

**COUNTY MANAGER'S OFFICE**

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December 30, 1997

Mr. Howard "Champ" Covington, Chairman
South Carolina State Infrastructure Bank Board
Post Office Box 191
Columbia, South Carolina 29202-0191

Dear Mr. Covington,

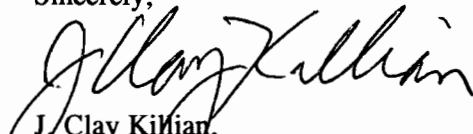
Attached please find twenty copies of York County's application to the South Carolina State Infrastructure Bank for funding assistance. The York County Metropolitan Road Corridor Project will develop a regional, multi-lane east-west corridor and will also improve Interstate 77, an important gateway to our state. York County's tremendous growth and development has severely burdened our roadway system. This fact is recognized by many of our citizens who voted to add an additional penny to our local sales tax to relieve some of the traffic pressures with which we are faced.

The projects to be undertaken with the proceeds from the local capital projects sales and use tax, when coupled with the project proposed in our State Infrastructure Bank Application, will enable York County and the State to take a major step in resolving existing problems while keeping us ahead of those to come in the very near future.

This application comes with a great deal of support from within York County and in our neighboring counties. You will see this demonstrated in the attachments to our application. The City of Rock Hill was particularly helpful in putting this application together for presentation to the State Infrastructure Bank Board. As I requested in my earlier letter, we would request an opportunity to present this application, and the benefits we believe will be derived from it, to the Infrastructure Bank Board at your next meeting. If that is acceptable, please notify us as to the time and place of that meeting.

We sincerely appreciate the opportunity to present this application for funding assistance to you and the members of the State Infrastructure Bank Board. We believe this proposed project will truly benefit not only York, Lancaster and Cherokee Counties, but our entire state. If you should have any questions or need additional information, please do not hesitate to contact me.

Sincerely,



J. Clay Killian,
County Manager

Application to the South Carolina
State Transportation Infrastructure Bank



The York County Metropolitan Road Corridor Project
December 1997

Executive Summary

York County hereby presents its application for assistance to the South Carolina Transportation Infrastructure Bank for an integrated road corridor improvement project. This project is called the Metropolitan Road Corridor Project, and is the result of years of study and citizen input. It will create a multi-county, multilane east-west corridor and improve Interstate 77, a vital gateway to South Carolina.



These roadway improvements were included in the 20 year transportation plan of the local MPO (RFATS), and also have been adopted by resolution by RFATS, Catawba Regional Planning Council, Tega Cay, Rock Hill, York County, Lancaster County, Cherokee County and the Catawba Indian Nation.

York County is requesting financial assistance in the form of a “grant” for three major phases of the project (I-77, Highway 161/122 Extension and Highway 5 Extension through Cherokee County). It asks the State Infrastructure Bank to finance the \$165,154,000 for these phases as projects of the South Carolina Department of Transportation. In addition, York County will finance and manage the remaining \$89,580,000 worth of qualifying project phases through its one percent local capital projects sales and use tax. In combination with agreements with the Catawba Indian Nation and private land holders, this totals more than 35% local contribution in the project.

The proposed improvements will facilitate York County's access to the growing Charlotte market, and in combination with other key criteria, firmly establish York County as the preferred option for new and expanding industry location in the Charlotte region. The project primarily uses existing Highways 5, 161, 122, 521, and Interstate 77 to improve access to portions of northern South Carolina that are now difficult to access and thus cannot attract major value-added industrial development. This is particularly the case for areas around Blacksburg, western York County, far eastern York County, and northern Lancaster County. This project will allow the region to divert quality taxpaying growth away from North Carolina and into a region of South Carolina that would not otherwise be in serious contention for such growth.

The Metropolitan Road Corridor Project also completes a multilane connection from Interstate 85 to Myrtle Beach, except for two short two lane stretches. When combined with other funded and planned projects across the northern portion of South Carolina, this will benefit tourism at the state's top tourism destination by providing a Myrtle Beach with a top quality highway connection with the fast-growing Charlotte metropolitan region.

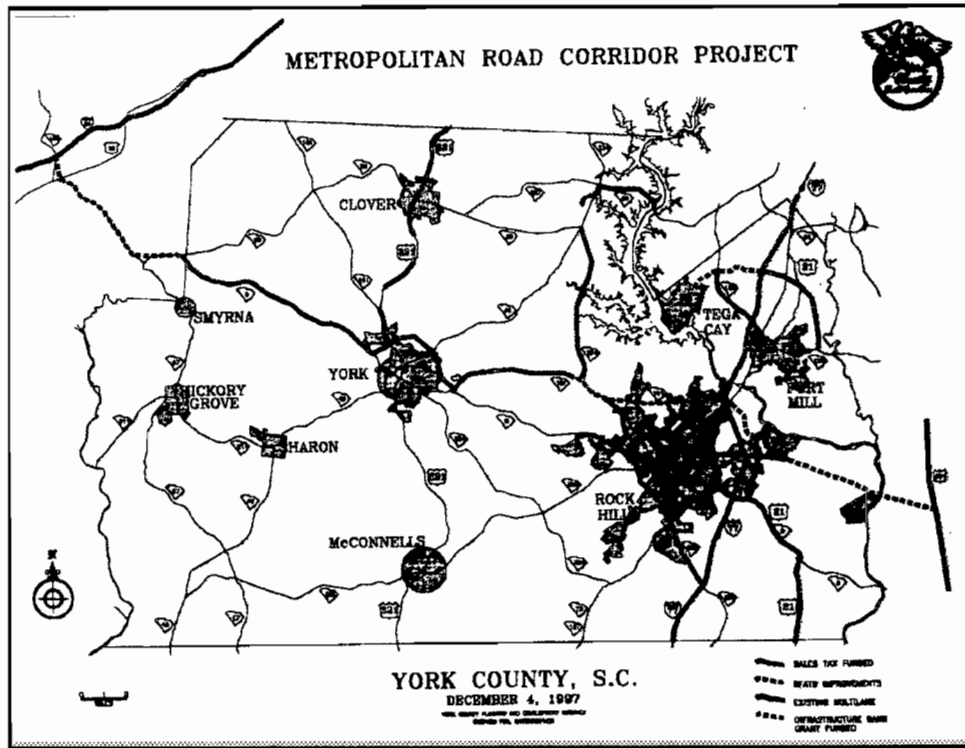
As an added benefit, this project supports mass transit initiatives such as commuter rail, light rail and commuter bus by efficiently providing automobile access to a primary transit corridor in the Charlotte region, and by encouraging higher density and transit-oriented development. It is also strategically located along the proposed Columbia to Charlotte passenger rail corridor, and improves people and freight access to Charlotte/Douglas International Airport.

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York County Metropolitan Road Corridor Project Application for Financial Assistance

York County is submitting an application for financial assistance in completing an integrated group of transportation facilities called the York County Metropolitan Road Corridor Project.



Overview of Project

York County sits on one of the five major transportation and growth corridors of the Charlotte metropolitan area. Currently, the metro area has grown to the point that it has filled almost all of Mecklenburg County and new growth and economic development is projected to move out these five corridors. York County is in a perfect position to attract a major portion of the metro area's new economic growth and investment to South Carolina and the I-77 corridor.

To realize our potential to capitalize on the area's continuing rapid growth and economic development will require a heavy investment in and commitment to the South Carolina portion of the area transportation infrastructure. If we don't make the investment, the growth will most certainly go to the other corridors in North Carolina, where transportation infrastructure investment is more aggressive.

York County has already made major commitments to improving its infrastructure, and these

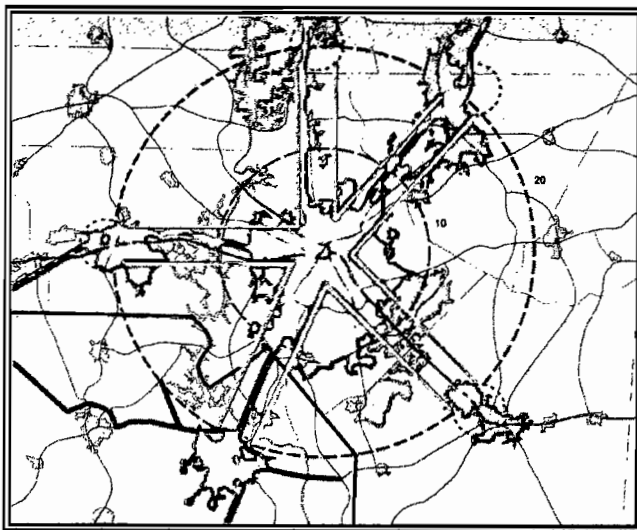
efforts were ratified by York County voters in the first successful sales tax referendum for road improvements. Now, with the help of the Infrastructure Bank, we can undertake this timely, coordinated and comprehensive metropolitan corridor improvement project.

The York County Metropolitan Corridor Project will provide multiple public benefits and economic development opportunities to not only York County, but also to Lancaster County, Cherokee County, the Catawba Indian Nation, and the other nearby South Carolina counties that are impacted by the Charlotte Metro area and its regional transportation system. The project will achieve these benefits by:

- A] Widening portions of the busy I-77 corridor and those principle arterials feeding it, which connect South Carolina to the Charlotte Metro Area. This corridor is absorbing the brunt of new metro growth to the south. Both it and its major connector roads are already, or rapidly approaching, a level of service of "F". It also is the most likely candidate for light rail and multi-modal service to Charlotte, which will further increase both growth and demands on the principle arterial system.

- B] Completing the South Carolina's eastern portion of the 20 mile outer ring of the metro area - the Highway 161/SC 122 extension past the Catawba Indian Reservation to US 521. This project, which previously lost anticipated state SHIMS funds after Hurricane Hugo, has been a high priority economic development project for both area local governments and chambers of commerce for the past decade. Given recent growth trends and the increasing economic development potential of the Catawba Nation and eastern York County, it's now more important than ever to open new areas of economic development and to connect I-85 and I-77 to US 521.

- C] Improving South Carolina's western portion of the 20-mile outer ring of the metro area, and extending Highway 5 to I-85. The City, County and MPO have invested heavily in portions of Highway 161 so that it may serve as part of the 20 mile metro ring. It and the



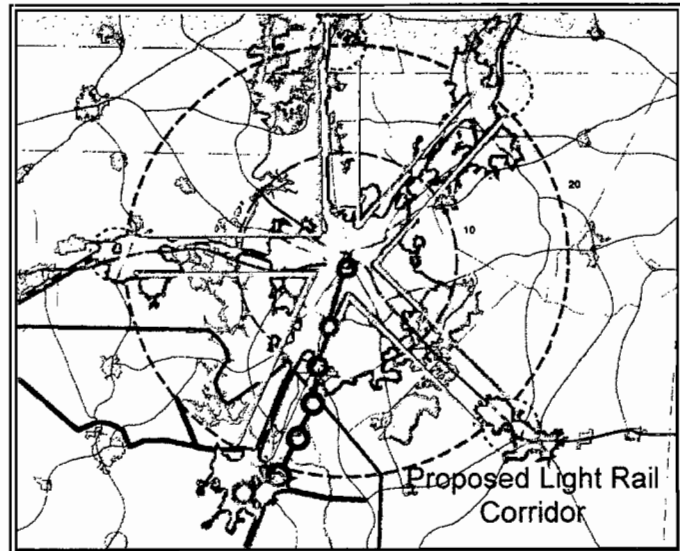
major arterials which serve it are already the focus of area growth. Completing the SC 161 system to York and then to Interstate 85, will both meet major existing safety and mobility needs and open new economic development corridors in South Carolina.

By providing the infrastructure framework to guide the anticipated regional growth into well-defined centers and corridors, the proposed project will help avoid urban sprawl and thereby protect the quality of life and public welfare in this important corridor.

The elements of this project have already received wide public support through prior regional transportation studies completed by both local governments and chambers of commerce. These include the regional transportation report of the Carolinas Transportation Compact, the Report of the Charlotte Committee of 100, and the SMART study conducted by area chambers of commerce.

The junction of the I-77 and the 20-mile ring road intersect with the proposed rail corridor. In addition, the project will help create potential transit stops between Rock Hill and Charlotte, with the accompanying higher density and economic opportunities.

While York County is taking the lead, the project is designed to be a partnership that includes the Catawba Indian Nation, the private sector, Cherokee and Lancaster counties, and the South Carolina Department of Transportation.



Project Description

The following elements make up the York County Metropolitan Road Corridor Project. These improvements are shown in detail on the attached project map.

1. **Interstate 77 - Widen to six lanes from Cherry Road to NC State line, reconstruct interchange at Cherry Road/SC 161.** Estimated Cost: \$69,465,000 Distance: 8.3 miles
 - Widening road increases safety, lessens delay, and improves flow on most heavily traveled stretch of road in York County
 - Reconstructing interchange alleviates the dangerous problem of cars cuing onto Interstate 77 and into the flow of traffic
 - Interstate 77 corridor is essential to economic development in York County
 - Provides better and more efficient traffic movement in vicinity of Carowinds and Knights Stadium

2. **SC 161 Extension/SC 122 Extension - Extend and multilane SC 161 from Cherry Road to SC 122, and extend and multilane SC 122 to US 521 in Lancaster County.** Portions of

project will be on an existing roadbed and portions will be new roadway.

Estimated Cost: \$55,689,000

Distance: 8.2 miles

- Creates a new roadway network for direct access to and from Lancaster County, Pineville, Monroe, and Rock Hill, reducing the dependency of Interstate 77 for those commuters
- Provides vital connection in ring road network between city of Rock Hill and Highway 521 and creates a direct connection to Monroe, NC and the Interstate 485 Charlotte Outerbelt [see attached map]
- Completes SC 161 east-west five lane cross-county corridor from 521 to York
- Opens previously inaccessible area of the county to economic development
- Connects the Catawba Indian Reservation to both Interstate 77 and US 521, opening up the reservation to potential economic development

3. SC 5 - Multilane from the SC 5 Bypass west of York westward to the Cherokee County line, and from Montgomery Drive to Cherry Road.

Estimated Cost: \$24,300,000

Distance: 12.8 miles

- Widening road increases safety one of the state's most notoriously dangerous stretch of road between City of York and Cherokee County
- Highway 5 becomes link in east-west five lane corridor connecting I-77 and I-85 entirely within South Carolina
- East-west corridor opens interior of the county to economic development with multilane access from two of the southeast's major interstates
- Provides better and more efficient traffic movement in vicinity of the expanding Northwestern High School, Rawlinson Middle School, Career Development Center and York Road Elementary School (3800 students total)

4. SC 5 - Multilane from York/Cherokee county line to Interstate 85

Estimated Cost: \$40,000,000

Distance: 8.1 miles

- Completes multilane, multi-county South Carolina connection from Interstate 77 to Interstate 85
- Creates a multilane roadway through a heavily traveled section of Cherokee County
- Constructs a new bridge railroad crossing at Blacksburg, eliminating a dangerous multi-rail at-grade railroad crossing for Norfolk Southern, and opens negotiations for other needed crossing locations or improvements

5. SC 5 Bypass - Multilane existing roadway from SC 5 Business east of York to SC 5 Business west of York.

Estimated Cost: \$6,700,000

Distance: 5.3 miles

- An integral part of the five lane multi-county corridor connecting Interstate 77, Interstate 85, and US 521
6. **Herlong Avenue and India Hook Road** - Multilane from Heckle Boulevard to Celanese Road, and 3-lane Herlong from SC 5 to Heckle, and India Hook from Heathridge Street to Glendale Road.
Estimated Cost: \$9,400,000 Distance: 4.0 miles
- Creates a five lane corridor through one of the most congested and fastest growing areas of Rock Hill currently carrying 18,000 vehicles per day
 - Provides needed improved access to Piedmont Medical Center and peripheral facilities from all directions of it's service area
7. **SC 160 - Multilane from Interstate 77 to Gold Hill Road**
Estimated Cost: \$7,200,000 Distance: 3.5 miles
- Improves traffic flow in very fast growing area that includes the Close Family Villages, a new mixed use neo-traditional development with over 6000 home sites
 - Lessens congestion in the vicinity of Gold Hill Elementary and Middle School Complex
 - Provides improvements to accommodate the new Tega Cay Master Development Plan which creates an additional 1200 home sites and a second access road to the peninsula directly off SC 160
 - Provides five lane link to Charlotte/Douglas International Airport from I-77
8. **Fort Mill Northern Bypass** - Construct two-lane road on new alignment from east of Fort Mill to Gold Hill Road near Interstate 77.
Estimated Cost: \$7,100,000 Distance: 4.2 miles
- Opens a new corridor for economic development through the fastest growing region of York County for residential and business uses
 - Provides bypass of circuitous downtown route through Fort Mill
 - Allows bi-directional access to new Fort Mill Middle School
 - Provides an additional leg of the planned Fort Mill Bypass, two of which are either constructed or funded through private sources
9. **SC 161 - Multilane from Newport to York**
Estimated Cost: \$9,200,000 Distance: 5.2 miles
- Integral part of cross multi-county five lane corridor that connects to Heckle Boulevard and I-77 south, and Celanese Road and I-77 north

- Opens interior of county to economic development with multilane access to Interstates 77, 85, 485, and US 521
- Relieves congestion on one of York County's most heavily traveled roadways and a very fast growing area

10. SC 274 - Multilane from SC 161 to SC 55

Estimated Cost: \$13,140,000 Distance: 7.3 miles

- Completes five lane north-south connector from Buster Boyd Bridge, currently being widened and improved by NCDOT, to northwestern Rock Hill along the fast growing west side of Lake Wylie
- Improves evacuation route in the event of a nuclear station concern or emergency
- Allows direct five lane access from Lake Wylie and Clover, two increasingly populated areas of York County, to the new multilane cross multi-county east/west connector, thus Interstates 85, 77, and US 521

11. SC 901 - Multilane from SC 72 to Interstate 77

Estimated Cost: \$5,400,000 Distance: 3.0 miles

- Extends Heckle Boulevard to I-77 creating a high quality southern entrance to interior of the county, becoming part of both east-west and north-south connectors

12. SC 72 (Albright Road) - Multilane between Black Street and Heckle Boulevard

Estimated Cost: \$3,240,000 Distance: 1.8 miles

- Completes multilane bypass system around Rock Hill
- Improves access to new Rock Hill middle school

13. Cherry Road - Multilane between York Avenue and Heckle Boulevard

Estimated Cost: \$900,000 Distance: 0.7 miles

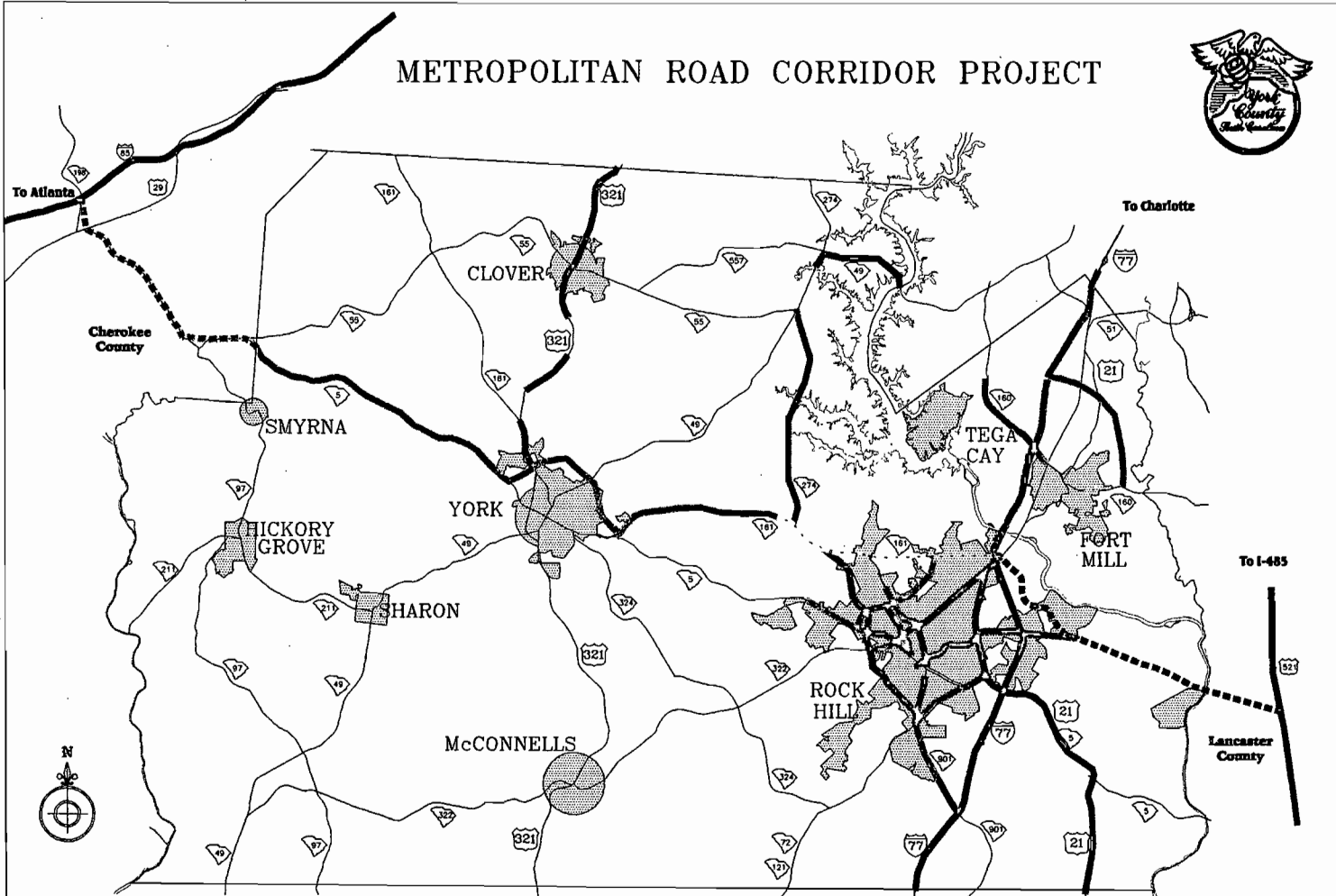
- Lessens congestion and completes major Cherry Road corridor as five lane highway to Heckle Boulevard

[A larger version of the project description map is provided as Attachment 1.]

METROPOLITAN ROAD CORRIDOR PROJECT



Attachment 1
Project Map



Qualifying One Cent Sales Tax Project Cost = \$86,580,000.00
 Private Funding or Match = \$3,000,000.00
 State Infrastructure Bank Project Cost = \$165,154,000.00
 Total Percentage of Local Participation = 35.2%
 Non-qualifying One Cent Sales Tax Projects = \$12,675,000.00

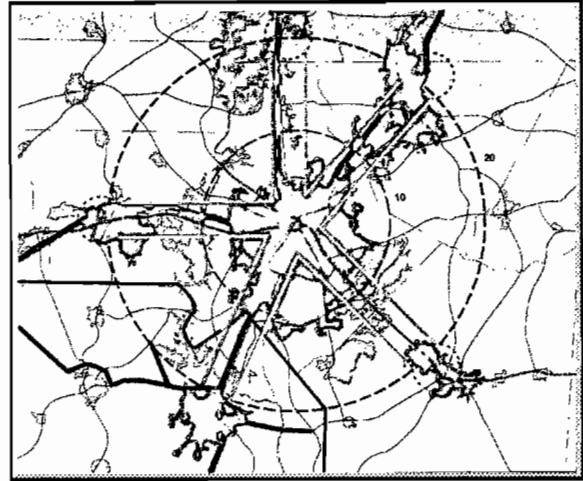
YORK COUNTY, S.C.

DECEMBER 15, 1997
 YORK COUNTY PLANNING AND DEVELOPMENT SERVICES
 STEPHEN FOX, CARTOGRAPHER

Public Benefits

The Context for Area Economic Growth and Quality of Life Through Infrastructure Investment

York County is on the edge of Charlotte's growing metropolitan center. The challenge to York County and other nearby South Carolina counties, is to attract and guide the highest quality growth and economic development in order to maximize our limited land, infrastructure and development resources.



York County has been a major participant in regional, metropolitan and local highway and infrastructure planning. Both the County and its urban communities have adopted land use and transportation plans that support *positive growth*, rather than growth for growth's sake. Positive growth is that which is *balanced, efficient and sustainable* - and which will help achieve our community economic development goals.

In that spirit, York County and its voters have passed the first successful sales tax referendum to improve the area infrastructure and gird itself for the coming growth.

With the assistance of the State Infrastructure Bank, York County can put itself in position to lead quality growth and economic development down the I-77 corridor, from the North Carolina line toward Columbia, and along the southern edge of the 20-mile ring of the Charlotte Metro Area.

Background Growth Issues

By 1990, major urban growth in this county had shifted from the largest metro areas and their suburbs to newer, smaller metropolitan areas with edge or "ring" cities. These areas, such as Dallas, Denver and Atlanta, have surrounded themselves with smaller, more affluent cities at their twenty mile radius. In the next 25 years, through 2015 and beyond, growth will be spreading to even smaller metropolitan centers and their respective 20-mile ring cities.

The *good news* is that the Charlotte region is one of these "new" metro growth areas. The city recently opened its ten-mile ring road, Interstate 485, and it is already at 115% capacity. Both City and County planners are reporting that almost all the land in Mecklenburg County is developed, and that new growth must be absorbed by surrounding counties and 20-mile ring cities. The *bad news* is that if we do not continue to try to attract the quality economic development to York County, development will go to the other "ring cities" or counties in North Carolina.

Although York County and its urban communities have been traditionally considered a rural suburb of the Charlotte urban area, both the cities and the county are rapidly urbanizing.

As the “premier ring city” of the Charlotte metro area, Rock Hill has seen an acceleration of new business, industry, and development - bringing new population, jobs and housing. The addition of two major league sports franchises only emphasized the population and economic growth attraction of the region. Based on recent success, York County is in position to lead quality growth and economic development around the 20-mile ring and down the I-77 corridor, toward Columbia. This role is clearly seen in the following overview of growth patterns of the Charlotte metro area.

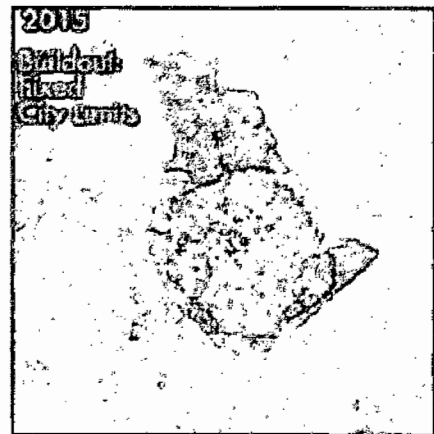
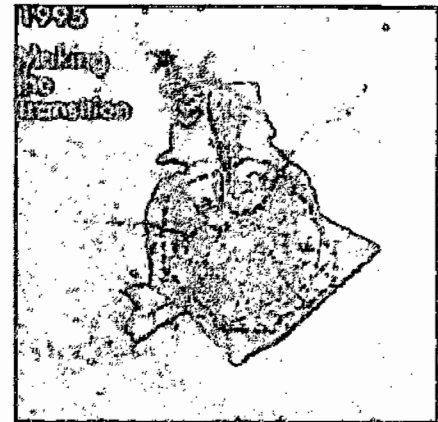
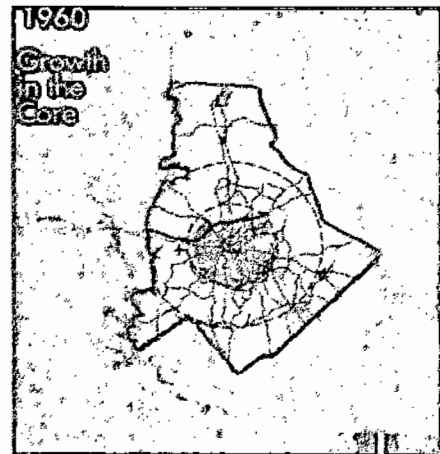
Capitalizing on the Charlotte Metro Growth

The Charlotte Metro Region covers a 12 county urban area in North and South Carolina, with two of the counties [York and Lancaster] in South Carolina. As the graphics below illustrate, in the 1960's, Charlotte-Mecklenburg was already the focus of rapid growth. Much of the metro region's growth is due to its status as a regional hub and its location near the center of the Piedmont plateau. Rock Hill was still “down the road” from the big city urban growth, which was in the Charlotte 5 mile radius. York County was just beginning to fight the “bedroom community” image.

By 1995, urban growth was split between Charlotte and the ring cities. The area's steadily growing economy restructured away from agriculture and textiles to more diverse manufacturing, government and services. Transportation, construction and finance sectors were also growing rapidly. Charlotte's dense urban growth has spread to the 10 mile ring (outer beltway) and beyond.

This growth in both economy and population is especially strong in the I-77 corridor to Rock Hill. Recently that growth has begun to expand along the east-west 20-mile ring corridor, which includes Highway 161 and SC 122 extended to US 521 in Lancaster.

By 2015, the ring cities on the 20 mile ring will be growing faster than the metro core. The majority of the potential for new economic development also resides in the ring cities and counties. To capture that potential requires public investment in



the infrastructure. These investments can benefit York County and its neighboring counties: Cherokee, Lancaster, and Chester as well as the Catawba Indian nation.

Shaping and supporting Growth in the York County Area



York County has experienced steady growth since its 1970 population of 85,000. The population grew 25% in the both 1980's and 1990's. Based on 1995 estimates the year 2000 population will grow to over 170,000 and by 2010 will be well over 200,000.

To absorb that new growth and attract economic development, York County must take a pro-active role in assuring that new infrastructure is in place. Although past growth, has been fairly spread out, the higher concentrations of population and investment are clearly in the eastern portion, around Rock Hill, Fort Mill and Tega Cay. The following maps show the population and housing density changes from 1970 to 1990 and projections to 2015. *[Red areas are densest, followed by orange, light greens and darker greens]*

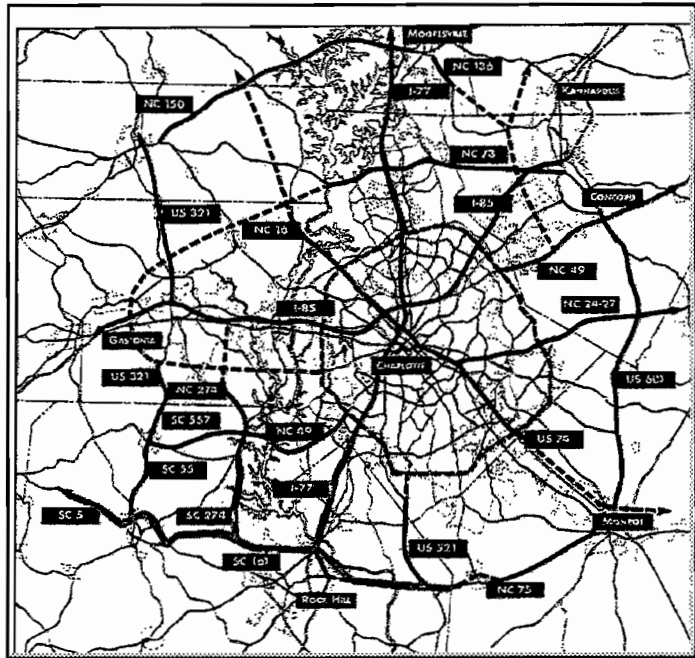
As seen, new growth is already focusing in the I-77 corridor and along the 20 mile ring. Without some major new investment in the infrastructure in this area, the growth will soon overwhelm the existing transportation and other infrastructure systems. If not carefully guided by community infrastructure investment, such as the proposed project, this new growth could become sprawl and actually hurt economic development prospects. A study and survey by the Urban Institute at UNCC [1997], found that the number one concern of residents of York County was roads and congestion. The survey is attached as Appendix C.

Meeting the 20 Year Plans and Goals of the Rock Hill-Fort Mill Metropolitan Planning Organization

Transportation planning for the urban area is done via the Rock Hill-Fort Mill Area Transportation Study (RFATS) Committee. The urban area contains three municipalities: Rock Hill, Fort Mill and Tega Cay, and represents 26% of the county land area, but 66% of the 1990 county total population of 132,000.

The "county living" appeal of York County is expected to draw over 240,000 population by 2015. Based on recent building rates, The RFATS urban area is expected to attract an increasing amount of the York County growth, for several reasons:

- The I-485 southern beltway has made commuting easier south of Charlotte and is directing increased investment in this direction
- Regional Transportation Committees have supported both a metro mass transit connection to Rock Hill and a 20 mile “outer-outer” beltway along the SC 122 Corridor, connecting the ring cities
- The Springs Foundation’s development of six “villages” surrounding Fort Mill will attract and absorb up to 25,000 new residents
- The infrastructure availability in the I-77 corridor from Carowinds to SC 122 has become increasingly attractive for residential development



A number of regional and local studies and initiatives have been undertaken in the past ten years. In all of them, the I-77 corridor and the 20-mile ring are priority areas for infrastructure investment. The proposed project plays an important role in bringing these local and regional initiatives to fruition.

Enhancement of Mobility and Safety

Together these road improvements would provide a multilane strategic highway system to accommodate the rapid economic and traffic growth that York County is experiencing.

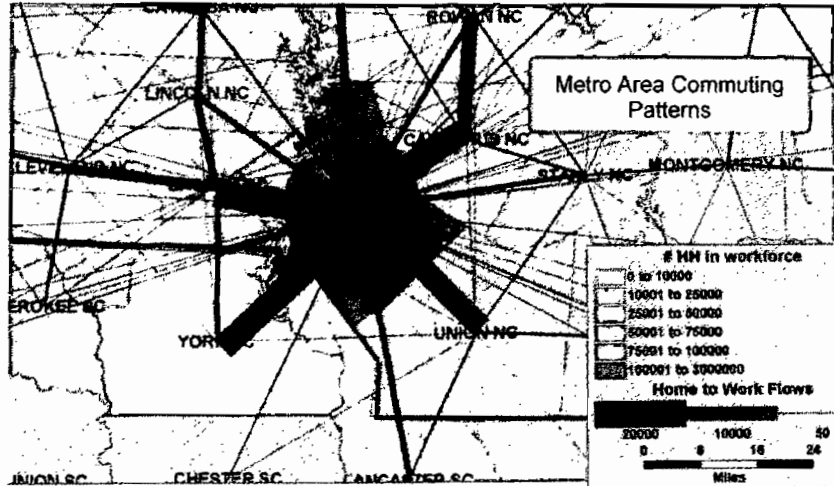
Traffic volumes are well over the functional capacity on major arterial roads in the proposal at peak traffic hours, and nearing capacity at other hours of the day. These roads also contain numerous dangerous, heavily traveled intersections. Traffic projections based on development trends show the immediate need for widening to increase safety, improve connectivity, and lessen congestion.

This proposal emphasizes improvement and continuity of the existing east-west and north-south corridors in York County. This will help maximize the efficient movement of people and goods, not just vehicles, through the transportation system of York County. The extension of SC 161/SC 122 completes a crucial east west corridor and opens thousands of acres in the eastern portion of the county to economic development.

These improvements will increase safety and convenience, while enhancing economic development opportunities by lessening congestion on highways such as SC Highways 5, 160, and 161, as well as providing improved access to the interior of the County.

Interstate 77 is also a primary container freight route for shipments to and from the Port of Charleston, Charlotte/Douglas Airport, and points north. At York County, Interstate 77 serves as a gateway to South Carolina for tourism and commerce.

The crossroads of I-77 and SC 161 see almost 70% of the 30,000 commuters to Charlotte each day. Recent economic growth in York County now sees nearly 10,000 “reverse commuters” coming to work from Charlotte.



Other Economic Factors

York County has consistently ranked in the top ten South Carolina counties for both capital investment and job creation over the last five years. With an average new and expanding industry annual investment of over \$160 million and average annual new job creation of 1,200 since 1992, our area continues to be a key component of the recent statewide economic development renaissance. Only by providing adequate highway infrastructure can we hope to continue to compete for the location of high quality industry especially given our location in relation to the Charlotte market.

Indeed, over the last two years more than \$92 million dollars in new investment has originated from companies relocating from Charlotte to York County. The proposed improvements contained in this application will certainly facilitate York County's access to the growing Charlotte market, and in combination with other key criteria, firmly establish York County as the preferred option for new and expanding industry location in the Charlotte region.

Recent studies including one performed by PHH Fantus for the Appalachian Regional Commission, which was largely compiled by the interviews done through Fantus' involvement in consulting to expanding and relocating industries, has revealed that transportation issues lead the list of concerns for new and expanding industry location. Weighted factors for the Southeast region were included, and the study revealed that transportation services and costs were of highest import followed closely by proximity to markets, training assistance, labor costs and cost of electricity.

Fortune Magazine considered facility location decisions for five hundred seventy-seven (577) corporations which considered both past and future locations for these companies. Prime attention for past locations included efficient transportation services, proximity to customers and availability of skilled or unskilled labor.

More recently, Area Development magazine published a study which annually collects surveys from corporate executives and ranks site selection factors. Analysis over several years reveals a consistent ranking with very little variation among criteria importance. The following reveals the results of their most recent survey.

Ranking Site Selection Factors

1. **Highway accessibility**
2. Labor costs
3. Energy availability and costs
4. **Availability of skilled labor**
5. State and local incentives
6. Environmental Regulations
7. Tax Exemptions
8. Occupancy or construction costs
9. Availability of telecommunications
10. **Availability of land**
11. Cost of land
12. Low union profile
13. **Nearness to major markets**
14. Right-to-work state
15. **Accessibility to major airport**
16. Availability of long term financing
17. **Nearness to suppliers**
18. **Raw materials availability**
19. Worker/technical training programs
20. **Availability of unskilled labor**

As can be seen from both of these studies, transportation and accessibility to both markets and employees continue to lead the list of key location criteria. It is evident that as more companies search for potential locations, transportation issues will lead if not dominate site location decisions. If York County is to take advantage of opportunities for new capital investment and job creation and maintain its position as a leader in economic development for the Charlotte region, we must be successful in providing adequate highway infrastructure for economic development projects.

Emergency Management

The York County Metropolitan Road Corridor Project is essential to the safety and security of the residents of York County and persons traveling through the county. York County growth has exceeded the capability of the road system to safely carry everyday traffic and that of extreme emergencies. Roads built as farm to market roads are now major corridors for access to residential/industrial development. Through highways are congested to the point of being considered as detrimental to the safety of travelers.

The corridors identified for improvements at present have significant risk associated with them, with regard to emergencies. In addition to the overcrowding and potential for accidents, they are primary evacuation routes in the event of an accident at the Catawba Nuclear Station.

Interstate 77 and the completion of SC 122 to Union County, NC, are especially significant as evacuation routes. The existing roads are rapidly exceeding the ability to be safe arteries for an evacuation. A complete multilane connection between I-77 and I-85, as this project would provide, will facilitate a rapid dispersal of citizens in the event of an evacuation due to an emergency at the Catawba Nuclear Station. If immediate action is not taken, York County will have a road system that creates a daily challenge for those responding to minor emergencies and limits our ability to protect the population during major disasters.

Financial Plan

In November 1997 York County residents supported a referendum authorizing a seven year one cent local capital projects sales and use tax to begin in May 1998. This was approved as a local tax, to be managed locally and spent only for the projects listed in the referendum. Projections indicate that the tax will generate \$99,255,000 in local funds for roads.

The majority of the funds, some \$85,680,000, will be used for State roads that qualify for the State Infrastructure Bank application herein described, with the remaining \$13,575,000 allocated to some state roads that do not qualify for this application and some County unpaved road projects. The State roads included are items 3-14, in the Project Description section of this application.

Amount of Local Contribution

| | |
|---|--------------|
| Local one cent capital projects sales and use tax | \$86,580,000 |
| Donated right-of-way and private contribution | \$ 3,000,000 |
| Total Local Contribution | \$89,580,000 |

Total Cost of the Project

| | | |
|-----------------------|---------------|-------|
| State Portion | \$165,154,000 | 64.8% |
| Local Match | \$ 89,580,000 | 35.2% |
| Total Cost of Project | \$254,734,000 | |

Amount and Type of Assistance Requested

York County is requesting financial assistance in the form of a "grant" for three major projects (I-77, Highway 161/122 Extension and Highway 5 Extension through Cherokee County). We are asking the State Infrastructure Bank to finance the \$165,154,000 for these projects through the South Carolina Department of Transportation.

In addition, York County is requesting a cash advance in May 1998 in the amount of \$6,600,000 to be repaid without interest on February 1, 2002, or upon completion of Highway 5 engineering and right-of-way acquisition, whichever comes later. This represents the estimated cost of engineering and right-of-way acquisition on the number one priority project in the local referendum, SC 5 as described as #3 in the Project Description section of this application. While the local tax takes effect in May 1998, the first receipts to the County will be in late October 1998. In addition, the referendum list SC 5 as the first priority, which means that the engineering work on this project must precede work on any other project. The County does have the ability to internally manage a small cash flow deficit, temporarily. However, the cash advance requested would allow the County to:

1. Immediately begin work on various school roads providing safer access to ten area schools.
2. Immediately begin the construction phase on lower priority projects for which engineering and right-of-way acquisition is presently complete.

Cash flow assistance from the State Infrastructure Bank would enable York County to produce visible results in 1998 to citizens that will begin paying the tax in May 1998. Immediate visible results will go a long way in developing citizens confidence, not just in York County but across the State, that their local contribution is making a significant difference in coordinating road projects with the SC Department of Transportation. York County, in turn, will finance and manage the \$89,580,000 worth of qualifying state projects through it's one cent local capital projects sales and use tax. The South Carolina Department of Transportation may assist in the design, management and/or inspection of these projects depending upon their current status in the DOT system as some projects have been on the active list for several years.

In summary, York County will manage all aspects of the local match portion of the project in accordance with the referendum.

Other Proposed Sources of Funds

| | |
|--|--------------------|
| • Donated right-of-way | \$1,000,000 |
| • Catawba Indian Nation - Bridge funds | <u>\$2,000,000</u> |
| | \$3,000,000 |

Anticipated Schedule of When Disbursement of Funds will be Required

See Cash flow diagram. Attachment 2

Schedule of Project Revenue for Loan Payments and Assumptions of Risk

See Revenue Projection Chart. Attachment 3

With little exception, the County will work within the limits of revenue available and does not plan to issue bonds or permanently use fund balance reserves. The County is in sound financial condition should an emergency arise. The general fund undesignated fund balance, which is in place to cover cash flow until taxes are received each January, is approximately \$9,000,000. The County could manage an emergency temporarily through these resources and could easily issue general obligation bonds or bond anticipation notes if necessary. The County currently has a legal debt margin of over \$ 33 million. Debt issuance would only be considered in an emergency situation since interest and bond issuance costs are not built into the project cost estimates.

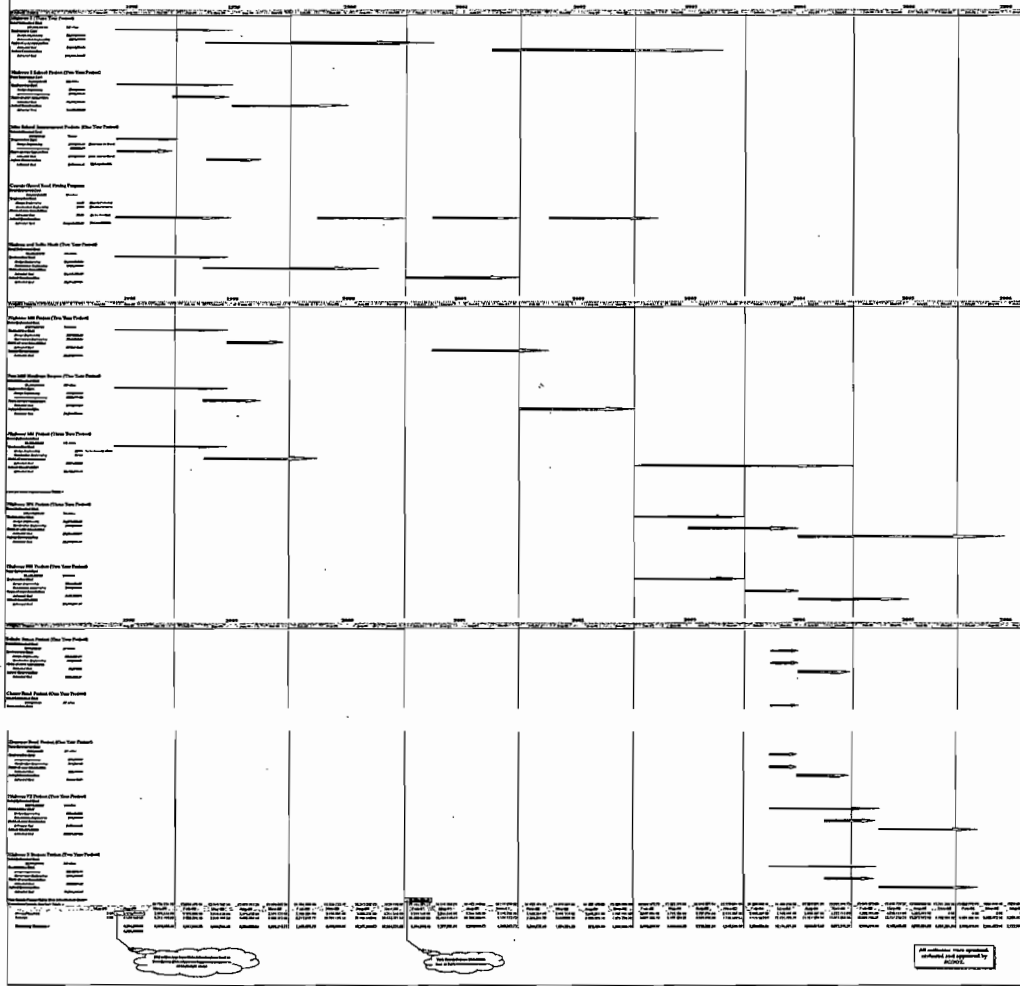
Useful Life of the Project and Method of Determination

In talking with local South Carolina Department of Transportation employees and referring to

Attachment 2
Cash Flow Diagram

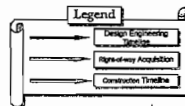
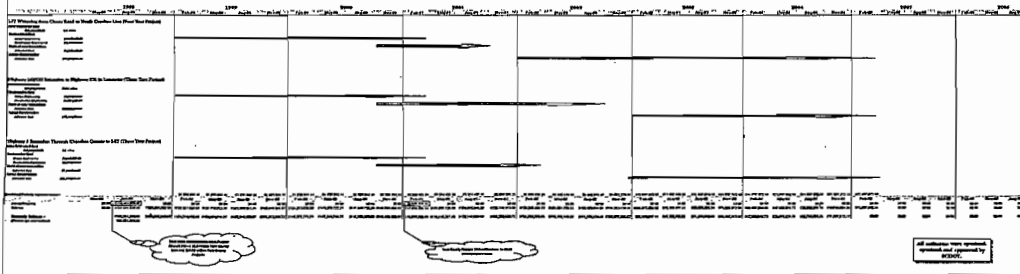
York County One Cent Sales Tax Project

Call New District School Board Chairman
 Call New District



York County State Infrastructure Bank Project

Call New District School Board Chairman
 Call New District



**Attachment 3
Revenue Projection
Chart**

Capital Sales Tax Revenue

| Year | Total Projection of Sales Tax | Projected 95% Collection | October | January | April | July |
|------|----------------------------------|-----------------------------|---------------------|---------------------|---------------------|---------------------|
| 1998 | \$12,533,192 | \$11,906,532 | \$2,976,633 | \$2,976,633 | \$2,976,633 | \$2,976,633 |
| 1999 | \$13,285,183 | \$12,620,924 | \$3,155,231 | \$3,155,231 | \$3,155,231 | \$3,155,231 |
| 2000 | \$14,082,294 | \$13,378,179 | \$3,344,545 | \$3,344,545 | \$3,344,545 | \$3,344,545 |
| 2001 | \$14,927,232 | \$14,180,870 | \$3,545,218 | \$3,545,218 | \$3,545,218 | \$3,545,218 |
| 2002 | \$15,822,866 | \$15,031,723 | \$3,757,931 | \$3,757,931 | \$3,757,931 | \$3,757,931 |
| 2003 | \$16,772,238 | \$15,933,626 | \$3,983,407 | \$3,983,407 | \$3,983,407 | \$3,983,407 |
| 2004 | \$17,778,572 | \$16,889,644 | \$4,222,411 | \$4,222,411 | \$4,222,411 | \$4,222,411 |
| | \$105,201,577 | \$99,941,498 | \$24,985,376 | \$24,985,376 | \$24,985,376 | \$24,985,376 |

York County Cash Flow Analysis Capital
Projects Sales and Use Tax

several nationally recognized publications on asphalt maintenance, it was determined the minimum standard useful life of a major road within York County is 7 years (7 years represents the amount of time prior to any deterioration of asphalt given the normal traffic loads). With this considered, and with the projected completion of all the projects to be between August 2004 and August 2006, each of these projects would then have a useful life of an additional seven years. This means significant maintenance should not have to be considered until the year 2011.

Cost Provisions for Future Resurfacing

Of the roads being requested for improvements through this application, few are in need of significant repair at this time. Most of these projects, being a part of the major roadway system in York County, have been resurfaced within the last three years. Engineering and right-of-way acquisition for these projects should be complete prior to the asphalt beginning to deteriorate. This means a savings of \$1,880,000 (47 miles of roadway @ \$40,000 per mile resurfacing cost) in standard resurfacing maintenance cost for the first four years. The additional extension of life for the roads listed in this proposal adds a life of seven to ten years once the project is complete. This delays significant state resurfacing needs on these projects by twelve to fourteen years or at least two resurfacing cycles (Estimated savings of over \$3,000,000).

The one cent local capital projects sales and use tax includes paving some 68 plus miles of county unpaved roadways. This represents almost half of the unpaved road needs in York County, a need that in the past relied totally on the innovative funding of the York County Council and the "C" fund rocking program through the state gasoline tax. With the one cent local capital projects sales and use tax, York County will pave approximately \$10,000,000 in unpaved roads, a venture that would have taken over 13 years to complete with "C" Funds only. With this considered, a greater portion of the "C" fund gasoline tax may be freed up for maintenance activities on both state and county maintained paved roadways in the near future. This in turn creates a potential source for additional maintenance funds.

Project Approach

The following section describes the current status of the proposed road improvements and the schedule for implementing the project.

Current Status of Project Elements

SC 161 - Multilane from York to Newport

- Right of way plans completed
- Environmental document approved by FHWA

SC 161 - Multilane from Newport to India Hook Road

- Right of way plans completed
- Environmental document approved by FHWA

SC 161 - Multilane from India Hook Road to Interstate 77

- Construction plans completed
- Environmental document approved by FHWA
- Right of way acquisition complete by late spring
- Construction to begin by mid-summer

SC 161 Extension - Multilane from US 21 to SC 122

- Right of way plans completed
- Environmental document approved by FHWA
- Ready for right of way acquisition

Gold Hill Road - Multilane from Interstate 77 to Tega Cay

- Road plans completed
- Environmental document approved by FHWA
- Right of way acquisition in progress
- Construction to begin by summer 1999

SC 122 Extension - Construct four lane road on new alignment from existing SC 121 to US 521

- Draft environmental document complete, not yet approved by FHWA

Project Activity and Responsibilities

The project activities and responsibilities for each element of the roadway project are shown on separate diagrams in *Attachment 4*, following this page. The major activities, include:

- Project Engineering
- Project Right-of way Acquisition
- Project Construction

These major activities are color-coded in conjunction with the cash flow diagram [shown earlier as Attachment 2]. In addition, the charts specify financing responsibility for each phase, as well as the major administrative activities, such as:

- Alignments
- Environmental Studies
- Project Design
- Right-of-way Plan
- Bidding Process
- Construction Management and Inspection
- Operation
- Maintenance
- Tort Liability and Ownership
- Law Enforcement
- Marketing

**Attachment 4
Project Activities &
Responsibilities**

I-77 ROAD WIDENING PROJECT

Proposed Project Responsibilities

| | |
|--------------------------------|----------------------------------|
| Agency to Finance | State Infrastructure Bank |
| Agency to Administer... | |
| * Determine Alignments | South Carolina DOT & York County |
| * Environmental Studies | South Carolina DOT |
| * Project Design | South Carolina DOT |
| * Right-of-way Acquisition | South Carolina DOT |
| * Bidding Process | South Carolina DOT |
| * Construction | South Carolina DOT |
| * Construction Management | South Carolina DOT |
| * Construction Inspection | South Carolina DOT |
| * Operation | South Carolina DOT |
| * Maintenance | South Carolina DOT |
| * Tort Liability & Ownership | South Carolina DOT |
| * Law Enforcement | South Carolina DOT |
| * Marketing | South Carolina DOT & York County |

Project Engineering
Begin - February 1999
End - February 2001

Project Construction
Begin - February 2002
End - February 2005

Project Right-of-way Acquisition
Begin - November 2000
End - August 2001

**I-67 EXTENSION
NEW ROAD PROJECT**

Proposed Project Responsibilities

| | |
|--------------------------------|---|
| Agency to Finance | State Infrastructure Bank |
| Agency to Administer... | |
| * Determine Alignments | South Carolina DOT, York & Lancaster County |
| * Environmental Studies | South Carolina DOT |
| * Project Design | South Carolina DOT |
| * Right-of-way Acquisition | South Carolina DOT |
| * Bidding Process | South Carolina DOT |
| * Construction | South Carolina DOT |
| * Construction Management | South Carolina DOT |
| * Construction Inspection | South Carolina DOT |
| * Operation | South Carolina DOT |
| * Maintenance | South Carolina DOT |
| * Tort Liability & Ownership | South Carolina DOT |
| * Law Enforcement | South Carolina DOT |
| * Marketing | South Carolina DOT, York & Lancaster County |

Project Engineering
Begin - February 1999
End - February 2001

Project Construction
Begin - February 2003
End - February 2005

Project Right-of-way Acquisition
Begin - November 2000
End - August 2002

**HIGHWAY 161
(YORK TO NEWPORT)
WIDENING PROJECT**

Proposed Project Responsibilities

| | |
|--------------------------------|----------------------------------|
| Agency to Finance | York County (One Cent Sales Tax) |
| Agency to Administer... | |
| * Determine Allignments | York County & SCDOT |
| * Enviromental Studies | York County |
| * Project Design | York County |
| * Right-of-way Acquisition | York County |
| * Bidding Process | York County |
| * Construction | York County |
| * Construction Management | York County |
| * Construction Inspection | York County & SCDOT |
| * Operation | York County |
| * Maintennace | York County |
| * Tort Liability & Ownership | York County |
| * Law Enforcement | York County |
| * Marketing | York County |

Project Engineering
Begin - August 1998
End - May 1999

Project Construction
Begin - February 2003
End - November 2004

Project Right-of-way Acquisition
Begin - May 1999
End - February 2000

**HIGHWAY 274
(NEWPORT TO LAKE WYLE)
WIDENING PROJECT**

Proposed Project Responsibilities

| | |
|--------------------------------|----------------------------------|
| Agency to Finance | York County (One Cent Sales Tax) |
| Agency to Administer... | |
| * Determine Allignments | York County & SCDOT |
| * Enviromental Studies | York County |
| * Project Design | York County |
| * Right-of-way Acquisition | York County |
| * Bidding Process | York County |
| * Construction | York County |
| * Construction Management | York County |
| * Construction Inspection | York County & SCDOT |
| * Operation | York County |
| * Maintennace | York County |
| * Tort Liability & Ownership | York County |
| * Law Enforcement | York County |
| * Marketing | York County |

Project Engineering
Begin - February 2003
End - November 2003

Project Construction
Begin - August 2004
End - May 2006

Project Right-of-way Acquisition
Begin - August 2003
End - May 2004

HIGHWAY 5 EXTENSION/WIDENING PROJECT

| Proposed Project Responsibilities | |
|-----------------------------------|--|
| Agency to Finance | State Infrastructure Bank |
| Agency to Administer... | |
| • Determine Alignments | South Carolina DOT, York and Cherokee County |
| • Environmental Studies | South Carolina DOT |
| • Project Design | South Carolina DOT |
| • Right-of-way Acquisition | South Carolina DOT |
| • Bidding Process | South Carolina DOT |
| • Construction | South Carolina DOT |
| • Construction Management | South Carolina DOT |
| • Construction Inspection | South Carolina DOT |
| • Operation | South Carolina DOT |
| • Maintenance | South Carolina DOT |
| • Tort Liability & Ownership | South Carolina DOT |
| • Law Enforcement | South Carolina DOT |
| • Marketing | South Carolina DOT, York and Cherokee County |

Project Engineering
Begin - February 1999
End - February 2001

Project Construction
Begin - February 2003
End - February 2005

Project Right-of-way Acquisition
Begin - November 2000
End - February 2002

HIGHWAY 5 (YORK TO CHEROKEE) WIDENING PROJECT

| Proposed Project Responsibilities | |
|-----------------------------------|----------------------------------|
| Agency to Finance | York County (One Cent Sales Tax) |
| Agency to Administer... | |
| • Determine Alignments | York County & SCDOT |
| • Environmental Studies | York County |
| • Project Design | York County |
| • Right-of-way Acquisition | York County |
| • Bidding Process | York County |
| • Construction | York County |
| • Construction Management | York County |
| • Construction Inspection | York County & SCDOT |
| • Operation | York County |
| • Maintenance | York County |
| • Tort Liability & Ownership | York County |
| • Law Enforcement | York County |
| • Marketing | York County |

Project Engineering
Begin - August 1998
End - May 1999

Project Construction
Begin - November 2001
End - August 2003

Project Right-of-way Acquisition
Begin - May 1999
End - February 2001

**HIGHWAY 5 BY-PASS
(AROUND THE CITY OF YORK)
WIDENING PROJECT**

Proposed Project Responsibilities

| | |
|--------------------------------|----------------------------------|
| Agency to Finance | York County (One Cent Sales Tax) |
| Agency to Administer... | |
| * Determine Alignments | York County & SCDOT |
| * Environmental Studies | York County |
| * Project Design | York County |
| * Right-of-way Acquisition | York County |
| * Bidding Process | York County |
| * Construction | York County |
| * Construction Management | York County |
| * Construction Inspection | York County & SCDOT |
| * Operation | York County |
| * Maintenance | York County |
| * Tort Liability & Ownership | York County |
| * Law Enforcement | York County |
| * Marketing | York County |

Project Engineering
Begin - May 2004
End - February 2005

Project Construction
Begin - May 2005
End - February 2006

Project Right-of-way Acquisition
Begin - November 2004
End - February 2005

**HIGHWAY 72
(BLACK STREET TO HECKLE)
WIDENING PROJECT**

Proposed Project Responsibilities

| | |
|--------------------------------|----------------------------------|
| Agency to Finance | York County (One Cent Sales Tax) |
| Agency to Administer... | |
| * Determine Alignments | York County & SCDOT |
| * Environmental Studies | York County |
| * Project Design | York County |
| * Right-of-way Acquisition | York County |
| * Bidding Process | York County |
| * Construction | York County |
| * Construction Management | York County |
| * Construction Inspection | York County & SCDOT |
| * Operation | York County |
| * Maintenance | York County |
| * Tort Liability & Ownership | York County |
| * Law Enforcement | York County |
| * Marketing | York County |

Project Engineering
Begin - May 2004
End - February 2005

Project Construction
Begin - May 2005
End - February 2006

Project Right-of-way Acquisition
Begin - November 2004
End - February 2005

**HIGHWAY 5 (MONTGOMERY TO CHERRY)
WIDENING PROJECT**

Proposed Project Responsibilities

| | |
|--------------------------------|----------------------------------|
| Agency to Finance | York County (One Cent Sales Tax) |
| Agency to Administer... | |
| * Determine Alignments | York County & SCDOT |
| * Environmental Studies | York County |
| * Project Design | York County |
| * Right-of-way Acquisition | York County |
| * Bidding Process | York County |
| * Construction | York County |
| * Construction Management | York County |
| * Construction Inspection | York County & SCDOT |
| * Operation | York County |
| * Maintenance | York County |
| * Tort Liability & Ownership | York County |
| * Law Enforcement | York County |
| * Marketing | York County |

Project Engineering
Begin - August 1998
End - May 1999

Project Construction
Begin - August 1999
End - May 2000

Project Right-of-way Acquisition
Begin - February 1999
End - May 1999

**HERLONG AND INDIA HOOK
WIDENING PROJECT**

Proposed Project Responsibilities

| | |
|--------------------------------|----------------------------------|
| Agency to Finance | York County (One Cent Sales Tax) |
| Agency to Administer... | |
| * Determine Alignments | York County & SCDOT |
| * Environmental Studies | York County |
| * Project Design | York County |
| * Right-of-way Acquisition | York County |
| * Bidding Process | York County |
| * Construction | York County |
| * Construction Management | York County |
| * Construction Inspection | York County & SCDOT |
| * Operation | York County |
| * Maintenance | York County |
| * Tort Liability & Ownership | York County |
| * Law Enforcement | York County |
| * Marketing | York County |

Project Engineering
Begin - August 1998
End - May 1999

Project Construction
Begin - February 2001
End - November 2001

Project Right-of-way Acquisition
Begin - May 1999
End - August 2000

**HIGHWAY 901
(I-77 TO HIGHWAY 79)
WIDENING PROJECT**

| Proposed Project Responsibilities | |
|--|----------------------------------|
| Agency to Finance | York County (One Cent Sales Tax) |
| Agency to Administer... | |
| * Determine Alignments | York County & SCDOT |
| * Environmental Studies | York County |
| * Project Design | York County |
| * Right-of-way Acquisition | York County |
| * Bidding Process | York County |
| * Construction | York County |
| * Construction Management | York County |
| * Construction Inspection | York County & SCDOT |
| * Operation | York County |
| * Maintenance | York County |
| * Tort Liability & Ownership | York County |
| * Law Enforcement | York County |
| * Marketing | York County |

Project Engineering
Begin - February 2003
End - November 2003

Project Construction
Begin - August 2004
End - May 2005

Project Right-of-way Acquisition
Begin - February 2004
End - May 2004

**CHERRY ROAD
(YORK AVENUE TO HECKLE)
WIDENING PROJECT**

| Proposed Project Responsibilities | |
|--|----------------------------------|
| Agency to Finance | York County (One Cent Sales Tax) |
| Agency to Administer... | |
| * Determine Alignments | York County & SCDOT |
| * Environmental Studies | York County |
| * Project Design | York County |
| * Right-of-way Acquisition | York County |
| * Bidding Process | York County |
| * Construction | York County |
| * Construction Management | York County |
| * Construction Inspection | York County & SCDOT |
| * Operation | York County |
| * Maintenance | York County |
| * Tort Liability & Ownership | York County |
| * Law Enforcement | York County |
| * Marketing | York County |

Project Engineering
Begin - May 2004
End - August 2004

Project Construction
Begin - August 2004
End - November 2004

Project Right-of-way Acquisition
Begin - May 2004
End - August 2004

**HIGHWAY 160
WIDENING PROJECT**

| Proposed Project Responsibilities | |
|-----------------------------------|----------------------------------|
| Agency to Finance | York County (One Cent Sales Tax) |
| Agency to Administer... | |
| * Determine Alignments | York County & SCDOT |
| * Environmental Studies | York County |
| * Project Design | York County |
| * Right-of-way Acquisition | York County |
| * Bidding Process | York County |
| * Construction | York County |
| * Construction Management | York County |
| * Construction Inspection | York County & SCDOT |
| * Operation | York County |
| * Maintenance | York County |
| * Tort Liability & Ownership | York County |
| * Law Enforcement | York County |
| * Marketing | York County |

Project Engineering
Begin - August 1998
End - May 1999

Project Construction
Begin - May 2001
End - February 2002

Project Right-of-way Acquisition
Begin - August 1999
End - November 1999

**FORT MILL NORTHERN BY-PASS
NEW ROAD PROJECT**

| Proposed Project Responsibilities | |
|-----------------------------------|----------------------------------|
| Agency to Finance | York County (One Cent Sales Tax) |
| Agency to Administer... | |
| * Determine Alignments | York County & SCDOT |
| * Environmental Studies | York County |
| * Project Design | York County |
| * Right-of-way Acquisition | York County |
| * Bidding Process | York County |
| * Construction | York County |
| * Construction Management | York County |
| * Construction Inspection | York County & SCDOT |
| * Operation | York County |
| * Maintenance | York County |
| * Tort Liability & Ownership | York County |
| * Law Enforcement | York County |
| * Marketing | York County |

Project Engineering
Begin - August 1998
End - May 1999

Project Construction
Begin - February 2002
End - November 2002

Project Right-of-way Acquisition
Begin - May 1999
End - August 1999

Other Factors for Consideration

Throughout this proposal York County has described innovative financing, multimodal enhancement, and unique public and private partnering.

Innovative local financing, specifically the use of over \$86 million from the capital projects sales and use tax and cash participation by the Catawba Indian Nation, is at the heart of this proposal. Entire Highway sections will be financed exclusively with the local sales and use tax. The Catawba Indian Nation's participation is lump sum yearly cash outlay, over a five year span. There is also public/private partnering between Leroy Springs Company and York County whereby Springs, which is a major land holder within the subject corridor, will donate the necessary rights of way through their properties.

This project is designed to enhance multimodal opportunities by facilitating movements to transfer points. The project corridor is planned in conjunction with bus and rail studies that identify potential transit loading and transfer points. Currently, commuter bus service uses the I-77 corridor. The intersection of SC 161 and Interstate 77 is an extremely suitable location of a commuter park and ride lot. The corridor improvements identified in this project will serve as a regional feeder to transit service in an organized multimodal system by allowing efficient east-west movement.

The public support of this project is evidenced by the numerous resolutions of support provided in Appendix A.

Appendix A - Public Support

Appendix A - Public Support

The following resolutions of support are included:

1. York County (Infrastructure Bank)
2. City of Rock Hill (Infrastructure Bank)
3. Lancaster County (Infrastructure Bank)
4. Cherokee County (Infrastructure Bank)
5. Catawba Regional Planning Council (Infrastructure Bank)*
6. Rock Hill/Fort Mill Area Transportation Study (Infrastructure Bank)*
7. York County Economic Development Board (Infrastructure Bank)
8. Rock Hill Chamber of Commerce (Infrastructure Bank)
9. Catawba Indian Nation (Infrastructure Bank)
10. York County (SMART)
11. Lancaster County (SMART)
12. City of Rock Hill (SMART)

* These resolutions have been adopted by the governing body associated with each entity, but the signed copies were unavailable due to vacations and holidays. They will be submitted under separate cover.

STATE OF SOUTH CAROLINA

RESOLUTION

COUNTY OF YORK

WHEREAS, York County is experiencing tremendous growth and the accompanying increase of traffic on its roads and highways; and

WHEREAS, the citizens of York County recently adopted a 1% Capital Projects Sales and Use Tax for the express purpose of improving many congested and dangerous roads in York County; and

WHEREAS, while the improvements to be undertaken with the sales tax are extremely critical to the future of York County, they do not address all of the immediate transportation needs of the County; and

WHEREAS, in addition to the projects to be completed with the additional one cent sales tax, current transportations needs include improvements to I-77 from Cherry Road to the North Carolina State line, the continuation of Highway 5 widening through Cherokee County connecting to I-85, and the extension of Highway 161/122 to a new connection with Highway 521 in Lancaster County; and

WHEREAS, these improvements, when combined with the previously mentioned one cent sales tax roadway projects, will create a major east/west corridor through York County connecting I-77, I-85 and the Highway 521/I-485 outerbelt; and

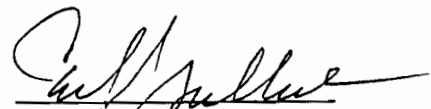
WHEREAS, this combination of projects and creation of a major east/west connector will substantially increase the marketability of York County as a major economic development community, with multi-lane access to both I-77 and I-85; and

WHEREAS, the York County Council has identified the need for these additional improvements to improve safety for the traveling public, meet the current and future transportation needs of the County to promote economic well being of York County; and

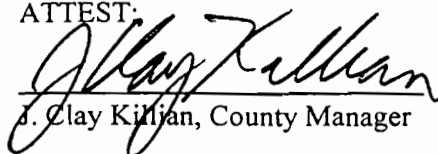
NOW THEREFORE BE IT RESOLVED, the York County Council supports and recommends the grant application to the State Infrastructure Bank for additional funds for improving the above described roadway system.

AND IT IS SO RESOLVED this 15th day of December, 1997.

YORK COUNTY COUNCIL


Carl L. Gullick, Chairman

ATTEST:


J. Clay Kiljan, County Manager

A RESOLUTION

WHEREAS, York County is experiencing unprecedented growth and the accompanying increase of traffic on its roads and highways; and

WHEREAS, the citizens of York County recently adopted a 1% Capital Projects Sales and Use Tax for the express purpose of improving many congested and dangerous roads in York County ; and

WHEREAS, as needed and important as the improvements to be undertaken with the sales tax are to the future of York County and the Catawba Region, other much needed road improvements could cost anywhere from \$150 million to \$190 million; and

WHEREAS, the York County Council, recognizing the need for all of these enhancements to improve safety for the traveling public, has decided to apply for these additional funds through the State Infrastructure Bank.

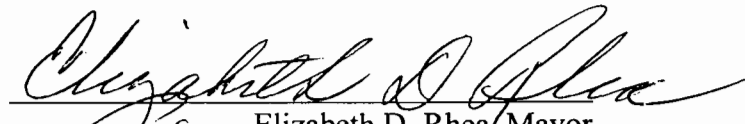
NOW THEREFORE BE IT RESOLVED

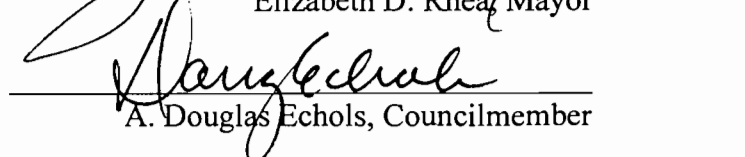
that the City of Rock Hill does hereby endorse the York County Council's grant application to the State Infrastructure Bank for additional funds for improving the roads in the Catawba Region.

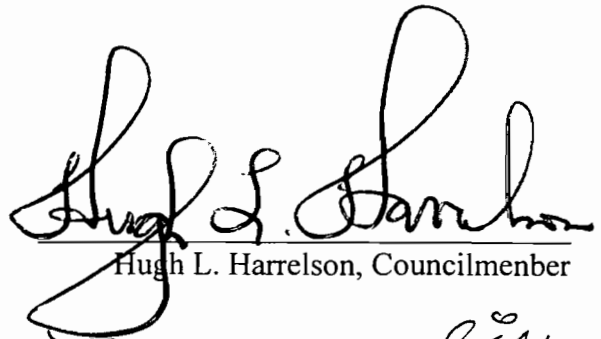
FURTHER BE IT RESOLVED

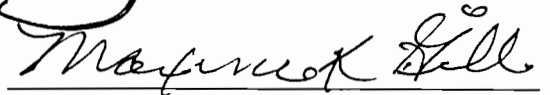
that the City of Rock Hill does hereby commend the York County Council for its dedication and tireless efforts to provide safer travel for the citizens of York County.

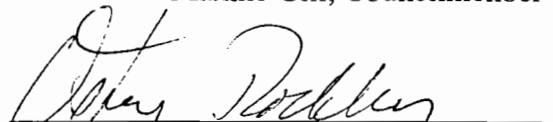
Passed this 15th day of December, 1997, at a regular meeting of the City Council of the City of Rock Hill held in Rock Hill, South Carolina.

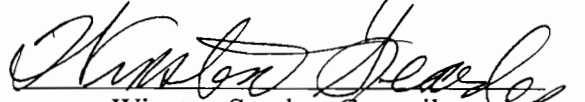

Elizabeth D. Rhea, Mayor

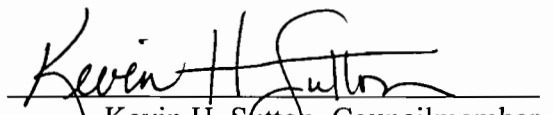

A. Douglas Echols, Councilmember


Hugh L. Harrelson, Councilmember


Maxine Gill, Councilmember


Osbey Roddey, Councilmember


Winston Searles, Councilmember


Kevin H. Sutton, Councilmember

ATTEST:


Gerald E. Schapiro, Municipal Clerk

STATE OF SOUTH CAROLINA)
)
COUNTY OF LANCASTER)

RESOLUTION

WHEREAS, York County has passed a 1% sales tax to improve the roads in York County; and

WHEREAS, the State of South Carolina has created a South Carolina Infrastructure Bank with anticipation of the Bank being funded in 1998; and

WHEREAS, the South Carolina Department of Transportation has encouraged York County and the affected counties to seek funding from the Infrastructure Bank; and

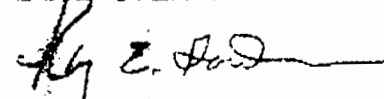
WHEREAS, a connector road from I-85 to S. C. Highway 521 would provide access for Lancaster County businesses and residences; and

WHEREAS, there would be no cost to Lancaster County residents for the construction of the connector between I-85, SC521, and Dave Lyle Boulevard.

NOW, THEREFORE, BE IT RESOLVED that Lancaster County Council does hereby support the application submitted by York County to the South Carolina Infrastructure Bank for funding of the Dave Lyle Connector Project.


AND IT IS SO RESOLVED this 9th day of December 1997.

LANCASTER COUNTY COUNCIL



Ray E. Gardner, Chairman

ATTEST:


Irene Plyler, Clerk to Council

STATE OF SOUTH CAROLINA

R E S O L U T I O N

COUNTY OF CHEROKEE

A RESOLUTION SHOWING CHEROKEE COUNTY COUNCIL'S SUPPORT FOR THE YORK COUNTY HIGHWAY 5 PROJECT AND TRANSPORTATION PLAN.

WHEREAS, York County passed a referendum approving a One Cent Sales Tax for road improvements throughout the county; and

WHEREAS, one of the roads to be improved from this One Cent Sales Tax is Highway 5 (Blacks Highway) from the City of York to the Cherokee County Line; and

WHEREAS, York County would like to pursue any available avenues to have the Highway 5 widening and improvements continue through Cherokee County & connect to I-85; and

WHEREAS, one of the avenues that has become available is the newly formed State Infrastructure Bank Program; and

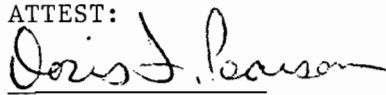
WHEREAS, York County is preparing the required application for this program and would like to consider requesting this section of Highway 5 as part of this package.

Now therefore, Cherokee County Council passed this resolution in a duly official meeting of Tuesday, December 16, 1997, stating their support for the York County Highway 5 Project and Transportation Plan. This support in no way requires any financial reimbursements or commitments as a part of this State Infrastructure Bank Project.

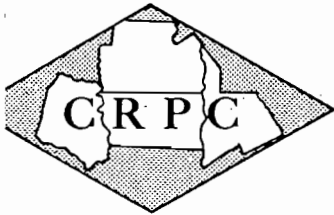
CHEROKEE COUNTY COUNCIL


L. Hoke Parris, Chairman

ATTEST:


Doris F. Pearson
Clerk to Council

SEAL:



CATAWBA REGIONAL PLANNING COUNCIL

Catawba Regional Center
Rock Hill, SC 29731

215 Hampton Street
Tele. (803) 327-9041

P.O. Box 450
FAX (803) 327-1912

Resolution

WHEREAS, York County is experiencing unprecedented growth and the accompanying increase of traffic on its roads and highways; and

WHEREAS, the citizens of York County recently adopted a 1% Capital Projects Sales and Use Tax for the express purpose of improving many congested and dangerous roads in York County; and

WHEREAS, as needed and important as the improvements to be undertaken with the sales tax are to the future of York County and the Catawba Region, other much needed road improvements could cost anywhere from \$150 million to \$190 million; and

WHEREAS, the York County Council, recognizing the need for all of these enhancements to improve safety for the traveling public, has decided to apply for these additional funds through the State Infrastructure Bank.

NOW THEREFORE BE IT RESOLVED, that the Catawba Regional Planning Council does hereby endorse the York County Council's grant application to the State Infrastructure Bank for additional funds for improving the roads in the Catawba Region.

FURTHER BE IT RESOLVED, that the Catawba Regional Planning Council does hereby commend the York County Council for its dedication and tireless efforts to provide safer travel for the citizens of the Catawba Region.

Passed this 4th day of December, 1997, at a regular meeting of the Catawba Regional Planning Council held in Rock Hill, South Carolina.

J. B. McDowell, Chairman

Attest:

Harold Shapiro, Secretary/Treasurer

RFATS

Rock Hill-Fort Mill Area Transportation Study Committee

Resolution

Whereas, The South Carolina Transportation Infrastructure Bank Act established a Board to select and assist in financing large transportation projects necessary for public purposes, including economic development, and

Whereas, York County is submitting an application for financial assistance in completing an integrated group of transportation facilities called the York County Metropolitan Road Corridor Project, and

Whereas, This project will provide multiple public benefits to the RFATS urban area, its member cities, the Catawba Indian nation, York County and the other South Carolina counties that are impacted by the regional transportation system serving the Charlotte Metro area, by:

- A] Widening portions of the I-77 corridor and those principle arterials feeding it, which connect South Carolina to the Charlotte Metro Area, which must absorb the brunt of new metro growth to the south and its major roads are already, or rapidly approaching, a level of service of "F", and
- B] Completing the eastern portion of the 20 mile outer ring of the metro area - the Highway 161/Dave Lyle extension past the Catawba Indian Reservation to US 521., a project, which previously lost anticipated state SHIMS funds after HUGO, has been a high priority economic development project for both area local governments and chambers of commerce for the past decade, and
- C] Improving South Carolina's portion of the western side of the 20-mile metro ring, and extending Highway 5 to I-85 , including Highway 161 and the major arterials which serve it are already is the focus of area growth, in which RFATS has already invested heavily, which will both meet a major existing safety and mobility need and open new economic development corridor in South Carolina.

Now, Therefore, Be It Resolved that the RFATS Policy Committee does hereby endorse the York County Council's Grant Application to the State Infrastructure Bank for additional funds to improve the roads in our urban area and the greater metro area.

Passed this 12th day of December, 1997 at a regular Policy Committee meeting held at city hall in Rock Hill, South Carolina.

Chair, RFATS MPO

Secretary

York County



ECONOMIC DEVELOPMENT

TELEPHONE
803-324-3058
FAX 803-324-2354

J. MARK FARRIS, CED
Director

RESOLUTION

WHEREAS, York County has averaged over \$200 million in new and expanded industry investment and 2,000 new jobs since 1994, and;

WHEREAS, York County is experiencing unprecedented growth and development resulting in critical strains on existing infrastructure; and

WHEREAS, the citizens of York County recently adopted a 1% Capital Projects Sales and Use Tax for the express purpose of improving many congested and dangerous roads in York County; and

WHEREAS, York County has at least another \$200 million in immediate and long term road and highway improvements to simply keep pace with projected growth, and;

WHEREAS, the York County Council, recognizing the need for all of these enhancements to improve safety for the traveling public, has decided to apply for these additional funds through the State Infrastructure Bank.

NOW THEREFORE BE IT RESOLVED, that the York County Economic Development Board does hereby endorse the York County Council's grant application to the State Infrastructure Bank for additional funds for improving the roads in York County.

Passed this 24th day of November, 1997, at a regular board meeting of the York County Economic Development Board held in Rock Hill, South Carolina.


Bayles Mack, Chairman



RESOLUTION

*In Support of
York County Council's Application to
The State Infrastructure Bank*

WHEREAS, York County is the fastest growing county in the Metropolitan Region and is projected to grow in population by 39% by 2010; and,

WHEREAS, York County's current infrastructure is inadequate and will be greatly impacted by future growth and will not accommodate future commuter traffic, tourism or transient traffic; and,

WHEREAS, the citizens of York County voted on November 4, 1997 for a one cent sales tax increase to address some of the most pressing transportation needs in the county; and,

WHEREAS, the Rock Hill Area Chamber of Commerce believes that the state should consider local contributions in appropriating funds from the State Infrastructure Bank; and,

WHEREAS, economic development in this region has been strong but needs better infrastructure to help facilitate future development and keep current industry in the region; and,

WHEREAS, safety, economic development and quality of life are all issues that are considered in identifying transportation projects needed to improve our infrastructure deficit; and,

WHEREAS, the Chamber supports the Council's infrastructure development efforts that will help not only our County but our region of the state and we encourage the Council to continue to work in partnership with the Chamber's Government Relations Task Force to achieve mutual goals.

NOW, THEREFORE BE IT RESOLVED, that the Rock Hill Area Chamber of Commerce strongly supports the York County Council in their application to receive funding from the State Infrastructure Bank for major economic development and tourism projects.

ADOPTED THIS THE 9th DAY OF DECEMBER, 1997

Post Office Box 590 115 Dave Lyle Boulevard



Rock Hill, South Carolina 29731-6590 (803) 324-7500

"Leading York County to become the premier place to live, work and conduct business in the Carolinas"

SMART

SOUTHERN METRO AREA REGIONAL TRANSPORTATION

Goal

A citizen's group, comprised of government officials, chambers of commerce, state highway departments and municipalities, working to affect the construction of a highway system that adequately serves the Southern Metro Region and promotes sound economic development while protecting the environmental integrity of the area. A "Ring Cities Connector" would establish a highway that would connect Gaston, York, Lancaster and Union counties, including the Catawba Indian Nation.

The Perfect Project...**Accessibility**

The Ring Cities Connector would provide a convenient, quick and safe mode of transportation for Gaston, York, Lancaster and Union counties.

Economic Development

In order to foster high quality, commercial, industrial and residential development that is desired, a better road system is needed that would connect I-85 to I-77 and U.S. 521 on through to Highway 74.

Environmentally Sensitive

This group will work to ensure that all environmental concerns are addressed, preserving natural resources and the unique qualities of each community.

Historical Connection

This project will serve as a "Cultural Connector", providing better access to the different art and historical centers throughout our region, resulting in an increased awareness of the cultural wealth found in our communities.

Planned Growth

The project ensures that growth is planned by each community, preventing the "urban sprawl".

Regional Cooperation

This joint effort allows various communities across two states to work together to improve our region for residents. The project also creates a partnership with the Catawba Indian Nation to provide mutual benefits to the tribe and the community.

For further information...

**Gaston County
Chamber of
Commerce**
(704) 864-2621

**Lancaster County
Chamber of
Commerce**
(803) 283-4105

**Rock Hill Area
Chamber of
Commerce**
(803) 324-7500

**Union County
Chamber of
Commerce**
(704) 289-4567

Resolution

of the Mayor and Councilmembers of the City of Rock Hill, South Carolina

WHEREAS, the City of Rock Hill is committed to the concept of regionalism and regional cooperation, and regional transportation issues focusing on growth centers and corridors have been supported by the City of Rock Hill in the past; and

WHEREAS, the highway connector route to link Gaston, York, Lancaster and Union counties, including a partnership with the Catawba Indian Nation, would provide a convenient, quick, and safe mode of transportation from I-85 and I-77 to U.S. 521 and U.S. 74; and

WHEREAS, a regional transportation route would help foster economic development while ensuring that growth is well planned in each community involved. Such a project would ensure that all environmental concerns are addressed, preserving natural resources and the unique qualities of each community; and

WHEREAS, this project would serve as a "Cultural Connector," providing better access to the different art and historical centers throughout our southern metro region; and

WHEREAS, the Southern Metro Area Regional Transportation (SMART) Committee has been established to facilitate the construction of a highway system that adequately serves the Southern Metro Region and promotes sound economic development while protecting the environmental integrity of the area.

NOW, THEREFORE, BE IT RESOLVED, that the City of Rock Hill on this, the 11th day of November in the year of 1996, supports the efforts and recommendations of the Southern Metro Area Regional Transportation (SMART) Committee in establishing a regional highway system.

ATTEST:

Gerald E. Schapiro
Gerald E. Schapiro, Municipal Clerk

Elizabeth D. Rhea
Elizabeth D. Rhea, Mayor

Osbey Roddey
Osbey Roddey, Mayor Pro Tempore

A. Douglas Echols
A. Douglas Echols, Councilmember

Makide Gill
Makide Gill, Councilmember

Hugh L. Harrelson Sr.
Hugh L. Harrelson Sr., Councilmember

Winston Searles
Winston Searles, Councilmember

Kevin H. Sutton
Kevin H. Sutton, Councilmember



STATE OF SOUTH CAROLINA)
)
COUNTY OF LANCASTER)

RESOLUTION #326

**SUPPORTING SOUTHERN METRO AREA REGIONAL
TRANSPORTATION COMMITTEE**

WHEREAS, the Lancaster County Chamber of Commerce is committed to the concept of regionalism and regional cooperation; and

WHEREAS, regional transportation issues, focusing on growth centers and corridors have been supported by the Lancaster County Chamber of Commerce in the past; and

WHEREAS, a highway connector route to link Gaston, York, Lancaster and Union counties, including a partnership with the Catawba Indian Nation, would provide a convenient, quick, and safe mode of transportation from I-85 to I-77 and US 521, and connection to highway 74; and

WHEREAS, a regional transportation route would help foster economic development while ensuring that growth is well-planned in each community involved; and

WHEREAS, such a project would ensure that all environmental concerns are addressed, preserving natural resources and the unique qualities of each community; and

WHEREAS, this project will serve as a "Cultural Connector" providing better access to the different art and historical centers throughout our southern metro region; and

WHEREAS, the Southern Metro Area Regional Transportation (SMART) Committee has been established to facilitate the construction of a highway system that adequately serves the Southern Metro Region and promotes sound economic development while protecting the environmental integrity of the area.

NOW, THEREFORE, BE IT RESOLVED that the Lancaster County Council supports the efforts and recommendations of the Southern Metro Regional Transportation (SMART) Committee in establishing a regional highway system.

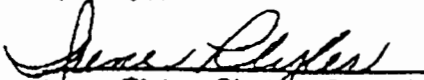
AND IT IS SO RESOLVED this 28th day of October, 1996.

LANCASTER COUNTY COUNCIL



Ray E. Gardner, Chairman

ATTEST:


Irene Plyler, Clerk to Council

Appendix B - Interstate 77 Capacity Analysis

1996 Traffic Volume:

- North of SC 160 56,100 AADT
- South of SC 160 60,600 AADT... Used in Analysis

Assumptions:

- Peak Hour 10% = 6060
- Directional Split 60% = 3636
- Lane Factor 50% = 1818 PCPHPL (Passenger Cars Per Hour Per Lane)

Highway Capacity Manual Page 3-9, Table 3-1:

- Assume Free Flow Speed = 65 mph
- 1996 Level of Service 'D'

Maximum Service Flow Rate = 2200 PCPHPL (4 lanes)

Service Flow Rate Projection

| Year | Assumed Growth | | |
|------|----------------|-------|-------|
| | 2.5% | 3.0% | 4.0% |
| 1996 | 1818 | 1818 | 1818 |
| 1997 | 1863 | 1873 | 1891 |
| 1998 | 1910 | 1929 | 1966 |
| 1999 | 1958 | 1987 | 2045 |
| 2000 | 2007 | 2046 | 2127 |
| 2001 | 2057 | 2108 | 2212* |
| 2002 | 2108 | 2171 | |
| 2003 | 2161 | 2236* | |
| 2004 | 2215* | | |

* Indicates Point At Which 4-Lane Critical Service Flow Rate Is Exceeded

Appendix C - UNCC Citizen Survey



YORK COUNTY CITIZENS SURVEY

Executive Summary

The University of North Carolina at Charlotte's (UNC Charlotte) Urban Institute conducted a survey of 400 York County, South Carolina residents on behalf of Choices for York County and the York County Council. The survey addressed issues related to the quality of life in the county. Survey dates were August 27 to September 10, 1997.

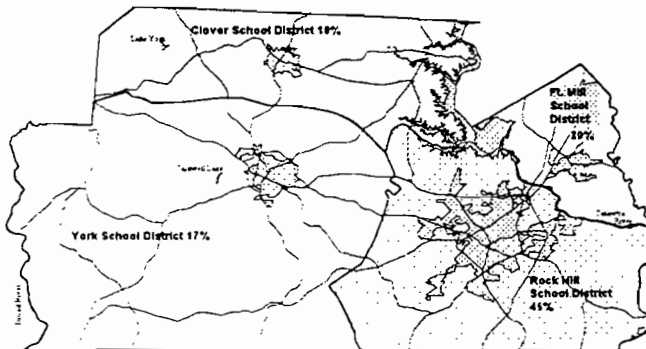
Characteristics of the Sample

The respondents to the survey were selected randomly from adults in each household. Respondents are 46% male and 54% female. Education levels range from 40% with a high school degree or less to 60% with at least some college or technical training. Sixty-two percent of the sample report income levels of \$40,000 and above.

Almost half the survey respondents (47%) have lived in York County for more than 20 years. Respondents are predominantly white, married, and own their own homes. Sixty-four percent are working full-time and 7% are working part-time. Fifty-eight percent of the workers work in York County, but a large percentage work in Mecklenburg. In fact, more than two-thirds of the working Fort Mill area residents commute to Mecklenburg.

Geographic groupings of the respondents are used to analyze differences in responses to the survey questions. The geographic unit used in this survey analysis is the public school district. Forty-five percent of the respondents are in the Rock Hill school district, 20% are in the Fort Mill school district, 18% are in the Clover district, and 17% are in the York district (figure i).

Figure i: York County School Districts



Quality of Life

Respondents rated a variety of quality of life items on a scale of one to five, with one being poor and five being excellent. The percentage of excellent (5) and good (4) ratings are shown in Figure ii. Educational opportunities, parks and open space, and water quality are the highest rated items, while roads & highways, cultural & arts activities, and activities for children are the lowest rated. An interesting pattern is shown in ratings of shopping opportunities, where respondents are much less likely to give ratings of 'good'.

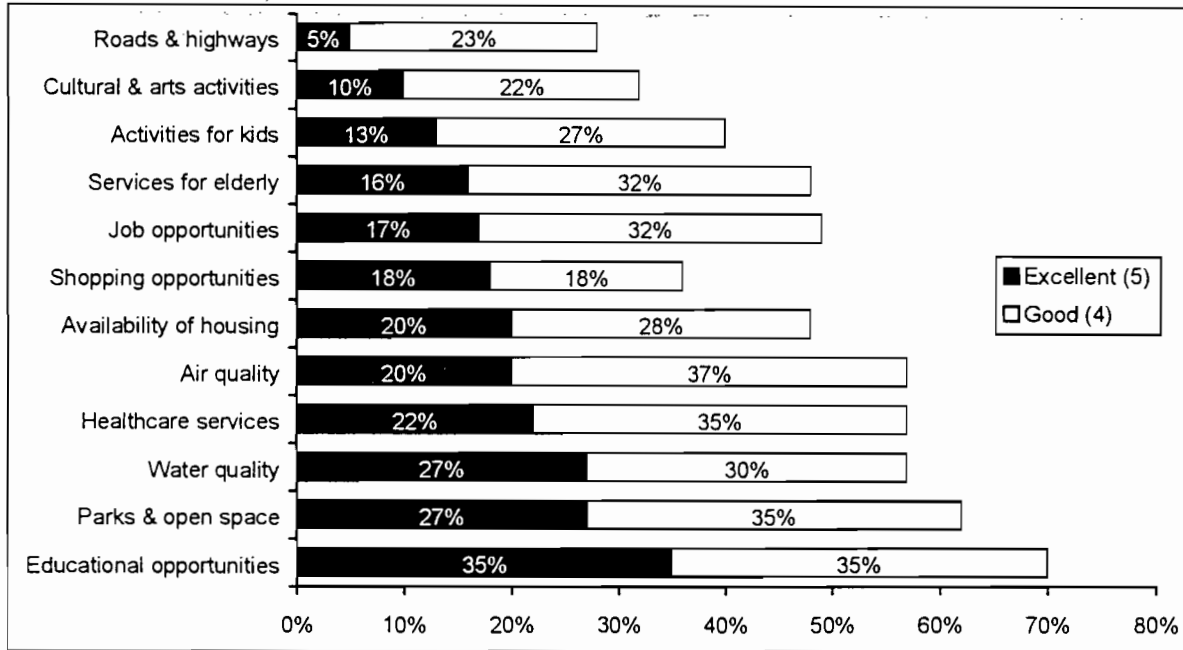
Fort Mill area respondents are more likely to give higher ratings to most items, including educational opportunities and activities for children. The high ratings from Fort Mill respondents may be related to location and income. The Fort Mill area respondents are in higher income households, providing the opportunity to take advantage of the amenities in the area. They are also closest to Mecklenburg County and the jobs and amenities available there.

Also, older respondents give higher ratings to all quality of life items than younger respondents do. One example is that 62% of persons age 50 and over rate services for seniors as a 4 or 5, compared to 39% of respondents in the 18-34 age group.

On a scale of one to five, with five meaning very satisfied with York County as a place to live, 38% give a rating of five and 40% give a rating of four. Again, Fort Mill area residents and those over age 50 are most satisfied.

Most respondents (76%) also believe that the quality of life in York County will improve over the next ten years, while 15% say it will decline and 18% say it will remain the same. The most optimistic are Clover area residents.

Figure ii: Ratings of Quality of Life Items (percent good and excellent)



Social Issues and Neighborhood

Thirty percent strongly agree that the county has good race relations and 48% somewhat agree. Fort Mill and Clover residents, older respondents, non-workers, and those who work outside Mecklenburg and York are the most likely to say the county has good race relations. Although relatively few (45) black residents were surveyed, they are much less likely to feel that race relations in the county are good.

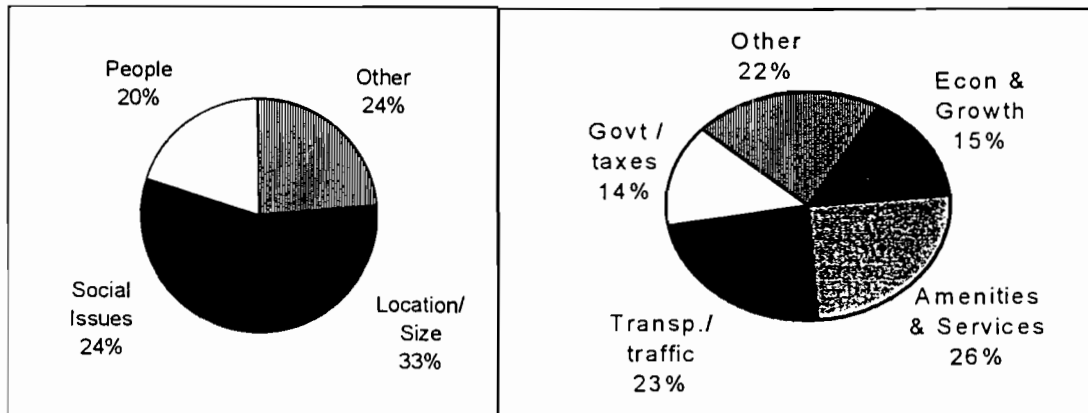
On a scale of one to five with one meaning not satisfied and five meaning very satisfied, 62% rate their satisfaction as a five and only eight respondents said they are not satisfied. Similar percentages appear in ratings of safety, with 66% feeling very safe at night in their neighborhoods.

Like Best/Least About York County

One-third of the items respondents said they like best about York County relate to its location and size, 24% relate to social issues, and 20% relate to people. The items in the location/size category include things like "not crowded", "location," and "close to Charlotte." Items in the social issues category include "country atmosphere" and "quiet." And the people category includes "born here," "it is home," and "people."

Of the things liked least, the quality or lack of amenities and services are mentioned most frequently, followed by transportation problems. Among the amenities and services identified as lacking are activities for children, shopping, and entertainment. The comments about transportation reflected frustration with commuting times.

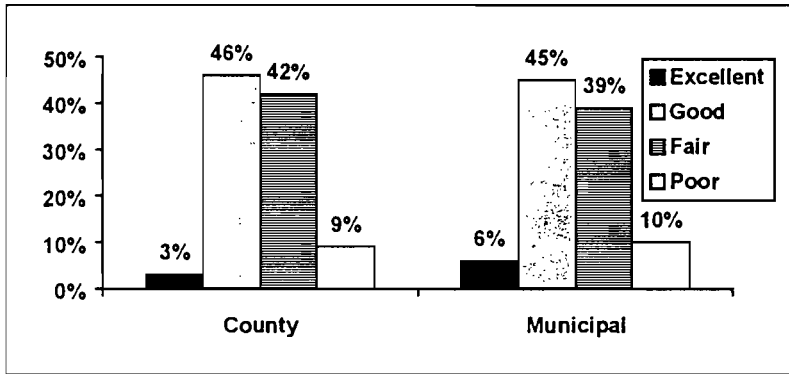
Figure iii: Like Best About York County Figure iv: Like Least About York County



Government

Most respondents rate the quality of county and municipal government leadership in York County as good or fair (see Figure v). The ratings for York County leadership are highest among Fort Mill area residents, higher income respondents, newcomers, never married, and those who work in Mecklenburg County.

Figure v: Ratings for Leadership of York County and Municipal Governments



Only 14% feel the quality of government services have gotten worse in recent years, while 58% say they have stayed about the same, and 28% say they have improved.

Respondents are also relatively pleased with tax rates, with three out of four respondents agreeing that taxes in the county are reasonable.

More than 90% of the respondents are in favor of local and county government cooperation, both among governments in York County and among governments in the region.

When asked to identify public improvements needed in their neighborhoods, almost half the respondents identified issues or projects related to transportation and roads. Those who commute outside of York County are particularly interested in transportation improvements.

Growth & Development

The majority of respondents (53%) are satisfied with the growth rate in York County, although 36% say the county's growth rate is too fast. Those most likely to feel growth has been too slow are residents of the Clover School District, black respondents, and those who work outside of York and Mecklenburg counties. Fort Mill area respondents are more likely to feel growth has been too fast.

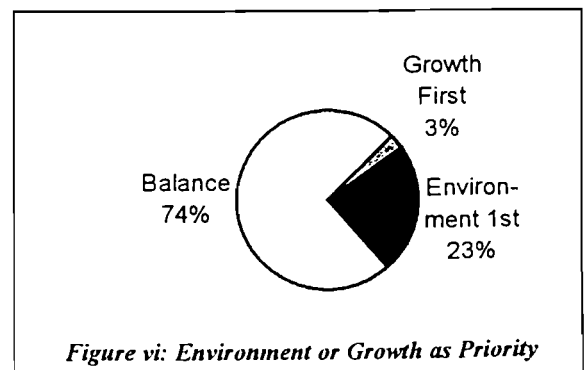
The majority are also pleased with the level of growth and development regulation in the county, although 31% would like stricter regulations and 18% would like more relaxed regulations.

There is general agreement that attracting jobs to the county is very important. On a scale of one to five, with five meaning very important, 69% rate attracting jobs as five. Lower income and less educated respondents are even more likely to feel attracting jobs is very important.

York County is preserving its historic areas according to an overwhelming majority of respondents (85% strongly or somewhat agree), although some may feel even more historic preservation could or should be undertaken. The groups that are most likely to strongly agree that York County's historic areas are preserved include York area residents, lower income persons and college graduates.

A large majority of respondents also feel that additional land should be saved for parks and open space. Seventy-four percent are strongly supportive of greater park land acquisition. Higher income respondents, those who were never married, and college graduates are the most supportive of saving land for parks.

Most respondents (74%) would like to see a balance between economic development and protection of the environment, but 23% said



the environment is a higher priority ('environment 1st'), while only 3% said economic growth is a higher priority ('growth first').

Eighty-three percent would like to see the county's farmland preserved and only 13% say that market mechanisms should determine the eventual land use for current farmland. Those with a high school education or less are among the most supportive of protecting farmland.

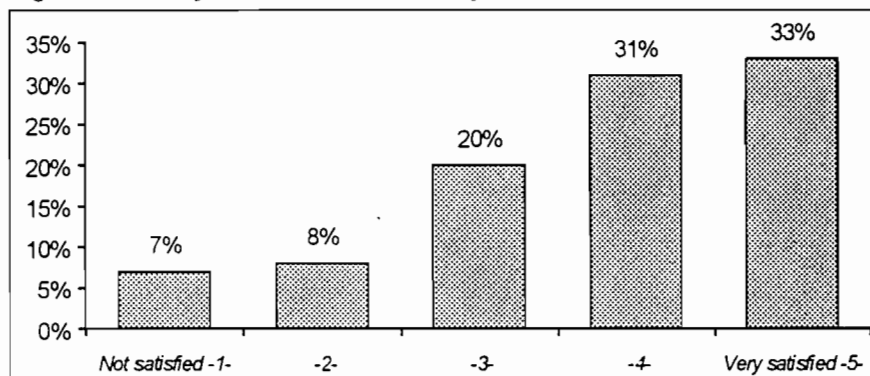
Education

There appears to be strong support for and satisfaction with York County's public schools. On a scale of one to five, with five meaning very satisfied, 33% give ratings of five and 31% give ratings of four. Only 7% say they are not satisfied (ratings of one) with the public schools.

Almost half the respondents also feel that the schools have improved in recent years and only 18% say they have gotten worse.

Clover area residents are most satisfied with the public schools and feel most positively about recent changes. Rock Hill and York area residents are the least satisfied with the public schools.

Figure vii: Satisfaction with York County Public Schools



Computers and Technology

Over half of the respondents have access to computers at their workplace, 50% have computers at home, and 69% have computers at either work or home. Access to computers is strongly related to age, income and education. More than 80% of college graduates, 18 to 49 year olds, and those with incomes of \$40,000 or more have computer access. Only about 50% of the high school educated, 50 year olds and over, and those with incomes below \$40,000 have access to computers.

Conclusions

Ratings of the quality of life in Union County reflect considerable satisfaction with the County as a place to live and with life in the county's neighborhoods. Citizens seem pleased with educational opportunities, parks & open space, air and water quality, and healthcare services. Items relating to social issues and location/size are most often named as what is liked best about life in York County. And citizens show optimism about the future, with most saying the quality of life will improve in the next 10 years.

There is satisfaction with local governments in the county and strong satisfaction with the local schools. The Fort Mill area respondents are the most satisfied with government and schools.

Respondents are supportive of economic development in the county and 69% say attracting more jobs is very important. Interest in attracting more jobs is especially strong among lower income, less educated and black respondents. The support for growth and development is matched by support for preservation of farmland, open space for parks, and historic areas. Residents strongly approve of an economic development and growth management strategy that allows for strong growth while maintaining the quality of the environment and the quality of life in the county. Concerns are primarily in the areas of amenities, such as shopping and children's activities, and transportation. Many amenities will come with further development. However, the issues surrounding the transportation system, such as the infrastructure and the level of out-commuting to Mecklenburg and other counties, need to be addressed.

The survey shows a high level of satisfaction with York County as well as concern for addressing issues related to positive future growth.