for completion in Fall 2013; and the Mt. Gallant / Celanese Rd CMAQ project is scheduled for a January 2013 letting.

4. REPORTS AND PRESENTATIONS:

A. New Federal Transportation Bill – Ms. Hekter presented information on the new federal transportation bill (MAP-21) which becomes effective October 1, 2012 and runs through FY 14. Specifically, Ms. Hekter stated that MAP-21 consolidates almost 100 programs that were previously funded under SAFETEA-LU to approximately 20 programs, and eliminates discretionary funding and earmarks. Ms. Hekter went on to discuss programs directly affecting RFATS such as the National Highway Performance Program (NHPP); the Surface Transportation Program (STP); CMAQ; and the Transportation Alternatives (TA) program. She explained that the National Highway Performance Program (NHPP) combines functions of the existing NHS, IM and Bridge (portion) programs; requires an asset management plan; requires states to set targets for conditions and performance; and outlines minimum standards for interstate and bridge conditions.

Additionally, Ms. Hekter noted that the Surface Transportation Program (STP) consolidates the STP and Bridge (portion) programs; continues flexible funding for Federal-aid highways plus safety and bridges on any public road; provides eligibility for transportation alternatives (previously referred to as transportation enhancements), recreational trails, and ferry boats. With respect to the Transportation Alternatives Program (TAP), Ms. Hekter noted that a portion of a state's allocation (50%) will be sub allocated based on population and that the remaining amount can be flexibly applied throughout the state at DOT's discretion.

Ms. Hekter also confirmed that the CMAQ program is continued in MAP-21, but does contain changes with respect to the application of a performance plan for large TMAs; the required use of a portion of funds for the reduction of PM (particulate matter) 2.5 where applicable; allows for some expanded authority to use funds for transit operations; provides support for the installation of facilities serving electric and natural gas-fueled vehicles; and requires the incorporation of an outcome(s) assessment study as a part of program administration.

Ms. Hekter then discussed the transportation planning process and noted changes such as the selection of all projects except those on the NHS by an MPO serving a TMA and the inclusion of representation by providers of public transportation on MPO boards. Lastly, Ms. Hekter explained that MAP-21 is a performance and outcome-based program with national goals. Once the performance measures are established, both states and MPOs will report progress to the USDOT. Freight provisions have also been established in MAP-21 allowing for the creation of a national freight policy.

In response to Mr. Norman's question regarding funding availability, Ms. Hekter stated that MAP-21 would be effective on Monday, October 1st.

B. Recommended Boundary Adjustment & Committee Structure Discussion – Mr. Hooper provided members with a status update on the recommended adjustment to the RFATS planning area boundary, work on updating the bi-state agreement, as well as the latest information available from SCDOT on likely funding impacts. Specifically, Mr. Hooper noted that the proposed boundary adjustment has been submitted to SCDOT / FHWA for their review, and that he has received feedback that the revised boundary represents a logical adjustment to the new urbanized information. Additionally, Mr. Hooper noted that the related work in smoothing the UZA boundary (as appropriate), to assure a more uniform coding of functional classifications, has been completed as well.

Mr. Hooper then presented information on the composition and structure of the RFATS Policy Committee and highlighted the roles and responsibilities of each type of representative (jurisdictional, coordinative and agency). Mr. Hooper then briefly reviewed the distribution of the urbanized area population within RFATS at present and with the inclusion of the panhandle of Lancaster County. On a related note, Mr. Hooper then mentioned that MAP-21 does contain a provision that all MPO's (classified as a TMA or transportation management area, like RFATS), shall include a representative of a major mode of public transit on the Policy Committee within two years.

Discussion then followed regarding the distribution of the urbanized area population, voting structure options, and road compatibility with the Lancaster County sub network. Mr. Norman then commented on concentrated growth pressures in the Fort Mill area and the importance of properly factoring this into the decision-making process of the Policy Committee. Chairman Sheppard then asked a question regarding how representation from the County Council is approached / made. Mr. Hooper noted that those districts that most directly cover the Rock Hill urbanized area and the portions of the Charlotte urbanized area that extend across the state line in the northern part of the RFATS are the basis; this is also outlined in the MPO's bylaws.

5. PROPOSED POLICY COMMITTEE ACTIONS ITEMS:

A. Citizens Advisory Committee (CAC) Re-appointment – Mr. Hooper presented a request for the re-appointment of Denise Williams as the Catawba Indian Nation representative on the CAC. Chief Harris made a motion to approve the re-appointment of Ms. Williams to the CAC. Ms. Pender seconded and the motion passed unanimously.

B. TIP Amendment – Mr. Hooper presented a request to amend the FY 13-18 TIP to add \$200,000 in supplemental funding to the Mt. Gallant / Celanese Road Intersection Improvement Project and authorize a 15-day public comment period. Mr. Hooper indicated that the request for additional funding is related to design changes recommended by SCDOT; and secondarily, to address increases in some materials cost.

As a part of this request, Mr. Hooper then stated that a letter was forwarded to him yesterday outlining the immediate discontinuation of the 100% federal funding option for this project as well as most other CMAQ projects approved over the last four to five years – as the applicable provision that provided the 100% federal funding option is not contained in MAP-21. Mr. Hooper then stated that the absence of this provision will have the effect of retroactively changing the funding on approximately 10 CMAQ projects that received

funding from 2007 through 2012 (it should be noted that although the 100% federal funding option didn't become effective until 2008, one project funded in 2007 was later amended to reflect 100% federal funding as it exceeded the applicable threshold established by SCDOT). Mr. Hooper then reviewed the 10 individual projects that would be impacted and the total projected funding shortfall by jurisdiction: (1) Fort Mill \$360,000; (2) York County \$870,000; and (3) Rock Hill \$895,000.

Ms. Pender then asked whether the change in funding from 100% to an 80% / 20% funding split would result in any loss of CMAQ funding to RFATS. Mr. Hooper stated that the 20% of funding that will now need to be identified from another source, will continue to be available to meet other project priorities within the RFATS Study Area. Ms. Hekter then noted that the provision that established the 100% federal funding option (The Energy Independence and Security Act) was originally intended to be applied during 2008 and 2009, but was in fact continued through every extension of SAFETEA-LU. Unfortunately, existing CMAQ projects that did not have all phases of project work federally obligated prior to Oct 1st, reverted back to an 80 / 20 basis with the application of MAP-21.

Discussion then followed regarding the impact of the LPA process on the extended implementation timeframe of CMAQ funded projects as well as the need to reach out to our federal delegation for assistance / guidance – to see whether any options such as a technical correction regarding this provision could be pursued as this development (i.e., changing the basis of funding after projects are reviewed and approved), would appear to be an unintended consequence of the new transportation bill.

Being no further discussion, Mr. Hayes made a motion to approve the request to amend the FY 13-18 TIP to add \$200,000 in supplemental funding (on an 80 / 20 basis) for the Mt Gallant / Celanese Rd Intersection Improvement Project and authorize a 15-day public comment period. Mr. Funderburk seconded and the motion passed unanimously.

6. OTHER BUSINESS:

A. Consider October 26th Workshop to discuss LRTP process and projects – Mr. Hooper presented a request to consider a workshop on October 26th; Mr. Reno noted that the City of Rock Hill members are not available on the 26th as they have a prior commitment. Mr. Hooper stated that an email will be sent to members with other available dates and options.

B. Director's Report – Chairman Sheppard made note of an administrative report contained in the agenda packet outlining summary information on administrative tasks that have been completed by staff since the last meeting as well as upcoming events & meeting dates.

C. Next regular meeting – November 16, 2012.

7. ADJOURNMENT

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