

Spartanburg Area Transportation Study

366 N. Church Street

Suite 700

Spartanburg, SC 29303

(864) 596-3472

Fax: (864) 562-4256

SPATS Policy Committee Minutes

February 9, 2015

Present:

Jeff Horton

Junie White

Mike Forrester

Sterling Anderson

Roger Nutt

Cornelius Huff

Woody Willard

Lisa Scott

Julian Hankinson

Welcome, Introductions and Approval of Minutes

Chairman Jeff Horton called the meeting to order. The minutes of the November 10, 2014 meeting were approved as offered. Chairman Horton welcomed the newest members to SPATS from Spartanburg County Council. Roger Nutt represents Council as the new Chair of the Spartanburg County Council Public Works Subcommittee. Justin Bradley is the third representative from the Spartanburg County Council but was absent for family reasons.

Bob Harkrader, Spartanburg County Planning Director, congratulated Lisa Bollinger as being named the new Transportation Planning Manager. Mr. Harkrader also congratulated Mike Sullivan as the new Chief of Statewide Planning and although not present, Mark Pleasant as the new SCDOT Planning Director.

Election of Officers

Mike Forrester nominated Junie White as Chair, seconded by Jeff Horton. Jeff Horton nominated Mike Forrester as 1st Vice Chair, seconded by Cornelius Huff. Roger Nutt nominated Jeff Horton as 2nd Vice Chair, seconded by Cornelius Huff.

SPATS Long-Range Transportation Plan Update

The SPATS Long-Range Transportation Plan currently underway will focus on a series of intersections and operational improvements. The SC 9 funding has

been obligated and intersection improvements are a way to program the available funding throughout the urban area.

Ms. Bollinger presented the illustrative list of projects we think we can get to within the TIP horizon (at the top of the list), given today's funding constraints. We will adjust as we move forward with the fiscally constrained plan. Those projects that are identified as important but are not in the fiscally constrained plan will be candidates that can move up as funding becomes available. The highlighted projects have other funding sources affiliated with the project. The original project list included intersections which have been identified as needing improvements through an SCDOT formula based on vehicle accidents, traffic volume, and projected growth in traffic. We took out projects on roads not classified as at least a collector because they are not eligible to be improved with federal funding.

We continue to work with SCDOT on being the first MPO to use the new SCDOT regional traffic demand model for the Appalachian COG area. The model showed there were only about five intersections that would affect the overall travel demand model based on projected volumes and growth. Population, employment, economic development trends are reviewed and analyzed regarding the overall SPATS transportation system.

The Study Team and subcommittee will continue to estimate costs of each project, develop termini, a description of the purpose and need for the project, Act 114 rank (have list) and its prioritization for the TIP. As required, we will look at the financial feasibility of improvements, the economic development potential in the area that increases traffic esp. truck traffic, bike/pedestrian accident locations, safety, impacts to natural/cultural and environmental resources and other Act 114 factors.

Also for the LRTP, we will incorporate the 2011 Freight Plan, although we will update the plan in relationship to the inland port and the recent industrial growth on SC 101 and SC 290. We will also address the current efforts by FHWA/SCDOT/SPATS MPO/GPATS MPO/and the ACOG for congestion management along I-85 with Park and Ride Lot and Truck Parking location identification projects. In addition, much has been accomplished since the 2009 SPATS Bike/Pedestrian Master Plan to connect trails in our area, and these plans (including the more recent urban area plan) will be incorporated to give us more options in the overall transportation network.

The financial plan will show that we are not overbudgeting and allocating money only based on what we anticipate receiving over the life of the plan. We show five years of programming in the TIP (our shorter term document) because we update the Long-Range Plan every five years.

Self-Certification Process: Since the November Policy Committee meeting, the certification of our program by FHWA has been completed. The FHWA commended SPATS staff for hard work for the program during the transition with limited staff. It was a very good exercise to see what the status of our agreements, our current programming and what organizational improvements

could be made with the change in leadership. With the help of a great team from our department, the County, SCDOT and FHWA, we believe we have a plan to ensure this program reaches its full potential. We are recruiting for the Senior Transportation Planner position and will have a full staff soon

As far as the LRTP, the FHWA will give us more time during this transition period to complete some milestone deadlines. We need to formally confirm our boundary with GPATS in order to move forward with the LRTP process. During the transition, Ms. Bollinger noted a minor discrepancy in the SPATS and GPATS boundaries. The files on record with SCDOT showed SPATS claiming the same small rural portion of a SPATS Traffic Analysis Zone as GPATS and we have a parcel sliver that no one is claiming.

After we work with GPATS to resolve the boundary issue, the Technical Team will provide you with the draft Transportation Improvement Program (TIP) in June. We continue to take public comment period on these projects and will have our public forums soon. SPATS staff plans to hire a consultant during the summer to complete the plan by the end of the year.

SPATS Guideshare Funding Debt Service Update

Mr. Mike Sullivan reported that SCDOT is getting a better interest rate on their bonds. Therefore the debt service is decreased and the statewide guideshare is increased. For the SPATS MPO, this translates into a \$138,000 increase in guideshare. SPATS debt service will continue until 2022.

Transportation Conformity Update

Brian Barnes joined the meeting via conference call as Roger Jerry who presented in November could not attend. As reported at the November meeting by Mr. Jerry, the partners continue to work together statewide through a Memorandum of Agreement to improve air quality for our health and economic prosperity. The Memorandum of Agreement has been updated to include the newest MPO, Lowcountry MPO, at Hilton Head and Bluffton SC. A copy was emailed to the Committee for comment. As there was no further public comment after the last meeting, Mr. Barnes asked for the Memorandum of Agreement to be approved for signature by all MPOs. Motion and second were made to approve the Statewide Transportation Conformity MOU, allowing Mr. White to sign on behalf of the SPATS Policy Committee.

Country Club Road Corridor Study Update

Ernie Boughman of Toole Design presented an update on the Country Club Road Corridor Study. Mr. Boughman introduced his company, new to Spartanburg, at 172 E. Main Street in downtown. Toole Design will investigate potential improvements to this corridor from the connection to the Rail-Trail off N. Pine Street to the Glendale Shoals. The study began in November and the first Steering Committee meeting was held in early February. A public meeting will be held in the Spring and a design workshop in early summer. They will present the design recommendation at an additional public meeting and the

study is anticipated to be complete in the Fall. Toole Design will have a preliminary design approach and provide 20% design recommendation at the end of the study.

In addition to meetings and workshops, the project team will “crowd-source” or gather comments via WikiMap, a web-based interactive web tool specifically tailored to identify the public’s desired destinations, preferred routes, safety concern areas, conflict or accident points along the corridor. The corridor design will be based on the public’s desires. Updates during the planning process can be found on the SPATS website at the following link: <http://spatsmpo.org/projects/bike-and-pedestrian-projects/country-club-road-corridor-study/> .

Projects Status Report

Penny Phillips of SCDOT presented a project status report.

SC 9 -85% complete, well ahead of schedule and should be complete in the summer. A traffic signal at SC 9 and Farm Lake Road has been incorporated into the project.

California Avenue Bridge -40% complete. In 2009, a logging truck damaged the bridge. \$2 million was approved for the project in 2009. The bridge was then damaged again in 2013, which caused the acceleration of the bridge replacement. The bridge project should be completed by Easter.

SCDOT will move forward with the other bridge projects in the bridge rehabilitation project and the SC 9 bridge will be lifted 2 feet. The SCDOT anticipates completion of the total project in the summer, including resurfacing. When asked by Mr. White, Ms. Phillips reported \$13 million was the total project cost for the bridge and interstate rehabilitation.

Other Business and Adjourn

There being no further business, a motion was made by Mr. Huff to adjourn the meeting, seconded by Mr. Horton.