

FY 2014-2019

**TRANSPORTATION
IMPROVEMENT PROGRAM
(TIP)**

FOR

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



**ADOPTED BY POLICY COMMITTEE
5-31-2013**

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List of Acronyms

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

TRANSPORTATION IMPROVEMENT PROGRAM
FOR FY 2014–2019

INTRODUCTION

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

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

The Rock Hill–Fort Mill Area Transportation Study (RFATS) FY 14–19 TIP outlines the planning objectives, priority status and funding source for all projects scheduled for construction over a five year period. Specifically, the TIP lists the most immediate, financially constrained transportation projects slated for implementation within the RFATS Area.

ADOPTION PROCESS

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

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

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

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

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

It should be noted that TIP amendments are periodically made to incorporate additional projects once a funding source has been identified. Each time this action is sought, a 15-day public comment period will be held and a summary report will be presented to the Policy Committee for their review prior to amending the TIP. Additionally, it should be noted that the TIP is periodically updated, which is a more involved process; and as such, a 30-day public comment period is associated with this action.

PUBLIC ACCESS

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

AMENDMENT PROCESS

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

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

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

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

FUNDING/REVENUE SOURCES

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

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

The allocation formula is based on the population totals and amount of vehicle miles traveled (VMT) in each area and/or region. RFATS annual apportionment is approximately \$4.390 million dollars.

Exempt Projects – Projects that are funded on a statewide basis through other federal programs are listed in the TIP as “Projects Exempt From 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 the advises each MPO. Bridge replacement projects, resurfacing projects, safety projects and other statewide programs are also listed here.

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

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

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

York County One Cent Sales Tax Program (Pennies for Progress) – This program is a Capital Project Sales & Use Tax that was initiated by York County to provide funding for road widenings, sidewalk / bikeway, and intersection improvements. To date, three funding rounds have been approved (1997, 2003, and 2011); total generated revenues are approximately \$433,255,000.00.

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

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

PROJECT RANKING PROCESS/CRITERIA (ACT 114)

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

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

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

PROJECT NARRATIVE(S)

GUIDESHARE PROJECTS: (Funds Available to RFATS)

1. New Interchange at Coltharp Road. This project is a feasibility study to assess the potential benefits and impacts of incorporating a new interchange at Coltharp Road – which is located between SC 160 and Gold Hill Road. This project is classified as non-exempt and regionally significant.
2. Cel-River Road (Phase I). This project is part of a multi-phase improvement effort to enhance the functionality between two principal arterials within the RFATS Study Area – Cherry Road and Dave Lyle Boulevard. This project is classified as non-

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

PROJECTS EXEMPT FROM GUIDESHARE

1. Riverview Road Extension. This project will provide additional north-south connectivity on the west side of I-77 as well as provide a parallel facility to Anderson Road. The project length is 1.0 mile and is classified as non-exempt and regionally significant. This project underwent a conformity emissions analysis 04/2013.
2. Eden Terrace Extension. This project will provide additional connectivity on the east side of I-77 and serve new development. The project length is 1.0 mile and is classified as non-exempt and regionally significant. This project underwent a conformity emissions analysis 04/2013.
3. Corporate Boulevard Connector. This project will provide additional connectivity on the east side of I-77 and serve new development. The project length is 1.25 miles and is classified as non-exempt and regionally significant. This project underwent a conformity emissions analysis 04/2013.
4. Meeting Street / Galleria Boulevard Extension. This project provide additional connectivity on the east side of I-77 and serve new development. The project length is 1.25 miles and is classified as non-exempt and regionally significant. This project underwent a conformity emissions analysis 04/2013.
5. Commerce / Galleria Connector. This project will provide additional connectivity on the east side of I-77 and serve new development. The project length is 0.25 miles and is classified as non-exempt and regionally significant. This project underwent a conformity emissions analysis 04/2013.
6. Galleria Extension to US 21 Through Antrim. This project will provide additional connectivity on the east side of I-77 and serve new development. The project length is 0.50 miles and is classified as non-exempt and regionally significant. This project underwent a conformity emissions analysis 04/2013.
7. Riverwalk Road Connector. This project will provide additional north-south connectivity on the east side of I-77 for future development. Includes three lane bridge over existing railroad tracks and intersection with Commerce Drive. The

project length is 0.25 miles and is classified as non-exempt and regionally significant. This project underwent a conformity emissions analysis 04/2013.

8. Safety Projects (P, R & C). This is a program activity undertaken by SCDOT to resurface and provide guardrail and other safety improvements to federal aid eligible roads.
9. Pavement Marking & Signing Projects. This is a program activity undertaken by SCDOT to maintain and improve the safety and efficiency of the transportation system.
10. ITS (Interstate). SCDOT This is a program activity undertaken by SCDOT to add lanes to existing Interstate facilities as well as to provide necessary maintenance. This activity is primarily funded with NHS, STP and IM funds.
11. Incident Response Program. This is a program activity undertaken by SCDOT to provide traffic control and emergency assistance to motorists in the RFATS Area.
12. Pavement Projects. This is a program activity undertaken by SCDOT to maintain and resurface federal aid eligible roads.

STATE INFRASTRUCTURE BANK PROJECTS

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

TRANSPORTATION ENHANCEMENT PROJECTS

1. City of Rock Hill – Saluda Street Enhancements (Phases I through III). This project is a multi-phase pedestrian and streetscape improvement effort as a part of the Saluda Street Corridor Revitalization Effort.
2. City of Rock Hill – White Street Improvements. This is a landscape / hardscape project to improve pedestrian access along the White Street Corridor – which serves as an important East/West connection through the City of Rock Hill.

3. Town of Fort Mill – Spratt Street Gateway Pedestrian Improvements. This project is a pedestrian enhancement effort near US 21 and the new Catawba River Bridge that will include a 10-foot shared use path on Spratt Street for pedestrians and bicyclists.
4. City of Tega Cay – Molokai Sidewalk Project. This project is a pedestrian enhancement effort that involves the construction of a walkway adjacent to Molokai Dr to provide trail access to the City's Community Center and Golf Club.
5. City of Tega Cay – Marina / Catamaran Dr Sidewalk Project. This project is a pedestrian enhancement that will provide much needed access from several neighborhoods to one of the most used athletic fields and parks. Specific improvements will include the installation of approximately 6,400 square feet of sidewalk.
6. City of Rock Hill – Oakland Avenue Pedestrian Safety Project. This project is a streetscape improvement effort that involves road re-striping, landscaping as well as the installation of decorative lighting along Oakland Avenue from Black Street to White Street.
7. City of Rock Hill – Oakland Avenue Bike Lane Implementation Project. This project is a pedestrian / bicycle improvement effort that will incorporate bike lanes in both directions on Oakland Avenue from Stewart to White Street. A secondary component of this project includes a feasibility analysis of extending and integrating this improvements through the Winthrop Campus area as well as through downtown Rock Hill.
8. York County – Exit 90 Gateway Signage Project. This project is an enhancement effort to improve the visibility, awareness, and identity of York County for drivers / visitors traveling south bound on I-77 near the Carowinds area – one of the most traveled stretches of roadway in York County.
9. York County – Sutton Place Sidewalk Project. This project is a pedestrian improvement effort that involves the construction of approximately 1,600 ft of 5 ft wide sidewalk connecting the Sutton Place and Willowbrook neighborhoods to Baxter Village and Orchard Park Elementary School.

10. City of Rock Hill – Sidney Street Improvement Project. This project is a pedestrian improvement effort that involves the installation of sidewalk, curb & gutter, and pedestrian scale lighting along the west side of Sidney Street. Sidney St is a major connector between the Hagins-Fewell and Finley Road neighborhoods and the Finley Road Elementary School.
11. City of Rock Hill – White Street Pedestrian Safety Improvements. This project is a pedestrian safety improvement effort that involves the widening of sidewalks, installing new stamped crosswalks, as well as accessible ramps. Fundamentally, this project is designed to improve pedestrian visibility and clearly demarcate appropriate crossing points along this corridor.
12. York County – Tega Cay Drive Sidewalk. This project is a pedestrian enhancement effort that involves the re-striping of a crosswalk with improved signage as well as the construction of a 5 ft wide concrete sidewalk. Additionally, this project will incorporate a stairway with handrails from Tega Cay Drive to an existing multi-use trail.

CMAO PROJECTS

1. City of Rock Hill – Side Track Extension Project (Phases I, II & III). This project is a traffic flow improvement effort involving the construction of an additional side-track to allow trains to pull free of the Downtown grade crossing prior to switching operations.
2. City of Rock Hill – Signal Controller Upgrades (Phases III & IV). This project is part of a citywide traffic flow improvement effort that will upgrade the traffic signal equipment along the major arterials that support I-77.
3. Town of Fort Mill – SC 160 / SC 21 Intersection Improvement. This project is a traffic flow improvement effort that will widen the Westbound Lane of SC 160 to include a turn lane with a straight right function.
4. SCDOT / City of Rock Hill – Princeton / Springsteen. This project is a traffic flow improvement effort that involves the construction of a left turn lane approaching US 21.

5. SCDOT / City of Rock Hill – East White Street / SC 72. This project is a traffic flow improvement effort that involves the construction of a left turn lane on the East White Street approach.
6. City of Rock Hill – Mt Gallant / SC 161 Intersection. This project is a traffic flow improvement effort involving the addition of turning lanes to increase mobility and reduce congestion at the intersection.
7. City of Tega Cay – Alternative Fuel Vehicles. This project involves the acquisition of alternative and flex fuel vehicles for use by city staff in the performance of their duties.
8. City of Tega Cay – Gardendale Trail. This project is a pedestrian improvement effort to connect existing and future trails from the commercial district and provide access to the future Catawba River Park.
9. York County – SC 160 / Gold Hill Road. This project is a traffic flow improvement effort involving the addition of turn lanes and the upgrading of the traffic signal controller.
10. York County – Springhill Farm Road. This project is a multi-phase traffic flow improvement effort that involves the construction of a dedicated right turn lane on Springhill Farm Road from the intersection of Stateview Road to Carowinds Blvd as well as related area improvements. This project is expected to reduce congestion, improve traffic flow, and reduce the overall level of vehicular emissions.
11. City of Rock Hill – Riverview/Riverchase Intersection Improvement(s). This project is a multi-phase traffic flow improvement effort to increase the operational efficiency of Celanese Road near the intersections of Riverview & Riverchase Roads, by better balancing the distribution of traffic flow in this heavily congested section of just off the southbound ramp of I-77.
12. City of Rock Hill – Dave Lyle Blvd / Chamberside Drive Intersection Area Improvement(s). This project is a traffic flow improvement effort to increase the operational efficiency and safety at the Dave Lyle Blvd / I-77 southbound exit ramp and at the Dave Lyle Blvd / Chamberside Dr intersection. This work represents follow-up action from a recently completed corridor study and other analyses of

Dave Lyle Blvd that identified needed improvement priorities along this heavily congested arterial.

13. Town of Fort Mill – Springfield Pkwy Area Improvements. This project is designed to reduce the frequency of cold start vehicle trips by constructing pedestrian improvements that will enhance area safety, connectivity and functionality in and around Nations Ford High School.
14. Town of Fort Mill – Electric Fuel Vehicles & Infrastructure. This project is an alternatives fuel effort that involves the acquisition of three service vehicles as well as the installation of recharging infrastructure.
15. York County – Heckle Blvd Sidewalk. This project involves sidewalk construction along Heckle Blvd between the Heckle Business Park, near the intersection of Herlong Avenue and SC 5. Essentially, this project will connect a gap between the existing and proposed sidewalk network.
16. Town of Fort Mill – Clebourne / N. White Street. This project is a traffic flow improvement effort that involves the incorporation of a dedicated right turn option from Clebourne onto N. White Street. Fundamentally, this project is designed to reduce traffic congestion caused by westbound traffic continuing from Tom Hall Street onto Clebourne and turning right onto N. White Street.
17. York County – Gold Hill Road Interchange Improvements. This project is a traffic flow improvement effort that will involve geometric changes to the interchange of Gold Hill Road / I-77 to reduce peak period traffic congestion .

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

1. Fort Mill Southern Bypass – Phase I (US 21 Bus/Ft. Mill Pkwy to Doby's Bridge Road). This project is designed to provide an alternate route for traffic that typically uses SC 160 from I-77 through the business district in Fort Mill. Project length is 2.0 miles and is classified as non-exempt and regionally significant. This project underwent a conformity emissions analysis 04/2013.
2. Tega Cay-Gold Hill Connector (SC 160 to Gold Hill Road). This project involves the construction of a new road to connect with the proposed Hubert Graham Way

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

3. McConnells Hwy (Heckle Blvd to Falls Road). This project involves the widening of an existing 2 lane roadway to 3 lanes; this action is expected to provide for improved operational efficiency and safety. Project length is 2.2 miles and is classified as exempt.
4. Mt Gallant Road (Dave Lyle Blvd to Anderson Road). This project involves the widening of an existing 2 lane road to 3 lanes; this action will improve operational efficiency in an area which has experienced significant increases in traffic levels. Project length is 1.3 miles and is classified as exempt.
5. Ebinport Road (Cherry Road to India Hook Road). This project will provide additional roadway capacity and improve traffic operations. Project length is 2.0 miles and is classified as exempt.
6. SC 274 / Pole Branch Road (SC 274 to NC State Line). This project will provide additional roadway capacity and improve traffic operations. Project length is 2.4 miles and is classified as exempt.
7. US 21 North Phase I & SC 5 (Springfield Pkwy to NC State Line). This project will widen an existing 2-lane rural roadway to a 5-lane urban roadway with curb and gutter that will provide additional roadway capacity and improve traffic operations. Project length is 3.0 miles and is classified as non-exempt and regionally significant. This project underwent a conformity emissions analysis 04/2013.
8. Cel-River Road (Cherry Road to the Southern Eden Terrace Extension). This project will widen an existing 2-lane rural roadway to a 5-lane urban roadway with curb and gutter that will provide additional roadway capacity and improve traffic operations. Project length is 1.1 miles and is classified as non-exempt and regionally significant.
9. Gold Hill Road / I-77 Interchange Improvements. This project will reconfigure an existing Interstate Interchange that will improve the operational efficiency and safety for this highly congested interchange. Project length is 1.0 mile and is classified as exempt.

10. US 21 / Anderson / Cowan Farm. This project is an intersection safety project that will improve safety at a high volume intersection. Project length is 1.0 mile and is classified as exempt.
11. Sullivan Middle School (Cherry Road to Eden Terrace Near Anderson Road). This project is a sidewalk project that will provide safe access to and from a Middle School in the area. Project length is 0.75 miles and is classified as exempt.
12. Cherry Road (Winthrop University Area). This project is a pedestrian safety project to help college students to safely access local businesses and residences adjacent to the campus. Project length is 1.0 mile and is classified as exempt.
13. White Street / West Main / Constitution / West Black Street. This project is an intersection safety project that will improve the operation efficiency of an existing intersection. Project length is 0.75 miles and is classified as exempt.
14. Paraham Road (SC 55 to Celanese Road). This is a safety project that will add 3-foot paved shoulders to each travel lane of a medium to high volume corridor with a higher than normal rate of run-off-the-road crashes. Project length is 7.1 miles and is classified as exempt.
15. Fort Mill Southern Bypass Phase II (Dobys Bridge Road to SC Highway 160). This project will provide an alternate route for traffic that typically uses SC 160 from I-77 through the business district in the Town of Fort Mill. Project length is 2.0 miles and is classified as non-exempt and regionally significant. This project underwent a conformity emissions analysis 04/2013.
16. SC 160 East (Springfield Pkwy to Lancaster County Line). This project will provide additional roadway capacity and improve traffic operations. Project length is 0.75 miles and is classified as exempt.
17. Riverview / Riverchase (Eden Terrace to Celanese Road). This project will widen an existing 2-lane rural roadway to a 3-lane urban facility that will improve operational efficiency and pedestrian safety. Project length is 1.1 miles and is classified as exempt.
18. Mt. Gallant Road (SC 161 to Twin Lakes Road). This project will provide additional roadway capacity and improve traffic operations. Project length is 2.5 miles and is classified as exempt.

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

FEDERAL TRANSIT ADMINISTRATION

1. City of Rock Hill – Commuter Bus Services (Section 5307). This is a federally funded transportation assistance program. The City of Rock Hill utilizes these funds to support the CATS 82X Express Bus Service.
2. City of Rock Hill – Demand Response Program (Section 5307). This is a federally funded transportation assistance program. The City of Rock Hill utilizes these funds to support an on-demand transportation service (known as York County Access).
3. York County DSN – Discretionary Capital Assistance Program (Section 5310). This is a federally funded transportation assistance program. York County DSN utilizes these funds for vehicle acquisition needs.
4. York Technical College – Transportation Assistance Project (Section 5316). This is a federally funded transportation assistance program. York Tech utilizes these funds to support student expenses for transportation services associated with job skills training.

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RFATS TIP FINANCIAL STATEMENT

Approved 5-31-2013

| PIN # | PRIORITY | GUIDESHARE PROJECTS | FY 2013 | FY 2014 | FY 2015 | FY 2016 | FY 2017 | FY 2018 | FY 2019 | TIP COST (2014-2019) | FUNDING |
|-------------------------------------|--|---|---|---|---|---------------|---------------|---------------|---------------|----------------------|---|
| | | CEL-RIVER WIDENING PROJECT (PHASE I) (US 21 TO 0.100 MILES NORTH OF S-645) | \$3,000,000 | \$2,750,000 | \$250,000 | | | | | \$3,000,000 | STP |
| | | NEW INTERCHANGE (COLTHARP / I-77) (FEASIBILITY STUDY) | | \$350,000 | | | | | | \$350,000 | STP |
| | | SC 5 PED / BIKE SAFETY IMPROVEMENT (US 21 TO THE CATAWBA RIVER BRIDGE) | \$114,000 | | | | | | | | |
| | | SC 161 | \$1,314,000 | \$1,298,000 | \$1,282,000 | \$1,267,000 | \$1,248,000 | \$1,231,000 | \$1,213,000 | \$7,539,000 | |
| | | ADVANCEMENT PAYBACK | | | | | | | | | |
| | | GUIDESHARE PROJECT SUBTOTALS | \$3,114,000 | \$3,100,000 | \$250,000 | | | | | | |
| | | DEBT SERVICE SUBTOTAL | \$1,314,000 | \$1,298,000 | \$1,282,000 | \$1,267,000 | \$1,248,000 | \$1,231,000 | \$1,213,000 | \$7,539,000 | |
| | | 7% GUIDESHARE REDUCTION SUBTOTAL | \$296,000 | \$296,000 | \$296,000 | \$296,000 | \$296,000 | \$296,000 | \$296,000 | \$1,776,000 | |
| | | 20% ROAD RESURFACING REQUIREMENT SUBTOTAL | \$556,000 | \$559,000 | \$562,000 | \$565,000 | \$569,000 | \$573,000 | \$576,000 | \$3,404,000 | |
| | | GUIDESHARE SUBTOTAL | \$5,280,000 | \$5,253,000 | \$2,390,000 | \$2,128,000 | \$2,113,000 | \$2,100,000 | \$2,085,000 | \$15,219,000 | |
| | | | | | | | | | | | |
| | | GUIDESHARE ALLOCATION | \$4,390,000 | \$4,390,000 | \$4,390,000 | \$4,390,000 | \$4,390,000 | \$4,390,000 | \$4,390,000 | \$26,340,000 | |
| | | UNCOMMITTED GUIDESHARE(CARRYOVER) | \$1,801,000 | \$911,000 | \$48,000 | \$1,952,000 | \$4,214,000 | \$6,491,000 | \$8,781,000 | \$11,086,000 | |
| | | | | | | | | | | | |
| | | GUIDESHARE SUBTOTAL | (\$5,280,000) | (\$5,253,000) | (\$2,390,000) | (\$2,128,000) | (\$2,113,000) | (\$2,100,000) | (\$2,085,000) | | |
| | | BALANCE | \$911,000 | \$48,000 | \$1,952,000 | \$4,214,000 | \$6,491,000 | \$8,781,000 | \$11,086,000 | | |
| | | | | | | | | | | | |
| PROJECTS EXEMPT FROM GUIDESHARE | | | FY 2013 | FY 2014 | FY 2015 | FY 2016 | FY 2017 | FY 2018 | FY 2019 | TIP COST (2014-2019) | FUNDING |
| | | RIVERVIEW ROAD EXTENSION (NEW 3 LANE FACILITY) (EDEN TERRACE TO MT GALLANT ROAD) (DEVELOPER FUNDED PROJECT) | | | \$450,000 P \$500,000 R \$4,250,000 C | | | | | \$5,200,000 | OTHER: DEVELOPER FUNDED |
| | | EDEN TERRACE EXTENSION (NEW 3 LANE FACILITY) (ACCESS FACILITY BETWEEN CHERRY ROAD / RIVERWALK) (DEVELOPER FUNDED PROJECT) | | | | | | | | | OTHER: DEVELOPER FUNDED |
| | | CORPORATE BLVD. CONNECTOR (NEW 3 LANE FACILITY) (ACCESS FACILITY BETWEEN CEL-RIVER & COMMERCE DR) (DEVELOPER FUNDED PROJECT) | | | | | | | | | OTHER: DEVELOPER FUNDED |
| | | MEETING STREET TO GALLERIA BLVD. EXTENSION (3 LANE) (MEETING STREET / CEL-RIVER / WATERFORD EXTENSION) (DEVELOPER FUNDED PROJECT) | | | | | | | | | OTHER: DEVELOPER FUNDED |
| | | COMMERCE / GALLERIA CONNECTOR (3 LANE) (ACCESS FACILITY ON GALLERIA BLVD TO CEL-RIVER) (DEVELOPER FUNDED PROJECT) | | | | | | | | | OTHER: DEVELOPER FUNDED |
| | | GALLERIA EXTENSION TO US 21 THROUGH ANTRIM (2 LANE) (PADDOCK PARKWAY TO GALLERIA) (DEVELOPER FUNDED PROJECT) | | | | | | | | | OTHER: DEVELOPER FUNDED |
| | | RIVERWALK ROAD CONNECTOR (3 LANE FACILITY) (RIVERWALK SPINE ROAD & GALLERIA BLVD) (DEVELOPER FUNDED PROJECT) | \$260,000 P \$2,475,000 C | | | | | | | | OTHER: DEVELOPER FUNDED |
| | | BRIDGE PROGRAM (WILDCAT CREEK BRIDGE) | \$100,000 P \$113,000 R \$1,710,000 C | | | | | | | | STP |
| | | SAFETY PROJECTS (P.R.&C) | \$250,000 | \$250,000 | \$250,000 | \$250,000 | \$250,000 | \$250,000 | \$250,000 | \$1,500,000 | STP |
| | | PAVEMENT MARKING & SIGNING PROJECTS | \$25,000 | \$550,000 | \$25,000 | \$25,000 | \$25,000 | \$25,000 | \$25,000 | \$675,000 | STP |
| | | ITS (INTERSTATE) | | | | | | | | | STP |
| | | INCIDENT RESPONSE PROGRAM | \$633,782 | \$652,795 | \$672,379 | \$692,379 | \$712,379 | \$732,379 | \$752,379 | \$4,214,690 | STP |
| | | PAVEMENT PROJECTS | | | | | | | | | STP |
| | | EXEMPT SUBTOTALS | \$5,566,782 | \$1,452,795 | \$6,147,379 | \$967,379 | \$987,379 | \$1,007,379 | \$1,027,379 | \$11,589,690 | |
| | | | | | | | | | | | |
| STATE INFRASTRUCTURE BANK PROJECTS | | | FY 2013 | FY 2014 | FY 2015 | FY 2016 | FY 2017 | FY 2018 | FY 2109 | TIP COST (2014-2019) | FUNDING |
| 23399 | SC 161 / SC 22 EXT TO US 521 (5 LANE FACILITY) (YORK COUNTY) | | | | | | | | | \$220,000,000 | SIB |
| | | SIB SUBTOTALS | | | | | | | | \$220,000,000 | |
| | | | | | | | | | | | |
| ENHANCEMENT & ALTERNATIVES PROJECTS | | | FY 2007 - 2013 | FY 2014 | FY 2015 | FY 2016 | FY 2017 | FY 2018 | FY 2019 | TIP COST (2014-2019) | FUNDING |
| | | SALUDA STREET GATEWAY PROJECT - Phases I thru III (CITY OF ROCK HILL) FY 08, 09, 10 | \$232,642 C \$50,590 match | | | | | | | | TRANSPORTATION ENHANCEMENT PROGRAM |
| | | WHITE STREET IMPROVEMENTS (CITY OF ROCK HILL) FY 07 | \$46,146 C \$11,554 match | | | | | | | | TRANSPORTATION ENHANCEMENT PROGRAM |
| | | SPRATT STREET GATEWAY / PEDESTRIAN ENHANCEMENTS (TOWN OF FORT MILL) FY08 | \$249,691 C \$62,423 match | | | | | | | | TRANSPORTATION ENHANCEMENT PROGRAM |
| | | MOLOKAI DR SIDEWALK (CITY OF TEGA CAY) FY 08 | \$5,750 P \$57,500 C \$13,800 match | | | | | | | | TRANSPORTATION ENHANCEMENT PROGRAM |
| | | MARINA / CATAMARAN DR SIDEWALK PROJECT (CITY OF TEGA CAY) FY 11 | \$115,056 C \$28,764 match | | | | | | | | TRANSPORTATION ENHANCEMENT PROGRAM |
| | | OAKLAND AVENUE STREETSCAPE IMPROVEMENTS (CITY OF ROCK HILL) FY 11 | \$181,450 C \$75,000 match | | | | | | | | TRANSPORTATION ENHANCEMENT PROGRAM |
| | | OAKLAND AVENUE BIKE LANES IMPLEMENTATION (CITY OF ROCK HILL) FY 11 | \$32,000 C \$8,000 match | | | | | | | | TRANSPORTATION ENHANCEMENT PROGRAM |
| | | EXIT 90 GATEWAY SIGNAGE PROJECT (YORK COUNTY) FY 12 | \$70,000 C \$30,000 match | | | | | | | | TRANSPORTATION ENHANCEMENT PROGRAM |
| | | SUTTON PLACE SIDEWALK PROJECT (YORK COUNTY) FY 12 | \$60,000 C \$80,000 match | | | | | | | | TRANSPORTATION ENHANCEMENT PROGRAM |
| | | SIDNEY STREET IMPROVEMENT PROJECT (CITY OF ROCK HILL) FY 12 | \$148,800 C \$36,700 match | | | | | | | | TRANSPORTATION ENHANCEMENT PROGRAM |
| | | WHITE STREET PEDESTRIAN SAFETY IMPROVEMENTS (CITY OF ROCK HILL) FY 13 | \$129,368 C \$32,342 match | | | | | | | | TRANSPORTATION ENHANCEMENT PROGRAM |
| | | TEGA CAY DRIVE SIDEWALK PROJECT (YORK COUNTY) FY 13 | \$31,991 C \$8,000 match | | | | | | | | TRANSPORTATION ENHANCEMENT PROGRAM |
| | | ENHANCEMENT & ALTERNATIVES SUBTOTALS | \$1,797,567 | | | | | | | | |
| | | | | | | | | | | | |
| CMAQ PROJECTS | | | FY 2013 | FY 2014 | FY 2015 | FY 2016 | FY 2017 | FY 2018 | FY 2019 | TIP COST (2014-2019) | FUNDING |
| | | SIDE TRACK EXTENSION PROJECT (ROCK HILL) FY 07, FY 08, FY 13 | \$200,000 P | \$3,336,000 C \$884,000 match | | | | | | \$4,220,000 | CONGESTION MITIGATION & AIR QUALITY IMPROV PROGRAM |
| | | SC 160/ SC 21 INTERSECTION UPGRADE (FORT MILL) FY 08 | | | | | | | | | CONGESTION MITIGATION & AIR QUALITY IMPROV PROGRAM |
| | | SC 121 AT PRINCETON / SPRINGSTEEN (SCDOT / CITY OF ROCK HILL) FY 09 | \$637,742 C \$180,000 S | | | | | | | | CONGESTION MITIGATION & AIR QUALITY IMPROV PROGRAM |
| | | EAST WHITE STREET / SC 72 (SCDOT / CITY OF ROCK HILL) FY 09 | \$100,000 R | \$600,254 C | | | | | | \$600,254 | CONGESTION MITIGATION & AIR QUALITY IMPROV PROGRAM |
| | | MT GALLANT ROAD / SC 161 INTERSECTION PROJECT (CITY OF ROCK HILL) FY 09 | \$957,735 C \$283,000 match | | | | | | | | CONGESTION MITIGATION & AIR QUALITY IMPROV PROGRAM |
| | | GARDENDALE TRAIL PROJECT (CITY OF TEGA CAY) FY 09 | \$448,000 C \$112,000 match | | | | | | | | CONGESTION MITIGATION & AIR QUALITY IMPROV PROGRAM |
| | | SC 160 AT GOLD HILL AND ZOAR ROAD INTERSECTION PRO. (YORK COUNTY) FY 09 (FEDERAL SAFETY FUNDS OF \$410,000) (FEDERAL SAFETY FUNDS OF \$931,000) | \$1,610,000 R \$410,000 P \$300,000 R | \$2,900,000 C \$260,000 match \$906,000 C | | | | | | \$4,066,000 | FEDERAL SAFETY FUNDS CONGESTION MITIGATION & AIR QUALITY IMPROV PROGRAM |
| | | RIVERVIEW / RIVERCHASE INTERSECTION AREA PROJECT (CITY OF ROCK HILL) FY 10, FY 11 | \$200,000 R \$1,250,000 C | | | | | | | | CONGESTION MITIGATION & AIR QUALITY IMPROV PROGRAM |

RFATS TIP FINANCIAL STATEMENT

Approved 5-31-13

| CMAQ PROJECTS | | | | | | | | | | FY 2013 | FY 2014 | FY 2015 | FY 2016 | FY 2017 | FY 2018 | FY 2019 | TIP COST (2014-2019) | FUNDING |
|---|--|--------------|-------------|--|--|--|--|--|--|------------------------------|----------------------------------|--------------------------------|----------------|---------|---------|---------|----------------------|--|
| SPRINGHILL FARM ROAD INTERSECTION IMPROVEMENTS (YORK COUNTY - PHASE I) FY 10 (SC 51 / S-641 AND S-328 / S-48) | | | | | | | | | | \$430,000 C | | | | | | | | CONGESTION MITIGATION & AIR QUALITY IMPROV PROGRAM |
| SPRINGHILL FARM ROAD INTERSECTION IMPROVEMENTS (YORK COUNTY - PHASE II) FY 10 (SCDOT TO CONTRIBUTE UP TO \$1,700,000 IN FED SAFETY FUNDING) | | | | | | | | | | \$100,000 R \$1,350,000 C | | | | | | | | FEDERAL SAFETY FUNDS |
| DAVE LYLE BLVD / CHAMBERSIDE INTERSECTION PROJECT (CITY OF ROCK HILL) FY 11 | | | | | | | | | | \$25,000 R | \$375,000 C | | | | | | \$375,000 | CONGESTION MITIGATION & AIR QUALITY IMPROV PROGRAM |
| TRAFFIC SIGNAL CONTROLLER UPGRADE (PHASE III) (CITY OF ROCK HILL) FY 11 | | | | | | | | | | | | | | | | | | CONGESTION MITIGATION & AIR QUALITY IMPROV PROGRAM |
| SPRINGFIELD PARKWAY AREA IMPROVEMENTS (TOWN OF FORT MILL) FY 12 TOTAL LOCAL MATCH 124,200 | | | | | | | | | | \$120,000 P | \$501,000 C | | | | | | \$501,000 | CONGESTION MITIGATION & AIR QUALITY IMPROV PROGRAM |
| TRAFFIC SIGNAL CONTROLLER UPDATES (PHASE IV) (CITY OF ROCK HILL) FY 12 | | | | | | | | | | \$367,639 C | | | | | | | | CONGESTION MITIGATION & AIR QUALITY IMPROV PROGRAM |
| ELECTRIC VEHICLES & RECHARGING INFRASTRUCTURE (TOWN OF FORT MILL) FY 12 | | | | | | | | | | \$80,116 C \$20,029 match | | | | | | | | CONGESTION MITIGATION & AIR QUALITY IMPROV PROGRAM |
| HECKLE BOULEVARD SIDEWALK IMPROVEMENT PROJECT (YORK COUNTY) FY 12 | | | | | | | | | | \$42,000 C \$18,000 match | | | | | | | | CONGESTION MITIGATION & AIR QUALITY IMPROV PROGRAM |
| GOLD HILL ROAD / I-77 INTERCHANGE AREA (YORK COUNTY) FY 13 | | | | | | | | | | | \$825,000 C \$1,000,000 match | | | | | | | CONGESTION MITIGATION & AIR QUALITY IMPROV PROGRAM |
| CLEBOURNE STREET / N. WHITE STREET INTERSECTION AREA (TOWN OF FORT MILL) | | | | | | | | | | \$250,000 P \$55,780 R | \$552,000 C | | | | | | \$552,000 | CONGESTION MITIGATION & AIR QUALITY IMPROV PROGRAM |
| CMAQ SUBTOTAL | | \$13,238,295 | \$1,502,000 | | | | | | | | | | | | | | \$13,099,254 | |
| UNCOMMITTED FEDERAL | | | | | | | | | | | | | | | | | | |
| LOCALLY FUNDED PROJECTS | | | | | | | | | | FY 2013 | FY 2014 | FY 2015 | FY 2016 | FY 2017 | FY 2018 | FY 2019 | TIP COST (2014-2019) | FUNDING |
| SC 901 (SC 72 to I-77) / (SAFETY-LU EARMARK) (5 LANE) (YORK COUNTY 1997 PENNIES FOR PROGRESS) | | | | | | | | | | | | | | | | | | PENNIES PROGRAM 1997 |
| MT GALLANT ROAD (2 TO 3 LANE FACILITY) (ANDERSON ROAD TO CELANESE ROAD) (YORK COUNTY 2003 PENNIES FOR PROGRESS) | | | | | | | | | | \$500,000 C | | | | | | | | PENNIES PROGRAM 2003 |
| FORT MILL SOUTHERN BYPASS (PH. 1) (NEW 2 LANE) (US 21 BUS/FT. MILL PKWY TO DOBY'S BRIDGE RD.) (YORK COUNTY 2003 PENNIES FOR PROGRESS) | | | | | | | | | | \$12,000,000 C | 4,300,000 C | | | | | | \$4,300,000 | PENNIES PROGRAM 2003 |
| TEGA CAY-GOLD HILL CONNECTOR (NEW 2 LANE FACILITY) (SC 160 TO GOLD HILL RD.) (YORK COUNTY 2003 PENNIES FOR PROGRESS) | | | | | | | | | | \$500,000 P \$1,000,000 R | \$2,000,000 C | | | | | | \$2,000,000 | PENNIES PROGRAM 2003 |
| WHITE STREET RAIL CROSSING (INCLUDES REALIGNMENT) (YORK COUNTY 2003 PENNIES FOR PROGRESS) | | | | | | | | | | | | | | | | | | PENNIES PROGRAM 2003 |
| US 21 (2 TO 5 LANE FACILITY) (NORTH OF CELANESE ROAD TO US 21 BUSINESS) (YORK COUNTY 2003 PENNIES FOR PROGRESS) | | | | | | | | | | | | | | | | | | PENNIES PROGRAM 2003 |
| MCCONNELLS HIGHWAY (2 TO 3 LANE FACILITY) (HECKLE BLVD TO HIGHWAY 324) (YORK COUNTY 2003 PENNIES FOR PROGRESS) | | | | | | | | | | \$200,000 P \$750,000 R | \$6,100,000 C | \$5,000,000 C | | | | | \$11,100,000 | PENNIES PROGRAM 2003 |
| MT GALLANT ROAD (2 TO 3 LANE FACILITY) (DAVE LYLE BOULEVARD TO ANDERSON ROAD) (YORK COUNTY 2003 PENNIES FOR PROGRESS) | | | | | | | | | | \$400,000 P | \$1,500,000 R \$2,000,000 C | \$3,500,000 C | | | | | \$7,000,000 | PENNIES PROGRAM 2003 |
| EBINPORT ROAD (2 TO 3 LANE FACILITY) (CHERRY ROAD TO INDIA HOOK ROAD) (YORK COUNTY 2003 PENNIES FOR PROGRESS) | | | | | | | | | | \$500,000 P \$1,100,000 R | \$2,400,000 C | \$3,000,000 C | | | | | \$5,400,000 | PENNIES PROGRAM 2003 |
| SC 16 (2 TO 5 LANE FACILITY) (GOLD HILL ROAD TO NC STATE LINE) (YORK COUNTY 2011 PENNIES FOR PROGRESS) | | | | | | | | | | \$1,000,000 P | \$150,000 P \$1,300,000 R | \$3,000,000 C | \$3,400,000 C | | | | \$7,850,000 | PENNIES PROGRAM 2011 |
| SC HWY 274 / 279 (2 TO 3 LANE FACILITY) (POLE BRANCH ROAD) (YORK COUNTY 2011 PENNIES FOR PROGRESS) | | | | | | | | | | \$1,000,000 P | \$2,300,000 P \$3,800,000 R | \$9,000,000 C | \$9,600,000 C | | | | \$24,700,000 | PENNIES PROGRAM 2011 |
| US 21 NORTH PHASE I & SC 51 (2 TO 5 LANE FACILITY) (SPRINGFIELD PKWY TO NC STATE LINE) (YORK COUNTY 2011 PENNIES FOR PROGRESS) | | | | | | | | | | \$1,000,000 P | \$1,900,000 P \$1,300,000 R | \$1,000,000 R \$6,000,000 C | \$10,100,000 C | | | | \$20,300,000 | PENNIES PROGRAM 2011 |
| CEL-RIVER / RED RIVER (2 TO 5 LANE FACILITY) (CHERRY ROAD TO 0.100 MILES NORTH OF S. EDEN TERRACE) (YORK COUNTY 2011 PENNIES FOR PROGRESS) | | | | | | | | | | \$4,000,000 | \$1,829,426 | | | | | | \$1,829,426 | PENNIES PROGRAM 2011 |
| GOLD HILL ROAD / I-77 (INTERCHANGE IMPROVEMENTS) (GOLD HILL ROAD / I-77) (YORK COUNTY 2011 PENNIES FOR PROGRESS) | | | | | | | | | | \$1,000,000 P | \$514,000 P \$875,000 R | \$4,300,000 C | \$4,000,000 C | | | | \$9,689,000 | PENNIES PROGRAM 2011 |
| US 21 / ANDERSON / COWAN FARM (INTERSECTION REALIGNMENT) (US 21 / ANDERSON / COWAN FARM ROAD) (YORK COUNTY 2011 PENNIES FOR PROGRESS) | | | | | | | | | | \$500,000 P | \$750,000 R \$2,600,000 C | \$1,000,000 C | | | | | \$4,350,000 | PENNIES PROGRAM 2011 |
| SULLIVAN MIDDLE SCHOOL (PEDESTRIAN SAFETY IMPROV.) (CHERRY ROAD / EDEN TERRACE NEAR ANDERSON ROAD) (YORK COUNTY 2011 PENNIES FOR PROGRESS) | | | | | | | | | | \$580,000 C | | | | | | | | PENNIES PROGRAM 2011 |
| CHERRY ROAD (PEDESTRIAN SAFETY IMPROVEMENTS) (ADJACENT TO WINTHROP UNIVERSITY) (YORK COUNTY 2011 PENNIES FOR PROGRESS) | | | | | | | | | | \$100,000 P | \$100,000 P \$1,000,000 C | | | | | | \$1,100,000 | PENNIES PROGRAM 2011 |
| WHITE STREET / WEST MAIN / CONSTITUTION / WEST BLACK ST (REALIGNMENT & ROUNDABOUT) (YORK COUNTY 2011 PENNIES FOR PROGRESS) | | | | | | | | | | SEE CC | | | | | | | | PENNIES PROGRAM 2011 |
| PARAHAM ROAD (BASE STABILIZATION AND SHOULDER WIDENING) (SC 55 TO CELANESE ROAD) (YORK COUNTY 2011 PENNIES FOR PROGRESS) | | | | | | | | | | | \$5,000,000 C | | | | | | \$5,000,000 | PENNIES PROGRAM 2011 |
| FORT MILL SOUTHERN BYPASS / SPRATT STREET INTERSECTION (SPRATT STREET AND FORT MILL PARKWAY) (YORK COUNTY 2011 PENNIES FOR PROGRESS) | | | | | | | | | | | \$200,000 P \$100,000 R | \$4,000,000 C | | | | | \$4,300,000 | |
| SC 160 EAST (2 TO 3 LANES) (SPRINGFIELD PKWY TO LANCASTER COUNTY LINE) (YORK COUNTY 2011 PENNIES FOR PROGRESS) | | | | | | | | | | | \$600,000 P \$700,000 R | \$1,400,000 C | \$2,000,000 C | | | | \$4,700,000 | PENNIES PROGRAM 2011 |
| RIVERVIEW ROAD (2 TO 3 LANE FACILITY) (EDEN TERRACE TO CELANESE ROAD) (YORK COUNTY 2011 PENNIES FOR PROGRESS) | | | | | | | | | | | \$100,000 P | \$900,000 P \$1,100,0 | | | | | | |