



---

## ROCK HILL-FORT MILL AREA TRANSPORTATION STUDY

### **2035 LONG RANGE TRANSPORTATION PLAN AMENDMENT #7**

ADOPTED: MAY 31, 2013

AMENDMENT DRAFT: MAY 20, 2016

APPROVED: JUNE 24, 2016

---

**2035 LRTP AMENDMENT**

## TABLE OF CONTENTS

1.	<b>CHAPTER 4 HIGHWAY ELEMENT.....</b>	4
2.	<b>PROJECT MAP.....</b>	5
3.	<b>REGIONAL MODEL ASSUMPTIONS SPREADSHEET,.....</b>	6
4.	<b>CHAPTER 13 FINANCIAL PLAN.....</b>	7
5.	<b>PUBLIC PARTICIPATION.....</b>	9

## **LIST OF APPENDICES**

**Appendix A: ADOPTION AND APPROVAL RESOLUTION / LETTERS**

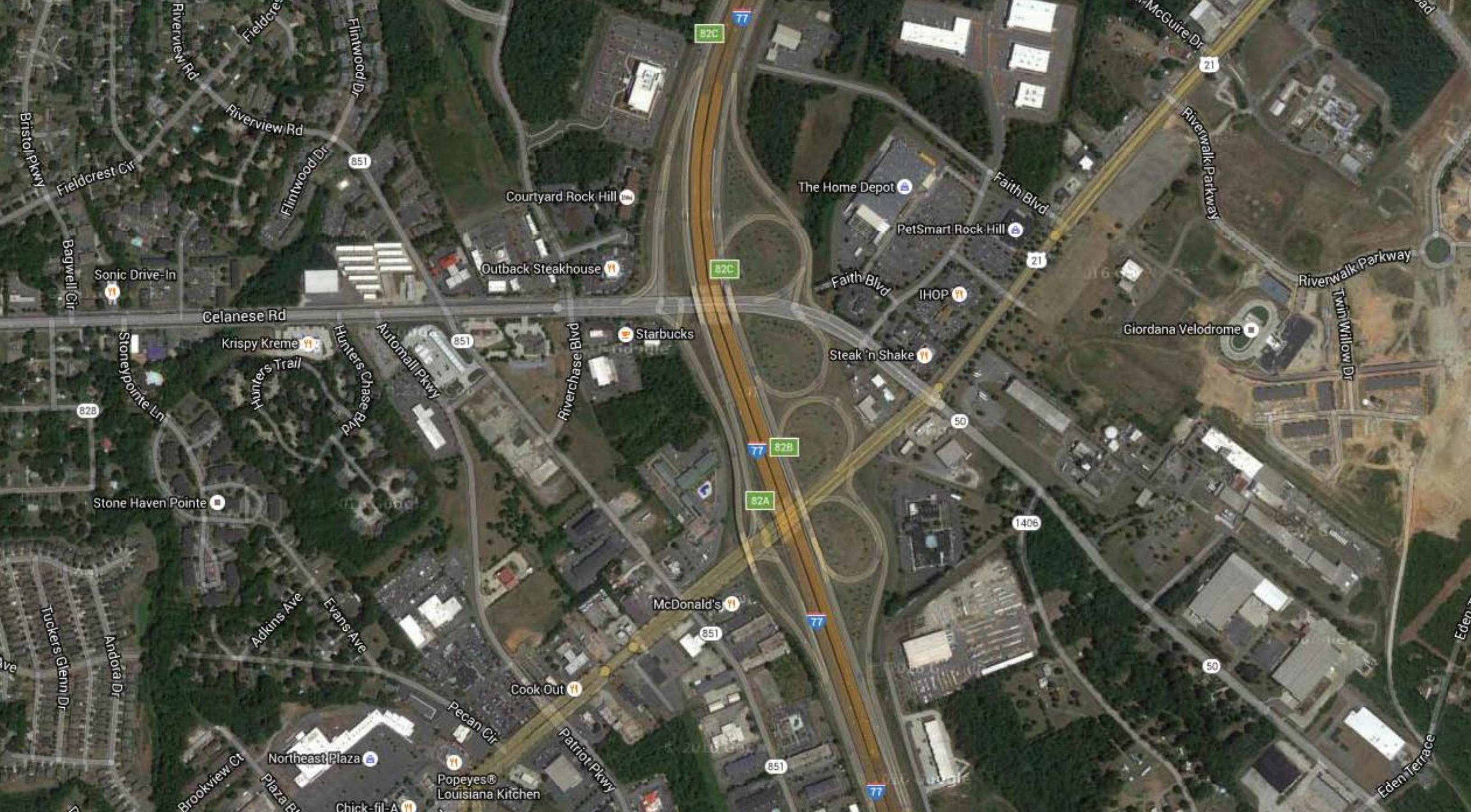
**Appendix B: TECHNICAL TEAM / POLICY COMMITTEE MINUTES**

**Appendix C: SUMMARY OF WRITTEN PUBLIC & AGENCY COMMENTS**

## **CHAPTER 4 HIGHWAY ELEMENT**

The 2035 Long Range Transportation Plan is being amended to reflect all exit / entrance ramps at Exit 82 / I-77. Currently, the LRTP references Exit 82C which runs along Celanese Road. However, this interchange is functionally integrated with the nearest arterial to the south (i.e., Cherry Road), which effectively shares this interchange through Exits 82A & 82B. In terms of scale, northbound peak period demand in the mornings from Cherry Road constitutes approximately 30% or more of the overall travel demand that has to be integrated with the Celanese traffic prior to entering the mainline interstate.

Given the proximity and integrated configuration of Exit 82, all three approaches need to be reflected in the LRTP and TIP in preparation to initiate preliminary engineering and evaluation of different alternatives analysis in determining the appropriate interchange reconfiguration. As a point of reference – this project will be funded jointly between RFATS and the Pennies for Progress Program. Specifically, RFATS will provide funding for preliminary engineering and ROW and the Pennies Program will cover construction.



## 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 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 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 were added to Table 4-2.

- **RFATS Guideshare - \$3.0M for Exit 82A & 82B (Cherry Road)**
- **York County 2017 Pennies for Progress Program - \$12.5M**

Table 4-2

RFATS 2035 LONG RANGE TRANSPORTATION PLAN UPDATE PROJECT LIST			
Amended by Policy Committee - May 20, 2016			
		OBLIGATION	
COST CONSTRAINED PROJECTS		FUNDING SOURCE	(MILLIONS)
1	Coltharp Road Interchange Study	Guideshare	\$350,000
2	Celanese Road Interchange Area (Exit 82C)	Guideshare	\$15.5
3	SC 160 Widening (Rosemont / McMillan to Springfield Parkway) - 5 Lanes	Guideshare	\$15.0
4	Cel-River Road Widening (S. Eden Terrace Extension to Dave Lyle Boulevard) - 5 Lanes	Guideshare	\$14.0
5	SC 160 Interchange Area (Exit 85)	Guideshare	\$15.5
6	I-77 / US 21 / SC 5 Interchange Area (Exit 77)	Guideshare	\$2.0
7	Intersection Improvements / Congestion Mitigation (New 20% Requirement)	Guideshare	\$16.2
	Total for Projects		<b>\$78.6</b>
	Estimate of Available Guideshare Funding through 2035 (\$4,390 Annually)		<b>\$80.5</b>
STIP PROJECTS (STATE TRANSPORTATION IMPROVEMENT PROGRAM)			
1	System Improvement Projects (Bridge Replacements, Safety, Road Widening, Interstate Program)	FHWA / SCDOT	\$57.2
2	CMAQ (Congestion Mitigation & Air Quality Improvement Program)	FHWA	\$9.9
3	TAP (Transportation Alternatives Program - Formerly TEP Program)	FHWA	\$420
		<b>TOTAL</b>	<b>\$67.5</b>
FUNDED ONE CENT SALES TAX PROJECTS (1997)			
1	SC 901 - (SC 72 TO I-77 - 4 / 5 Lanes) Funded by SAFETEA-LU Earmark / SC State Infrastructure Bank	One Cent I	\$6.5
		<b>TOTAL</b>	<b>\$6.5</b>
FUNDED ONE CENT SALES TAX PROJECTS (2003)			
1	Mt. Gallant Road (Anderson Road to Celanese Road) - 3 Lanes	One Cent II	\$8.5
2	Fort Mill Southern Bypass (SC 160 to US 21 Business) - 2 Lanes	One Cent II	\$15.0
3	Tega Cay / Gold Hill Connector - 2 Lanes (INCLUDES SAFETEA-LU EARMARK OF \$666,900)	One Cent II	\$2.2
4	Intersection Improvements - Hwy 274 Corridor	One Cent II	\$7.1
5	US 21 (North of Celanese Road to US 21 Business -- including bridge cost) - Multilane	One Cent II	\$17.1
6	White Street Rail Crossing -- including Realignment	One Cent II	\$2.5
7	McConnells Highway (Heckle Boulevard to Hwy 324) - 2 / 3 Lanes	One Cent II	\$7.6
8	Mt. Gallant Road (From Dave Lyle Boulevard to Anderson Road) - 3 Lanes	One Cent II	\$6.8
9	Ebinport Road (Cherry Road to India Hook) - 3 Lanes	One Cent II	\$6.3
		<b>TOTAL</b>	<b>\$73.1</b>
FUNDED ONE CENT SALES TAX PROJECTS (2011)			
1	SC 160 (Gold Hill Road to NC State Line) - 5 Lanes	One Cent III	\$8.8
2	SC HWY 274 / 279 (Pole Branch Road) - 5 Lanes	One Cent III	\$25.8
3	US 21 North Phase I & SC 51 (Springfield Parkway to NC State Line) - 5 Lanes	One Cent III	\$22.4
4	Cel-River / Red River Road (Cherry Road to Eden Terrace) - 5 Lanes	One Cent III	\$5.8
5	Gold Hill Road / I-77 (Gold Hill Road / I-77 Interchange Improvement)	One Cent III	\$11.6
6	US 21 / Anderson / Cowan Farm Road Intersection Realignment	One Cent III	\$28.9
7	Sullivan Middle School (Cherry Road / Eden Terrace near Anderson Road) - Pedestrian Safety Improvements	One Cent III	\$564
8	Cherry Road -- Pedestrian Safety Improvements adjacent to Winthrop University)	One Cent III	\$1.2
9	White Street / West Main / Constitution / West Black Street Realignment and Round-a-bout	One Cent III	\$5.0
10	Paraham Road (SC 55 to SC 161) Base Stabilization and Shoulder Widening)	One Cent III	\$6.5
11	SC 160 East (Springfield Parkway to Lancaster County Line; formerly project in 2003 PFP) - 3 Lanes	One Cent III	\$4.8
12	Riverview Road (From Eden Terrace to Celanese Road) - 3 Lanes	One Cent III	\$7.9
13	Mt Gallant Road (Celanese / Twin Lakes - Intersection Corridor Improvement)	One Cent III	\$12.0
14	SC HWY 72 (SC 901 - Saluda Street to Rambo Road; formerly in 2003 PFP) - Multilane	One Cent III	\$12.6
		<b>TOTAL</b>	<b>\$153.9</b>
FUNDED ONE CENT SALES TAX PROJECTS (2017)			
1	Cel-River Road - 2 to 5 lane widening from S-645 (Southern Eden Terrace Extension) to S-122 (Dave Lyle Blvd)	One Cent IV	\$13.50
2	Exit 82A & 82B Interchange Reconfiguration	One Cent IV	\$12.50
		<b>TOTAL</b>	<b>\$26.0</b>
PRIVATELY FUNDED: IDENTIFIED FROM I-77 AREA TRAFFIC STUDY			
1	Connect Corporate / Cel-River / and Commerce in River Walk Industrial (Developer Paid)	Private	1.25
2	Connect Commerce and Galleria (Developer Paid)	Private	0.25
3	Connector across the Railroad between the Riverwalk Spine Road and Galleria Boulevard (Developer / City)	Private	0.25
4	Riverview Road Extension from Eden Terrace to Mt Gallant Road (Developer Paid)	Private	1.20
5	Eden Terrace (Anderson Road to Dunkins Ferry; Riverwalk Development) (Developer Paid)	Private	1.00
6	Galleria to Meeting and Cel-River @ Waterford Extension (Developer / City)	Private	1.25
UNFUNDED TRANSPORTATION NEEDS: ROAD WIDENINGS / NEW ALIGNMENTS			
1	Mt. Gallant Road, S-195 (Twin Lakes Road to Museum Road - Phase I) - 3 Lanes *		2.30
2	Mt Gallant Road (Museum Road to SC 274 - Phase II) - 3 Lanes		2.30
3	Riverview / Riverchase Area Phase III - New 2 Lane link between Automall and Riverview Road		
4	Eden Terrace (Bradley to Anderson Road) - 3 Lanes		
5	Eden Terrace (Anderson Road to Dunkins Ferry; Riverwalk Development) - 3 Lanes		
6	John Ross Parkway (Dave Lyle Blvd to Mt Gallant Road) - 4 Lanes		
7	Dave Lyle Boulevard Extension - SC 161 to US 521 Multi-laning		\$220.0
8	Cel-River / Red River Road (SC 122 to US 21) - 3 Lanes RF; Consider Interchange Improvements		
9	Springsteen Road (US 21 to Dave Lyle Blvd) - 3 Lanes UF w/sidewalks		
10	Galleria to Manchester Flyover -- New Road bridging over I-77 connecting Commerce Drive to John Ross Pkwy		
11	US 21 Bus Rapid Transit - Downtown Rock Hill to I-485		\$515.0
12	Springfield Pkwy from SC 160 to Gold Hill Road - 5 Lanes UF W / Sidewalks & Shared Use Bike Lanes		
13	Fort Mill Southern Bypass from US 21 to SC 160 - 5 Lanes UF W / Sidewalks & Shared Use Bike Lanes		
14	Sutton Road S-49 (From US 21 to SC 160) - 3 Lanes with sidewalks and bike lanes		\$1.9
15	Ridge Road (SC 557 to US 321) - 3 Lanes RF		
16	SC 49 (Hwy 274 to Hwy 557) - 7 Lanes		2.00
17	Pleasant Road (SC 160 to Carowinds Boulevard) - 3 Lanes with sidewalks and bike lanes		\$4.5
18	Zoar Road Extension - (SC 160 and Zoar to Gold Hill Road) - New 2 Lane Facility		
19	Munn Road from Harris Street to Fort Mill High School - Capacity Issue, Possibly Consideration of Alt. Access From US 21		
20	River Parkway from Banks Street to Doby's Bridge Road - Recommend New Road; Congestion Mgmt (TBD Funded)		

21	Whites Road from FMSB to end of County; 1,200 Acres of Developable land - 3 Lanes Widening (TBD Funded)			
22	Doby's Bridge Road Widening (FMSB to US 521) - 5 Lanes UF W/Sidewalks			
23	White Street / McCammon to US 21 Bypass (Portion of White St closer to US 21 will be developed) - 4 Lanes. (TBD Funded)			0.94
24	Main St from Tom Hall St to N. White St - At-grade RR crossing & Main / Tom Hall /Springs / Clebourne Intersection			

25	Connector between Galleria Boulevard and John Ross Parkway - 4 Lanes			1.50
26	SC 160 (Possum Hollow Road to York County Line - PFP II #10) - 5 Lanes			
27	Henry Harris Road from US 521 to Marvin Road - 5 Lanes			
28	New Bridge (India Hook / Twin Lakes Area to New Gray Rock Road; New East-West Connector near SC 160 / Len Patterson Road			
29	Jim Wilson Road from US 521 to Henry Harris Road - 5 Lanes			
30	Jim Wilson Road from intersection of Henry Harris / Jim Wilson to Union County Line - 3 Lanes			
31	Shelley Mullis Road from US 521 to Union County Line - 3 Lanes			
32	Collins Road from US 521 to Union County Line - 3 Lanes			
33	Possum Hollow Road from US 521 to SC 160 - 3 Lanes			
34	Marvin Road from US 521 to Union County line - 3 Lanes (Potential 4 lane from US 521 to Henry Harris Road)			
35	Harrisburg Road from SC 160 to Mecklenburg County line - 3 Lanes			
36	Harrisburg Road - Realignment with Possum Hollow Road at SC 160			
37	Barberville Road from SC 160 to Mecklenburg County line - 3 Lanes			
38	SC 5 (US 21 to Lancaster County Line) - 3 Lanes			
	<b>UNFUNDED TRANSPORTATION NEEDS: INTERSECTION IMPROVEMENTS</b>			
1	Neely & Rawlsville Roads (Realignment & Improvement)			
2	Neely Road & Crawford Road (Realignment & Improvement - adjustment for railroad)			
3	Oakdale Road / SC 72 / Dunlap Roddey Road - Realignment & Improvement			
4	Dave Lyle Boulevard / Tinsley (Create dual left turn lanes on west bound Dave Lyle and north bound Tinsley)			
5	SC 160 at Steele / Bank Streets / Doby's Bridge Road			
6	Exit 82C (Celanese Road and I-77) - Additional Turn Lane; Incorporate Entry Points For NB Traffic Movement			
7	Eden Terrace & Mt. Gallant Road - Additional left turn storage capacity needed			
8	Rambo Road / SC 72 - Realignment & Improvement			
9	Robertson / Rambo Road Intersection Realignment			
10	Cherry Road (Congestion Between Ebinport & West Main Street)			
11	Saluda Road at Oakdale and Saluda Trail Middle School			
12	SC 160 / Banks Street (Congestion / Capacity; Safety Issues)			
13	SC 160 / Springfield Parkway (Congestion; Safety concerns)			
14	SC 160 (Both Ends of Fairway Dr) -- Turns lanes to accommodate conflicting turning movements and reduce backups			
15	Hensley Road & SC 160 (Turn Lanes)			
16	Doby's Bridge Road / Nims Lakes Road / Williams Road (Consider Realignment of Nims Lakes Road - Safety / Visibility)			
17	Doby's Bridge Road / Doby's Bridge Park (Potential Congestion; Safety Issues)			
18	US 21 / Anderson Road and East Main Street			
19	Market Street (Exiting I-77) at SC 160			
20	India Hook / Celanese Road (Additional Storage Capacity; Turn Lanes)			
21	Cherry Road - Construct southbound left turn lane on Dorchester Road			
22	N. Oakland / India Hook / Alexander (Signal / Pavement Marking Improvements)			
23	Tom Hall Street / Doby's Bridge Road (Congested Intersection; Consider Realignment of Joe Louis Street)			
24	Old Nation Road & North White Street (Visibility Concerns with left turn movement from Old Nation Road onto N. White St)			
25	Airport Road / Museum Road Intersection (Reroute 200 ft of road to make right angle approach)			
26	Carowinds Blvd (I-77 Interchange from SC 51 to Lakemont Business Park) - Reconfiguration; Consider DD or ISPU			
27	Carowinds Blvd / Pleasant Road - Consider lengthening left turn lane while retaining median for access mgmt purposes			
28	Cavlin Hall / Harrisburg Road (Traffic Impact of Elementary School) - Realignment; signalization; Traffic Circle; B/P Improvements			
29	Sandra Lane / Hwy 521 Intersection (Gateway Entry Point; changing development pattern)			
30	US 521 / Marvin Road / Blackhorse Run Road - Consider realignment; additional approach turn lanes			
31	US 521 / River Road - Consider addition of right turn lane onto to US 521			
32	US 521 / Jim Wilson Road - Consider addition of turn lanes and/or widening of JWR; addition of median between SC & JWR			
	<b>CONGESTION MANAGEMENT PROCESS / OPERATIONS &amp; MAINTENANCE / SUBAREA STUDIES</b>			
1	Celanese Road (Cherry Road / Mt Gallant Road) - Evaluate access mgmt improvements at strategic locations			
2	Hwy 274 / 49 / 557 - Median Enhancement			
3	SC 160 / I-77 SB Exit Ramp - Consider realignment with Market St; broader access mgmt review			
4	Marvin Road / Hwy 521 - Evaluation of open median access points approaching this intersection			
5	Cherry Road -- (Cherry Park to Catawba River) Incorporation of access mgmt strategies consistent w/ CTAP & other redevelopment			
6	Hwy 49 (Hwy 49/ 557 /274 to Buster Boyd Bridge) -- Consider conversion to controlled access			
7	SC 160 (US 21 to Lancaster County Line) -- Traffic Signal Synchronization Improvements			
8	US 521 (Van Wyck to NC State Line) -- Traffic Signal Synchronization Improvements			
	<b>BIKE &amp; PEDESTRIAN NEEDS / PLANNING</b>			
1	Hwy 521 / Marvin Road, Collins Road, Shelley Mullins, River Road, DB, SC 160 - sidewalks needed near the intersection			
2	SC 160 / Barberville Road and Harrisburg Road - Sidewalks and Bike Lanes			
3	Hockle Blvd (Herlong Ave / Wade Hampton Blvd) -- Extension of Area Sidewalk Improvements			
4	A.O. Jones (Starlight Drive / Springfield Parkway -- Sidewalk Construction			
5	Highway 321 (Barrett Road / Flat Stone Dr) -- Sidewalk Construction			
6	Pleasant Road (Hwy 160 / Gold Hill Road) -- Sidewalk Construction			
7	Rawlinson Road -- Extension of Multi-Use Trail			
8	Hwy 49 / Liberty Hill Road (Daimler Blvd / Nanny's Mountain) -- Construction of bike lane or asphalt multi-use trail			
9	SC 160 / Munn Road to Market Street - Recommend Connection of Fort Mill Trails W / Baxter Trails & SC 160 Sidewalks			
10	Dobys Bridge Road / Tom Hall Street (SC 160) to FMSB - Recommended Connection of Neighborhoods & Parks			
	<b>TRANSIT NEEDS / PLANNING</b>			
1	Extension of CATS bus service to Lake Wylie Area			

## **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 #7 TO THE 2035 LONG RANGE  
TRANSPORTATION PLAN AND 2014-2019 TRANSPORTATION  
IMPROVEMENT PROGRAM 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

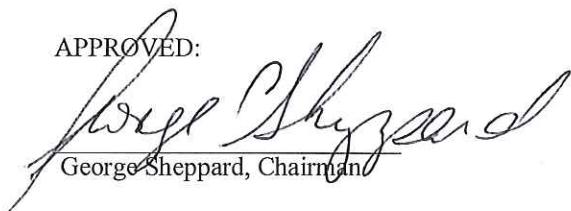
WHEREAS, the RFATS 2035 Long Range Transportation Plan is being amended to reflect an additional project component and funding to the I-77 / Exit 82 Interchange Reconfiguration Project to include all approaches to this interchange (i.e., Exits 82A, 82B, 82C), and

WHEREAS, the 2035 Long Range Transportation Plan and 2014-2019 Transportation Improvement Program 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 Fixing America's Surface Transportation Act on this 24th day of June, 2016.

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

APPROVED:



George Sheppard, Chairman

ATTEST:



David F. Hooper, Secretary

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



**Technical Team Meeting  
Summary Minutes  
May 5, 2016 – 1:30 p.m.**

**Attendees:** Greg Shaw (SCDOT); Susan Britt (City of Tega Cay); Cliff Goolsby (City of Rock Hill); Joe Cronin (Town of Fort Mill); Bill Meyer (City of Rock Hill); Patrick Hamilton (York County); Robby Moody (CRCOG); Allison Love (York County); Steve Allen (York County); Audra Miller (York County); Chris Herrmann (RFATS); and David Hooper (RFATS).

**Conference Call Attendees:** Kati Price (SCDOT); Penelope Karagounis (Lancaster County); Darlene Broughton (SCDOT); Yolanda Morris (FHWA); David Gray (SCDOT); and David Burgess (SCDOT).

**I. Review of Minutes**

Mr. Hooper asked if there were any additions, corrections, or deletions from the April minutes. Hearing none, the minutes were then accepted as presented.

**II. Old Business**

**A. Policy Committee Follow-up**

- 1. Pennies for Progress Report** – Mr. Hamilton briefly reviewed the Pennies for Progress information shared with the Policy Committee.
- 2. York County SIB Application** – Mr. Hamilton stated that the SIB Application has been submitted to SCDOT. In terms of next steps, it is expected that the SIB Board will conduct a site visit to the area; and that, York County will make a formal presentation to the Board ó no dates have been set for either activity at this point.
- 3. Celanese / Cherry Road Corridor Study** – Mr. Hooper briefly reviewed the principal points of discussion at the April Workshop with the Policy Committee. Mr. Cronin then noted the value of alternate modes of transportation and the potential benefits to be realized through its expanded presence. Not discounting the important role of alternate modes within the transportation system as a general matter, Mr. Hooper noted that the expected benefit from public transit along these corridors, while important for a variety of reasons (i.e., ranges of mode choices, air quality, availability of basic mobility, etc.), would be unlikely to appreciably alter the underlying corridor demand challenges as well as the unique configuration and proximity of the Celanese and Cherry Road interchanges.

Mr. Shaw then transitioned to the likely benefits to the central part of York County by incorporating innovative intersection reconfigurations at key intersections along the corridors. Essentially, Mr. Shaw noted that the largest potential concentration for growth is on the western side of RFATS in the expanded Lake Wylie area as well as along the 274 corridor down to Celanese Road. As a point of reference, Mr. Hooper similarly emphasized the importance of the growth potential in this part of the RFATS Study Area and its operational impact on the regional network.

**B. Annual Network Update** – Mr. Hooper briefly reviewed the network data provided by the CDOT and asked the Technical Team members to review this information and highlight the placement of new signals or de-signalization as well as any changes in speed limits; number of lanes, etc on or before May 17th.

### **III. New Business**

#### **A. Policy Committee Agenda Items**

- 1. SCDOT Project Status Report** – Ms. Price briefly stated that extensive changes to the formatting of this presentation are underway to better reflect project estimates and the underlying assumptions made in developing the estimates. Given the work that SCDOT has initiated, Mr. Hooper suggested that the SCDOT and Pennies for Progress report could be presented at the June meeting in order to ensure that Ms. Price has sufficient time to complete the update process.
- B. Catawba River Crossing** – Mr. Hooper briefly reviewed the discussion associated with the Celanese / Cherry Road Corridor Study and the request made by the Policy Committee to receive an update on the steps taken on the Catawba River Crossing Feasibility Study (2012) and what steps would remain in bringing it to full completion. Additionally, Mr. Hooper noted that the Policy Committee also requested updated modeling information; original and updated cost estimates as well as an overall summary of RFATS funding.

Mr. Hooper stated that the feasibility study was essentially 99% complete and an outline of the key steps of the work effort will be provided at the May meeting. Mr. Hooper then stated that a modeling display of travel demand will be prepared based on the latest version of the model. Discussion then followed regarding the project cost estimates. As a point of reference, Mr. Hooper noted that the alternatives at the Sutton Road interchange were roughly \$60.0 M (\$37.0M for the work with \$15.0M (a 40% contingency), and \$7.0M for an upgrade to the interchange. The other two alternatives at Harris Road were in a range of \$87.0 to \$90.0M. Mr. Hooper then noted that these options reflect project funding, a 40% contingency, and approximately \$25.0M for an interchange. Lastly, Mr. Hooper then briefly noted that the consultants have been asked to update all of the cost estimates for the Policy Committee.

Ms. Britt then stated that there would be benefits to re-examining the feasibility study if there are other potential crossing locations other than what was identified in the 2012. Ms. Love then asked if there would be an update in this presentation which identifies recent developments and the impact to a potential crossing? Mr. Hooper noted that all relevant variables will be presented during this presentation. Discussion then followed regarding potential crossing locations.

Mr. Cronin then stated that there is no mechanism in place to identify a corridor as a priority and preserve right-of-way for future needs along that corridor; noting the limitations caused by the fast-paced development occurring in the area. Group discussion then followed regarding the preservation of corridors for future needs. Ms. Love then asked if a review of travel shed information would be included to assist in understanding the demand dynamics at different points in the network? Mr. Hooper then stated that travel shed information will be presented.

Mr. Moody then asked if there was a general understanding of how much pressure the bridge crossing could relieve from the Celanese Corridor? As a point of reference, Mr. Hooper stated that this was examined during the 2015 I-77 Corridor Analysis, and the consultant described a decrease of roughly 15% to 20% at different points along the corridor. Mr. Hooper then emphasized the importance of considering all of the development activity that has taken place more recently and

having the consultant use the latest data to show impacts on Celanese, SC 160, Sutton Road, Cherry Road, US 21 and the Fort Mill Southern Bypass.

Mr. Cronin then asked if the feasibility study examined archaeological issues at the potential crossing points? Mr. Hooper stated that it did highlighting that there are two Catawba Indian Nation burial sites from the 1700s within the area of the Masons Bend development. Lastly, Mr. Hooper reviewed the major components that will be presented to the Policy Committee, including: the status of the study when last discussed, a funding breakdown with the total amount available for this type of project, updated cost estimates, modeling impacts, and travel sheds.

- C. LRTA / TIP Amendment (Exit 82 A & B)** – Mr. Hooper briefly reviewed the amendment to the LRTA and TIP reflecting Exits 82 A & B, consistent with the planned improvements contained in the SIB application as well as recommended to the Pennies 4 Sales Tax Commission. As a point of reference, Mr. Hooper noted that the planning documents need to reflect planned improvements at all elements of Exit 82 prior to initiation of PE and ROW for Exit 82C.
- D. TIP Amendment (SC 160 Widening Project – Phase II)** – Mr. Hooper briefly stated that the TIP Amendment for \$1.7M in supplemental funding will be reviewed for final approval at the May 20<sup>th</sup> meeting. As a point of reference, Mr. Hooper stated that no public comments were received during the public comment period.
- E. FY 17-22 TIP Update** – Mr. Hooper briefly noted that SCDDOT is in the process of updating the STIP and is requesting that COGs & MPOs update their TIPs to reflect the planning period FY 17-22 consistent with the STIP. Mr. Hooper then noted that the draft TIP is slated for presentation at the June Policy Committee meeting.
- F. FY 16-17 TAP Project Recommendation** – Mr. Herrmann briefly reviewed the TAP Application received from the City of Rock Hill for the Columbia Avenue Pedestrian Improvements project; specifically, Mr. Herrmann identified the key project elements, location, and total cost estimate. Mr. Herrmann then explained that the application request is for the full allocation of \$110,833. Mr. Goolsby then noted that this project will tie in to the improvements planned for the White St / Constitution St roundabout.
- G. Public Participation Plan Review** – Mr. Herrmann briefly reviewed the Public Participation Plan, noting that this Plan outlines all the steps that are taken in disseminating information and making sure that work products are broadly announced and available to everyone. Additionally, Mr. Herrmann noted that the PPP contains information about ongoing efforts to improve the process by assessing which outreach approaches are working best and which would benefit from further refinement.

Mr. Herrmann then identified areas in the Plan that are being recommended for updating: (1) inclusion of references to the FAST Act; (2) the interactive mapping now available through ArcGIS Online; (3) adding the tracking of issues or concerns voiced by the Citizens Advisory Committee; (4) reflecting a specific reference to the names of newspapers where ads and notices are published; (5) that the sign-in sheet for Policy Committee meetings are being adjusted so that attendees can easily add their contact information so they can be added to the regular distribution list for future announcements; and (6) tracking news articles and media stories on the planning process and / or related activities. Lastly, Mr. Hooper briefly noted that staff will also continue evaluating methods for incorporating more of a social media presence as well.

Mr. Cronin then asked if there was a repository where traffic studies performed by each jurisdiction and project information could be stored and made available to technical staff and the public? Mr. Hooper then stated that staff will explore the possibilities of this and report back at the next Technical Team meeting.

**H. 2045 LRTP Update** – Mr. Hooper briefly noted that it is time to initiate the process of updating the LRTP. In addition to the typical elements associated with this process, Mr. Hooper highlighted that the planning period will be extended an additional five years to 2045 (rather than 2040), so that RFATS can be brought back into alignment with the Metrolina Region. As a point of reference, Mr. Hooper noted that the regional partners in North Carolina had shifted out of alignment a few planning cycles back when the Charlotte Area MPO had to extend their planning process during the project identification phase. Lastly, Mr. Hooper then reviewed the number of regional initiatives and studies currently underway and / or recently completed and the benefits of completing the update in-house through the project management contract with Parsons-Brinckerhoff and STV, Inc. All present agreed that this was a sensible approach.

#### **IV. Other Business**

- A. Next Technical Team Meeting** – Mr. Hooper stated that the next meeting is slated for June 2, 2016 @ 1:30 PM.
- B. SCDOT Commissioner** – Mr. Hooper briefly noted that David E. Branham has been named the new SCOT DOT Commissioner for this area.
- C. SCOT DOT 2017 State Maintenance Plan** – Mr. Hooper briefly reviewed SCOT DOT's 2017 State Maintenance Plan which identifies selected project activity by county. Mr. Hooper then briefly summarized area priorities and encouraged everyone to review this information in more detail and provide comments to SCOT DOT as appropriate.
- D. Springfield Parkway CMAQ Project** – Mr. Cronin briefly noted that the Fort Mill Town Council has approved the re-scoping of this project. As a point of reference, Mr. Cronin stated that it is not anticipated that Fort Mill will request additional funding. Ms. Price then asked if this would require a change in the application? Mr. Hooper then responded that this will depend on the extent of the change in the re-scoping, the nature of the change, and whether the re-scoping would markedly impact the AQBA that was completed for the original project application.
- E. CRAFT** – Mr. Moody briefly stated that the next CRAFT Regional Meeting will take place at the CRCOG on May 24<sup>th</sup> at 10:00 AM.

#### **V. Adjourn**

The meeting was adjourned at 3:12pm.



## POLICY COMMITTEE MEETING

### SUMMARY MINUTES

**May 20, 2016 - 12:00 p.m. (NOON)**

**Manchester Meadows Conference Room**

**COMMITTEE MEMBERS PRESENT:** George Sheppard; Kathy Pender (Proxy); Doug Echols; Brian Carnes; Gwynn Savage; Bill Harris; Jim Reno (Proxy); Ralph Norman; Britt Blackwell (Proxy) and David Branham.

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

Bill Jordan (SCDOT); Joe Cronin (Town of Fort Mill); Cliff Goolsby (City of Rock Hill); Kati Price (SCDOT); Darlene Broughton (SCDOT); Patrick Hamilton (York County); Rob Green (City of Rock Hill); Elizabeth Harris (Catawba Indian Nation); Bill Meyer (City of Rock Hill); Audra Miller (York County); Vic Edwards (SCDOT); Jimmy Bagley (City of Rock Hill); Tommy Feemster (SCDOT); Jeremy Winkler (City of Rock Hill); Cole McKinney (CRCOG); Steve Willis (Lancaster County); Chris Herrmann (RFATS); and David Hooper (RFATS).

**CITIZENS / VISITORS PRESENT:** Luther Dasher (CAC); Frank Myers (CAC); Cleopatra Allen (CAC); Quinlan Carty (CAC); Hisham Abdelaziz (HDR); Amy Massey (Kimley Horn); Larry Huntley (Fort Mill Town Council); Phil Leazer (KCI Technologies); Erin Pratt (Campco Engineering); Olivia Lawrence (CN2); and Scot Sibert (Parsons-Brinckerhoff).

**1. CALL TO ORDER:**

a. **Welcome** – Chairman Sheppard called the meeting to order at 12:05 P.M. and welcomed all in attendance.

b. **Citizen Comment Period** ó No comments were made at this time.

**2. REVIEW / APPROVAL OF MINUTES**

Mr. Sheppard asked if there were any changes, deletions, or comments to the minutes of the March 25, 2016 meeting. Mr. Sheppard asked for a motion. Ms. Savage made a motion to approve the minutes as presented; Mr. Echols seconded and the motion was unanimously approved.

**3. REPORTS:**

a. **Catawba River Crossing** – Mr. Hooper briefly reviewed a request from the Policy Committee to provide a status update on the 2012 feasibility study identifying and assessing alternate alignments for a river crossing in the Mt Gallant and Sutton Road area. As a point of reference, Mr. Hooper noted that this request emerged during the Celanese / Cherry Corridor Study which analyzed regional travel demand along the Celanese Corridor and the unique operating dynamics associated with the functional integration of the Celanese and Cherry Road interchange at Exit 82. Mr. Hooper then summarized information in five key areas: (1) the status of the 2012 feasibility study; (2) updated travel shed information; (3) the latest modeling results reflecting current travel demand conditions as well as future year network operations with and without an additional crossing option; (4) updated cost estimates; and (5) an overall summary of funding available to RFATS.

Mr. Hooper then briefly reviewed the various elements of the feasibility study (i.e., environmental screening, utility placement, location of cultural / historical resources, traffic data / analysis, etc.), and then noted that all other major components have been completed and are in a draft final report format. Ms. Savage then asked how the gathering of public input was performed during the study? Mr. Hooper noted that there were a series of public meetings held throughout the RFATS Study Area, along with newspaper advertisements and website placements. Additionally, Mr. Hooper noted that submitted questions / feedback from the public meetings were gathered, summarized and documented as well. Lastly, Mr. Hooper briefly summarized the recommended alignment (Alternative #1) which would begin near Dalehurst Road off of Mt Gallant Road and connect into Sutton Road near the interchange at Exit 83. Mr. Echols then asked how far the recommended alignment would be from the Sutton Road interchange. In response, Mr. Edwards stated that it would be approximately 500 ft from the interchange.

Ms. Savage then briefly noted that with the 2012 feasibility study not proceeding to full completion, that it was her understanding that the evaluation of a potential river crossing was no longer under consideration. Notwithstanding the continuing network challenges along the Celanese Corridor, Ms. Savage stated that while she will wait for the discussion to more fully develop during today's meeting, that she did want to be open and state her concern that a river crossing would not beneficially impact network operations within the Town of Fort Mill. That said, Ms. Savage noted the operating issue along the Celanese Corridor, and that it is a critical one deserving of attention and resolution. Discussion then transitioned to the regional nature of project planning and a summary of next steps involved should the Policy Committee decide to continue the evaluation of a river crossing and / or update the 2012 study information and bring that work effort to completion.

Mr. Harris then asked about the alternatives that would connect Mt. Gallant Road to Harris Road and whether such an alignment would more effectively route travel demand further north along I-77? In response, Mr. Hooper noted that a Harris Road alignment would route travel demand further north on I-77, and then briefly reviewed the different operational considerations between Harris and Sutton Road (i.e., environmental, parcel, utilities, variation in cost range, etc). Mr. Sheppard then shared his concern about the potential for a bottleneck to emerge if an alignment were linked with the Sutton Road interchange.

Mr. Hooper then reviewed regional travel shed information within the RFATS Study Area and the range of channelization each travel shed provides in gathering and facilitating access to the interstate. As a point of reference, Mr. Hooper then discussed how the nature of an area's geography and development pattern are influenced by the number and spacing of interchange access points and how these two variables correlate with the operational capacity of the principal corridor serving each travel shed.

Mr. Hooper then summarized the scale and complexity of the regional travel demand along the Celanese Corridor and highlighted the operational impact of the close proximity of Celanese Road and Cherry Road as they approach I-77; the rough approximation of travel demand on each roadway; the unique configuration of the interchange where two principal arterial roadways are functionally integrated at Exit 82; and the broader geographic constraint where there are no connecting points for northbound movement along the travel shed leading to the interstate. Essentially, Mr. Hooper noted that it is this confluence of operational variables that substantially explains why travel demand modelers and traffic engineers characterize this corridor as a choke point within the regional transportation network.

Mr. Norman then asked if the modelers analyzed the use of Ebinport Road, Riverview Road, Riverchase Blvd (among other roads) being used to travel from Celanese Road to Cherry Road in

order to provide access to US 21 or I-77? In response, Mr. Hooper noted that the modelers are generally reluctant to make this assumption given that drivers typically will not move away from their destination (given the predominant movement east to access I-77) in order to correct at a later point. Additionally, Mr. Hooper noted that the comparable demand level on Cherry Road also tends to work against modeling this assumption. That said, Mr. Hooper stated a few drivers whose trips are more localized in nature may opt for this option if there are multiple trip destinations at different points in the network, where minor route modifications can be accommodated through slight adjustments in the sequencing of the driver's destination points.

Mr. Hooper then reviewed the latest available traffic count data from 2015 and then transitioned to Horizon Year projections in 2040 with and without an alternate river crossing. In reviewing the initial 2040 modeling numbers without an additional river crossing, it was noted that demand increases are expected on all major and minor arterial roadways in the area (i.e., Celanese Road, SC 160, Cherry Road, US 21, Fort Mill Southern Parkway, Sutton Road etc). Specifically, travel volume changes were noted as follows:

- Sutton Road volumes are projected to increase from 8,300 to 22,800
- SC-160 volumes are projected to increase from 30,100 to 48,750
- Celanese Road volumes are projected to increase from 44,400 to 62,100
- Cherry Road volumes are projected to increase from 33,700 to 54,800
- Cel-River Road volumes are projected to increase from 10,400 to 15,400
- Fort Mill Southern Parkway volumes are projected to increase from 10,100 to 32,900

Mr. Hooper then reviewed the projected volumes with an alternate river crossing in 2040:

- Sutton Road volumes are projected to increase from 22,800 to 31,400
- SC-160 volumes are projected to decrease from 48,750 to 48,500
- Celanese Road volumes are projected to decrease from 62,100 to 54,100
- Cherry Road volumes are projected to decrease from 54,800 to 53,500
- Cel-River Road volumes are projected to increase from 15,400 to 18,100
- Fort Mill Southern Bypass is projected to increase from 32,900 to 33,700
- Mt Gallant Road is projected to decrease from 13,100 to 8,700
- The alternate river crossing has projected volume of 22,600

Discussion then followed regarding the modeling process (i.e., bi-directional nature of travel movement, annual update to socio-economic data, development activity, etc.). Mr. Hooper then briefly reviewed the range of modeling assumptions that are made when accounting for the incorporation of a new connecting route and / or a road widening project (i.e., adjustments in total travel demand, changes in driver behavior at different points in the network, etc). Mr. Sheppard then asked about the negligible adjustment envisioned along SC 160 with the incorporation of a river crossing? In response, Mr. Hooper noted that with a connection point on Sutton Road roughly 500 ft from the interchange, that the modeling process is projecting that very few drivers are likely to turn left and proceed northbound on Sutton Road (unless their trip destination is one of the residential developments on Sutton Road prior to SC 160), given their original proximity to the interchange.

Mr. Harris then offered a broader assessment about the potential for an additional river crossing that might result in similar congestion challenges within an area that contains the Celanese Corridor, SC 160 and Cel-River Road versus the incorporation of an outer loop as an alternative approach to improving regional mobility? Notwithstanding the operational benefits that an outer loop can provide within a transportation network (i.e., connectivity, growth management, etc), Mr. Hooper noted that

that type of facility (given the predominant northbound movement towards Charlotte), would tend to provide a favorable impact further south within the network; and therefore, would not appreciably alter the operational challenges near Exit 82.

Discussion then followed regarding the relative costs associated with a river crossing; planned interchange reconfigurations along I-77; recently discussed innovative intersection reconfiguration options along Celanese Road; prior transportation investments along Hwy 274 and Pole Branch Road and the projected growth anticipated on the western side of RFATS. Mr. Hooper then reviewed potential locations for a river crossing from the Buster Boyd Bridge to I-77 ó taking account of geographic constraints and potential connection points that are already experiencing elevated levels of congestion. Lastly, it was noted that the capacity of the transportation network to serve existing conditions, accommodate growth, and efficiently distribute demand in a balanced manner is directly related to the degree that the principal travel corridors are effectively integrated and spaced system wide.

In reflecting on the modeling analyses, Mr. Sheppard noted that additional information on the key data inputs, planning assumptions, and formula would be helpful in more fully digesting the information presented today as well as for other project planning in the future. Mr. Hooper then briefly reviewed the annual update process incorporating the latest information on socio-economic data and development activity and how that influences the modeling process. In addition to what has been discussed today, staff is to prepare a broader summary of modeling inputs / outputs and then distribute to the Policy Committee.

Discussion then transitioned to a review of updated cost estimates for the four conceptual alignments originally developed during the 2012 feasibility study. In summary, Mr. Hooper noted that the two options that connected in / near the Sutton Road interchange (including funding for an upgrade to the interchange) were approximately \$65.0M - \$67.0M, and the two options connecting to Sutton near Harris Road (which includes the construction of a new interchange) were roughly \$95.0M-98.0M. Mr. Norman then asked whether the alternative improvements at the intersections along the Celanese Corridor that were presented at a previous meeting ó whether they would need to be implemented with the alternate bridge crossing as well? Mr. Hooper then responded that the improvements at the intersections would not be needed if an alternate river crossing was constructed.

Mr. Hooper then provided an overall summary of funding available to RFATS (as requested by Mr. Hayes at the previous meeting). In reviewing current information, Mr. Hooper noted that there is a current un-programmed balanced of roughly \$42.0M. As a point of reference, Mr. Hooper noted that there are a number of variables that would impact future funding: (1) the inclusion of funding for the construction phase (as part of the Pennies IV Referendum) for the interchange reconfigurations at Exits 85 & 82 through the joint project programming approach implemented last year; (2) the pending SIB application; and (3) an anticipated increase in annual funding following the next census in 2020. Mr. Norman then asked what the local match for the SIB Application would be? Mr. Hamilton then responded that the local match includes the work at Gold Hill / I-77; RFATS funding for PE & ROW at Exits 85 & 82 ó in total, the local match is approximately \$30.0M.

Mr. Echols then asked if the Policy Committee was inclined to proceed with the discussion relative to the alternate bridge crossing and what would be the next step in that process be? Mr. Hooper then provide a brief summary of steps to complete the 2012 feasibility study; it was also noted that next steps could include continuation of the analysis process as part of the Long Range Transportation Plan update that will occur in FY 16-17. Mr. Harris then made a motion that the Policy Committee move forward with completing the feasibility study for the alternate bridge crossing; the motion was seconded by Mr. Echols.

Mr. Norman then asked for an explanation of the timeline if the motion is passed? Mr. Hooper then responded that a request would need to be made at the June Policy Committee meeting to reflect funding to complete this work, and that this work could be completed over the summer. Ms. Savage then asked if the completion of the feasibility study was likely to result in another recommendation other than a river crossing? Mr. Hooper noted that the feasibility study is an assessment of a river crossing rather than a broader evaluation of options ó which was undertaken prior to the initiation of the study back in 2012. Ms. Savage then stated that this would be a step-forward in building the bridge.

Mr. Norman then stated that he would vote against moving forward because of a need to further digest the information. Group discussion then followed regarding the motion on the floor with a consensus arriving at the decision to table voting on the matter until the June Policy Committee meeting. Mr. Harris then removed the motion that the Policy Committee move forward with completing the feasibility study for an alternate bridge crossing. Given the earlier discussions about continuing the analysis of alternate crossing, Mr. Sheppard then suggested that the initiation of the LRTP update should be tabled until the June meeting as well. In preparation for the June meeting, Mr. Norman asked if a cost estimate for right-of-way acquisition could be prepared since the cost of this project would substantially commit most of available funding to RFATS for the next 15 years. Lastly, given that annual funding levels are periodically adjusted with the biennial Census, it was requested whether a general estimate could be provided. Mr. Hooper responded that he would look into whether a general range could be prepared.

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

- a. LRTP / TIP Amendment** – Mr. Hooper briefly reviewed the LRTP / TIP Amendment which would reflect all elements of Exit 82 (82A, 82B, & 82C), as part of the planned interchange reconfiguration work. As a point of reference, Mr. Hooper noted that all three components of Exit 82 are reflected in both the SIB application and in the project recommendation made to the Pennies IV Sales Tax Commission. Mr. Hooper then stated that the planning documents need to be updated to reflect planned improvements and supporting funding as the PE, ROW and alternatives analysis is initiated. Mr. Hooper then requested that the Policy Committee grant preliminary approval to amend the LRTP & FY 14-19 TIP to support this action (Guideshare funding commitment is \$3.0) and authorize a 30-day public comment period. Mr. Echols made a motion to approve; Mr. Harris seconded and the motion was unanimously approved.
- b. TIP Amendment** – Mr. Hooper briefly noted that the Policy Committee granted preliminary approval to program supplemental funding in the amount of \$1.7M for the SC 160 Widening (Phase II) from the York County Line towards US 521. Mr. Hooper then stated that the public comment period has now ended and no comments were received. Mr. Hooper then requested that the Policy Committee grant final approval for this TIP Amendment. Mr. Carnes made a motion to approve; Mr. Norman seconded and the motion was unanimously approved.
- c. TIP Amendment** – Mr. Hooper briefly noted that funding was programmed for an interchange feasibility study for Coltharp Road when the East-West Connector Project was identified during the development of the Long Range Plan; and that, since this project has been determined infeasible for a variety of reasons, that the TIP needs to be amended to release the \$350,000 in Guideshare funding for general programming purposes. As a point of reference, Mr. Hooper noted that should such a study be needed at a later point, it can of course be amended back into the TIP at that time. Mr. Hooper then requested that the Policy Committee grant preliminary approval to amend the TIP to reflect a withdrawal of the interchange feasibility study and reallocate \$350,000 in Guideshare

Funding. Mr. Norman made a motion to approve; Mr. Carnes seconded and the motion was unanimously approved.

- d. **Transportation Alternatives Program** – Mr. Herrmann briefly reviewed the Transportation Alternatives Program and the application submitted by the City of Rock Hill for the Columbia Avenue Pedestrian Improvements Project; noting that the application has been reviewed by the TAP Sub-Committee and is being forwarded for full consideration by the Policy Committee. Mr. Herrmann then requested that the Policy Committee accept the Sub-Committee's recommendation and authorize a 15-day public comment period to amend the TIP to reflect \$110,833 in TAP funding. Ms. Savage made a motion to approve; Mr. Harris seconded and the motion was unanimously approved.
- e. **Public Participation Plan** – Mr. Herrmann briefly reviewed the Public Participation Plan, noting that this Plan outlines all the steps that are taken in disseminating information and making sure that work products are broadly announced and available to everyone. Additionally, Mr. Herrmann noted that the PPP contains information about ongoing efforts to improve the process by assessing which outreach approaches are working best and which would benefit from further refinement.

Mr. Herrmann then identified areas in the Plan that are being recommended for updating: (1) inclusion of references to the FAST Act; (2) the interactive mapping now available through ArcGIS Online; (3) adding the tracking of issues or concerns voiced by the Citizens Advisory Committee; (4) reflecting a specific reference to the names of newspapers where ads and notices are published; (5) that the sign-in sheet for Policy Committee meetings is being adjusted so that attendees can easily add their contact information so they can be added to the regular distribution list for future announcements; and (6) tracking news articles and media stories on the planning process and / or related activities.

Mr. Herrmann then requested that the Policy Committee grant preliminary approval and authorize a 45-day public comment period. Mr. Norman made a motion to approve; Ms. Savage seconded and the motion was unanimously approved.

- f. **2017 Long Range Plan Update** – This item was tabled until the June 24, 2016 Policy Committee Meeting

5. **Other Business:**

- a. **Administrative Report** – Mr. Hooper briefly reviewed the Administrative Report.
- b. **SCDOT Project Status Report** – Mr. Sheppard briefly noted that the last report from SCDOT occurred at the February meeting and asked when the next report is envisioned. Mr. Hooper briefly reviewed prior discussions about incorporating a quarterly reporting schedule (recognizing that if there is notable activity on a project in the interim that that would certainly be reported to the Policy Committee). With this in mind, Mr. Hooper said that the next project status report from SCDOT is slated for the Policy Committee's June meeting.
- c. **Next regular meeting** – Mr. Hooper highlighted that the next regular meeting will be held at the City of Rock Hill Operations Center on June 24, 2016 at 12:00 P.M.

6. **Adjournment**  
With no further business, the motion to adjourn was made by Mr. Harris and seconded by Ms. Savage; the motion was unanimously approved and the meeting was adjourned at 1:27 P.M.

#### APPENDIX C: SUMMARY OF PUBLIC COMMENTS

This amendment was circulated via the RFATS website, notice to interested parties, and public review advertisement (attached). The comment period ended on July 1, 2016, and no public comments were received on the LRTP / TIP Amendment #7.



THE HERALD, FORT MILL  
TIMES, LAKE WYLIE PILOT,  
ENQUIRER HERALD

No. 0002468067  
Filed with THE

No. 0002468067 Filed with THE HENRY

on (date) May 26 2016

STATE OF SOUTH CAROLINA

County of York

I, **Melissa Walker** of The Herald, a newspaper published in York County, South Carolina, being duly sworn, certify that the attached advertisement

## LEGAL NOTICE

Was duly published in the above said newspaper on

These dates: 05/25/2016

(Signed) Melvin Walker of The Herald  
Sworn to and subscribed before me this 3  
day of June 20 16  
John Kranck  
Notary Public for South Carolina

My commission expires

3/3/2026

# REAVIS

## Rock Hill - Fort Mill Area Transportation Study

NOTICE OF FIFTEEN DAY (15) PUBLIC REVIEW AND INTENT TO AWARD THE TIP AND SUB-SUBMIT THE FOLLOWING PROJECTS TO SCOTTO FOR THE ROCK HILL-FORT MILL AREA TRANSPORTATION STUDY (RFATS). THE RFATS AREA INCLUDES THE CITIES OF ROCK HILL AND UNTAGA, THE TOWN OF FORT MILL, THE CATAWBA INDIAN NATION, THE EASTERN URBANIZED PORTION OF YORK COUNTY, AND THE PANHANDLE OF LANCASTER COUNTY.

1. FY 2014-2019 Transportation Improvement Program (TIP) – An amendment to the Program which includes the following changes / additions:

A. City of Rock Hill – Columbia Avenue Pedestrian Improvements Project – Allocate TIP Funding in the amount of \$11,833,000.

B. Coltrapp Road Area Interchange Feasibility Study – Relocate \$350,000 in Federal Funding for general programming purposes.

This document is available for public review at the City of Rock Hill - Planning & Development Services Department, 3rd floor, Suite 800, City Hall from 8:30 a.m. until 4:30 p.m., Monday through Friday. This document can also be reviewed online at the [RFATSTMPO.ORG](http://RFATSTMPO.ORG) website through a link on the public notices section.

Comments may be sent by mail, email, fax or telephone to the following address until 5:00 p.m.

THE HERALD, FORT MILL  
TIMES, LAKE WYLIE PILOT,  
THE ENQUIRER HERALD

Hill, York Co., S.C. for \_\_\_\_\_  
(s), beginning May 25, 2016

Paid

Date

EXTRA CHARGE FOR LOST

元

## DUPLICATE AFFIDAVITS

THIS IS AN IMPORTANT

**LEGAL DOCUMENT.**

LEGAL DOCUMENT PLEASE DO NOT