

## Introduction

### Purpose of Chapter

The purpose of the Financial Plan is to demonstrate that the costs of proposed transportation improvements identified in the RFATS 2035 Long-Range Transportation Plan are consistent with the projected revenues over the next 22 years. Transportation needs in most, if not all, localities far exceed the funding resources available. For this reason, the recently passed federal highway bill, Moving Ahead for Progress in the 21<sup>st</sup> Century (MAP-21), requires financial planning to be performed as a component of Long-Range Transportation Plans. A plan that shows the costs of improvements in the year of expenditure (YOE) balanced against the projected revenue stream adjusted for inflation is said to be “financially constrained.”

This chapter provides an overview of the revenue and cost assumptions used to project future revenues and costs from available historical data. All values provided should be re-evaluated in future plan updates.

## Funding Sources

### SCDOT Guideshare

Federal funds distributed to the South Carolina Department of Transportation (SCDOT) are applied toward system upgrades in the state’s 11 Metropolitan Planning Organizations (MPOs). The funding level of each MPO is determined by the proportion of the MPO’s population to the state’s population. That percentage is weighed against the statewide funds available for system upgrades and results in the MPO’s Guideshare allocation. Currently, RFATS receives an annual Guideshare of approximately \$4.39 million.

### Projects Exempt from the SCDOT Guideshare

Projects that are funded on a statewide basis through other federal programs are listed in the Transportation Improvement Program (TIP) as “Projects Exempt From Guideshare,” which means the projects are funded through other sources. Most of these projects are on the Interstate Highway System. SCDOT identifies and funds Interstate projects through a statewide system and then advises each MPO. Bridge replacement projects, resurfacing projects, safety projects and other statewide programs are also included.

## Earmark Grants

Through the previous federal transportation bill, Safe, Accountable, Flexible, Efficient Transportation Equity Act: A Legacy for Users (SAFETEA-LU), projects could be funded through earmark grants. Projects that were funded through SAFETEA-LU earmarks frequently fell into one of the following transportation funding categories:

1. High Priority Projects,
2. Projects of National and Regional Significance,
3. National Corridor Infrastructure Improvement Program.

However, MAP-21 eliminates earmarks and apportions 92.6% of its funds through formula programs compared to SAFETEA-LU's 83%.

## 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 Alternatives Program

Funds that help expand transportation choices as well as improve the overall transportation experience are supported through the Transportation Alternatives Program. MAP-21 established this program by combining the Transportation Enhancement, Recreational Trails and Safe Routes to School programs, all of which were separate funding programs under SAFETEA-LU. The RFATS Study Area receives an annual allocation from SCDOT to implement improvements to facilities for bicycles and pedestrians as well as streetscaping.

## Congestion Mitigation and Air Quality Improvement Funds

In 1990, Congress amended the Clean Air Act (CAA) to bolster America's efforts to attain the National Ambient Air Quality Standards (NAAQS). The amendments required further reductions in the amount of permissible tailpipe emissions, initiated more stringent control measures in areas that still failed to attain the NAAQS (nonattainment areas), and provided for a stronger, more rigorous linkage between transportation and air quality planning. In 1991, Congress adopted the Intermodal Surface Transportation

Efficiency Act (ISTEA). This law authorized the Congestion Mitigation and Air Quality (CMAQ) program, and provided \$6.0 billion in funding for surface transportation and other related projects that contribute to air quality improvements and reduce congestion. The CAA amendments, ISTEA and the CMAQ program together were intended to realign the focus of transportation planning toward a more inclusive, environmentally-sensitive, and multimodal approach to addressing transportation problems.

The CMAQ program, jointly administered by the Federal Highway Administration (FHWA) and the Federal Transit Administration (FTA), was reauthorized in 2005 under SAFETEA-LU and in 2012 under MAP-21. The CMAQ program provides over \$4.4 billion dollars in funds to State DOTs, MPOs, and transit agencies to invest in projects that reduce criteria air pollutants regulated from transportation-related sources in 2013 and 2014. The current CMAQ program is similar to its SAFETEA-LU predecessor. Funding is available for areas that do not meet the National Ambient Air Quality Standards (nonattainment areas) as well as former nonattainment areas that are now in compliance (maintenance areas). The formula for distribution of funds, which considers an area's population by county and the severity of its ozone and carbon monoxide problems within the nonattainment or maintenance area, with greater weight given to areas that are both carbon monoxide and ozone nonattainment/maintenance areas, is continued.

RFATS is eligible for CMAQ funds through SCDOT for projects that improve traffic congestion and air quality. Typical projects that qualify for this program include:

- Improved and/or expanded public transit options,
- Traffic flow improvements and high-occupancy vehicle lanes,
- Shared-ride services,
- Bicycle/pedestrian facilities, and
- Flexible work schedules.

RFATS eligibility for CMAQ funds is due to the EPA designation of RFATS as a non-attainment area for ground level ozone. CMAQ funds are apportioned to SCDOT based on population in the non-attainment area of the state and severity of the air quality problem. As part of the Charlotte/Metrolina Region, RFATS is classified as marginal by EPA and receives funding equivalent to this status.

## Pennies for Progress

Pennies for Progress is the name of the York County Capital Projects Sales and Use Tax Programs. The Pennies for Progress Programs were initiated by York County to provide its citizens with a safer and more efficient roadway system. The projects were chosen by a Sales Tax Commission that represented the citizens of York County and then were approved by the voters in York County. York County was the first county in South Carolina to pass this type of sales tax to improve the road system. A benefit of this tax is ninety-nine cents of every sales tax dollar raised in York County stays in York County. Since its initial passage in 1997, this program was renewed in 2003 and again in 2011. The following is general information about the three programs:

### 1997 Pennies for Progress

- Referendum Passed: November 1997
- Tax Expired: Expired in 6 Years
- Budget: \$185,751,077
- Number of Projects: 14
- Program Duration: 1998 to 2009

### 2003 Pennies for Progress

- Referendum Passed: November 2003
- Tax Expires: No later than August 2011
- Budget: \$173,000,000
- Number of Projects: 25
- Program Duration: 2004 to 2013

### 2011 Pennies for Progress

- Referendum Passed: August 2011
- Tax Expires: April 2018
- Budget: \$161,000,000
- Number of Projects: 14
- Program Duration: 2012 to 2018

## Surface Transportation Program – Direct Allocation (STP-DA) Funds

Surface Transportation Program – Direct Allocation (STP-DA) funds come directly from the federal government to urbanized areas greater than 200,000 in population. A portion of the Charlotte urbanized area is located in South Carolina north of the Catawba River in York County and in the Indian Land Area in Lancaster County. By agreement, RFATS provides the planning and program development for these areas and already receives funding as part of its Guideshare allocation from SCDOT. STP-DA funds can be used for any kind of transportation improvement including highway, transit, bicycle, or pedestrian and requires a local match of 20 percent. STP-DA projects must also be included in both the State TIP and the local TIP.

### Funding Scenarios

Table 12.1 identifies the current funding situation for the RFATS MPO. Guideshare funding for RFATS is approximately 7% lower in 2013 through MAP-21 than it was in 2012 through SAFETEA-LU. To be conservative, this 7% Guideshare reduction is expected to persist throughout the life of the plan. While this Guideshare revenue is expected to remain flat through 2035, revenues are expected to increase with inflation. This plan assumes an inflation rate of 3% per year. The debt service is for SCDOT's 27 in 7 program where 27 years of road and bridge work were completed in 7 years. This innovative program uses future federal funds to retire state highway bonds. There were five separate bonding programs with one being dedicated to MPOs. The MPOs pay off that debt using future federal funds as shown in Table 12.1. This will aid in determining future funding strategies to complete the RFATS MPO's priority projects.

The Federal Transportation bill, MAP-21, requires consideration for the effects of inflation in developing project cost estimates. Under this requirement, financial constraint of the plan must be demonstrated in "Year of Expenditure" dollars, or YOE dollars. The rationale for this rule is that long-range estimates of transportation costs have understated the deficit between costs and revenues. Therefore, converting all costs and revenues to YOE dollars would theoretically present a more accurate picture of costs, revenues, and deficits associated with a long-range transportation plan.

Table 12.2 presents the current year and funding year cost estimates of the roadway projects. The projected revenues are expected to be able to offset the costs of the two roadway widening projects and three interchange area projects.

Table 12.1 - RFATS Roadway Funding

Year	Guideshare	Debt Service	Cel-River Road Project	Road Resurfacing	7% Guideshare Reduction	Available Funding
2013	\$4,390,000	\$1,314,000	\$4,350,000	\$0	\$296,000	\$122,000
2014	\$4,390,000	\$1,298,000	\$1,650,000	\$559,200	\$296,000	\$708,800
2015	\$4,390,000	\$1,282,000	\$0	\$562,400	\$296,000	\$2,249,600
2016	\$4,390,000	\$1,267,000	\$0	\$565,400	\$296,000	\$2,261,600
2017	\$4,390,000	\$1,248,000	\$0	\$569,200	\$296,000	\$2,276,800
2018	\$4,390,000	\$1,231,000	\$0	\$572,600	\$296,000	\$2,290,400
2019	\$4,390,000	\$1,217,527	\$0	\$575,295	\$296,000	\$2,301,178
2020	\$4,390,000	\$860,968	\$0	\$646,606	\$296,000	\$2,586,426
2021	\$4,390,000	\$862,819	\$0	\$646,236	\$296,000	\$2,584,945
2022	\$4,390,000	\$0	\$0	\$819,000	\$296,000	\$3,275,000
2023	\$4,390,000	\$0	\$0	\$819,000	\$296,000	\$3,275,000
2024	\$4,390,000	\$0	\$0	\$819,000	\$296,000	\$3,275,000
2025	\$4,390,000	\$0	\$0	\$819,000	\$296,000	\$3,275,000
2026	\$4,390,000	\$0	\$0	\$819,000	\$296,000	\$3,275,000
2027	\$4,390,000	\$0	\$0	\$819,000	\$296,000	\$3,275,000
2028	\$4,390,000	\$0	\$0	\$819,000	\$296,000	\$3,275,000
2029	\$4,390,000	\$0	\$0	\$819,000	\$296,000	\$3,275,000
2030	\$4,390,000	\$0	\$0	\$819,000	\$296,000	\$3,275,000
2031	\$4,390,000	\$0	\$0	\$819,000	\$296,000	\$3,275,000
2032	\$4,390,000	\$0	\$0	\$819,000	\$296,000	\$3,275,000
2033	\$4,390,000	\$0	\$0	\$819,000	\$296,000	\$3,275,000
2034	\$4,390,000	\$0	\$0	\$819,000	\$296,000	\$3,275,000
2035	\$4,390,000	\$0	\$0	\$819,000	\$296,000	\$3,275,000
Total	\$100,970,000	\$10,581,314	\$6,000,000	\$16,162,937	\$6,808,000	\$63,231,749

Table 12.2 - RFATS Roadway Projects

Project	2013 Cost Estimate	Funding Year Cost Estimate
Roadway Widening		
Fort Mill Highway (SC-160) from Springfield Pkwy (SC 460) to Calvin Hall Road (SC-336)	\$15,735,500	\$17,194,606
Cel-River / Red River Road (S-50) from Southern Eden Terrace Extension (S-645) to Dave Lyle Boulevard (SC 122)	\$14,000,000	\$20,559,472
Interchange Projects		
I-77 (Exit 82C) and Celanese Road (SC 161)	\$15,500,000	\$17,445,387
I-77 and SC-160	\$15,500,000	\$24,148,495
I-77 and Anderson Road (SC 5/US 21)	\$2,000,000	\$3,507,012

## Other Funding Sources

### Public-Private Partnerships

Private development can be a large contributor to the transportation system through the development review process or through exactions. Through diligent planning and earlier project identification, regulations, policies, and procedures could be developed to protect future thoroughfare corridors and require contributions from developers when the property is subdivided. These measures would reduce the cost of right-of-way and would require (in some cases) the developer to make improvements to the roadway that would result in a lower cost when the improvement is actually constructed. To accomplish this goal, it will take a cooperative effort between local planning staff, SCDOT planning staff, and the development community.

## Transit

### Transit Operations and Funding

Transit service in the RFATS planning area is described in Chapter 8. Transit funding is provided by the Federal Transit Administration (FTA) and the State Mass Transit Funding (SMTF) program.

The FTA also administers the Section 5307 Urbanized Area Formula Program which provides funding for planning and capital items at 80% of their cost. The program also provides 50% of the net annual deficit for transit operations in an urbanized area. Funds are apportioned to urbanized areas using formulas based on population, population density, and other factors associated with transit service ridership.

These funds are apportioned annually and remain available for 4 fiscal years (the year of apportionment plus 3 more years). The federal apportionment must be matched by state and local funds. Local matching funds can be cash or cash-equivalent, depending upon the expenditure. Non-cash shares, such as donations, volunteered services, or in-kind contributions, are eligible as local match only in value if each share is formally documented.

Section 5307 program grants are governed by CFR 20.505, Title 49 United States Code 5307. The program is funded from general federal revenues and Federal Reserve trust funds. The City of Rock Hill receives a direct allocation to support transit planning and operational activities. Funding is expected to increase with inflation. Recent Section 5307 allocations for RFATS as well as funding projections are shown in Table 12.3.

Table 12.3 - Section 5307 Funding	
Year	Allocation
2011	\$761,484
2012	\$765,778
2013	\$574,635
2014	\$591,874
2015	\$609,630
2016	\$627,919
2017	\$646,757
2018	\$666,159
2019	\$686,144
2020	\$706,729
2021	\$727,930
2022	\$749,768
2023	\$772,261
2024	\$795,429
2025	\$819,292
2026	\$843,871
2027	\$869,187
2028	\$895,263
2029	\$922,120
2030	\$949,784
2031	\$978,278
2032	\$1,007,626
2033	\$1,037,855
2034	\$1,068,990
2035	\$1,101,060



State Mass Transit Funds (SMTF) are generally used towards the local match for an applicant's federal funds for those applicants serving the general public or for special projects. Eligible assistance categories include capital, administration, and operations. These categories correspond to the federal program under which the SMTF funds are matching. Contracted services for marketing programs, impact assessments, and other technical assistance related to the improvement of existing services are considered eligible costs for SMTF funding.

South Carolina's SMTF funds are generated from the highway use tax on motor fuel at a rate of \$0.25/gallon of fuel sold. As a general rule, this generates approximately \$6 million/year on a statewide basis. Funds are applied for through the Office of Public Transit of SCDOT.

RFATS' SMTF funding allocation for 2013 is \$129,680. To be conservative, this amount is expected to stay constant but increase with inflation through the life of the plan. SMTF funding projects are shown in Table 12.4.

Table 12.4 - SMTF Funding	
Year	Allocation
2013	\$129,680
2014	\$133,570
2015	\$137,578
2016	\$141,705
2017	\$145,956
2018	\$150,335
2019	\$154,845
2020	\$159,490
2021	\$164,275
2022	\$169,203
2023	\$174,279
2024	\$179,507
2025	\$184,893
2026	\$190,439
2027	\$196,153
2028	\$202,037
2029	\$208,098
2030	\$214,341
2031	\$220,772
2032	\$227,395
2033	\$234,217
2034	\$241,243
2035	\$248,480

Operational costs are expected to be \$317,714 for the CATS 82X Express Bus Route and \$297,000 for the York County Access Demand Response Service in 2013. These costs are expected to grow with inflation throughout the life of the plan and are presented in Table 12.5. No capital expenses are expected during the life of the plan.

Table 12.5 - Operational Costs		
Year	CATS	York County Access
2013	\$317,714	\$297,000
2014	\$327,245	\$305,910
2015	\$337,063	\$315,087
2016	\$347,175	\$324,540
2017	\$357,590	\$334,276
2018	\$368,318	\$344,304
2019	\$379,367	\$354,634
2020	\$390,748	\$365,273
2021	\$402,471	\$376,231
2022	\$414,545	\$387,518
2023	\$426,981	\$399,143
2024	\$439,790	\$411,117
2025	\$452,984	\$423,451
2026	\$466,574	\$436,155
2027	\$480,571	\$449,239
2028	\$494,988	\$462,716
2029	\$509,838	\$476,598
2030	\$525,133	\$490,896
2031	\$540,887	\$505,623
2032	\$557,113	\$520,791
2033	\$573,827	\$536,415
2034	\$591,042	\$552,507
2035	\$608,773	\$569,083

## Other Potential Funding Sources

### Federal Section 5339 Grant Program: Capital Program

The Section 5339 (formerly Section 5309) Capital Program provides assistance for fixed-guideway modernization, bus, bus-related equipment, paratransit vehicles, and construction of bus-related facilities.

In order for a fixed-guideway project to be recommended by the FTA to Congress for discretionary funding, it must receive favorable ratings on the following “New Starts” criteria:

- Level of mobility improvement provided by the project
- Extent to which land use policies are supportive of rapid transit
- Environmental benefits
- Transit operating efficiency
- Cost effectiveness
- Local financial commitment

The local project must receive a favorable rating on the above criteria in comparison to competing projects seeking federal funds throughout the country. Section 5339 funds must be matched by state and local funds. Local matching funds can be cash or cash-equivalent, depending upon the expenditure. Non-cash shares, such as donations, volunteered services, or in-kind contributions, are eligible as local match only if the value of each share is formally documented. Capital assistance grants made to local agencies are funded up to 80% of net project costs, unless the grant recipient requests a lower federal grant percentage.

SAFETEA-LU amended 49 U.S.C. 5309 to add subsection (e) related to a new capital investment category for projects requesting Section 5309 funding of less than \$75 million with a total project cost of less than \$250 million. The new capital investment program category, referred to as “Small Starts”, started in FY 2007.

Any public body is eligible to apply for “Small Starts” funds as long as it has the legal, technical, and financial capacity to carry out the project. If the grant applicant is not expected to be the project operator, the applicant must demonstrate how the project will be operated and maintained and provide an executed agreement before a Project Construction Grant Agreement can be finalized.

In addition to the aforementioned cost and funding limits, a “Small Starts” project must either (a) meet the definition of a fixed Guideway for at least 50 percent of the project length in the peak period, (b) be a fixed Guideway project, or (c) be a corridor-based bus project with the following minimum elements:

- Substantial transit stations,
- Traffic signal priority/pre-emption, to the extent that there are traffic signals along the corridor,
- Low-floor vehicles or level boarding,
- Branding of the proposed bus service, and
- Ten-minute peak/15-minute off-peak headways or better while operating at least hours per weekday.

“Very Small Starts” projects are simple, low-risk projects that, based on their characteristics and operating context, qualify for a highly simplified project evaluation and rating process. Projects that fall in this category include the following features:

- Substantial transit stations,
- Traffic signal priority/pre-emption, to the extent that there are traffic signals along the corridor,
- Low-floor vehicles or level boarding,
- Branding of the proposed bus service,
- Ten-minute peak/15-minute off-peak headways or better while operating at least 14 hours per weekday,
- Are in corridors with existing riders who will benefit from the proposed project that exceed 3,000 passengers per average weekday, and
- Have a total capital cost of less than \$50 million (including all project elements) and less than \$3 million per mile, exclusive of rolling stock.

If a project does not meet all of the aforementioned criteria for classification as a “Very Small Starts” project, it will be evaluated as a “Small Starts” project.

Since the enactment of the MAP-21 legislation, all projects seeking Section 5339 Capital Program funds must be evaluated and rated according to the criteria specified in law either as a New Starts project, a Small Starts project, or a Core Capacity project. Under previous authorizing laws, projects seeking less than \$25 million in Capital Investment Program funds could be exempt

from evaluation and rating if they chose to be, but that option was discontinued in MAP-21.

### Congestion Mitigation and Air Quality (CMAQ) Program

The use of CMAQ funds is one permissible source of start-up and initial operating funding to enhance area mobility and transportation system efficiency through the use of public transportation.

### State Infrastructure Bank

The South Carolina State Infrastructure Bank is an institution established to select and assist in financing major qualified projects by providing loans and other financial assistance to government units as well as private entities for constructing and improving highway and transportation facilities necessary for public purposes. These funds are potentially available for use in transit projects.

### Pennies for Progress Program

In 1997, 2003, and 2011 York County voters approved Pennies for Progress, York County Capital Sales and Use Tax Programs, to finance lists of identified road projects using a one percent sales tax levied within the county. The 2011 program consists of 14 projects with a budget of \$161,000,000. The tax collections for the 2011 program began after the maximum amount for the 2003 program of \$173,000,000 was collected; thus, the 2011 program represents a continuation of the second program.

Should enough money be collected to complete the identified projects before the end of the mandatory seven-year collection period, the Capital Projects Sales Tax will end. In any case, the Capital Projects Sales Tax will end in seven years so that any work not funded at the end of this period would not be performed unless additional non-sales tax revenues are identified.

A continuation of the Capital Sales and Use Tax Program could be a local financing source to leverage federal and state funds for road improvements. Possible projects range from adding lanes to intersections for transit “queue jumpers” and right turns to construction of a dedicated bus lane along an arterial where warranted.

## Bicycle/Pedestrian

### Current Plans

At the MPO level, **RFATS** places a particular importance on bicycle and pedestrian mobility, as well as the safety of cyclists and pedestrians. RFATS and its member governments have several plans and programs in place to support these modes, and these policies have borne fruit with a number of enhancement projects in recent years. The main programs are described in more detail below.

**York County** has incorporated bicycle and pedestrian goals and strategies into the 2009 update of its Comprehensive Plan. Like the municipalities, it has used grants to add sidewalks to streets and develop trails. The one-cent sales tax program (Pennies for Progress) has been very effective in providing sidewalks with most road improvements. It has also funded a large number of small-scale sidewalk and bicycle-shoulder projects on existing streets, and the current program includes bicycle lanes in some locations. Additionally, the County is currently developing policies to address the installation of sidewalks or bicycle lanes in new developments.

York County is currently working on a Bicycle Accommodation Plan to be adopted in the near future. The Bicycle Accommodation Plan is likely to represent an important step forward in planning for bicycle transportation within the rural parts of the RFATS Study Area.

The City of **Rock Hill** updated its Vision 2020 Comprehensive Plan in 2010 and updated its Trails and Greenways Master Plan in April 2008. The focus of the plan was to connect major destinations, primarily by sidewalks. The City has also developed construction standards for trails and sidewalks, which are included in the City's zoning ordinance.

As a result of the Trails and Greenways Master Plan, the trail network has grown substantially in recent years. In 2003, there were only 11 miles of trails. Since then, the network has grown to 46 miles. The new trails were constructed by several entities including the City of Rock Hill, neighborhood groups, and private interests.

The Plan also recognized a strategic network of sidewalks, totaling 22 miles, which are important in the connectivity of the trails and greenways systems. However, many other city streets still need to be retrofitted with sidewalks or have their existing sub-standard sidewalks improved, so that people can walk and bike safely to their destinations.

In early 2008, the City of Rock Hill began the process to secure the designation of a Bicycle Friendly Community and completed a number of steps towards this end. Staff from the City's Park, Recreation and Tourism Department arranged for bicycling safety classes, conducted a joint bike route survey with Winthrop University, identified possible bike rack locations in Downtown Rock Hill, and participated in an initiative undertaken by York County to locate and prioritize bike lanes to be considered in the next Pennies for Progress funding cycle. There was also a strong base group of engaged citizen groups such as the Bicycle and Pedestrian Task Force, Eat Smart Move More York County, and the Rock Hill Bike Club that helped catapult Rock Hill to this prestigious title of a Bicycle Friendly Community.

In 2012, the city was designated a Bicycle Friendly Community at the Bronze level. The Bicycle Friendly Community Program is an effort sponsored by the League of American Bicyclists that recognizes municipalities that actively support bicycling. According to this program, a Bicycle Friendly Community is one that provides safe accommodations for cycling and encourages its residents to cycle for transportation as well as recreation. Building such a community can translate into a more connected, physically active, and environmentally sustainable community that enjoys increased property values, business growth, increased tourism, and more transportation choices for citizens.

The City of Rock Hill Trails and Greenways Master Plan proposes extensive new facilities, comprising 27 miles of greenway trails, 32 miles of multi-purpose trails, and 21 miles of sidewalks.

The 15 proposed multi-purpose trails will connect major destinations and serve as the backbone of the trail and greenway system. They are expected to be the most heavily used trails in the system, and will be built to accommodate a wide range of potential users. It is hoped that they will attract users from across the region, making Rock Hill a destination for trail enthusiasts.

The ten proposed greenway trails will connect major destinations to parks, open spaces, and other natural amenities. As well as serving recreational trips, they are also intended to showcase the city's environmental resources and be an educational resource. The Catawba River will be the spine of the system, and will form a portion of an 'outer loop' greenway surrounding the city. Greenway trails will connect this loop to other trails and destinations.

Finally, the plan identifies 15 new sections of sidewalk that will act as part of the trail system by connecting trails to each other and to neighborhoods.



Revenue is expected to come from the city's operating budget and other local sources, as well as state and federal grants. Overall, approximately \$3.5 million in potential funding is identified for a ten-year period; of this, \$1.9 million is already programmed, leaving \$1.6 million for additional projects to be selected from among those in the plan. The Trails and Greenways Master Plan also recognizes, however, that other roads need to be retrofitted with sidewalks, which should be installed on new streets and when property is developed alongside an existing road without a sidewalk. The plan also suggests that areas close to schools should be given priority for retrofitting sidewalks.

**Fort Mill's** historic core has a grid pattern of streets that is supportive of cycling and walking. However, the challenge for the community is to connect the rapidly growing outskirts and new developments to the historic core and to community facilities. The Fort Mill Tomorrow Plan established in 2012 seeks to improve access to greenways, area parks, and open spaces as well as commercial centers through a coordinated growth strategy. In addition, the town has been taking advantage of grants to fund bicycle and pedestrian projects. The Ann Close Springs Greenway is an award-winning private greenway system which is open to the public and serves as a green belt around the town as well as a significant bicycle and pedestrian attraction.

Much of the development in **Tega Cay** dates from the 1970s and 1980s, a time when sidewalks weren't always constructed in residential subdivisions. Located primarily along Lake Wylie this community continues to attract individuals seeking active lifestyles. As a result, all new subdivisions are required to have bicycle and pedestrian facilities. The city also has its own system of bicycle and pedestrian trails, and like the other municipalities, has been taking advantage of grants to expand the system.

The RFATS Study Area was recently expanded to include the northern panhandle of **Lancaster County**. This eastern expansion extends the MPO boundary to places east of Sugar Creek and the Catawba River. This includes the rapidly developing area of Indian Land along the US Hwy 521 Corridor with ultimate connections to I-485, City of Charlotte, and Ballantyne Business Park.

When considering bicycle and pedestrian connectivity, recent plans suggest an emphasis on enhancing access to the Catawba River as well as major parks, schools, and commercial nodes. As transportation improvements are considered, careful attention should be given to the design of facilities that cross local streams and rivers. Most notably the widening of SC Hwy 160 should consider accommodations for bicycles (especially at the crossing of Sugar Creek). Furthermore, SC Hwy 5 is one of the only crossings of the



Catawba River. Multimodal design features that promote east-west connectivity will play an important part of the strategy to improve accessibility between York and Lancaster County destinations. The US 521/SC9 Corridor Study communicates a comprehensive multimodal strategy for the panhandle area of the county.

## Potential Funding Sources

Revenue sources within Rock Hill include an operating budget, hospitality tax, and Red River tax increment. Another significant contributor is the York County One Cent Sales Tax Program. This countywide road improvement program includes several projects in the RFATS Study Area that will integrate new and/or improved pedestrian and bicycle facilities along with the road construction activities. Because the trail or sidewalk will be incorporated into the individual roadway projects, it is difficult to provide a dollar figure for projects incorporated into the One Cent Sales Tax Program.

In 2005, Congress provided funding for each state to have a Safe Routes to School (SRTS) Program. More recently, SRTS has been consolidated with the Transportation Enhancements and Recreational Trails programs into what is now called the Transportation Alternatives Program (TAP) through MAP-21. SRTS enables and encourages children, including those with disabilities, to safely walk and bicycle to and from school. SCDOT's Safe Routes to School Program assists schools and communities in the planning, development, and implementation of projects and activities that will improve safety and reduce traffic, fuel consumption, and air pollution in the vicinity of schools while promoting a healthy lifestyle for children and their parents.

The South Carolina Department of Transportation shares an interest in enhancing communities, towns, cities and counties. Since 1992, the SCDOT Commission has elected to allocate a portion of available funds to the previously mentioned Transportation Enhancement Program, which is now part of TAP. The program facilitates and provides a greater opportunity for local governments to collaborate with the agency to pursue a broad range of non-traditional transportation related activities such as bicycle and pedestrian facilities, streetscape improvements, scenic and landscaping programs, and historic preservation. TAP Funds are provided for under the current Federal Transportation Legislation MAP-21 and allocated by the South Carolina Department of Transportation. Projected funding levels are projected to remain constant but increase with inflation. Historic and projected funding is presented in Table 12.6.

Through coordination with regional efforts, some funding may also be available through the Carolina Thread Trail planning and construction

process. This funding will be dependent on the location of City trails and the availability of these trails to connect to the larger Thread Trail system.

**Table 12.6 - Transportation Alternatives Program Funding**

Year	Allocation
2010	\$165,670
2011	\$165,670
2012	\$165,670
2013	\$107,000
2014	\$110,210
2015	\$113,516
2016	\$116,922
2017	\$120,429
2018	\$124,042
2019	\$127,764
2020	\$131,597
2021	\$135,544
2022	\$139,611
2023	\$143,799
2024	\$148,113
2025	\$152,556
2026	\$157,133
2027	\$161,847
2028	\$166,703
2029	\$171,704
2030	\$176,855
2031	\$182,160
2032	\$187,625
2033	\$193,254
2034	\$199,052
2035	\$205,023

## Summary and Recommendations

### Summary of Key Points

- Transportation needs in most, if not all localities far exceed the funding resources available,
- Revenue is provided through Federal, State and Local programs,
- “Year of Expenditure” costs were determined by assuming a 3% inflation rate,
- By reviewing revenues versus costs, a cost constrained financial plan can be developed to address mobility needs in the RFATS Study Area.

### Recommendations

- Assist York County in pursuing a fourth “Pennies for Progress” program,
- Develop plans, regulations, policies, and procedures to protect future thoroughfare corridors and require contributions from developers,
- Continue the Capital Sales and Use Tax Program as a local funding source to leverage federal and state funds for road improvements,
- Continue to integrate new and/or improved pedestrian and bicycle facilities along with road improvements proposed in the “Pennies for Progress” program.
- Investigate all Federal programs and the South Carolina State Infrastructure Bank (SIB) for identified highway projects.