



ROCK HILL-FORT MILL AREA TRANSPORTATION STUDY

**2050 LONG RANGE TRANSPORTATION
PLAN AMENDMENT FIVE**

AMENDMENT APPROVED: FEBRUARY 24, 2023

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CHAPTER 3 GOALS, OBJECTIVES & PERFORMANCE MEASURES

The 2050 Long Range Transportation Plan is being amended to reflect the 2023 Safety Targets as part of Performance-Based Planning & Programming.

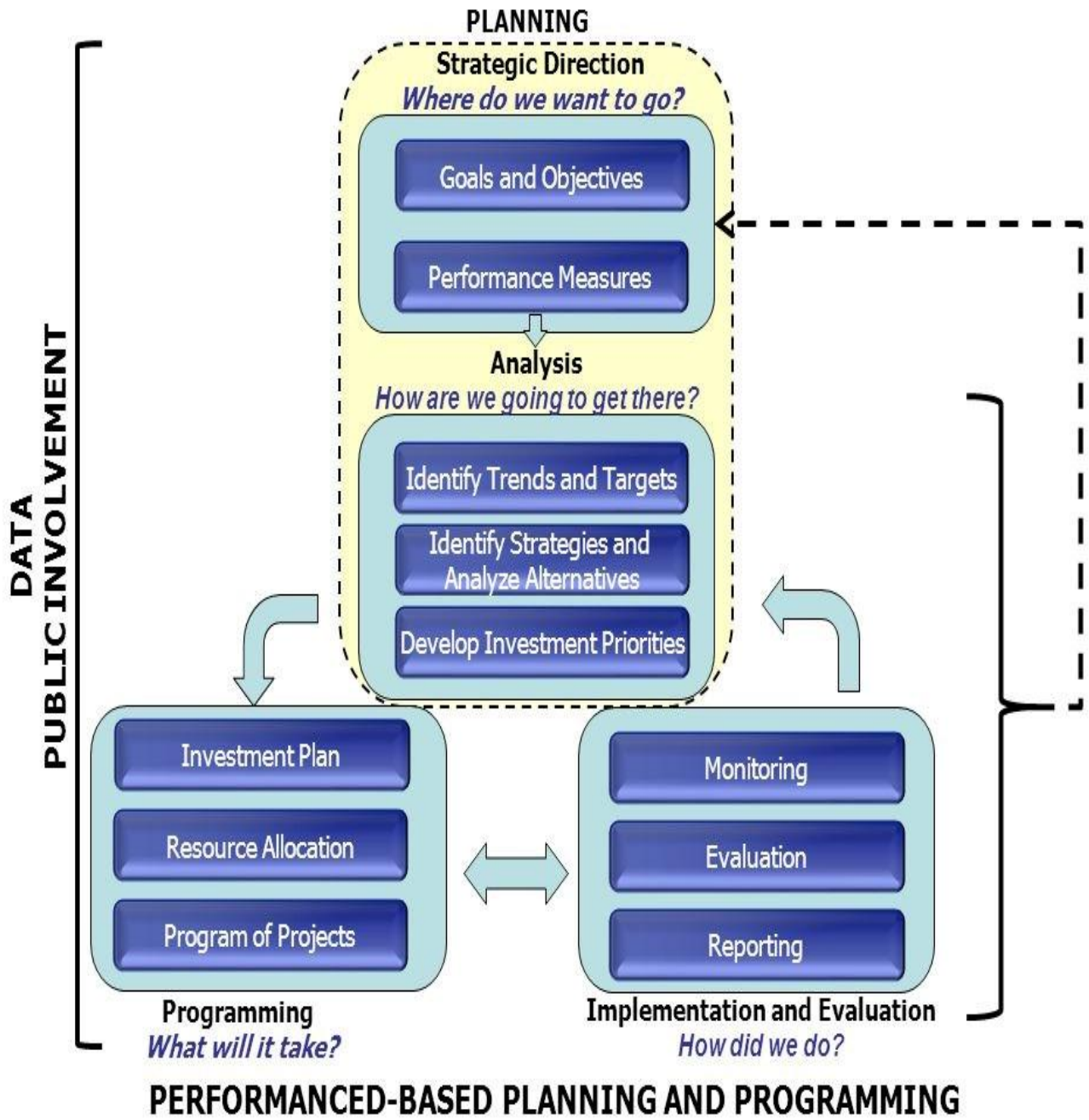
As a point of reference, performance-based planning & programming or “performance management” is a strategic approach that uses system generated information to make investment and policy decisions to achieve goals set for the multimodal transportation system in the MPO Planning Area. Specifically, Performance-Based Planning & Programming (PBPP), refers to the application of performance management as standard practice in the planning and programming decision-making process.

The goal of PBPP is to ensure that transportation investment decisions – both long term planning and short term programming – are based on the ability to meet established performance goals. As a federal requirement, states will invest resources in projects to achieve individual performance targets that collectively will make progress toward established national goals. Like states, MPOs are also expected to make transportation investment decisions based on a performance-driven, outcome-based approach. With this in mind, the key planning documents of an MPO; specifically, the Long Range Transportation Plan (LRTP) and the Transportation Improvement Program (TIP), are required to reflect this same approach to the planning and decision-making process.

The MPO has developed its PBPP process to fulfill these federal requirements – which will include tracking specific measures and setting appropriate performance targets to meet the planning needs of the MPO. This document is meant to serve as the working framework as the MPO applies a strategic performance-based planning and programming process. This information describes the following:

1. National Goal Areas
2. Federal Requirements
3. 2023 Safety Targets

The flow chart on the next page illustrates the process for Performance Management (provided by the National Highway Institute)



National Goal Areas

Highway Performance

Through the federal rulemaking process, the Federal Highway Administration (FHWA) is requiring state DOTs and MPOs to monitor the transportation system using specific performance measures. These measures are reflective of the national goal areas outlined in applicable federal transportation guidance. The following list describes these national goal areas for highway performance as well as broader measures of performance.

Safety

- 1) Injuries and Fatalities

Infrastructure Condition

- 1) Pavement Condition
- 2) Bridge Condition

System Reliability

- 1) Performance of National Highway System

Freight Movement and Economic Vitality

- 1) Movement on Interstate System

Congestion Reduction

- 1) Traffic Congestion

Environmental Stability

- 1) On-Road Mobile Source Emissions

Reduced Project Delivery Delay

Transit Performance

Recipients of public transit funds – which can include states, local authorities, and public transportation operators are required to establish performance targets for safety, state of good repair, as well as transit asset management and safety plans. Regular reporting on their progress towards achieving the set performance targets will be made in each of these areas.

Public transportation operators are also directed to share information with MPOs and states so that all plans and performance reports are coordinated. The list below identifies performance measurement goals outlined in the National Public Safety Transportation Plan, released by the Federal Transit Administration (FTA), and in the final rule for transit asset management. The MPO will be required to coordinate with public transit providers to set targets for these measures.

Safety

- 1) Fatalities
- 2) Injuries
- 3) Safety Events
- 4) System Reliability

Infrastructure Condition

- 1) Equipment
- 2) Rolling Stock
- 3) Facilities

Federal Requirements

Targets

- 1) For each performance measure, the Policy Committee will decide to commit to support a statewide target, or where appropriate to establish a separate quantifiable target specific to the planning area.
- 2) SCDOT, MPOs, and public transit operators must coordinate the development of targets for performance measures to ensure consistency to the maximum extent practicable.
- 3) The MPO is required to establish performance targets no later than 180 days after SCDOT sets performance targets.

Reporting

- 1) The LRTP must describe established performance measures and targets, evaluate the performance of the transportation system, and report on progress realized.

- 2) The TIP must link investment priorities to the performance targets in the LRTP, and describe (to the maximum extent practicable), the anticipated effect of the program toward achieving established targets.
- 3) The MPO must also report baseline roadway transportation system conditions, performance data and overall progress toward the achievement of targets to SCDOT.

Assessments

- 1) FHWA and FTA will not directly evaluate MPO progress towards meeting targets for required performance measures. The MPOs performance will be assessed as part of regular transportation planning process reviews, such as the Federal Certification Review that is conducted every four years.
- 2) FHWA will determine if SCDOT has met or made significant progress towards attaining the selected performance targets for the highway system.

Safety

The State of South Carolina has the highest fatality rate in the nation. Reducing the number of transportation-related collisions, injuries, and fatalities is the SCDOT's highest priority as is making safety everyone's business. The Director of the South Carolina Department of Public Safety (SCDPS), who also serves as the Governor's Representative for Highway Safety announced the Agency's goal of zero traffic-related deaths for the State. This goal, also strongly supported by the South Carolina Department of Transportation (SCDOT) and the South Carolina Department of Motor Vehicles, became the starting point for the State's update of the Strategic Highway Safety Plan (SHSP), entitled Target Zero. Target Zero is an aspirational goal for South Carolina based on the philosophy that no fatalities are acceptable for any household. The state will set targets advancing towards this goal over the next 20 years.

Safety Needs within the MPO

SCDOT provided a safety workshop for the MPO with data specific to the MPO's Study Area boundary. The workshop further examined the crash data just within the MPO area to provide some perspective on what safety problems the MPO is experiencing with the study area boundary. Potential focus areas for the MPO are:

- 1) Roadway Departures
- 2) Intersections
- 3) Access Management
- 4) Non-Motorized Roadway Users

These areas could be influenced by MPO policy as a project moves through the planning, programming, and delivery process.

Safety Targets

SCDOT was required to evaluate and report on safety targets for the five required measures on August 31, 2022. This action started a 180 day clock for the MPO to take action to evaluate and set regionally specific targets or to accept and support the state's targets. When setting safety performance targets for the state, statisticians performed extensive analysis of the data related to each measure (i.e., traffic fatalities, severe injuries, and vehicle miles

traveled). South Carolina utilized a seven-data point graphical analysis with a five year rolling average. After the data points were plotted and graphical representations of the data were created, a trend line was added that could be used to predict future values. The trend lines were based on linear and non-linear equations with R-squared (best fit measure) values.

Applying the appropriate modeling assumptions, statisticians were then able to predict values for the current year. Expected reductions in the number of fatalities and severe injuries were then estimated, which resulted in the calculation of safety performance targets for the state. Staff from the SCDOT Traffic Engineering Office also met with representatives from the MPOs, delivering a presentation on target setting and how the state’s targets were established. The following table shows the baseline information for the MPO, the State of South Carolina, and the National baseline.

SAFETY TARGET BASELINE (2019-2023 AVERAGE)

	Traffic Fatalities	Fatality Rate*	Severe Injuries	Severe Injury Rate*	Non-Motorized
SC Baseline	1058	1.820	2,859	5.073	458
SC Targets	1,119	1.940	2,868	4.960	485
MPO Baseline	29.2	1.306	99	4.466	12

For the 2023 performance period, the MPO has elected to accept and support the State of South Carolina’s safety targets for all five safety performance measures. This means the MPO will

- 1) Address areas of concern for fatalities or serious injuries within the metropolitan planning area through coordination with SCDOT and incorporation of safety considerations on all project planning.
- 2) Integrate safety goals, objectives, performance measures, and targets into the planning process; and
- 3) Include the anticipated effect toward achieving the targets noted above within the Transportation Improvement Program (TIP), effectively linking investment priorities to the realization of safety performance targets.

PUBLIC PARTICIPATION

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

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

APPENDIX A: ADOPTION AND APPROVAL RESOLUTION / LETTER



**RESOLUTION APPROVING AMENDMENT #5 TO THE
2050 LONG-RANGE TRANSPORTATION PLAN FOR THE
ROCK HILL-FORT MILL AREA TRANSPORTATION STUDY(RFATS)**

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

WHEREAS, the RFATS 2050 Long Range Transportation Plan is being amended to reflect 2023 Safety Targets as part of a strategic performance-based planning and programming process; and,

WHEREAS, the 2050 Long Range Transportation Plan will continue to meet the planning requirements of 23 CFR Part 450.324

NOW, THEREFORE BE IT RESOLVED, that the RFATS Policy Committee finds that the 2050 Long Range Transportation Plan and Transportation Improvement Program conform to the purpose of the South Carolina State Implementation Plan in accordance with the Clean Air Act as Amended (CAAA), and Infrastructure Investment & Jobs Act (IIJA) on this 24th day of February 2023.

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

APPROVED:

ATTEST:

Tom Audette

David F. Hooper

Tom Audette, Chair

David F. Hooper, MPO Director



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



**Technical Team Meeting
(Teams Conference Call)
Summary Minutes
February 2, 2023 – 1:30 p.m.**

Conference Call Attendees: Berry Mattox (SCDOT); Penelope Karagounis (Town of Fort Mill); Jim Walden (SCDOT); Patrick Hamilton (York County); Susan Britt (City of Tega Cay); Chris Herrmann (City of Rock Hill); Rox Burhans (Lancaster County); Cliff Goolsby (City of Rock Hill); Jonathan Buono (York County); Leah Youngblood (City of Rock Hill); Christopher Stevens (York County); Steve Allen (CRCOG); Ashley Davis (Lancaster County); Josh Meetze (SCDOT); Diane Dil (York County); Scot Sibert (WSP, USA); Sierra Hayes (WSP, USA); Bradley Reynolds (WSP, USA); and David Hooper (RFATS).

I. Review of Minutes

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

II. Old Business

A. Policy Committee Meeting

1. **2050 LRTP & FY 21-27 TIP Amendment (Exits 77 & 81)** – Mr. Hooper stated that the Policy Committee provided final approval to a modified amendment removing Exit 81 based on the latest budgetary assessment from SCDOT, and retaining the \$7.7M at Exit 77 during the January meeting.
2. **FY 21-27 TIP Amendment (FTA 5310 Funding Award)** – Mr. Hooper stated that the FTA 5310 funding award to YCDNSB in the amount of \$100,000 received final approval from the Policy Committee at the January meeting.
3. **RAISE Letter of Support** – Mr. Hooper briefly noted that the Policy Committee provided their endorsement of a letter of support for the City of Rock Hill's RAISE grant application.
4. **CAC Reappointments** – Mr. Hooper stated that the Policy Committee approved the reappointment of Dr. David Ward and Mr. Carl Manns to new three year terms at the January meeting..
5. **2023 Annual Election of Officers** – Mr. Hooper noted that the Policy Committee approved the election of Mr. Audette to serve as Chair and Mr. Carnes to serve as Vice-Chair in 2023.

B. US 521 Corridor Study – Mr. Hooper briefly reviewed the principal points of discussion from the November Technical Team meeting as well as observations from the Policy Committee meeting. Mr. Hooper then asked Mr. Reynolds to review the refined alternative configurations; associated operational variables and updated cost estimates. Discussion then followed regarding site specific characteristics at US 521 / SC 160; Dolbys Bridge Road and further down US 521 adjacent to Van Wyck Road. Lastly, Mr. Hooper stated that this information will be reviewed with the Policy Committee at their February meeting.

- C. **2020 Urbanized Areas (Initial Data Release)** – Mr. Hooper briefly reviewed observations from the Policy Committee at the January, and noted that more detailed information on the updated urbanized area designations (i.e., distribution of UZA population among jurisdictional members; potential boundary adjustments, etc.), will be provided at their February meeting.
- D. **FY 23-25 UPWP Development** – Mr. Hooper briefly reviewed principal work activities planned for FY 23-25, and then provided budgetary estimates for each jurisdictional member and requested that this be incorporated into their individual annual budget development process.
- E. **Bicycle / Pedestrian Projects** – Mr. Mattox noted that all projects continue to move forward.

III. New Business

- A. **Policy Committee Meeting for February 24, 2023 (Due no later than Feb 14th)**
- B. **US 521 Corridor Study** – Mr. Hooper stated that a presentation on the refined alternative configurations will be presented at the February Policy Committee meeting.
- C. **2020 Urbanized Areas** – Mr. Hooper reiterated that a follow-up presentation will be made in February for evaluation and feedback from the Policy Committee.
- D. **LRTP Amendment (Annual Safety Targets)** -- Mr. Hooper noted that an LRTP Amendment reflecting updated safety targets will be reviewed with the Policy Committee and their approval requested.
- E. **Administrative Report** – Mr. Hooper briefly noted that the Administrative Report will be provided to the Policy Committee at their February meeting.

IV. Other Business

- A. **CRAFT & Other Planning Initiatives** – Mr. Hooper briefly noted that RFATS will be hosting the March CRAFT meeting. Mr. Hooper then took a moment to mention that the February meeting is the last for Mr. Burhans (Lancaster County Planning Director), as he will be assuming a new role with another jurisdiction in North Carolina. Mr. Hooper thanked Mr. Burhans for his experienced input and guidance as a member of the Technical Team; others similarly shared additional supporting observations as well.
- B. **Next Technical Team Meeting** – Mr. Hooper noted that the next Technical Team meeting is scheduled for March 2, 2023.

V. **Adjourn** – The meeting was adjourned at 3:06 PM.



**POLICY COMMITTEE MEETING
SUMMARY MINUTES
February 24, 2023 – 12:00 p.m.
Rock Hill Operations Center – Room 132**

COMMITTEE MEMBERS PRESENT: Tom Audette; Brian Carnes; Kathy Pender; Heath Sessions; Christi Cox; Jim Reno; Michael Johnson; Guynn Savage; Bill Harris (P); and John Gettys (P).

ADMINISTRATIVE / TECHNICAL / MANAGEMENT STAFF PRESENT:

Berry Mattox (SCDOT); Patrick Hamilton (York County); Vic Edwards (SCDOT); Penelope Karagounis (Town of Fort Mill); Josh Meetze (SCDOT); Dennis Marstall (Lancaster County); Jason Johnston (SCDOT); Jimmy Bagley (City of Rock Hill); Leah Youngblood (City of Rock Hill); Chris Stephens (York County); Chris Herrmann (City of Rock Hill); Jim Walden (SCDOT); Cliff Goolsby (City of Rock Hill); Steve Allen (CRCOG); Jonathan Buono (York County); Katie Compton (City of Rock Hill); and David Hooper (RFATS).

CITIZENS / VISITORS PRESENT: John Marks (Herald); Cleopatra Allen (CAC); Frank Myers (CAC); Frieda Price (CAC); Liz Duda (Tega Cay); Luther Dasher (CAC); Stephen Comer (Lancaster County); Dr. David Keely (CAC); Brett Harrelson; Sierra Haynes (WSP); and Bradley Reynolds (WSP).

1. CALL TO ORDER:

- a. **Welcome** – Chair Audette called the meeting to order at 12:00 P.M. and welcomed all in attendance.
- b. **Citizen Comment Period** – Ms Duda requested consideration of either live streaming meetings or perhaps recording and posting a meeting video for those who would like supplemental material beyond the distribution of meeting minutes.

2. REVIEW / APPROVAL OF MINUTES

Mr. Audette asked if there were any changes, deletions, or comments to the minutes of the January 27, 2023 meeting. Mr. Audette then made a motion to approve the minutes as presented; this was seconded by Mr. Carnes and unanimously approved.

3. REPORTS:

- a. **US 521 Corridor Evaluation (Presentation of Draft Final Report)** – Mr. Hooper provided a brief review of the November meeting where progress on this work effort was presented, and then stated that Mr. Reynolds would be reviewing additional refinements to the identified alternative configurations; their individual variables and considerations; supporting cost bands – followed by questions. Mr. Reynolds then summarized key data inputs, and a detailed depiction of expected changes in driver demand across the transportation network. Discussion then followed regarding the expected pedestrian demand level along this corridor and related considerations. Discussion then focused on the comprehensive evaluation and ranking results for the alternative configurations. Discussion concluded with the Hybrid 6 lane widening concept emerging as the most beneficial alternative for augmenting capacity; improving safety and positioning the corridor for an expanded transit presence in future years.

b. 2020 Census (Urbanized Area Designations) – Mr. Hooper summarized key outputs from the 2020 Census; specifically, the latest Urbanized Area Designation; the independent TMA status of RFATS; as well as specific adjustments to the configuration of the designated urbanized areas. Discussion then followed regarding the distribution of the UZA population; and the expected release of more detailed information from the Census Bureau. A follow-up presentation is expected at the March meeting.

4. PROPOSED POLICY COMMITTEE ACTION ITEMS

a. 2050 LRTP Amendment – Mr. Hooper provided a brief overview of the latest safety information from SCDOT as well as the recommended performance targets for 2023. As a point of reference, Mr. Hooper summarized Transportation Performance Management requirements and the important coordination between the State DOT; MPOs and COGs – in demonstrating progress in a number of National Goal areas as identified by Washington. Mr. Hooper then requested approval for the amendment (contingent on any comments being received) to the LRTP to reflect adoption of the State Safety Targets and authorization of a 30-day public comment period. Ms. Savage then made a motion for approval; seconded by Mr. Carnes and the motion was unanimously approved.

5. OTHER BUSINESS:

a. Administrative Report – Ms. Pender requested that an update on the Celanese / I-77 Interchange Evaluation Study would be useful at the March meeting.

b. Next Meeting – Mr. Audette noted that the next Policy Committee meeting is scheduled for March 24, 2023.

6. ADJOURNMENT:

The motion to adjourn was made by Mr. Audette and seconded by Mr. Carnes; the motion was unanimously approved and the meeting was adjourned at 1:22 P.M.



APPENDIX C: SUMMARY OF PUBLIC COMMENTS