

FY 2024 - 2033

**TRANSPORTATION IMPROVEMENT
PROGRAM (TIP)**

FOR THE

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



**ADOPTED BY POLICY COMMITTEE
4-26-24**

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Table of Contents

LIST OF ACRONYMS	3
INTRODUCTION	4
ADOPTION PROCESS.....	4
PUBLIC ACCESS	5
AMENDMENT PROCESS.....	4
FUNDING / REVENUE SOURCES	5
PROJECT RANKING PROCESS / CRITERIA	6
PERFORMANCE-BASED PLANNING & PROGRAMMING	7
SAFETY PERFORMANCE TARGETS.....	8
PROJECT NARRATIVES.....	14-26
FINANCIAL STATEMENT	Appendix I
CONFORMITY DETERMINATION REPORT FOR FY 24-33 TIP PROJECTS	Appendix II

List of Acronyms

FHWA	Federal Highway Administration	See Page 4
FTA	Federal Transit Administration	See Page 4
MPO	Metropolitan Planning Organization	See Page 4
RFATS	Rock Hill–Fort Mill Area Transportation Study	See Page 4
L RTP	Long Range Transportation Plan	See Page 4
TIP	Transportation Improvement Program	See Page 4
UPWP	Unified Planning Work Program	See Page 4
CAC	Citizens Advisory Committee	See Page 4
SIB	State Infrastructure Bank	See Page 6
TAP	Transportation Alternatives Program	See Page 6
CMAQ	Congestion Mitigation & Air Quality Improvement Program	See Page 6
VMT	Vehicles Miles Traveled	See Page 6
STIP	State Transportation Improvement Program	See Page 8
IJA	Infrastructure Investment & Jobs Act	See Page 8
PBPP	Performance–Based Planning & Programming	See Page 8
FAST	Fixing America’s Surface Transportation Act	See Page 9
SHSP	Strategic Highway Safety Plan	See Page 9
HSIP	Highway Safety Improvement Program	See Page 9

TRANSPORTATION IMPROVEMENT PROGRAM

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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 establish 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 Long Range Transportation Plan (LRTP) is a 20 year forecast process required at both the metropolitan and state level. It must be updated every five years and it must consider a wide range of social, environmental, energy and economic factors in determining overall regional goals, and how transportation can best meet these goals. The plan is multi-modal, covering highways, public transportation, bicycle and pedestrian travel, freight, as well as aviation. It includes a financial plan for transportation expenditures, as well as a congestion management process. The plan summarizes the priority “strategies” that have been identified to help meet regional transportation goals. These strategies include both capital projects and operations (such as roadway maintenance and public transit service). Once the LRTP has been adopted, the near-term strategies receive funding for implementation by being included in the region’s Transportation Improvement Program (TIP).

The FY 24–33 Transportation Improvement Program or TIP outlines the planning objectives, priority status and funding source for all projects scheduled for implementation over a ten year period and must be updated every four years. Specifically, the TIP lists the most immediate, financially constrained transportation projects slated for implementation within the RFATS Planning Area. After a project has been included in the adopted TIP, the responsible agency may begin formal project development. This typically starts with confirming the purpose and need of the

project, securing the necessary environmental agency approvals, and completing the design process. If needed, right-of-way is then purchased and then construction begins. This process generally takes several years from planning to construction, particularly in the case of larger projects.

The RFATS Unified Planning Work Program (UPWP) is developed biennially and documents all major transportation planning initiatives and related activities with the RFATS Study Area. These often include studies, analysis, modeling, and coordination efforts. It is important to note that federal financial support is received through a consolidated planning grant from the Federal Highway Administration (FHWA) and the Federal Transit Administration (FTA); with state funding from the South Carolina Department of Transportation (SCDOT); as well as local funding assistance from the member jurisdictions. Notable transportation planning activities identified in the RFATS UPWP include: implementation of the LRTP; coordination on the Metrolina Regional Travel Demand Model; coordination with FHWA / SCDOT on Transportation Performance Management Requirements; as well as coordination of the Transportation Alternatives and CMAQ programs, among others.

ADOPTION PROCESS

The RFATS planning process is guided by a Policy Committee that is comprised of fifteen (15) voting members from each of the following jurisdictions: City of Rock Hill, Town of Fort Mill, City of Tega Cay, Catawba 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 the Citizens Advisory Committee. The Technical Team is made up of city and county staff members along with representatives from SCDOT, FHWA, SCDHEC and the Catawba Regional Council of Government. The Citizens 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, Technical Team and the 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 Planning 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 Nation; the eastern urbanized portion of York County and the panhandle of Lancaster County), as well as place a newspaper advertisement announcing this opportunity to provide feedback and suggestions. It should be noted that RFATS 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 federally funded and regionally significant 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 RFATS 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, and will be ultimately incorporated into the State Transportation Improvement Program or STIP.

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 an existing project; combining or separating phases of work to improve implementation efficiency, 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 in the TIP include:

Guideshare Funds – Funds for road improvements are allocated by SCDOT through the Regional Mobility or 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 \$12.411 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 that 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 then 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 Projects – Funds that help expand transportation choices as well as improve the overall transportation system are supported through the Transportation Alternatives Program (TAP). The RFATS Study Area receives an annual allocation from SCDOT to implement improvements principally to pedestrian and bicycle facilities. RFATS annual apportionment is \$729,903.

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. The Environmental Protection Agency has designated RFATS as being a maintenance area for ground level ozone, and thus RFATS is eligible to receive CMAQ funding. RFATS annual apportionment is approximately \$2.0 million dollars.

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, four funding rounds have been approved (1997, 2003, 2011, and 2017); total generated revenues are approximately \$747,175,000.00.

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.

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 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.

PERFORMANCE-BASED PLANNING & PROGRAMMING

Performance-based planning and programming or “performance management” is a strategic approach that uses system generated information to make investment and policy decisions to achieve goals set for the multimodal transportation system in the RFATS Planning Area. Specifically, Performance-Based Planning & Programming (PBPP), refers to the application of performance management as standard practice in the planning and programming decision-making process. The goal of PBPP is to ensure that transportation investment decisions – both long and short term planning are based on the ability to meet established performance goals. As a federal requirement, states will invest resources in projects to achieve individual performance

targets that collectively will make progress toward established national goals. Like states, MPOs are also expected to make transportation investment decisions based on a performance-driven, outcome-based approach as well. With this in mind, the key planning documents of an MPO; specifically, the LRTP and the TIP are required to reflect this same approach to the planning and decision-making process.

Through the federal rulemaking process, FHWA is requiring state DOTs and MPOs to monitor the transportation system using specific performance measures. These measures are reflective of the national goal areas Infrastructure Investment & Jobs Act or IIJA (as well as prior transportation acts such as MAP-21 and the FAST Act). The national goal areas include: Safety, Infrastructure Condition, and System Reliability. The RFATS Policy Committee has formally elected to accept and support the State of South Carolina's targets for these three goal areas for the current performance period.

SAFETY

The State of South Carolina has the highest fatality rate in the nation. Reducing the number of transportation-related collisions, injuries, and fatalities is SCDOT's highest priority, as is making safety everyone's business.

The 2020-2024 South Carolina Strategic Highway Safety Plan (SHSP) is the statewide plan that focuses on how to accomplish the vision of eliminating fatalities and reducing serious injuries on all public roads. The SHSP guides SCDOT, MPOs, COGs, and other safety partners in addressing safety and defines a framework for implementation activities to be carried out throughout the state. The South Carolina SHSP and the STIP both commit to a visionary performance target of zero deaths. The SCDOT Highway Safety Improvement Program (HSIP) annual report documents that statewide interim performance measures toward that zero deaths vision. The state will set targets advancing towards this goal over the next 20 years.

SCDOT is required to evaluate and report on safety targets for five required measures on an annual basis. These five measures for safety are Fatalities, Serious Injuries, Non-Motorized Fatalities and Serious Injuries, Rate of Fatalities per 100 Million VMT, and Rate of Serious Injuries per 100 Million VMT. The baseline and targets for these measures for both the state and the MPO are shown below.

SAFETY TARGET BASELINE (2020 - 2024 AVERAGE)

	Traffic Fatalities	Fatality Rate	Severe Injuries	Severe Injury Rate	Non-Motorized
SC Baseline	1,079.6	1.900	2,802	4.930	457
SC Targets	1,079	1.870	2,549	4.410	454.8
MPO Baseline	29.6	1.309	104	4.599	14.6

This TIP includes specific investment priorities that support all of the MPO’s goals including safety, using a prioritization and project selection process established previously in the LRTP. The MPO has long utilized a project ranking criteria that identifies and prioritizes projects aimed at improving transportation safety.

While all projects include consideration of safety in the design process, there are active and recently completed projects that are expected to favorably impact the targets in the current performance period. SCDOT has identified several projects to strengthen safety in the RFATS Study Area. These projects include the Spratt Sidewalk Project as the key southern pedestrian entrance into the Town of Fort Mill; a multi-purpose trail to the new Tega Cay Park; as well as a significant pedestrian improvements along the Dave Lyle Blvd corridor leading to downtown Rock Hill from I-77, among others. The MPO has approved both TAP Funding and CMAQ Funding for multiple projects aimed at implementing pedestrian facilities near schools and a university, where pedestrian activity is highest. The MPO has coordinated closely with SCDOT to implement access management improvements, which reduce the opportunity for crashes at intersections.

As a point of reference, the project evaluation and prioritization process for the MPO will continue to use a data-driven strategy that considers stakeholder input to evaluate projects that have an anticipated effect of reducing both fatal and injury crashes. Additionally, our Congestion Management Process utilizes safety data provided by SCDOT, in order to effectively link the planning process back to the performance management requirements. The goal of reducing fatal and serious injury crashes is linked to the TIP and the process used in prioritizing the projects is consistent with applicable federal requirements. However, it should be noted that long-term safety performance for the MPO could be influenced by significant increases in VMT as the MPO continues to experience high growth rates in population and employment.

SYSTEM PERFORMANCE

The RFATS Study Area is a dynamic, high growth planning environment located south of Charlotte, NC. Given this operating atmosphere, RFATS is particularly focused on and committed to extracting the highest degree of operational efficiency from our principal arterial roadways and the interstate system. With this in mind, RFATS will seek to advance the efforts of the South Carolina Department of Transportation to continually improve the functional quality and reliability of infrastructure conditions.

SCDOT is required to evaluate and report on Infrastructure Condition targets for three required measures. These include Interstate Pavement, Non-Interstate NHS Pavement, and Bridges. The baseline and targets for these measures are shown in the table below.

Performance Measure	Baseline	2-Year Condition/ Performance	2-Year Target	4-Year Condition/ Performance	4-Year Target
Percentage of Pavements on the Interstate System in Good Condition (Federal Metric)	NA	63.2%	NA	75.8%	71.0%
Percentage of Pavements on the Interstate System in Poor Condition (Federal Metric)	NA	1.2%	NA	0.2%	3.0%
Percentage of Pavements of the Non-Interstate NHS in Good Condition (IRI)	50.4%	54.3%	NA	56.9%	NA
Percentage of Pavements of the Non-Interstate NHS in Good Condition (Federal Metric)	NA	27.4%	14.9%	38.8%	21.1%
Percentage of Pavements of the Non-Interstate NHS in Poor Condition (IRI)	8.6%	8.4%	NA	7.7%	NA
Percentage of Pavements of the Non-Interstate NHS in Poor Condition (Federal Metric)	NA	3.9%	4.3%	1.6%	4.6%
Percentage of NHS Bridges Classified as in Good Condition	41.1%	40.0%	42.2%	38.5%	42.7%
Percentage of NHS Bridges Classified as in Poor Condition	4.0%	4.2%	4.0%	4.3%	6.0%

Based on SCDOT processes for selecting pavement improvement projects, the MPO anticipates improvements to the percentage in good condition and reductions to the percentage in poor condition on both the interstate and non-interstate NHS. While the condition of interstate pavement within the RFATS Study Area is favorably impacting both the two-year and four-year state targets, the condition of the non-interstate NHS pavement is currently outside both the two-year and four-year targets. SCDOT has allocated funding to pavement preservation treatments that extend the service life of good pavements. In addition, it is worth noting that there are several resurfacing projects that are being completed through York County Pennies for Progress that are expected to favorably impact both the two-year and four-year state targets for Non-Interstate NHS pavement.

Currently, the condition of bridges on the Interstate and Non-Interstate NHS within the RFATS Study Area is below both the two-year and four-year state targets. SCDOT and the MPO have approved six (6) non-interstate NHS bridge replacement projects in the STIP / TIP. SCDOT has also identified a bridge rehab project on the heavily trafficked I-77 bridge over the Catawba River. Based on the current project delivery schedule, all of these projects are expected to be complete within the current performance period and should favorably impact both the two-year and the four-year state targets. Conversely, approximately 75% of the bridge deck area within RFATS is considered to be in fair condition and normal bridge deterioration based on age and traffic usage could potentially impact the future performance condition of bridges rated in the poor category.

SCDOT is also required to evaluate and report on System & Freight targets for three required measures. These include Interstate Travel Time Reliability, Non-Interstate Travel Time Reliability, and Truck Travel Time Reliability. The baseline and targets for these measures are shown in the table below.

Table 6. System Performance Measures, and Freight (1st Performance Period)					
Performance Measure	Baseline	2-Year Condition/ Performance	2-Year Target	4-Year Condition/ Performance	4-Year Target
Percent of the Person-Miles Traveled on the Interstate that are Reliable	94.7%	94.8%	91.0%	95.9%	90.0%
Percent of the Person-Miles Traveled on the Non-Interstate NHS that are Reliable	91.4%	NA	NA	95.0%	81.0%
Truck Travel Time Reliability Index (TTTR)	1.34	1.33	1.36	1.31	1.45

Travel time reliability on the Interstate within the RFATS Study Area is currently below the SCDOT baseline and is projected to be outside both the two-year and four-year state targets. Travel time reliability on the Non-Interstate NHS is currently below the SCDOT baseline and is projected to be outside the four-year state target.

With the RFATS Study Area being such a dynamic and high growth planning environment, VMT is expected to increase as growth continues during the current performance period. Thus, VMT was a major consideration in establishing the future performance goals related to system reliability. It is worth noting that the statewide targets for both interstate and non-interstate reliability reflect declining performance for both Interstate and Non-Interstate reliability. Not only within the RFATS Study Area, but statewide reliability is projected to decrease as key areas of intensity are furthered by growth pressures.

With regards to the interstate in the RFATS Study Area, declining performance is not only attributed to increases in VMT but also limited operational and capacity improvements that are scheduled for completion within the four-year performance period. Most notably the segments along I-77 north of Exit 85 show high AM Travel Time Reliability Ratios. Currently, RFATS has three (3) planned interchange improvements along the interstate, and one of these projects has been completed (Exit 81); one is active (Exit 85) with project completion expected to take between 3 and 4 years; and the third (Exit 82) is in the final stages of an interchange evaluation study.

Declining performance on the Non-Interstate NHS is also attributed to increases in VMT, but at a much faster rate. This is despite significant improvements to capacity that are currently scheduled for completion during the current performance period. Specifically, only one such improvement that is funded by the MPO is expected to be complete within the four-year performance period. That project is the SC 160 Phase 2 Widening Project in Lancaster County, which is transitioning a two-lane highway to a four-lane divided highway. However, it is worth noting that there are five capacity improvements that are funded by York County Pennies for Progress which are anticipated for completion within the four-year performance period. Travel Time Reliability Ratios are especially high at key intersections in close proximity to I-77; hence why the MPO has targeted intersection improvements along major arterials. All of these improvements are expected to help further strengthen reliability along the Non-Interstate NHS and favorably impact the four-year target.

Truck Travel Time Reliability in the RFATS Study Area is currently above the SCDOT baseline but is projected to be outside of the four-year state target. Declining performance is anticipated for Truck Travel Time Reliability due to the same increases in VMT which are attributing to the declining performance in both Interstate and Non-Interstate Reliability. However, it is worth noting that the projects mentioned in the previous two paragraphs should provide benefits to overall traffic and therefore favorably impact the four-year state target.

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. Exit 77 / I-77 Interchange Project. This project is a traffic flow improvement to strengthen the entry / exit clearing function from I-77.
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.
7. New Gray Rock Road Multi-Purpose Trail – This project is a pedestrian improvement effort to support an established route to the new Tega Cay Park.
8. Jack White Extension Trail Project – This project is a pedestrian improvement effort to broaden the connectivity of the trail system.
9. Whites Road Sidewalk Project – This project is a pedestrian improvement effort to strengthen the linkage between residential development and area school locations.

10. Spratt Street Sidewalk Project – This project is a pedestrian improvement effort from the southern entry point into the Town of Fort Mill to the downtown area along Spratt Street.
11. Dave Lyle Blvd Pedestrian Improvement Project – This project is a pedestrian improvement effort to strengthen safety and connectivity along this critical corridor from downtown Rock Hill to the Galleria area and I-77.
12. Carolina Thread Trail Projects #79 & #80 – This project is pedestrian improvement effort to augment the connection points within the RFATS Planning Area to the Carolina Tread Trail near the stateline.

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 04/2021.
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 04/2021.
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 04/2021.
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 04/2021.
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 04/2021.

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 04/2021.
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 04/2021.
8. SCDOT CLRB SC BIP Grant Project (S-884 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 2025.
9. S-82 Bridge over Chappell Road E. This project is a part of the Federal Bridge Replacement Program. SCDOT serves as the project manager.
10. S-103 Bridge over Oak Park Road. This project is a part of the Federal Bridge Replacement Program. SCDOT serves as the project manager.
11. S-560 Bridge over Skyline Road. This project is a part of the Federal Bridge Replacement Program. SCDOT serves as the project manager.
12. S-166 Bridge over Mockingbird Lane. This project is a part of the Federal Bridge Replacement Program. SCDOT serves as the project manager.
13. 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.
14. Intersection Safety Project (US 21 / S-195 Anderson Road). This is a program activity undertaken by SCDOT to make safety improvements to federal aid eligible roads.
15. Pavement Marking & Signing Projects. This is a program activity undertaken by SCDOT to maintain and improve the safety and efficiency of the transportation system.

16. ITS (Interstate). 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.
17. Incident Response Program. This is a program activity undertaken by SCDOT to provide traffic control and emergency assistance to motorists in the RFATS Area.
18. Pavement Projects. This is a program activity undertaken by SCDOT to maintain and resurface federal aid eligible roads.

INFRA GRANT & AGENCY FUNDED PROJECTS

1. Exit 81 / I-77 Interchange Project. This project is a traffic flow improvement effort that features construction of a new interchange and connecting roadway infrastructure to Mt Gallant Road on the west of the interstate and Paragon Way to the east of the interstate. This project will improve operational efficiency, particularly during AM and PM peak driving periods.
2. Exit 90 / I-77 Interchange Project. This project is a traffic flow improvement effort that involves the reconfiguration of the interchange at Carowinds Blvd. This project will improve operational efficiency, particularly during AM and PM peak driving periods.

TRANSPORTATION ALTERNATIVE(S) PROJECTS

1. SCDOT Trail Projects - This is project funding provided through the SC Recreational Trail Program.
2. City of Rock Hill - Jack White Trail Project. This project is a pedestrian improvement effort to continue expansion of the area trail network.
3. City of Rock Hill - Eden Terrace Sidewalk Project. This project is a pedestrian improvement effort to improve functionality between Winthrop University and the Riverwalk Development, among other destinations.

CMAQ PROJECTS

1. City of Rock Hill – Downtown Traffic Management Project. This project is a traffic flow improvement effort that will reduce extensive idling of vehicles caused by train blockages in the downtown area. The project will utilize signal coordination and signage to route traffic to available grade-separated crossings.
2. 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.
3. 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.
4. Whites Road Sidewalk Project. This project is a pedestrian improvement to strengthen the non-sov link between residential developments and area school locations. It should be noted that this project is the recipient from multiple sources of federal and state funding.

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

1. US 21 North Phase I & SC 51 (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 04/2021.
2. 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.
3. Riverview Road (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.

4. 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.
5. 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.
6. SC 49 / SC 274 / SC 557 Intersection. This project is an intersection safety project that will improve safety at a high volume intersection. Project length is 0.6 miles and is classified as exempt.
7. SC 557 (Kingsbury Road to SC 49 / 274). 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 2.4 miles and is classified as non-exempt.
8. US 21 North (SC 160 to Springfield Parkway). This project will widen an existing 2-lane rural roadway to a 5-lane urban roadway that will provide additional roadway capacity and improve traffic operations. Project length is 2.8 miles and is classified as non-exempt and regionally significant.
9. York County Pennies for Progress Resurfacing Projects. This is a program activity undertaken by York County to maintain and improve the safety and efficiency of the transportation system.

FEDERAL TRANSIT ADMINISTRATION

1. York County Disabilities and Special Needs Board (Section 5310). This is a federally funded transportation assistance program. The York County Disabilities and Special Needs Board utilizes these funds to support capital purchases.
2. 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.

3. 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).
4. 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.
5. York County Disabilities and Special Needs Board (Section 5310). This is a federally funded transportation assistance program. The York County DSNB utilizes these funds to support capital purchases.
6. City of Rock Hill – Initiation of Fixed Route Public Transit System. This is a program for improved transit which will assist with the start-up costs associated with the initiation of a fixed route public transit system.
7. Rock Hill Urbanized Area Fixed Route Service (Section 5339). This is a federally funded transportation assistance program. The City of Rock Hill utilizes these funds to develop a fixed-route transit service.

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