

FY 2017-2022

**TRANSPORTATION
IMPROVEMENT PROGRAM
(TIP)**

FOR

**ROCK HILL – FORT MILL AREA
TRANSPORTATION STUDY**



**ADOPTED BY POLICY COMMITTEE
6-24-2016**

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List of Acronyms

RFATS	Rock Hill-Fort Mill Area Transportation Study	See Page 3
FHWA	Federal Highway Administration	See Page 3
FTA	Federal Transit Administration	See Page 3
TIP	Transportation Improvement Program	See Page 3
L RTP	Long Range Transportation Plan	See Page 3
UPWP	Unified Planning Work Program	See Page 3
TAP	Transportation Alternatives Program	See Page 5
SIB	State Infrastructure Bank	See Page 5
CMAQ	Congestion Mitigation & Air Quality Improvement Program	See Page 5

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INTRODUCTION

The Federal Highway Administration (FHWA) and the Federal Transit Administration (FTA) regulations require all urbanized areas with populations of 50,000 or greater to create a Metropolitan Planning Organization (MPO). Each MPO must then develop a cooperative, comprehensive and continuing transportation planning process in order to qualify for federal funding of transportation projects.

The three major work products developed by the Rock Hill–Fort Mill Area Transportation Study (RFATS) are a Long Range Transportation Plan (LRTP); a Transportation Improvement Program (TIP); and a Unified Planning Work Program (UPWP). Opportunities for public input are advertised and public comments are actively solicited for each of these planning documents.

The Rock Hill–Fort Mill Area Transportation Study (RFATS) FY 17–22 TIP outlines the planning objectives, priority status and funding source for all projects scheduled for construction over a five year period. Specifically, the TIP lists the most immediate, financially constrained transportation projects slated for implementation within the RFATS Area.

ADOPTION PROCESS

The RFATS planning process is guided by a Policy Committee that is comprised of twelve (12) voting members from each of the following jurisdictions: City of Rock Hill, Town of Fort Mill, City of Tega Cay, Catawba Indian Nation, the eastern urbanized portion of York County and the panhandle of Lancaster County. The Policy Committee is the primary decision-making body that ultimately approves all transportation plans, projects and funding commitments.

There are two additional committees that participate in this process as well; the RFATS Technical Team and Citizen’s Advisory Committee. The Technical Team is made up of city and county staff members along with representatives from SCDOT, FHWA, SCDHEC and the Catawba Council of Government. The Citizen’s Advisory Committee (CAC)

includes eleven appointed members from each RFATS community as well as specific representatives on behalf of traditionally underserved populations.

As the Transportation Improvement Program (TIP) is a multi-modal plan of highway, transit, bicycle, pedestrian and transportation enhancement projects, its adoption involves considerable review and consultation between the CAC, Study Team and Policy Committee to ensure that the projects within the TIP are consistent with the priorities identified in the Long Range Transportation Plan (LRTP).

The procedure for reviewing and ultimately adopting the TIP involves a multi-step process that includes staff evaluation, interagency coordination, public review and comments as well as the completion of a conformity analysis of the projects – that will determine whether the TIP is in compliance with the applicable air quality standards for the RFATS Area. Once all of these activities have been completed, the RFATS Policy Committee will then consider formal adoption.

It should be noted that TIP amendments are periodically made to incorporate additional projects once a funding source has been identified. Each time this action is sought, a 21-day public comment period will be held and a summary report will be presented to the Policy Committee for their review prior to amending the TIP. Additionally, it should be noted that the TIP is periodically updated, which is a more involved process; and as such, a 30-day public comment period is associated with this action.

PUBLIC ACCESS

Once the Policy Committee provides preliminary approval of a draft version of the TIP, a public comment period will be scheduled so that all interested parties and stakeholders can actively participate in the review and development process. Staff will then post a draft version of the TIP on the websites of all RFATS members (City of Rock Hill, City of Tega Cay, Town of Fort Mill, Catawba Indian Nation and York County), as well as place a newspaper advertisement announcing this opportunity to provide feedback and suggestions. It should be noted that RFATS staff will prepare a summary report of all written and oral comments received and present this information to the Policy Committee as a part of the overall planning process.

AMENDMENT PROCESS

The Transportation Improvement Program (TIP) is the primary document that reflects all regionally significant and federally funded transportation projects. And although it periodically undergoes a comprehensive update every 4 years – it is also amended and/or revised on a more frequent basis whenever a new project is added or a revision is requested in order to reflect changes in the funding of existing projects.

With this in mind, the process for amending the TIP involves staff evaluation, agency coordination, public review of the proposed action, and then approval by the MPO's Policy Committee. When these actions are completed, the amended document is then submitted to the South Carolina Department of Transportation for further evaluation and approval to be incorporated into the State Transportation Improvement Program.

It is important to note that not all changes to the TIP are approached in the same manner. For example, when a decision is made to commit new federal funds to support a project, it is treated as a TIP Amendment; and as such, is a more formal process that involves both staff evaluation and a public review period. These steps are established so that adequate time and opportunity is available to provide input as well as suggestions before such an action is finalized.

However, when a revision to the TIP is requested – which typically involves administrative and/or supporting programmatic changes, such actions are approached more as minor updates or corrections (i.e., changes in the schedule of a project; combining or separating phases of work to improve implementation, etc.). With this in mind, staff evaluation and coordination continues to be a part of this action, but a separate public review period is not generally involved, as this action was completed when funding was originally considered.

FUNDING/REVENUE SOURCES

RFATS projects are funded through a variety of federal, state and local transportation funding programs. Specific funding sources included in the TIP include:

Guideshare Funds – Funds for road improvements are allocated by SCDOT through the Guideshare Program. SCDOT sets aside funds each year and then distributes the money among the state's Metropolitan Planning Organizations and Councils of Government.

The allocation formula is based on the population totals and amount of vehicle miles traveled (VMT) in each area and/or region. RFATS annual apportionment is approximately \$6.035 million dollars.

Exempt Projects – Projects that are funded on a statewide basis through other federal programs are listed in the TIP as “Projects Exempt From Guidesshare,” which means the projects are funded through other sources. Most of these projects are on the Interstate Highway System; SCDOT identifies and funds Interstate projects through a statewide system and the advises each MPO. Bridge replacement projects, resurfacing projects, safety projects and other statewide programs are also listed here.

State Infrastructure Bank – This institution provides financing for a wide variety of highway and transit projects through loans and credit enhancements. A State Infrastructure Bank is designed to complement the traditional Federal Aid Highway and transit grants administered by SCDOT.

Transportation Alternative(s) Projects – Funds that help expand transportation choices as well as improve the overall transportation system are supported through the Transportation Alternatives Program. The RFATS Study Area receives an annual allocation from SCDOT to implement improvements principally to pedestrian and bicycle facilities.

Congestion Mitigation & Air Quality Improvement Projects – Funds under this program are reserved for projects that reduce vehicle congestion and improve air quality. Typical projects include transit improvement, shared-ride services, traffic flow improvements, pedestrian and bicycle programs, and travel demand management strategies. In June 2004, the Environmental Protection Agency designated RFATS as being in non-attainment for ground level ozone, and thus became eligible to receive CMAQ funding.

York County One Cent Sales Tax Program (Pennies for Progress) – This program is a Capital Project Sales & Use Tax that was initiated by York County to provide funding for road widenings, sidewalk / bikeway, and intersection improvements. To date, three funding rounds have been approved (1997, 2003, and 2011); total generated revenues are approximately \$400,324,535.00.

Federal Transit Administration – (FTA 5307 Program) This funding source is known as the Section 5307 Urban Area Formula Program which provides funding for planning, operating, and capital needs to support the provision of transit services. Funds under

this program are apportioned annually and remain available for 4 fiscal years (the year of apportionment plus 3 additional years).

PROJECT RANKING PROCESS/CRITERIA (ACT 114)

In 2007, the South Carolina Legislature established a statewide project priority list for all federal aid projects proposed for inclusion in the State Transportation Improvement Program (STIP). It should be noted that all federally funded projects and/or categories of projects are required to be included in the STIP in order to be eligible for federal funds (Title 23 and Title 49, Chapter 53 of the United States Code).

As a part of this action, the State Highway Engineer developed a ranking process for applying uniform and objective criteria applicable to all projects, except State Infrastructure Bank, local option sales tax projects (Pennies for Progress Program) and projects funded solely by C-Funds (County Funds). This ranking process is designed to serve as a useful decision-making tool to improve the overall transportation planning process.

Specifically, there are nine (9) evaluation points each project (road widenings, intersection improvements and new alignments) must undergo prior to inclusion in the TIP: (1) financial liability; (2) public safety; (3) potential for economic development; (4) traffic volume and congestion; (5) truck traffic; (6) pavement quality index; (7) environmental impact; (8) alternative transportation solutions; (9) consistency with local land use.

PROJECT NARRATIVE(S)

GUIDESHARE PROJECTS: (Funds Available to RFATS)

1. SC-160 / I-77 Interchange Reconfiguration. This project is a traffic flow improvement effort that will include consideration of reconfiguring the interchange to improve operational efficiency, particularly during AM and PM peak driving periods.
2. Exit 82A, 82B, 82C / I-77 Interchange Reconfiguration. This project is a traffic flow improvement effort that will include consideration of reconfiguring the interchange

to improve operational efficiency, particularly during AM and PM peak driving periods.

3. SC-160 Phase 2 Widening Project. This project will widen an existing 2-lane rural roadway to 3-lanes from S-157 to Rosemont Drive / McMillan Park Drive and to the York County line at Sugar Creek. This project is an operational efficiency improvement effort with a project length of 1 mile. It should be noted that it is envisioned that this roadway will be widened to 5 lanes in subsequent years.
4. US 521 / Marvin Road Intersection Improvement Project. This project is a traffic flow improvement effort that will improve the operational efficiency of this intersection during AM and PM peak driving periods.
5. Carowinds / Pleasant Road Intersection. This project is a traffic flow improvement effort that will incorporate additional turning capacity as well as additional storage capacity. It should be noted that this project is the recipient of multiple sources of federal and state funding.
6. India Hook / Celanese Road Intersection. This project is a traffic flow improvement effort that will incorporate additional through movements and additional turning capacity. It should be noted that this project is the recipient from multiple sources of federal and state funding.

PROJECTS EXEMPT FROM GUIDESHARE

1. Riverview Road Extension. This project will provide additional north-south connectivity on the west side of I-77 as well as provide a parallel facility to Anderson Road. The project length is 1.0 mile and is classified as non-exempt and regionally significant. This project underwent a conformity emissions analysis 04/2013.
2. Eden Terrace Extension. This project will provide additional connectivity on the east side of I-77 and serve new development. The project length is 1.0 mile and is classified as non-exempt and regionally significant. This project underwent a conformity emissions analysis 04/2013.
3. Corporate Boulevard Connector. This project will provide additional connectivity on the east side of I-77 and serve new development. The project length is 1.25 miles

and is classified as non-exempt and regionally significant. This project underwent a conformity emissions analysis 04/2013.

4. Meeting Street / Galleria Boulevard Extension. This project provides additional connectivity on the east side of I-77 and serve new development. The project length is 1.25 miles and is classified as non-exempt and regionally significant. This project underwent a conformity emissions analysis 04/2013.
5. Commerce / Galleria Connector. This project will provide additional connectivity on the east side of I-77 and serve new development. The project length is 0.25 miles and is classified as non-exempt and regionally significant. This project underwent a conformity emissions analysis 04/2013.
6. Galleria Extension to US 21 Through Antrim. This project will provide additional connectivity on the east side of I-77 and serve new development. The project length is 0.50 miles and is classified as non-exempt and regionally significant. This project underwent a conformity emissions analysis 04/2013.
7. Riverwalk Road Connector. This project will provide additional north-south connectivity on the east side of I-77 for future development. Includes three lane bridge over existing railroad tracks and intersection with Commerce Drive. The project length is 0.25 miles and is classified as non-exempt and regionally significant. This project underwent a conformity emissions analysis 04/2013.
8. US 321 Allison Creek. This project is a part of the Federal Bridge Replacement Program. SCDOT serves as the project manager. Construction is estimated to begin in early 2018.
9. S-46-654 (Church Road) Bridge over Burgis Creek. This project is a part of the Federal Bridge Replacement Program. SCDOT serves as the project manager. Construction is estimated to begin in spring 2018.
10. SC-274 Mill Creek. This project is part of the Federal Bridge Replacement Program. SCDOT serves as the project manager.
11. SC-72 Stony Fork Creek. This project is part of the Federal Bridge Replacement Program. SCDOT serves as the project manager. Construction is estimated to begin in 2019.

12. S-46-655 (Auten Road) Bridge over Fishing Creek. This project is a part of the Federal Bridge Replacement Program. SCDOT serves as the project manager. Construction is estimated to begin in spring 2017.
13. SC-5 (West Main Street) Bridge over Tools Fork Creek. This project is a part of the Federal Bridge Replacement Program. SCDOT serves as the project manager. Construction is estimated to begin in 2016.
14. S-101 (Ogden Road) Bridge over Wildcat Creek. This project is a part of the Federal Bridge Replacement Program. SCDOT serves as the project manager. Construction began in fall 2014.
15. S-46-50 (Red River Road) Bridge over Manchester Creek. This project is a part of the Federal Bridge Replacement Program. SCDOT serves as the project manager.
16. Safety Projects (P, R & C). This is a program activity undertaken by SCDOT to resurface and provide guardrail and other safety improvements to federal aid eligible roads.
17. Pavement Marking & Signing Projects. This is a program activity undertaken by SCDOT to maintain and improve the safety and efficiency of the transportation system.
18. ITS (Interstate). SCDOT This is a program activity undertaken by SCDOT to add lanes to existing Interstate facilities as well as to provide necessary maintenance. This activity is primarily funded with NHS, STP and IM funds.
19. Incident Response Program. This is a program activity undertaken by SCDOT to provide traffic control and emergency assistance to motorists in the RFATS Area.
20. Riverwalk / River Park Trail Connector Project. This is a project activity undertaken by the SC Parks, Recreation and Tourism program.
21. Pavement Projects. This is a program activity undertaken by SCDOT to maintain and resurface federal aid eligible roads.

STATE INFRASTRUCTURE BANK PROJECTS

1. SC 161 / SC 122 Ext to US 521 (Lancaster County). This project is a multi-lane widening effort (5 lanes) to add roadway capacity and improve traffic operations. This project has undergone conformity emissions analysis with a projected horizon year of 2035.

TRANSPORTATION ALTERNATIVES PROJECTS

1. City of Rock Hill – White Street Pedestrian Safety Improvements. This project is a pedestrian safety improvement effort that involves the widening of sidewalks, installing new stamped crosswalks, as well as accessible ramps. Fundamentally, this project is designed to improve pedestrian visibility and clearly demarcate appropriate crossing points along this corridor.
2. City of Rock Hill – Poe / Quantz Connector Trail Project. This project is a pedestrian enhancement effort that will provide an important connection to trails and greenways. Specific improvements include a sidewalk, curb, and gutter to provide safe alternative transportation for area residents.
3. City of Rock Hill – Columbia Avenue Pedestrian Improvements Project. This project is a pedestrian enhancement effort that will improve pedestrian infrastructure along Columbia Avenue. Specific improvements include a sidewalk, ADA accessibility improvements, pedestrian lighting, and landscaping.

CMAQ PROJECTS

1. City of Rock Hill – Side Track Extension Project (Phases I, II & III). This project is a traffic flow improvement effort involving the construction of an additional side-track to allow trains to pull free of the Downtown grade crossing prior to switching operations.
2. SCDOT / City of Rock Hill – SC 121 at Princeton / Springsteen. This project is a traffic flow improvement effort that involves the construction of a left turn lane approaching US 21.
3. SCDOT / City of Rock Hill – East White Street / SC 72. This project is a traffic flow improvement effort that involves the construction of a left turn lane on the East White Street approach.

4. City of Tega Cay – Lake Ridge Trail. This project is a pedestrian improvement effort to connect existing and future trails from the commercial district and provide access to the future Catawba River Park.
5. York County – SC 160 / Gold Hill Road. This project is a traffic flow improvement effort involving the addition of turn lanes and the upgrading of the traffic signal controller.
6. City of Rock Hill – Riverview/Riverchase Intersection Improvement(s). This project is a multi-phase traffic flow improvement effort to increase the operational efficiency of Celanese Road near the intersections of Riverview & Riverchase Roads, by better balancing the distribution of traffic flow in this heavily congested section of just off the southbound ramp of I-77.
7. Town of Fort Mill – Springfield Pkwy Area Improvements. This project is designed to reduce the frequency of cold start vehicle trips by constructing pedestrian improvements that will enhance area safety, connectivity and functionality in and around Nations Ford High School.
8. York County – Heckle Blvd Sidewalk. This project involves sidewalk construction along Heckle Blvd between the Heckle Business Park, near the intersection of Herlong Avenue and SC 5. Essentially, this project will connect a gap between the existing and proposed sidewalk network.
9. Town of Fort Mill – Clebourne / N. White Street. This project is a traffic flow improvement effort that involves the incorporation of a dedicated right turn option from Clebourne onto N. White Street. Fundamentally, this project is designed to reduce traffic congestion caused by westbound traffic continuing from Tom Hall Street onto Clebourne and turning right onto N. White Street.
10. York County – Gold Hill Road Interchange Improvements. This project is a traffic flow improvement effort that will involve geometric changes to the interchange of Gold Hill Road / I-77 to reduce peak period traffic congestion .

LOCALLY FUNDED PROJECTS: (York County One Cent Capital Projects)

1. Tega Cay–Gold Hill Connector (SC 160 to Gold Hill Road). This project involves the construction of a new road to connect with the proposed Hubert Graham Way

to provide a second access route from Tega Cay to SC 160. Project length is 0.5 miles and is classified as exempt.

2. McConnells Hwy (Heckle Blvd to Falls Road). This project involves the widening of an existing 2 lane roadway to 3 lanes; this action is expected to provide for improved operational efficiency and safety. Project length is 2.2 miles and is classified as exempt.
3. Mt Gallant Road (Dave Lyle Blvd to Anderson Road). This project involves the widening of an existing 2 lane road to 3 lanes; this action will improve operational efficiency in an area which has experienced significant increases in traffic levels. Project length is 1.3 miles and is classified as exempt.
4. Ebinport Road (Cherry Road to India Hook Road). This project will provide additional roadway capacity and improve traffic operations. Project length is 2.0 miles and is classified as exempt.
5. SC 160 West (Gold Hill Road to NC State Line). This project will provide additional roadway capacity and improve traffic operations. Project length is 1.1 miles and is classified as exempt.
6. SC 274 / Pole Branch Road (SC 274 to NC State Line). This project will provide additional roadway capacity and improve traffic operations. Project length is 2.4 miles and is classified as exempt.
7. US 21 North Phase I & SC 5 (Springfield Pkwy to NC State Line). This project will widen an existing 2-lane rural roadway to a 5-lane urban roadway with curb and gutter that will provide additional roadway capacity and improve traffic operations. Project length is 3.0 miles and is classified as non-exempt and regionally significant. This project underwent a conformity emissions analysis 04/2013.
8. Cel-River Road (Cherry Road to the Southern Eden Terrace Extension). This project will widen an existing 2-lane rural roadway to a 5-lane urban roadway with curb and gutter that will provide additional roadway capacity and improve traffic operations. Project length is 1.1 miles and is classified as non-exempt and regionally significant.

9. Gold Hill Road / I-77 Interchange Improvements. This project will reconfigure an existing Interstate Interchange that will improve the operational efficiency and safety for this highly congested interchange. Project length is 1.0 mile and is classified as exempt; in addition to the Pennies for Progress funding for this project there is also \$825,000.00 provided in CMAQ funding.
10. US 21 / Anderson / Cowan Farm. This project is an intersection safety project that will improve safety at a high volume intersection. Project length is 1.0 mile and is classified as exempt.
11. Cherry Road (Winthrop University Area). This project is a pedestrian safety project to help college students to safely access local businesses and residences adjacent to the campus. Project length is 1.0 mile and is classified as exempt.
12. White Street / West Main / Constitution / West Black Street. This project is an intersection safety project that will improve the operation efficiency of an existing intersection. Project length is 0.75 miles and is classified as exempt.
13. Paraham Road (SC 55 to Celanese Road). This is a safety project that will add 3-foot paved shoulders to each travel lane of a medium to high volume corridor with a higher than normal rate of run-off-the-road crashes. Project length is 7.1 miles and is classified as exempt.
14. Fort Mill Southern Bypass Phase II (Dobys Bridge Road to SC Highway 160). This project will provide an alternate route for traffic that typically uses SC 160 from I-77 through the business district in the Town of Fort Mill. Project length is 2.0 miles and is classified as non-exempt and regionally significant. This project underwent a conformity emissions analysis 04/2013.
15. SC 160 East (Springfield Pkwy to Lancaster County Line). This project will provide additional roadway capacity and improve traffic operations. Project length is 0.75 miles and is classified as exempt.
16. Riverview / Riverchase (Eden Terrace to Celanese Road). This project will widen an existing 2-lane rural roadway to a 3-lane urban facility that will improve operational efficiency and pedestrian safety. Project length is 1.1 miles and is classified as exempt.

17. Mt. Gallant Road (SC 161 to Twin Lakes Road). This project will provide additional roadway capacity and improve traffic operations. Project length is 2.5 miles and is classified as exempt.

19. SC 72 (SC 901 to Rambo Road). This project will provide additional roadway capacity and improve traffic operations and drainage. Project length is 2.0 miles and is classified as exempt.

FEDERAL TRANSIT ADMINISTRATION

1. City of Rock Hill – Commuter Bus Services (Section 5307). This is a federally funded transportation assistance program. The City of Rock Hill utilizes these funds to support the CATS 82X Express Bus Service.

2. City of Rock Hill – Demand Response Program (Section 5307). This is a federally funded transportation assistance program. The City of Rock Hill utilizes these funds to support an on-demand transportation service (known as York County Access).

3. Rock Hill Urbanized Area Route Service (Section 5307). This is a federally funded transportation assistance program. The City of Rock Hill utilizes these funds to develop a fixed-route transit service.

“The preparation of this report has been financed in part through grant(s) from the Federal Highway Administration and Federal Transit Administration, U.S. Department of Transportation, under the State Planning and Research Program, Section 505 [or Metropolitan Planning Program, Section 104(f) of Title 23, U.S. Code. The contents of this report do not necessarily reflect the official views or policy of the U.S. Department of Transportation.”