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ROCK HILL-FORT MILL AREA TRANSPORTATION STUDY

## **2035 LONG RANGE TRANSPORTATION PLAN AMENDMENT THREE**

ADOPTED: APRIL 24, 2009  
AMENDMENT APPROVED: NOVEMBER 16, 2012

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## CHAPTER 4 HIGHWAY ELEMENT

The 2035 Long Range Transportation Plan is being amended to reflect additional funding for an existing project in the 2035 LRTP; specifically, the Cel-River Widening Project. This project is an existing two lane facility that will be expanded to five lanes from Cherry Road to Dave Lyle Boulevard – with an approximate length of 3 miles.

<u>Project List</u>	<u>Funding Source</u>
• Cel-River Widening Project (Phase I)	2011 Pennies for Progress Program RFATS Guideshare
• Cel-River Widening Project (Phase II)	Projected 2018 Pennies for Progress Program

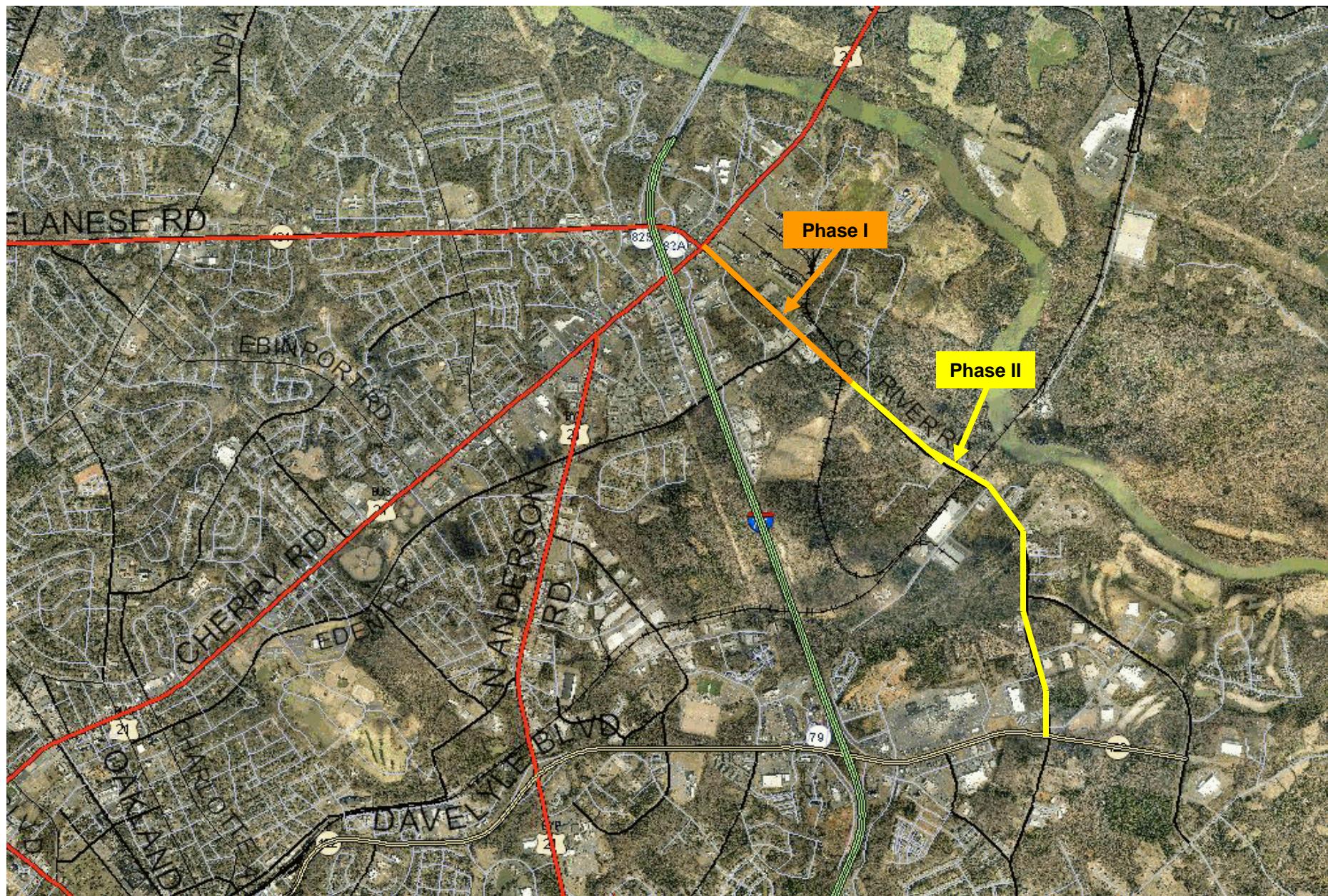
This project was originally identified during the development of the 2035 Long Range Transportation Plan as an important, multi-phase project to improve the functionality between two principal arterials within the RFATS Study Area – Cherry Road and Dave Lyle Boulevard. Both of these arterials intersect interstate I-77 and are major entrances to Rock Hill and serve the interstate development corridor.

Both phases of this widening effort are currently reflected as an unfunded need in the 2035 Long Range Transportation Plan. Based on previous guidance from the Federal Highway Administration, the LRTP was amended to reflect an identified funding source for phase II of the project in the amount of \$13,500,000.00; this action was completed in September 2011.

Since this time, funding for phase I was approved through the 2011 Pennies for Progress Program in the amount of \$5,929,426.00. As a part of the preliminary work associated with phase I activities, the cost estimate has been subsequently raised by approximately \$6,000,000.00. This amount combined with the funding approved through the 2011 Pennies for Progress Program will enable the active implementation of this project to continue. Although Phase II funding has been identified through a projected 2018 Pennies for Progress Program, should the actual cost of Phase I come in lower than projected, the remaining funding will be utilized for work associated in Phase II (as needed); this is subject to identifying sufficient other funding to reach a logical terminus.

Lastly, it is important to note that this project was modeled (Phase I from Cherry to Road to approximately 0.100 miles north of the Southern Eden Terrace Extension (S-645); and Phase II from S-645 to SC 122), and included in the transportation conformity determination associated with the approved 2035 Long Range Transportation Plan.

# CEL-RIVER ROAD WIDENING PROJECT



**APPENDIX II**  
**METROLINA REGIONAL MODEL ASSUMPTIONS FOR RFATS 2035 LRTP UPDATE AND CONFORMITY DETERMINATION**

Revised January 27, 2009

**2002 Base Year Metrolina Regional Model Network:** EMISSION COMPARISON YEAR

(Projects Completed between 2000 and 2002)

Regionally Significant	Exempt	Non-Exempt	STREET NAME	PROJECT LIMITS	RFATS STUDY AREA	Project Length (Mi.)	Existing	Proposed	Facility Type	Federal Functional Classification	Actual Completion Date	Model Network Year	Cost Feasible 2035 LRTP	Pennies For Progress
			Gold Hill Road (Ph. 1 and Ph. 2)	I-77 to Tega Cay	Yes	5.1	5		C	Minor Arterial	Complete	2002	No	
			SC 161 Celanese Road	US 21 (Cherry Road) to S-46-30 (India Hook)	Yes	2.7	7		C	Other Principal Other	Jan. 2001	2002	No	
			SC 161 Celanese Road	S-46-30 India Hook to SC 901 SEG C-2/1	Yes	2.66	5		C	Other Principal Other	Complete	2002	No	
			SC 5	Herlong Road to Cherry Road	Yes	1.6	5		C	Minor Arterial	Complete	2002	No	Yes
			SC 160	Tom Hall St. to Kimbrell Road	Yes	0.4	3		C	Other Principal Arterial	Complete	2002	No	No

**2005 Metrolina Regional Model Network:** Basyear of the TDM

(Projects Completed between 2002 and 2005)

n/a	n/a	n/a	**SC 160	Gold Hill Road to I-77	Yes	3.5	5		C	Other Principal Arterial	Spring 2004	2005	No	YES
n/a	n/a	n/a	**Herlong Avenue	SC 901 to SC 161	Yes	3.4	5		C	Minor Arterial	Spring 2004	2005	No	YES
n/a	n/a	n/a	**Saluda Street	Boggs Street to SC 901 Heckle	Yes	0.7	2	3	C	Minor Arterial	Spring 2004	2005	No	
n/a	n/a	n/a	**SC 161 / SC 901	SC 161 at SC 901 Intersection	Yes	1.0	5		C	Other Principal Arterial	Complete	2005	No	No
n/a	n/a	n/a	**SC 5	SC 5 Bypass to Owens Road	No	1.4	2	5	C	Other Principal Arterial	CON 2005	2005	No	YES
X		X	SC 161	SC 901 to Mt. Gallant Rd.	Yes	2	2	5	C	Other Principal Arterial	Fall 2005	2005	No	No

**2009 Metrolina Regional Model Network:** EMISSION COMPARISON YEAR

(Additional projects to the 2005 Network and completed by end of 2009)

Regionally Significant	Exempt	Non-Exempt	STREET NAME	PROJECT LIMITS	RFATS STUDY AREA	Project Length (Mi.)	Existing	Proposed	Facility Type	Federal Functional Classification	Actual Completion Date	Model Network Year	Cost Feasible 2035 LRTP	Pennies For Progress
X	X	X	SC 49	SC 55 to Crowders Creek	Yes	1.5	2	5	C	Minor Arterial	Summer 2006	2009	No	No
X			Ebenezer Rd.	Herlong to Dotson St.	Yes	0.5	2	3	C	Minor Arterial	RW 2006; CON 2007	2009	No	YES
X			***Regent Parkway Connector	US 21 to Co. Line (Dorman Rd. in NC)	Yes	2	4	New 2 lane	U (Collector)	Complete within York Co.	2009	No	No	
X			(Regent Pkwy, Conn.)	Section to Lancaster Co./Dorman Rd.	No			4	(Collector)	2007	2009	No	No	
X	X	X	Fort Mill Northern Bypass	Business US 21 to Gold Hill Road at I-77	Yes	2		New 2 lane	U	Minor Arterial	CON 2007	2009	No	YES
X	X	X	SC 274	SC 161 to SC 55	Yes	7.1	2	5	C	Minor Arterial	CON 2009	2009	No	YES
X	X	X	SC 901	I-77 to SC 72	Yes	3.0	2	5	U	Minor Arterial	RW 2006; CON 2009	2009	No	YES
X	X	X	Cherry Road	York to Heckle	Yes	0.7	2	5	U	Minor Arterial	RW 2007; CON 2009	2009	No	YES
X	X	X	SC 72 Albright Road	Black St. to Heckle Blvd.	Yes	1.8	2	5	C	Other Principal Arterial	RW 2008; CON 2009	2009	No	YES
X	X	X	Tega Cay - Gold Hill Connector	SC 160 to Gold Hill Road	Yes	0.5	n/a	New 2 lane	U	N/A	RW 2008; CON 2009	2009	No	YES
X	X	X	White St. Realign. & RR Crossing	Stewart St. to Constitution Blvd.	Yes	0.1	2	3	C	Major Collector	RW 2008; CON 2008	2009	No	YES
n/a	n/a	n/a	**SC 161	SC 274 to SC 5 Bypass	No	5.2	2	5	C	Other Principal Arterial/Minor Arterial	CON 2008	2009	YES	
n/a	n/a	n/a	**SC 5 Business	SC 324 to SC 5/S-161	No		2	5	C	Principal Arterial	CON Complete 2007	2009		
n/a	n/a	n/a	**SC 5	Owens Road to Cedar Grove Road	No	8.1	2	4	M	Other Principal Arterial	CON Complete 2007	2009	YES	
n/a	n/a	n/a	**SC 160 (Total Mi. 2.7)	US 521 to Belden Wire Road	No	1.7	2	5	C	Minor Arterial	2008	2009	No	No

**2010 Metrolina Regional Model Network:** EMISSION COMPARISON YEAR

(Additional projects to the 2009 Network and expected to be completed by end of 2010)

Regionally Significant	Exempt	Non-Exempt	STREET NAME	PROJECT LIMITS	RFATS STUDY AREA	Project Length (Mi.)	Existing	Proposed	Facility Type	Federal Functional Classification	Actual Completion Date	Model Network Year	Cost Feasible 2035 LRTP	Pennies For Progress
n/a	n/a	n/a	**SC 5 Bypass	SC 5 east of York to SC 5 west of York	No	5.3	2	4	M	Other Principal Arterial	CON 2008 - 2010	2010	YES	
n/a	n/a	n/a	**SC 5	Owens Road to Cherokee County Line	No		2	4	M	Other Principal Arterial	CON 2010	2010	YES	
X			Mt. Gallant Rd.	Anderson Rd. to Celanese Rd.	Yes	1.6	2	3	C	Minor Arterial	RW 2007; CON 2010	2010	No	YES
X			McConnells Hwy.	Heckle to Falls Road	Yes	2.1	2	3	C	Major Collector	RW 2008; CON 2010	2010	No	YES
X			Mt. Gallant Rd.	Dave Lyle to Anderson	Yes	1.5	2	3	C	Major Collector	RW 2008; CON 2010	2010	No	YES
X			SC 557	Kingsbury to SC 49	Yes	2.1	2	3	C	Minor Arterial	RW 2008; CON 2010	2010	No	YES
X			SC 160	Tom Hall to County Line	Yes	0.75	2	3	C	Other Principal Arterial	RW 2008; CON 2010	2010	No	YES

### 2015 Metrolina Regional Model Build Network: EMISSION COMPARISON YEAR

2015 No Build Network will use the 2010 network and 2015 socioeconomic data.

(Additional projects to the 2010 Network and expected to be completed by end of 2015)

Regionally Significant	Exempt	Non-Exempt	STREET NAME	PROJECT LIMITS	RFATS STUDY AREA	Project Length (Mi.)	Existing	Proposed	Facility Type	Federal Functional Classification	Actual Completion Date	Model Network Year	Cost Feasible 2035 LRTP	Pennies For Progress
1/ra	n/a	SC 160	Belden Wire to Sugar Creek	No	1	2	3	C	Minor Arterial	2012	2015	No	No	
X	X	Fort Mill Southern Bypass(Ph. 1)	US 21 Bus/Ft. Mill Pkwy, to Dobys Bridge	Yes	2	n/a	New 2 lane	U	Minor Arterial	RW 2008; CON 2011	2015	No	YES	
X	X	US 21	Cel-River Road to Sutton Road	Yes	1.5	2	5	C	Other Principal Arterial	RW 2008; CON 2009-2011	2015	No	No	
X	X	Springhill Farm Road	US 21 to SC 51	Yes	0.7	2	5	C	Major Collector	RW 2009; CON 2011	2015	No	YES	
X	X	SC 51	US 21 to NC Line	Yes	1.25	2	5	C	Minor Arterial	RW 2010; CON 2012	2015	No	YES	
X	X	Fort Mill Southern Bypass (Ph. 2)	Dobys Bridge Road to SC 160	Yes	2	n/a	New 2 lane	U	Minor Arterial	RW 2008; CON 2011	2015	No	YES	
X	X	Ebport Road	Cherry to India Hook	Yes	2.0	2	3	C	Minor Arterial	RW 2009; CON 2011	2015	No	YES	
X	X	SC 72	SC 901 to Rambo Road	Yes	2.0	2	3	C	Other Principal Arterial	RW 2009; CON 2011	2015	No	YES	
X	X	Mt. Gallant Rd.	SC 161 to Twin Lakes Road	Yes	2.5	2	3	C	Minor Arterial	RW 2010; CON 2012	2015	No	YES	
X	X	SC 274/279 (S-133 Pole Branch Rd.)	SC 274 to NC Line)	Yes	2.4	2	3	C	Major Collector	RW 2009; CON 2012	2015	No	YES	
X	X	Ebenezer Road	Frank Gaston (Old Pointe) to SC 161	Yes	1.1	2	3	C	Minor Arterial	RW 2009; CON 2011	2015	No	YES	
X	X	Eden Terrace	Bradley to Anderson	Yes	1.5	2	3	C	Major Collector	RW 2010; CON 2012	2015	No	YES	
X	X	SC 160	Gold Hill to Zoar	Yes	0.5	2	3	C	Other Principal Arterial	RW 2010; CON 2011	2015	No	YES	
X	X	-----Riverview Rd. Extension	Eden Terrace to Mt. Gallant Rd.	Yes	1.2	n/a	New 3 lane	C	Major Collector		2015	No		
X	X	-----Eden Terrace	Through to Cherry Rd. Riverwalk Ext.	Yes	1	n/a	New 3 lane	C	Collector		2015	No		
X	X	-----Corporate Connector	Cel-River & Commerce (Riverwalk Industrial)	Yes	1.25	n/a	New 3 lane	C	Major Collector		2015	No		
X	X	-----Galleria	Meeting and Cel-river @ Waterford Ext.	Yes	1.25	n/a	3	B	Minor Arterial		2015	No		
X	X	-----Connector	Commerce to Galleria	Yes	0.25	n/a	3	C	Minor Arterial		2015	No		
X	X	-----Galleria Extension	Paddock Pkwy. To Galleria	Yes	0.50	n/a	2	C	Collector		2015	No		
X	X	-----New Connector Across RR	Riverwalk Spine Rd & Galleria Blvd	Yes	0.25	n/a	3	C	Collector		2015	No		
X	X	Celrivers Road S-50 (Phase I)	US 21 to 0.100 miles north of S-645	Yes	0.939	2	5	C	Collector		2015	No		

\* SC 160 (Gold Hill Road to I-77), Harlong Avenue (SC 901 to SC 161), Saluda Street (Boggs St. to Hecke) and SC 161 (India Hook to Twin Lakes) have been completed and do not need to be considered as regionally significant, exempt or non-exempt.

\*SC 161 (SC 274 to SC 5 Bypass);SC 5 (SC 5 Bypass to Owens Road);SC 160 (US 521 to Belden Wire Road; and Belden Wire to Sugar Creek) are outside of the RFATS study area, but included in the Metrolina Regional Model.

\*\*\* Regent Parkway Connector is developer funded.

\*\*\*\* Projects identified in I-77 Traffic Study & privately funded.

### 2025 Metrolina Regional Model Build Network EMISSION COMPARISON YEAR

The 2025 No Build Network will use the 2015 Network and 2025 socioeconomic data.

(Additional projects below added to the 2015 Network and expected to be completed by end of 2025)

Regionally Significant	Exempt	Non-Exempt	STREET NAME	PROJECT LIMITS	RFATS STUDY AREA	PROJECT LENGTH (Mi.)	Existing	Proposed	FACILITY TYPE	Federal Functional Classification	Actual Completion Date	Model Network Year	Cost Feasible 2035 LRTP	Pennies For Progress
X	X	US 21 North	Northern Fort Mill Bypass to SC 51	Yes	2.1	2	5	C	Minor Arterial		2025	No	2010	
X	X	US 21 North	Fort Mill Northern Bypass to Sutton Rd.	Yes	5.0	2	5	C	Minor Arterial		2025	No	2010	
X	X	New Catawba River Bridge	Mt. Gallant/India Hook to Sutton Rd.	Yes	3.0	n/a	5	C	Minor Arterial		2025	Yes	No	
X	X	New Connector	Galleria Blvd. and John Ross Pkwy.	Yes	1.5	n/a	4	D	Minor Arterial		2025	No	2010	
X	X	India Hook	Celanese to New Bridge Conn. Rd.	Yes	3.0	2	5	C	Collector		2025	No	2010	
X	X	Sutton Road	New Bridge Conn. To US 21 &Beyond	Yes	2.0	2	5	C	Collector		2025	No	2010	
X	X	SC 160	Gold Hill Road to NC State Line	Yes	1.0	2	5	C	Other Principal Arterial		2025	No	2010	
X	X	Doby's Bridge Road Phase I	SC 160 to Whites Road	Yes	2.0	2	5	C	Minor Arterial		2025	No	2010	
X	X	Doby's Bridge Road Phase II	Whites Road to Lancaster County Line	Yes	3.7	2	5	C	Collector		2025	No	2010	
X	X	SC 72 (supplement to 2003 PFP)	SC 901 to Rambo Road	Yes	2.0	3	5	C	Other Principal Arterial		2025	No	2010	
X	X	Dave Lyle Blvd. Ext.	SC 161 to US 521	Partial	4.5	n/a	4	F	Other Principal Arterial		2025	No	No Funding source	
X	X	Celrivers Road S-50 (Phase 2)	0.100 miles north of S-645 to SC 122	Yes	2.06	2	5	C	Collector		2025	No	No Funding source	
X	X	Fort Mill Southern Bypass	US 21 Bus/Ft. Mill Pkwy to SC 160	Yes	4.0	2	4	D	Minor Arterial		2025	No	2010	

\*Project identified in I-77 Traffic Study

### 2035 Metrolina Regional Model Build Network EMISSION COMPARISON YEAR

The 2035 No Build Network will use the 2025 network and 2035 socioeconomic data.

(Additional projects added to 2025 network, expected to be completed in 2035.)

Regionally Significant	Exempt	Non-Exempt	STREET NAME	PROJECT LIMITS	RFATS STUDY AREA	PROJECT LENGTH (Mi.)	Existing	Proposed	FACILITY TYPE	Federal Functional Classification	Actual Completion Date	Model Network Year	Cost Feasible 2035 LRTP	Pennies For Progress
X	X	Twin Lakes Road	Ebenezer to SC 161	Yes	0.7	2	3	C	Major Collector		2035			
X	X	Mt. Gallant Rd.	Twin Lakes Rd. to Museum Rd.	Yes	2.3	2	3	C	Minor Arterial		2035			
X	X	Hubert Graham Parkway	Extension to Youngblood	Yes	1.0	n/a	New 2 lane	U	Minor Arterial		2035			
X	X	White Street	McCammon to US 21 Bypass	Yes	0.94	2	4	D	Principal Arterial		2035			
X	X	Mt. Gallant Rd.	Museum Rd. to SC 274	Yes	2.3	2	3	C	Minor Arterial		2035			
X	X	Sutton Road	US 21 to SC 160	Yes	2.2	2	3	C	Collector		2035			
X	X	Pleasant Road	SC 160 to Carowinds Blvd.	Yes	5.1	2	3	C	Collector		2035			
X	X	SC 49	SC 274 to SC 557	Yes	2.1	5	7	C	Minor Arterial		2035			

FT	Code	(used in Metrolina Regional Model)
F	Freeway	
E	Expressway	
R	Ramp	
D	Divided roadway, NO median breaks	
M	divided roadway, median openings only	
B	divided roadway, left turn bays	
T	undivided roadway, left turn bays	
C	undivided roadway, continuous left	
U	undivided roadway, no left turn provision	

## CHAPTER 13 FINANCIAL PLAN

### Introduction

In accordance with federal requirements, a Financial Plan should demonstrate the following: (1) that the costs of proposed transportation improvements identified in the RFATS 2035 Long Range Transportation Plan are consistent with projected revenues over the duration of the LRTP; (2) indicate resources from public and private sources that are reasonably expected to be made available to carry out the plan; and (3) that the LRTP show the cost of proposed transportation improvements in year of expenditure (YOE) dollars, balanced against the projected revenue stream.

### Funding Sources

**Table 4-2** shows the amended 2035 Long Range Transportation Plan projects and estimated total cost of the projects. This spreadsheet shows the different funding sources for the total RFATS LRTP project list. The following categories was added to **Table 4-2**:

- York County 2011 Pennies for Progress Program - \$5,829,426 for Cel-River Project (Ph I)
- RFATS Guideshare - \$6,000,000 for Cel-River Project (Ph I)
- York County 2018 Pennies for Progress Program - \$13,500,000 for Cel-River Project (Ph II)

TABLE 4.2

RFATS				
2035 LONG RANGE PLAN PROJECT LIST				
AMENDED BY POLICY COMMITTEE - NOVEMBER 16, 2012		RFATS	OBLIGATION	
FINANCIALLY FEASIBLE PLAN (2035)		FUNDING SOURCE	(MILLIONS)	MILES
1	(a) Intersection Improvements / Congestion Mitigation Projects (TBD)	Guideshare	\$10.5	N/A
	(b) Safety / Ped / Bike Project - (SC State Trails Project - SC 5 fm US 21 / 5 interchange to Lancaster Co. Line)	Guideshare	\$2.5	3.90
2	Catawba River Bridge, India Hook / Mt. Gallant to Sutton Road - Feasibility / PE / Environmental / ROW	Guideshare	\$10.5	0.10
3	Catawba River Bridge, India Hook / Mt. Gallant to Sutton Road - 5 Lane New Alignment	Guideshare	\$32.0	3.00
4	Cel-River Widening Project (Phase I)	Guideshare	\$6.0	0.94
	Estimate of Available Guideshare Funding through 2035 (\$4.390 Annually)		\$95.4	
		TOTAL	\$61.5	
STIP PROJECTS (STATE TRANSPORTATION IMPROVEMENT PROGRAM)				
1	System Improvement Projects (Bridge Replacements, Safety, Road Widenings, Interstate Program)	FHWA / SC DOT	\$60.0	N/A
2	CMAQ (Congestion Mitigation & Air Quality Improvement Program)	FHWA	\$8.8	N/A
3	TEP (Transportation Enhancement Program)	FHWA	\$1.3	N/A
4	FTA (Federal Transit Administration - Trolley Town Tourist Loop)	FTA	\$1.2	N/A
5	Appropriation Earmarks (City of Rock Hill Hard Rail Trolley Study)	FTA	\$396,000	N/A
		TOTAL	\$71.7	
FUNDED ONE CENT SALES TAX PROJECTS (1997)				
1	Cherry Road (York Avenue to Heckle Boulevard - 5 Lane)	One Cent I	\$1.3	0.70
2	SC 72 - (Albright Road from Black Street to Heckle Boulevard.) - 5 Lanes	One Cent I	\$5.5	1.70
3	SC 901 (SC 72 to I-77 - 4 / 5 Lane) Funded by SAFETEA-LU Earmark / SC State Infrastructure Bank		\$6.5	3.00
		TOTAL	\$13.3	
FUNDED ONE CENT SALES TAX PROJECTS (2003)				
1	Mt. Gallant Road (Anderson Road. to SC 161 (Celanese Road) - 3 Lanes	One Cent II	\$8.5	1.00
2	Fort Mill Southern Bypass (SC 160 to US 21 Business) - 2 Lanes	One Cent II	\$15.0	5.70
3	Tega Cay / Gold Hill Connector - 2 Lanes (INCLUDES SAFETEA-LU EARMARK OF \$666,900)	One Cent II	2,166,900	0.57
4	Intersection Improvements - Hwy 274 Corridor	One Cent II	\$7.1	N/A
5	US 21 (North of SC 161 to US 21 Business, including bridge cost) - Multilane	One Cent II	\$17.1	0.80
6	White Street Rail Crossing including Realignment	One Cent II	\$2.5	N/A
7	McConnells Highway (Heckle Boulevard to Hwy 324) - 2 / 3 Lanes	One Cent II	\$7.6	0.50
8	Mt. Gallant Road. (From Dave Lyle Boulevard to Anderson Road) - 3 Lanes	One Cent II	\$6.8	1.50
9	Ebinport Road (Cherry Road. to India Hook) - 3 Lanes	One Cent II	\$6.3	2.00
10	SC 160 - (Sugar Ck. To Fort Mill Northern Bypass) - 3 Lanes	One Cent II	\$2.6	0.80
11	Riverview Road (From Eden Terrace to SC 161) - Safety / Improvements	One Cent II	\$1.2	1.00
12	SC 72 Improvements (Saluda Street to Rambo Road) - 3 Lanes	One Cent II	\$6.8	2.00
13	Mt. Gallant Road, S-195 (SC 161 to Twin Lakes Road) - 3 Lanes	One Cent II	\$8.0	3.00
14	Highways 274 / 279 (Pole Branch Road)	One Cent II	\$8.6	2.40
15	Ebenezer Road - (SC 161 to Frank Gaston Boulevard) - 3 Lanes	One Cent II	\$4.0	1.40
16	Springhill Farm Road - (US 21 to SC 51) - 5 Lanes	One Cent II	\$4.6	0.70
17	SC 51 (US 21 to NC State Line) - 5 Lanes	One Cent II	\$5.9	1.00
18	Eden Terrace (Bradley to Anderson Road) - 3 Lanes	One Cent II	\$4.5	1.50
19	SC 160 (Gold Hill Road to Zoar Road) - 3 Lanes	One Cent II	\$1.6	0.50
		TOTAL	\$118.7	
FUNDED ONE CENT SALES TAX PROJECTS (2011)				
1	Cel-River Road - Multi-laning from Cherry Road to 01.00 miles north of Southern Eden Terrace Ext - 5 Lanes	One Cent III	\$5.8	0.94
			\$5.8	
FUNDED ONE CENT SALES TAX PROJECTS (2018)				
1	Cel-River Road - Multi-laning from S-645 (Southern Eden Terrace Ext) to S-122 (Dave Lyle Blvd) - 5 Lanes	One Cent IV	\$13.5	2.06
			\$13.5	
PRIVately FUNDED: IDENTIFIED FROM I-77 TRAFFIC STUDY				
1	Connect Corporate / Cel-river / and Commerce in River Walk Industrial (Developer Paid)	Private	\$4.4	1.25
2	Connect Commerce and Galleria (Developer Paid)	Private	\$5.2	0.25
3	Extend Galleria to US 21 through Antrim (Developer Paid)	Private	\$1.7	0.50
4	Connector across the Railroad between the Riverwalk Spine Road and Galleria Boulevard (Developer / City)	Private	\$2.7	0.25
5	Riverview Road Extension from Eden Terrace to Mt Gallant (Developer Paid)	Private	\$5.2	1.20
6	Eden Terrace through to Cherry Road [Riverwalk] Extension (Developer Paid)	Private	\$2.9	1.00
7	Galleria to Meeting and Cel-River @ Waterford Extension (Developer / City)	Private	\$1.8	1.25
8	Ligon Drive Extension (Developer Paid)	Private	\$0.6	0.06

<b>UNFUNDED TRANSPORTATION NEEDS: ROAD WIDENINGS / NEW ALIGNMENTS</b>				
1	Mt. Gallant Road, S-195 (Twin Lakes Road to Museum Road - Phase I) - 3 Lanes *			2.30
2	Plantation Road / Twin Lakes Road (Ebenezer Road to SC 161) *			0.70
3	Dave Lyle Boulevard Extension - SC 161 to US 521 Multi-laning		\$165.0	4.50
4	US 21 Bus Rapid Transit - Downtown Rock Hill to I-485		\$515.0	N/A
5	US 21 - Northern Fort Mill Bypass to SC 51 - Multi-laning & Row Preservation for BRT		\$13.3	2.10
6	US 21 (US 21 Business to Northern Fort Mill Bypass) - Multi-laning & ROW Preservation for BRT		\$28.5	4.50
7	Fort Mill Southern Bypass (Phase II) - 4 Lanes			5.70
8	SC 160 from Gold Hill Road to NC State Line - 5 Lanes			9.40
9	Sutton Road S-49 (From US 21 to SC 160) - 3 Lanes		\$1.9	2.20
10	Mt. Gallant Road (Museum Road to SC 274 - Phase II) - 3 Lanes		\$6.6	2.30
11	SC 49 (Hwy 274 to Hwy 557) - 7 Lanes			2.00
12	Pleasant Road (SC 160 to Carowinds Boulevard) - 3 Lanes		\$4.5	5.10
13	Hubert Graham Parkway (Extension to Youngblood Road)			1.00
14	Doby's Bridge Road Widening - Phase I (SC 160 to White Road)			2.00
15	Doby's Bridge Road Widening - Phase II (DBR / FMSB to end of the RFATS Area)			3.70
16	SC 72 Multi-laning from SC 901 to Rambo Road (3 to 5 lanes) Supplement to 2003 PFP			2.00
17	White Street / McCammon to US 21 Bypass (Widen to 4 lanes)			0.94
18	Connector between Galleria Boulevard and John Ross Parkway - 4 Lanes **			1.50
19	India Hook from Celanese to New Bridge Connector Road - 5 Lanes **			3.00
20	Sutton from New Bridge Connection to US 21 and beyond - 5 Lanes **			2.00
	* No guideshare funds available; moved to unfunded needs			
	** Projects #18, #19 and #20 - Identified from I-77 Traffic Study			
	Reflected project costs are not current.			
<b>UNFUNDED TRANSPORTATION NEEDS: INTERSECTION IMPROVEMENTS</b>				
1	Neely & Rawlsville Roads (Intersection Improvement)			N/A
2	Neely Road & Crawford Road (Intersection Improvements)			N/A
3	Dave Lyle Boulevard / Tinsley (Create dual left turn lanes on west bound Dave Lyle and north bound Tinsley)			N/A
4	Exit 90 at US 21 and I-77 (Congestion at Carowinds Boulevard)			NA
5	Clebourne Street / Grier Street (Extension of CMS Intersection Project to improve traffic flow operation)			NA
6	SC 160 at Steele / Bank Streets / Doby's Bridge Road			NA
7	Exit 82C at Hwy 161 and I-77 (Ramp improvements needed to better facilitate south bound traffic on I-77)			NA
8	Eden Terrace & Mt. Gallant Road			NA
9	Robertson / Rambo Road Intersection Realignment			NA
10	Cherry Road (Congestion Between Ebinport & West Main Street)			NA
11	West Main Street / Constitution Boulevard and West Black Street			NA
12	Saluda Road at Oakdale and Saluda Trail Middle School			NA
13	Mt. Gallant Road at SC 161			NA
14	Hensley Road & SC 160 (Turn Lanes)			NA
15	Gold Hill Road and I-77 Interchange			NA
16	US 21 / Anderson Road and East Main Street			NA
17	Spratt Street & Fort Mill Southern Bypass Intersection			NA
18	Market Street (Exiting I-77) at SC 160			NA
19	India Hook / SC 161 (Turn Lanes)			NA
20	<b>US 21 INTERSECTIONS:</b>			
A.	US 21 / Woodglenn (Northbound offset left turn lane on US 21)			N/A
B.	US 21 / Stevenson / Weir (Southbound offset left turn lane and acceleration lane on US 21)			N/A
C.	US 21 @ Res Dr / Hopewell Ch (SB accel lane from Stevenson / Weir then offset LT lane on US 21)			N/A
D.	US 21 / Preston (Northbound offset left turn lane on US 21)			N/A
E.	US 21 / Poverty Hill (Southbound offset left turn lane on US 21)			N/A
F.	US 21 @ Palmetto Hills Paintball (Southbound offset left turn lane and acceleration lane on US 21)			N/A
G.	US 21 / McAllister (Southbound offset left turn lane on US 21)			N/A
H.	US 21 / Liberty Hill (Northbound offset left turn lane on US 21)			N/A
I.	US 21 / Emma Wood (Northbound offset left turn lane on US 21)			N/A
J.	US 21 / Dot Faris (Southbound offset left turn lane on US 21)			N/A
K.	US 21 / Catawba Baptist (Northbound offset left turn lane on US 21)			N/A
L.	US 21 / Cannon (Southbound offset left turn lane on US 21)			N/A
M.	US 21 / Benson (Northbound offset left turn lane on US 21)			N/A
N.	Oakland / India Hook / Alexander (Signal / Pavement Marking Improvements)			N/A
<b>SUBAREA CIRCULATION AND COLLECTOR ROAD STUDIES (CMS RECOMMENDATIONS)</b>				
1	Fort Mill Southern Bypass Area			N/A
2	India Hook / Twin Lakes / Museum Road Area			N/A
3	Rawlinson Road / McConnells Road Area			N/A
4	Saluda Road Area			N/A
5	Sutton Road / Pleasant Road Area			N/A
6	Spring Hill Farm / SC 51 / Regent Park Area			N/A
7	Tega Cay Connector Extension (Zoar Road to NC 49)			N/A

## **PUBLIC PARTICIPATION**

The RFATS MPO has an established Public Participation Plan which outlines specific procedures for ensuring that public participation is a core component of the transportation planning process. Public participation takes many forms, and RFATS' uses a wide range of methods and approaches to secure meaningful public input.

In addition to general stakeholder identification and outreach, RFATS has established a Citizens Advisory Committee (CAC) to expand the range of general citizen input into the organizational structure of the MPO as a part of the transportation planning process. This standing committee meets regularly to review and provide comments to the RFATS Policy Committee as appropriate. All submitted public comments related to this amendment are reflected in **Appendix C**.

**APPENDIX A: ADOPTION AND APPROVAL RESOLUTIONS / LETTERS**

**RESOLUTION APPROVING AMENDMENT #3 TO THE  
2035 LONG-RANGE TRANSPORTATION PLAN FOR THE  
ROCK HILL-FORT MILL AREA TRANSPORTATION STUDY(RFATS)**

**WHEREAS**, the Policy Committee is the duly recognized decision making body of the 3-C transportation planning process for the Rock Hill-Fort Mill Area Transportation Study; and

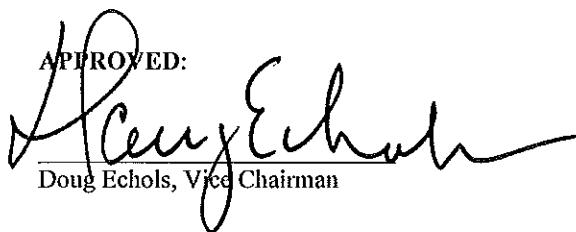
**WHEREAS**, the Amended RFATS 2035 Long Range Transportation Plan is being amended to include additional funding for the Celriver Road Widening Project from Cherry Road (S-50) to Dave Lyle Boulevard (S-122), and

**WHEREAS**, the 2035 Long Range Transportation Plan will continue to meet the planning requirements of 3 CFR Part 450.322

**NOW, THEREFORE BE IT RESOLVED**, that the RFATS Policy Committee finds that the 2035 Long Range Transportation Plan and Transportation Improvement Program conform to the purpose of the South Carolina State Implementation Plan in accordance with the Clean Air Act as Amended (CAA), and the Moving Ahead for Progress in the 21<sup>st</sup> Century Act (MAP-21) on this 16<sup>th</sup> day of November, 2012.

**BE IT FURTHER RESOLVED**, that the RFATS Policy Committee authorizes the Vice Chairman to sign said Resolution on behalf of all the membership.

APPROVED:



Doug Echols, Vice Chairman

ATTEST:



David F. Hooper, Secretary

**APPENDIX B: STUDY TEAM / POLICY COMMITTEE  
MEETING MINUTES AND AGENCY COMMENTS**



**POLICY COMMITTEE MEETING  
SUMMARY MINUTES**  
**November 16, 2012 - 12:00 p.m. (NOON)**  
**Rooms 132 – 133 Rock Hill Operations Center**

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

**ADMINISTRATIVE/TECHNICAL/MANAGEMENT STAFF PRESENT:**

Jessica Hekter (FHWA) ; Greg Shaw (SCDOT); Kevin Sheppard (SCDOT); Dianne Janicki (SCDOT); Brian Klauk (SCDOT); David Vehaun (CRH); Jimmy Bagley (CRH); Jim Baker (York County); Patrick Hamilton (York County); Susan Britt (Tega Cay); Joe Cronin (Fort Mill); Phil Leazer (York County); Chuck Chorak (CRH); Elizabeth Harris (CIN); Bill Meyer (CRH); Leigh Welch (RFATS); and David Hooper (RFATS)

**CITIZENS/VISITORS PRESENT:** Jim VanBlarcom (CAC); Frank Myers (CAC); Susan Paschal (STV); Larry Huntley (FM Town Council); Theron Pickens (LandDesign); and Erin Pratt (CAMPSCO)

**1. CALL TO ORDER:**

- A. Welcome – Vice Chairman Echols called the meeting to order at 12:10 P.M.
- B. Citizen Comment Period – Vice Chairman Echols invited visitors and/or citizens who had comments to address the Policy Committee at this time. There were no comments.

**2. REVIEW/APPROVAL OF MINUTES:**

Vice Chairman Echols asked if there were any changes, deletions or comments to the minutes of the September 28, 2012 meeting. Hearing no comments, Mr. Funderburk made a motion to approve the minutes as presented. Mr. Norman seconded and the minutes were unanimously approved.

**3. UPDATES ON CURRENT PROJECTS:**

A. **York County Local Option Sales Tax Program Update** – Mr. Leazer provided members with an update on the Pennies for Progress programs. Specifically, Mr. Leazer noted that the SC 121 / Albright Rd project is a cooperative effort between RFATS, York County, and SCDOT and is currently under construction with an expected completion date at the end of 2013; Hwy 324 / Cameron / Gordon Rd rural roundabout will be complete in 2013; Phase I of the Mt Gallant widening - the section of Mt. Gallant from Celanese to Cherry Rd - is complete; the southern section from Cherry to Anderson is scheduled to be completed by the end of the year; 65% of ROW acquisition has been completed on the McConnells Hwy from Cherry Rd to Eastview; the Tega Cay / Gold Hill Road Connector is currently in the design phase; and the ROW acquisition for the Mt. Gallant from Anderson to

Dave Lyle project is nearly complete. Additionally, ROW plans have been completed for the Ebiport Road project from Cherry to India Hook and the utility relocation required by SCDDOT is currently on hold ; the Fort Mill Southern Bypass is moving forward; US 21 & US 51 - public notification has been distributed to citizens and businesses in the area and a public hearing is scheduled in the beginning of 2013; Gold Hill / I-77 project – consultants have been retained, meetings have been held with primary stakeholders and three design concepts for the interchange have been discussed – SPUI (Single Point Urban Interchange), loop system, and the diverging diamond. Mr. Leazer further noted that once the environmental process is complete, the preferred concept will be determined. Mr. Harris inquired about the cost difference between the SPUI and diverging diamond? Mr. Leazer stated that the SPUI is anticipated to be the most expensive due to a large bridge deck while the diverging diamond concept has the probability of being the least expensive.

#### **4. PROPOSED POLICY COMMITTEE ACTIONS ITEMS:**

**A. Long Range Transportation Plan Update** – As a follow-up to the October LRTP workshop, Mr. Hooper reviewed the current draft project list of transportation needs and project priorities and asked the Policy Committee if they had any other items they wished to see reflected on the list – as staff prepares to explore the expected impact of different project combinations on the transportation network. With no additional projects mentioned, Mr. Hooper confirmed that staff will move forward with the draft project list as presented, bring back initial data on expected network impacts, and seek final approval of the project list at the January meeting.

Discussion followed regarding the increased focus on the incorporation of bike lanes into road widening projects; specifically, Dr. Blackwell asked a clarifying question regarding the bike / pedestrian improvements indicated as a part of the Ebenezer Road project; and whether, including these types of improvements on road projects is something that other jurisdictions are approaching in a similar manner. In response, Mr. Hooper stated that there is definitely a transition taking place among some MPO's to try to incorporate appropriate bike/ped components on the front end of the planning process – recognizing that in years past, these types of improvements have been largely viewed as additions to road projects; but that, there is indeed an increased emphasis on making these improvements as much a part of the road project as the road itself.

Mr. Norman then asked a clarifying question regarding those projects currently reflected in the financially feasible section of the project list, and what their status is. Mr. Hooper noted that those projects reflect the priority needs that were identified and selected during the last update to the Long Range Transportation Plan; essentially, where we stand now. Mr. Hooper then went on to note that as we continue the current LRTP update, these projects, along with the newly identified priorities discussed at the workshop, are all being evaluated for possible inclusion in this section of the LRTP going forward.

**B. New Urbanized Areas** – Mr. Hooper reviewed the proposed boundary adjustment and provided information related to the next steps in moving forward with the incorporation of the urbanized areas in Lancaster County and the small portion of the Gaston Urbanized Area that has crossed the Stateline north of Clover. Mr. Hooper then requested preliminary approval for the proposed boundary adjustment and authorization for staff to make a presentation to the Lancaster County Council requesting a resolution of support for becoming a member of RFATS. Mr. Norman noted that he has the proxy for both Sen. Hayes and Chairman Sheppard and requested a separate vote for each item. There were no objections.

Mr. Hooper then briefly reviewed the different population sets that are referenced as a part of this process; specifically, the urbanized area population and the planning area population within the MPO – noting that there are variations among MPO’s (particularly MPO’s of different size and complexity) in addressing membership and the number of votes assigned to different jurisdictions – especially in MPO’s where there are relatively large differences in population among the jurisdictions. Dr. Blackwell then requested that staff provide some feedback on how other MPO’s are approaching these questions. With this in mind, Mr. Norman then requested a workshop to further discuss these items. Mr. Hooper stated that staff will email members with a list of possible dates in December.

Mr. Funderburk then made a motion to grant preliminary approval of the proposed boundary adjustment. Mr. Harris seconded. The motion passed on a vote of 9-1 with Mr. Reno dissenting.

Mr. Norman made a motion to authorize staff to make a presentation to the Lancaster County Council regarding the proposed boundary adjustment. Mr. Bowman seconded and the motion passed unanimously.

**C. TIP Amendment** – Mr. Hooper presented a request for final approval to amend the FY 2013 – 18 TIP to add \$200,000 in supplemental funding on an 80/20 basis for the Mt Gallant / Celanese Road Intersection Improvement project; no public comments were received. Mr. Reno made a motion to amend the FY 2013-18 TIP to add \$200,000 in supplemental funding to the Mt Gallant / Celanese Road Intersection Improvement project. Mr. Funderburk seconded and the motion passed unanimously.

**D. 2035 Long Range Transportation Plan (LRTP) & FY 2013-18 TIP Amendment** – Mr. Leazer presented summary information regarding the Cel-River Widening Project – its identification and prioritization through both the Pennies Program and RFATS’ Long Range Transportation Plan. Mr. Leazer noted that although phase I of the project has committed Pennies funding close to \$6.0 million dollars, recent adjustments to the cost estimates have resulted in a need for supplemental funding. Mr. Hooper then provided additional background information regarding a unique economic development opportunity in the area and its relationship to the planned improvements to Cel-River Road.

Mr. Hooper stated that two prospective employers representing approximately 600 jobs are interested in relocating to the area, but do want to make sure that committee funds are in place in support the expected improvements to Cel-River Road, based on the latest cost estimates. With this in mind, Mr. Hooper stated that the Cel-River Widening project is an established transportation need and is reflected in our current Long Range Transportation Plan.

Specifically, Mr. Hooper noted that this project is a multi-phase improvement effort to improve the functionality between two principal arterials with the RFATS Area – Cherry Road and Dave Lyle Boulevard. Both of these arterials intersect I-77 and are major entrances to Rock Hill and serve the interstate development corridor. With this in mind, Mr. Hooper confirmed that a 30-day public comment period was completed; no comments were submitted. Mr. Hooper then presented a request to amend the 2035 LRTP and FY 2013-18 TIP to add \$6.0 million in Guideshare funds to supplement the existing Cel-River Widening Project (Phase I).

Dr. Blackwell made a motion to amend the 2035 LRTP and FY 2013-18 TIP to add \$6,000,000 in Guideshare funds for the Cel-River Road Widening Project (Phase I). Mr. Harris seconded and the motion passed unanimously.

**E. 2013 Policy Committee Meeting Schedule** – Mr. Hooper reviewed a proposed meeting schedule for 2013 and noted that two additional meetings are indicated (i.e., February and April) due to the Long Range Transportation Plan update. Mr. Hooper then noted that the regularly scheduled meeting in May has been set for the 3<sup>rd</sup> Friday due to the Memorial Day Weekend. Lastly, Mr. Hooper confirmed that the November meeting will take place on the fourth Friday of the month, November 22<sup>nd</sup> – with Thanksgiving slated for the following Thursday, November 28th

Being no discussion, Mr. Norman made a motion to approve the 2013 Policy Committee meeting schedule. Mr. Funderburk seconded and the motion passed unanimously.

## **5. OTHER BUSINESS:**

- A. Administrative Report** – Mr. Hooper very briefly referenced the items contained in the Administrative Report; particularly, the completion of a Federal Certification Review.
- B. 1997 Ozone Designation** – Mr. Hooper informed members that the RFATS Area has been re-designated from nonattainment to a maintenance area based on the 1997 Standard for Ground Level Ozone; however, he did note that RFATS continues to be classified as a nonattainment area (marginal), based on the 2008 Ozone Standard. As a point of reference, Mr. Hooper did note that a re-consideration request has been filed with EPA and is under evaluation.
- C. Members thanked Mr. Bowman for his service to RFATS.**
- D. Next regular meeting – January 25, 2013**

## **6. ADJOURNMENT**

With no further business, the meeting was adjourned at 1:20 P.M.



**Study Team Meeting  
Minutes  
November 1, 2012**

**Attendees:** Allison Love (York County); Patrick Hamilton (York County); Phil Leazer (York County); Chuck Chorak (CRH); Greg Shaw (SCDOT); Cliff Goolsby (SCDOT); Leigh Welch (RFATS); and David Hooper (RFATS)

**Conference Call Attendees:** Joy Shealy (SCDOT); Brian Klauk (SCDOT); Jessica Hekter (FHWA); Susan Britt (Tega Cay); Dianne Janicki (SCDOT); and Penelope Karagounis (Lancaster County)

**Call to Order & Introductions**

Mr. Hooper called the meeting to order at 1:35 PM and welcomed everyone in attendance. Mr. Hooper then introduced himself and asked everyone else to do so as well.

**Review of Minutes**

Mr. Hooper asked if there were any additions, corrections, or deletions from the October minutes. Hearing none, the minutes were then approved.

**Old Business**

- A. Policy Committee Follow-up (September 28, 2012)**
  - 1. CAC Reappointment** – No update provided as this item was covered at the October Study Team meeting.
  - 2. TIP Amendment Mt. Gallant / Celanese Rd Intersection Improvement Project** – No update provided as this item was covered at the October Study Team meeting.
  - 3. Administrative Report** – No update provided as this item was covered at the October Study Team meeting.
- B. 2040 LRTP Update –**
  - **Draft Project List** – Mr. Hooper shared positive feedback from the Policy Committee's for all of the staff work associated with the October workshop; the clear and concise structure of the presentations were effective in assisting members in strengthening their understanding of the process. Mr. Hooper then requested that if staff had any additional changes to the draft project list to please submit this shortly as we prepare for the November Policy Committee meeting.
  - **Interagency Consultation Committee Review of Draft Project List** – Mr. Hooper stated that the IAC will be furthering discussing the draft project list – specifically focused on evaluating a project's exempt / non-exempt status as well as whether it is considered to be regionally significant. As a part of this discussion, Mr. Hooper then asked Ms. Janicki for her assessment of when the

summary of SCDOT project activity within the RFATS Area might be available? Ms. Janicki and Mr. Hooper to jointly follow-up on this item.

- **Project Ranking / Plan Elements** – Mr. Hooper briefly reviewed Act 114 and the required project ranking process for new alignments, road widenings and intersections. Mr. Hooper then touched on activities associated with the review and update of our LRTP plan – both items continuing work activities.
- **Model Runs and Emissions Analysis** – Mr. Hooper provided a status update on the work of the model team in Charlotte and his assessment that it is looking increasingly likely that they will not be able to complete their work on horizon year 2040, in a manner that is consistent with our LRTP update schedule. Mr. Hooper noted that he has already shared these concerns with the Interagency Committee as well.

Mr. Hooper then stated that although this development is challenging, it is nonetheless manageable by continuing to utilize horizon year 2035 — while factoring in the latest demographic data from the 2010 Census for horizon year projections. As a point of reference, Mr. Hooper noted that federal requirements state that an update to a Long Range Transportation Plan shall address a planning time horizon of 20 years or more — and with completion slated for 2013, we'll certainly meet this requirement.

## New Business

### A. Policy Committee Agenda Items for November 16, 2012

**1. Study Team Reports** – Mr. Leazer will present a Pennies for Progress update.

**2. Consideration of 2013 Meeting Schedule** – A suggested 2013 meeting schedule will be presented to the Policy Committee for approval at the November. It should be noted that meetings are scheduled for the months of February and April as a part of the LRTP update process. On a separate note, it was mentioned that the May meeting is being proposed for the 3<sup>rd</sup> Friday of the month due to the Memorial Day holiday.

**3. TAP / CMAQ Application Process & Schedule for FY 13-14 Funding Cycle** – Mr. Hooper briefly summarized our established timeframe for initiating the TEP & CMAQ Application Process and Schedule, and then noted how the passage of MAP-21 may require that we initiate things in January as opposed to the earlier starting period we incorporated last year. Specifically, Mr. Hooper noted that the Transportation Enhancement Program (TEP) has been eliminated and a new program covering similar activities has been established. This new program is known as Transportation Alternatives or TAP.

With this change, the listing of eligible activities has been updated, as has the program's funding allocation formula. Based on input from FHWA, the allocation of TAP funds will likely not be known until sometime in December. Discussion followed with the understanding that it is nonetheless preferred that we try to proceed in initiating the process now with further guidance coming in December.

On a related topic, Mr. Hooper then noted the value of the front end coordination requirement between local project sponsors and the SCDOT program management staff in reaching basis agreement on a project's scope and cost – with the expectation that this proactive approach would tend to reduce the amount of follow-up administrative work during project implementation. With this in mind, Mr. Hooper then shared a few examples where additional coordination within SCDOT would also assist in improving the process as well (i.e., project agreement between the SCDOT LPA staff and the program management staff), so that we are able to fully realize the benefits of this early coordination work.

Mr. Leazer then offered some thoughts about the CMAQ program and whether RFATS should consider multi-year allocations rather than pursuing smaller scale projects on an annual basis. In response, Mr. Hooper noted that there are other MPO's that do approach things in this manner; specifically, he mentioned that North Carolina holds a periodic call for projects for a four or five year period. Ms. Hekter then offered her assessment about targeting larger projects on a multi-year basis, though she did note that a bonding component is not available (sorry Phil).

Not discounting the benefits of such an approach, Mr. Hooper noted that one potential drawback to such a structure, is that if newly emerged priorities come up after all funding has been allocated for an expanded period like 4 years – that that may tend to limit our flexibility to respond. Mr. Hooper indicated that this may be an acceptable trade-off should we begin utilizing a multi-year approach – but that we certainly do need to go into evaluating this option with sufficient attention this type of scenario. With this in mind, Mr. Hooper requested that additional discussion is probably needed soon if we're going to consider incorporating this type of change into the upcoming funding cycle; Mr. Leazer and Mr. Hooper to follow-up on this item.

Ms. Janicki then asked if there were any updates regarding the 80 / 20 match change for current CMAQ projects associated with MAP-21? In response, Mr. Hooper noted that he has spoken with staff from our federal delegation about whether a technical correction might be possible (i.e., that this change, whereby funding allocations are effectively being altered retroactively, is in fact an unintended consequence associated with the passage of MAP-21), or whether other approaches might be more likely to assist in helping to correct the funding gap. Mr. Hooper then noted that he passed along an option to Mr. Lester – specifically, a so-called “soft toll credit,” where state DOT's are permitted on public-private toll facilities within the state to use a portion of this work as the local match on current federal aid projects. Mr. Hooper stated that Mr. Lester has indicated his willingness to evaluate this approach.

Ms. Hekter confirmed that FHWA staff are actively working with SCDOT in evaluating this option; Ms. Hekter then noted that it would likely have substantial implications to the entire federal aid program in South Carolina if it is indeed feasible. Ms. Britt then provided an update on her efforts in working with our federal delegation as well. Specifically, Ms. Britt stated that although a technical correction is not expected to be considered prior to the election – the intent is to assemble sufficient legislative support during the lame duck session as it may provide the best avenue to seeing some form of administrative adjustment in 2013.

**4. TIP Amendment – Mt. Gallant / Celanese Rd Intersection Improvement Project**  
This TIP amendment will be considered for final approval at the November meeting. No public comments have been received. Ms. Shealy stated the final amount for the project is \$818,000 – 20% match at \$164,000; 80% totals \$655,000.

Mr. Klauk then asked a clarifying question regarding the project amount in the STIP right now; specifically, that the funding question could go either way – that the current amount could be taken as the total project value and divided 80 / 20 between federal and local funds or it could be taken at 100% with a local match on top of that? Ms. Hekter confirmed that this is the correct understanding. Mr. Chorak then requested reconfirmation that sufficient funding is in fact available for this project? Ms. Shealy responded in the affirmative.

Mr. Leazer then asked about the mechanics of responding to the change in CMAQ funding. Specifically, Mr. Leazer asked whether we should consider consolidating the aggregate funding shortfall rather than approaching this on a project by project basis if a Guideshare option is considered. Mr. Chorak then noted his assessment that packaging those projects for such a purpose seems like a logical approach – assuming Guideshare is viewed as the appropriate option.

Ms. Hekter then asked what SCDOT needs in terms of authorizations in the next couple of months – essentially, if nothing is pressing then perhaps waiting for a response on the “soft toll credit” option and / or a technical correction may be the preferred choice, unless we need to move a project forward in the interim. In response, Mr. Klauk stated that the Mt Gallant / Celanese Road Project does need to forward in order to authorize the construction phase.

**5. Consider endorsement of LRTP Draft Project List** – Hr. Hooper stated that this request is a follow-up item from the October workshop with the Policy Committee; specifically, reconfirming with them that there aren’t any other additions to the project list. With this direction, we’ll then transition into coding and modeling – with the understanding that we’ll provide information on the impact of particular project combinations at their January meeting for final approval.

**6. Amendment to 2035 LRTP and FY 13-18 TIP – Cel-River Widening Project (Ph I)** – Mr. Hooper presented information regarding a request for supplemental funding for Phase I of the Cel-River Widening Project. Specifically, Mr. Hooper stated a unique economic development circumstance has emerged which could result in approximately 600 jobs coming to the area. Essentially, there are two prospective employers who are considering relocating along this corridor and would like to be assured that sufficient funding has been committed for this phase of work.

Mr. Leazer then stated that although the Sales Tax Committee for the 2011 Pennies for Progress Program did identify this project as a priority for funding consideration; the roughly \$5.8 million that was approved is well below the current estimate. This request is being considered at this time to address not only the funding gap – but to do so in a manner that is sufficiently timely so as not to unnecessarily sacrifice 600 new jobs coming to the community. As a point of reference, Mr. Hooper did confirm that this

project is an identified priority in the current long range transportation plan. With this in mind, the Policy Committee is expected to consider this request at their November meeting.

**B. New Urbanized Areas – Boundary Adjustment, New Members & Bi-State Agreement** – Mr. Hooper stated that a request will be presented to the Policy Committee for preliminary approval of the proposed adjustment to the Study Area boundary as well as specific direction authorizing staff to make a presentation to the Lancaster County Council requesting a resolution of support for becoming a member of RFATS.

Mr. Hooper then requested clarification from Ms. Hekter regarding the recently discussed requirement that all TMA's incorporate a representative of major modes of transit on the Policy Committee; specifically, whether this representative is required to be a voting member or whether this is a judgment to be determined by the existing Policy Committee? Essentially, Mr. Hooper noted that during a recent CRAFT meeting, the NC FHWA representative stated that the transit representative must be a voting member; and that, in his reading of MAP-21, specific language to this effect does not appear to be present in the bill. Ms. Hekter stated that FTA appears to be making this interpretation and suggested that this be a discussion item during the upcoming Certification Review.

## **Other Business**

**A.** Mr. Hooper stated the SCDOT approved the FY 12 CMAQ projects and instructed RFATS to reflect these projects in FY 13. This item will be noted in the administrative report.

**B.** Mr. Hooper reviewed the current CAC members whose membership expires in January 2013 and requested feedback from each jurisdiction regarding their thoughts on the CAC member's work with RFATS and whether the current members could be considered for reappointment. Each jurisdiction provided a favorable response in regards to their respective CAC member's work with RFATS and were in agreement for Mr. Hooper to inquire with each representative of their interest in reappointment.

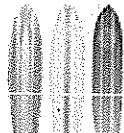
**C.** Mr. Hooper reminded members of the Federal Certification Review on November 7<sup>th</sup> and 8<sup>th</sup> in Room 373 at the Rock Hill City Hall; a public hearing is scheduled from 5-7pm on November 7<sup>th</sup>.

**D.** The next Study Team meeting is scheduled for December 6th at 1:30 pm.

## **Adjourn**

**Respectfully submitted,**  
**Leigh Welch**

## **APPENDIX C: SUMMARY OF PUBLIC COMMENTS**



**NOTICE OF 30-DAY PUBLIC COMMENT - AMEND THE 2035 LRTP AND  
TIP - CEL-RIVER WIDENING PROJECT**

Leigh Welch to:  
Bcc: David Hooper

10/16/2012 10:17 AM

**NOTICE OF THIRTY DAY (30) PUBLIC REVIEW AND INTENT TO AMEND THE FOLLOWING DOCUMENT FOR  
THE ROCK HILL-FORT MILL AREA TRANSPORTATION STUDY (RFATS). THE RFATS AREA INCLUDES THE  
CITIES OF ROCK HILL AND TEGA CAY, THE TOWN OF FORT MILL, THE CATAWBA INDIAN NATION AND  
THE EASTERN URBANIZED PORTION OF YORK COUNTY.**

I.Amended 2035 Long Range Transportation Plan (LRTP) and Transportation Improvement Program (TIP) – an amendment to reflect \$6,000,000 in supplemental funding for the Cel-River Widening Project (Phase I).

This document is available for public review at the City of Rock Hill – Planning & Development Services Department, 3<sup>rd</sup> floor, Suite 300, City Hall, from 8:30 a.m. until 4:30 p.m., Monday through Friday.

Comments may be sent by mail, email, fax or telephone to the following address until 5 p.m., November 16, 2012:

RFATS Administrative Agent  
P. O. Box 11706, 155 Johnston Street  
Rock Hill, S.C. 29731-1706  
[info@rfatsmpo.org](mailto:info@rfatsmpo.org)  
(803) 326-3897 or  
Fax: (803) 329-5511



2035\_LRTP\_Amend3\_Public\_Note\_Ad\_10-16-12.pdf

**Leigh W. Welch**  
Administrative Secretary  
Planning and Development Department  
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NOTICE OF THIRTY DAY (30) PUBLIC REVIEW AND INTENT TO AMEND THE FOLLOWING DOCUMENT FOR THE ROCK HILL-FORT MILL AREA TRANSPORTATION STUDY (RFATS). THE RFATS AREA INCLUDES THE CITIES OF ROCK HILL AND TEGA CAY, THE TOWN OF FORT MILL, THE CATAWBA INDIAN NATION AND THE EASTERN URBANIZED PORTION OF YORK COUNTY.

I. Amended 2035 Long Range Transportation Plan (LRTP) and Transportation Improvement Program (TIP) – an amendment to reflect \$6,000,000 in supplemental funding for the Cel-River Widening Project (Phase I).

This document is available for public review at the City of Rock Hill – Planning & Development Services Department, 3<sup>rd</sup> floor, Suite 300, City Hall, from 8:30 a.m. until 4:30 p.m., Monday through Friday.

Comments may be sent by mail, email, fax or telephone to the following address until 5 p.m., November 16, 2012:

RFATS Administrative Agent  
P. O. Box 11706, 155 Johnston Street  
Rock Hill, S.C. 29731-1706  
[info@rfatsmpo.org](mailto:info@rfatsmpo.org)  
(803) 326-3897 or  
Fax: (803) 329-5511