

**FLATS POLICY COMMITTEE MEETING  
FEBRUARY 25, 2013  
APPROVED MINUTES**

---

**Voting Members Present:**

Senator Hugh Leatherman  
Councilman Glynn Willis  
Sherwin Welch  
Mayor Stephen Wukela  
Mike Wooten  
Kris Crawford  
Councilman Waymon Mumford

**Study Team Members Present:**

Chris Gossett, SCDOT  
Kevin Sheppard, SCDOT  
Michael Bethea, SCDOT  
David Gray, SCDOT  
Jessica Hekter, FHWA  
Phillip Lookadoo

**Non-Voting Members Present:**

Chuck MacNeil  
Drew Griffin  
Rusty Smith  
Dennis Townsend  
Jay Graham

**Staff Present:**

Debi Matthews  
Renee Proctor

**Guest Speakers:**

John Kispert  
Ralph Davis  
Ernie Boughman

---

Senator Leatherman called the meeting to order.

The first item of business on the agenda was to approve the minutes from the July 23, 2012 meeting. Glynn Willis made a motion to approve and Sherwin Welch made a second motion. Vote carried unanimously.

The second item of business was the annual election of Chairman and Vice-Chairman. Glynn Willis made a motion to re-elect Senator Leatherman as Chairman, Commissioner Wooten made a second motion. Election approved by acclamation. Sherwin Welch withdrew his name this year for Vice-Chair and nominated Mayor Wukela to serve as Vice-Chairman. Election approved by acclamation.

Debi Matthews presented the third item of business involving the Bylaw amendments as a result of Congressional Redistricting and the 2010 Census New Urbanized areas. The Transportation Plan Advisory Group has been removed from the document. Florence County is now in District 7. Under the voting Policy Committee members, the #5 has been changed to #7 for the SCDOT Transportation Commissioner. The Study Team membership now includes a Councilmember from the City of Darlington and a Councilmember from the Town of Timmonsville representing the two new urbanized areas. A representative must be included on one of the committees for any new urbanized area as required by FHWA. Phillip Lookadoo's title has also been amended

from the City of Florence Director of Urban Planning and Development to the Director of Planning, Research and Development. The last amendment is a typographical error on page five from *of* to *or*. Representative Crawford made a motion to approve and Sherwin Welch made a second motion. Vote carried unanimously.

Debi presented the fourth item of business, which was to review the documents due to SCDOT by March, 2013 in response to the 2010 Census. The documents include the new Study Area Boundary Map as approved at the July 23, 2012 meeting, the executed Resolutions of Support from the City of Darlington and the Town of Timmonsville, and the FLATS Policy Committee Resolution endorsing the adjustment to the Study Area Boundary and any amendments to the By-Laws. In addition to the above referenced documents, Debi advised the committee that the By-Laws as previously approved with amendments would also be included in the packet of documents to be sent to SCDOT. Mayor Wukela made a motion to approve and Representative Crawford made a second motion. Vote carried unanimously.

Debi presented the fifth item of business.

- FLATS accrued approximately \$354,000 through the Transportation Enhancement Program under SAFETEA-LU;
- The Transportation Enhancement Program has been eliminated under the new Federal Surface Transportation Bill, MAP-21;
- Initially staff was advised, if the SAFETEA-LU funds had not been obligated to a project before the enactment of MAP-21, the funds would no longer be available to the MPO;
- SCDOT has since advised if an MPO had a project application that was caught in the middle of the transition of SAFETEA-LU and the enactment of MAP-21, SCDOT will present the application to the Commission for their review for potential funding;
- FLATS staff received an application from Francis Marion University requesting these funds, but the application was not presented to the committee before the enactment of MAP-21;

Senator Leatherman asked what would happen to this money if the project is not approved. Debi replied that SCDOT could utilize the funds for another project anywhere in the state.

This FMU project cost is \$318,000 and the local match from FMU is \$63,600. FMU is requesting 254,400 from FLATS. Representative Crawford wanted to know if this project could be amended and Debi replied that it could not. SCDOT is to be the LPA for this project if it is approved to move forward. Debi introduced Ralph Davis with FMU whom explained the drawing of the project. This project involves landscaped medians and crosswalks for safety concerns crossing from and to the athletic complex. Ernie Boughman with URS Corporation, the engineer representing FMU, stated that the portion of roadway is a five lane section with a continuous center turn lane and the

capacity on a roadway like this can carry in the upper 30,000 vehicles per day. Currently it carries about 5,600 a day. They are trying to slow traffic down with the medians. Senator Leatherman wanted to know if they could put speed bumps there. Ernie replied that this is a truck route of roughly 10% of the volume of traffic so any raised types of devices are not allowed for this type traffic. The question was also asked if rumble strips could be installed. Ernie replied that there have been several recommendations but this is just the initial phase. A raised crosswalk and a round-a-bout were also an alternative. Senator Leatherman wanted to know where the trucks seem to be coming from. Ernie replied that a truck study was not done for this phase, but his thought was the Papermill and possibly the lumber company further down Francis Marion Highway. As long as it is a SC route, trucks are allowed. Senator Leatherman asked Commissioner Wooten to get with SCDOT to see if they would allow the tapered up and down strips in the future. Speed limit was 45 but has been reduced to 35 per John Kispert with FMU.

Dennis Townsend concurred that 10% of the volume is conservative for truck traffic. Representative Crawford asked if construction of this will close traffic and Dennis replied that it would not.

Waymon Mumford suggests that FMU should look at an overhead crosswalk or an enclosed catwalk due to safety issues. He thinks too much landscaping in the median could obstruct the view and could be a safety liability.

Senator Leatherman wants to approve this based on asking DOT if they can install rumble strips or possibly moving away from the crosswalks and install the tapered up and down in the future. Representative Crawford made a motion to move as amended with the request. Sherwin suggested that an underground tunnel would be cheaper. Commissioner Wooten stated that there is a big safety issue with those because no one wants to walk in them at night. He also stated that no one wants to climb the stairs to go over a crosswalk. Commissioner Wooten made a second motion and the vote passed unanimously based on feedback from SCDOT on potential funding of the project.

Debi presented the sixth item of business which was the FY2010-2015 TIP amendments.

- Guideshare Project: (S. Cashua Drive)
  - FY2013 - \$2,000,000 allocated for R/O/W;
  - FY2014 - \$2,300,000 allocated for R/O/W and \$3,000,000 for Construction;
  - FY2015 - \$3,700,000 allocated for Construction;
  - Guideshare Allocation reduced from \$2,667,000 to \$2,487,000 beginning FY2013;
  - FY2014-2019 TIP is due to SCDOT by the end of June.
- Enhancement funds:

- Transportation Enhancement Program (SAFETEA-LU) - Francis Marion University will be added to this section if Policy Committee approves before submitting TIP to SCDOT;
- Next TIP Update, Transportation Enhancement Program section will be changed to the Transportation Alternatives Program as a result of (MAP-21). Capital Sales Tax Projects:
  - US378 –\$112,278,000 allocated for construction in FY2013;
  - US76 - \$25,370,000 allocated for construction in FY2013;
  - S-26 (TV Road) - \$24,743,000 allocated for construction in FY2013;
  - US51 – \$10,249,000 allocated for right-of-way in FY2013 and \$111,985,000 allocated for construction in FY2014;
  - 301 ByPass/S-107 (Alligator Road) - \$5,300,000 allocated for preliminary engineering in FY2013 and 10,000,000 allocated for right-of-way in FY 2015.
- Federal Transit Administration:**
- PDRTA FY2013 Amendments:
  - (Section 5307) \$195,000 CA, \$500,000 OP and \$290,000 PM;
  - (Section 5309) \$350,000 CA not obligated in FY2012, Moved to FY2013;
  - (Section 5316) \$80,000 OP not obligated in FY2012, Moved to FY2013;
  - (Section 5317) \$153,000 CA not obligated in FY2012, Moved to FY2013;

Senator Leatherman would like to see the 301 bypass move forward. The survey has been done and the design will begin this summer followed by ROW acquisition and construction per Chris Gossett. Senator Leatherman asked Chris to come back to the next meeting to report on the progress of this project.

Senator Leatherman wanted to know why the funds that were allocated to PDRTA in 2012 were not used in 2012. Debi stated that PDRTA did not have the matching funds to use them in 2012. She asked Mr. MacNeil with PDRTA if her answer was correct. Mr. MacNeil concurred. Senator Leatherman wanted to know how much of a match was required. Mr. MacNeil stated that operating is a 50/50 match and capital is 80/20. Mr. MacNeil stated that they had to terminate their Medicaid Transportation Provider contract, which will become effective around April 12<sup>th</sup>. The Medicaid portion was a big part of their match funds. Debi advised that PDRTA's allocated funds must be included in the TIP in order for PDRTA to utilize.

Debi stated that no comments were received on the TIP Amendments during the 10-day public comment period. Representative Crawford made a motion to approve and Glynn Willis made a second motion. Vote carried unanimously.

Representative Crawford stated that he is concerned about the Medicaid portion of PDRTA's problem and what it will do to the ER business. Senator Leatherman asked Mr. MacNeil to contact his staff to see what could be done at the state level to help PDRTA with matching funds.

For the seventh item of business, Debi advise the committee that The SCDOT Commission voted to require MPO's to allocate 20% of their net Guideshare Funds after debt service to Resurfacing or System Preservation projects beginning in FY2013. The resurfacing projects must be in the National Highway System (NHS). A NHS map for the Florence area was provided to the committee. The projects that these funds will be allocated to will eventually be required in the TIP, but the SCDOT has not determined how we need to show this at this time.

She introduced Kevin Sheppard with SCDOT to explain further. Kevin concurred that the information presented by Debi was correct and that this allocation is a mandate of roughly about \$315,000 annually for the FLATS MPO. SCDOT is looking at a three year window. Instead of allocating a project annually, one project can be chosen to utilize three years of the allocated debt service at a time. The only two roadways within the FLATS boundary that resurfacing funds can be utilized on are US 52 and US 76. This allocation can also be used for intersection improvement projects in our area. Senator Leatherman stated that he has a problem with MPOs being required to utilize a portion of their local Federal Guideshare funds to resurface the NHS highways. He would like to discuss further with Commissioner Wooten.

Commissioner Wooten asked Kevin if he knew the limitations on the intersection improvements. Kevin stated that as long as they were federal aid eligible, the funds could be allocated to them.

Debi advised that she would be working with the local DOT office to obtain a list of resurfacing and intersection improvement projects to bring back to the committee.

The eight item of business as presented by Debi was the new Transportation Alternatives Program (TAP) as a result of MAP-21. This program replaces the Transportation Enhancement Program (TEP) under the previous Bill, SAFETEA-LU. The TEP allocated a specific amount of enhancement funds to the MPO annually. The TAP does not. It is a statewide 80/20 competitive grant program. SCDOT will accept applications all year. An applicant can apply for up to \$400,000 per project. Several projects can be submitted for the FLATS area during the year. SCDOT has an eight criteria ranking list that they go by in reviewing the project applications. FHWA will also have to approve the project. The TAP applications will come directly to Debi and she will present them to SCDOT. As SCDOT approves projects, she will be advised and this information will need to be included in the TIP and presented for information only to the committees. No action is required. Debi mentioned that the Adopt an Interchange has also been eliminated under MAP-21.

- Categories allowed for the TAP are:
  - Bike and Pedestrian Facilities (Trails or sidewalks);
  - Pedestrian Lighting or Signals;
  - Sidewalk Benches;
  - Bike Ramps;
  - Curb Ramps;
  - Landscaping can be included in any of the above referenced projects, but not as an exclusive landscaping project.

Debi advised that the Adopt-an-Interchange Program has also been eliminated under MAP-21. Senator Leatherman wanted to know if this meant they could not apply for funds for improvements like the interchange in Manning. Debi concurred, not under the Adopt-an-Interchange Program. She advised that she has been told by SCDOT that if operational changes were being done on an interchange, then landscaping could be included, but she was not sure at what extent. Senator Leatherman asked that staff identify what would qualify for a project like this and submit to the Policy Committee.

Representative Crawford asked that the committee be advised about the project applications received before submitting them to the SCDOT.

Debi presented the list of new Committee Members as the ninth item of business:

- Rusty Smith, Administrator, Florence County, non-voting Policy Committee;
- James T. Schofield, Florence County Council, voting Policy Committee;
- Waymon Mumford, Florence County Council, voting Policy Committee;
- David Hobbs, Chairman, Florence County Planning Commission, non-voting Policy Committee and Study Team;
- Mike Wooten, SCDOT Transportation Commissioner, District 7, voting Policy Committee;
- Levonne Powell, PDCOG, Study Team;
- Dyan R. Cohen, Councilmember, City of Darlington representative, Study Team (New Urbanized Area);
- James Askins, Councilmember, Town of Timmonsville representative, Study Team (New Urbanized Area);

The tenth item of business was project updates from SCDOT by Chris Gossett. There was a public hearing on October 9<sup>th</sup> with about 35 people for the S. Cashua project. They received about twenty comments primarily regarding business parking. Five businesses will be relocating and one residential. For about a half mile corridor, there will be a lot of impacts. Mayor Wukela asked if there was any remedy and Chris replied that there is none other than the ROW acquisition. The Lessees will get some relocation assistance. There are other parking negotiations in this strip mall such as relocating the parking to the side or behind the business if room is available. The ROW went from 4.3m to 6.3m including relocation costs.

Chris stated that there were some changes that were able to be made to the design as a result of the comments received at the two public hearings regarding S. Cashua. Another request was to put a light at Jefferson Drive and SCDOT has agreed to do so which will cost about \$75,000 to \$80,000 in construction.

Representative Crawford asked Chris Gossett to keep him informed on a regular basis as this project goes along. He has asked SCDOT staff to keep him informed and it has not been done. He is getting information from the impacted business owners, which leave those of us trying to guide this project at a deficit. He would like a little more granular information as this project goes along. He has continually asked that SCDOT staff look at the signal timing on the lights and to the best of his knowledge he has never got closure on this. Senator Leatherman asked Chris to meet with Representative Crawford regarding his concerns. Chris concurred.

Chris continued with updates on the Capital Sales Tax Projects. US 378, sections one and two, US76 and TV Rd. permits have been submitted to the US Corp of Engineers and a final mitigation plan with additional information submitted just last week on February 20<sup>th</sup>. SCDOT expects to have the first set of the permits approved in the April time frame. TV Rd looks like it will be ready first because it is under a general permit and not an individual permit with the Corp which is a lower level of review. This will have to go in front of Florence County Council because of the way the referendum was written.

Senator Leatherman asked what the time frame for contract was for TV Rd. Chris stated May for TV Rd. and June-July for US 76 and US 378. Commissioner Wooten asked if they had to be built in the order they were approved in the sales tax referendum. Chris stated they are in order by priority in the referendum and they are supposed to be LET in that order. County legal staff is currently looking into whether County Council can change the order of the projects. Chris is to appear before Florence County Council at their March meeting. Commissioner Wooten stated that under state law he did not think that County Council could make the change. Councilman Mumford asked who could make the change and Commissioner Wooten replied that the referendum would have to be presented again to the voters. Senator Leatherman stated that he would like all three projects contracted and LET at the same time to avoid the problem. Chris with SCDOT does not foresee a problem with this.

The Hwy51 public hearing was February 5<sup>th</sup> with 250 people attending and 12 written comments received. Some shifting of alignments has been done since the comments were received to accommodate these people. Commissioner Wooten commented that this public hearing was one of the friendliest public hearings he has attended.

Chris mentioned regarding the \$90m additional funds Senator Leatherman has been able to acquire to finish these projects; he understands there is one more step at the Joint Bond Review Committee to approve that.

Next Sherwin Welch gave an update for the County Transportation Committee (CTC):

- Mr. Welch stated that the CTC has 3.5m obligated for paving and resurfacing throughout Florence County and hoping to get more this month.

Next Chuck MacNeil with PDRTA gave an update:

- Chuck has been spending the last sixteen months alerting the stakeholders about the current economic model that supports their services and the fact that they are able to access federal and state funds but need local match money. That model has not been sustainable for a while and they have essentially hit their fiscal cliff. At a special meeting earlier this month, the PDRTA Board of Directors voted to end their contract with the Medicaid broker for the state and he has served them with 60-days' notice. In addition PDRTA had to end other contracts with local service agencies such as the Council on Aging, Disabilities and Special Needs Board, Hope Health and other such agencies that similarly with the Medicaid situation the revenue we earn directly from those agencies does not support the true cost of our service. As these contracts wind down in the next 30 to 90 days, PDRTA will essentially pair down its organization and only be providing fixed route scheduled bused services in the urban areas, Lake City and Marion to Myrtle Beach. The future will be predicated upon any opportunity they have to find new dedicated local revenue sources that can be used to leverage state and federal funds and hopefully be able to continue to support services in the urbanized area. PDRTA has seen ridership double in the last two years. They are approaching about .25m trips annually. The demand for service is there.

Senator Leatherman wanted to know if they have looked at increasing fares. Chuck replied that they have and will continue to do so. Sadly the net gain we get in terms of revenue does not do much to address the problem. If we were to charge the true cost of the trip to the rider, it would be cost prohibited. No one would be able to afford to ride. Mayor Wukela added that PDRTA can't use their fares to match the federal and state dollars, which is the real problem with fare revenue. According to federal regulations, they can only offset the true cost by the fare revenue that they receive. They cannot use that revenue as a local matching source.

**The final item on the agenda was public comments:** There were none.

There being no further business, the committee made a motion for the meeting to adjourn.