



ROCK HILL-FORT MILL AREA TRANSPORTATION STUDY

**2050 LONG RANGE TRANSPORTATION  
PLAN AMENDMENT SEVEN**

AMENDMENT APPROVED: FEBRUARY 28, 2025

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## **CHAPTER 3 GOALS, OBJECTIVES & PERFORMANCE MEASURES**

The 2050 Long Range Transportation Plan is being amended to reflect the 2025 Safety Targets as part of Performance-Based Planning & Programming.

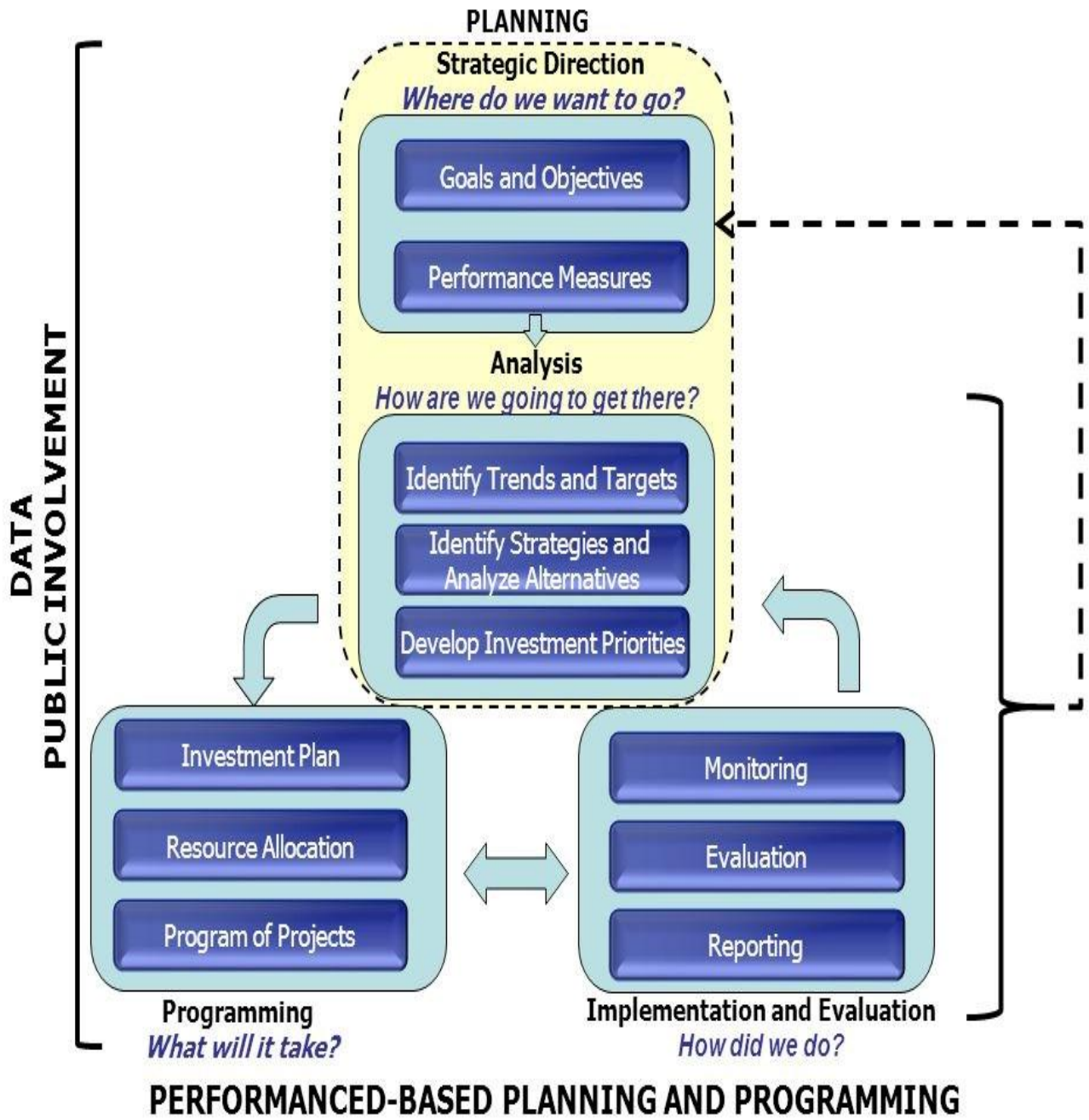
As a point of reference, performance-based planning & programming or “performance management” is a strategic approach that uses system generated information to make investment and policy decisions to achieve goals set for the multimodal transportation system in the MPO Planning Area. Specifically, Performance-Based 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. 2025 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, 2024. 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 (2021-2025 AVERAGE)**

	<b>Traffic Fatalities</b>	<b>Fatality Rate*</b>	<b>Severe Injuries</b>	<b>Severe Injury Rate*</b>	<b>Non-Motorized</b>
<b>SC Baseline</b>	<b>1081.6</b>	<b>1.775</b>	<b>2,782.2</b>	<b>4.567</b>	<b>479.8</b>
<b>SC Targets</b>	<b>1,080.0</b>	<b>1.782</b>	<b>2,764</b>	<b>4.561</b>	<b>453.4</b>
<b>MPO Baseline</b>	<b>28.2</b>	<b>1.132</b>	<b>106.2</b>	<b>4.261</b>	<b>15.0</b>

For the 2025 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 #7 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 2025 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 28<sup>th</sup> day of February 2025.

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

**APPROVED:**

Tom Audette

Guyann Savage, Chair

**ATTEST:**

David F. Hooper

David F. Hooper, MPO Director



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



**Technical Team Meeting  
Summary Minutes  
February 7, 2025 – 1:30 p.m.**

**Attendees:** Jim Walden (SCDOT); Patrick Hamilton (York County); Tony Edwards (SCDOT); Penelope Karagounis (Town of Fort Mill); Christopher Stephens (York County); Chris Herrmann (City of Rock Hill); Shantrise Harris (FHWA); Nick Cauthen (City of Tega Cay); Diane Dil (York County); Cliff Goolsby (City of Rock Hill); Leah Youngblood (City of Rock Hill); Josh Meetze (SCDOT); and David Hooper (RFATS).

**I. Review of Minutes**

Mr. Hooper asked if there were any additions, corrections, or deletions from the January minutes. One item was noted in Old Business (i.e., Agenda Item A1). The minutes were then approved as amended.

**II. Old Business**

**A. Policy Committee Follow-up**

- 1. Pennies For Progress Status Report** – Mr. Hooper briefly summarized the principal points of discussion from Mr. Hamilton’s presentation at the January Policy Committee meeting.
- 2. Carowinds Blvd Interchange Feasibility Study Announcement** – Mr. Hooper provided an overview of the key points of discussion shared with the Policy Committee regarding the Governor’s announcement (this past December) regarding a funding commitment to undertake a feasibility study at the Carowinds Blvd Interchange. Mr. Hooper then noted the unique operating characteristics at this location, and the latest information currently available on when this work would be able to begin.

As a point of reference, Mr. Hooper also provided background information on a work effort initiated by NCDOT evaluating the potential incorporation of HOV lanes along I-77 South from Charlotte to the state line. Notwithstanding NCDOT decision to initiate this work ahead of an initial review / discussion at CRAFT (i.e., the established protocol for beginning projects / work efforts of this scale, etc.), Mr. Hooper emphasized the importance of this critical step in producing a useful and beneficial outcome for all planning partners.

- 3. FY 24-33 TIP Amendment (DLB Pedestrian Flyover Bridge)** – Mr Hooper stated that a TIP Amendment reflecting federal funds allocated to this project received approval from the Policy Committee at their January meeting, and a 21 day public comment period has been initiated.
- 4. FY 25-26 TAP & CMAQ Funding Cycle** – Mr. Hooper briefly noted that both the FY 25-26 TAP & CMAQ Application Materials & Schedule received approval from the Policy Committee at their January meeting.
- 5. 2025 Annual Election of Officers** – Mr. Hooper briefly noted that Ms. Savage will serve as Chair and Mr. Gray will serve as Vice Chair this year.

- B. 2055 Long Range Transportation Plan Update** – Mr. Hooper briefly referenced the latest

draft chapters available for Technical Team review as well as the next steps in the update process as we approach the customary public meeting which is slated occur prior to the March Policy Committee meeting.

- C. FY 25-27 Unified Planning Work Program (UPWP)** – Mr. Hooper briefly reviewed principal work activities planned for FY 25-27, and then noted that preliminary budgetary estimates will be available at the March meeting.
- D. Interchange Projects (Carowinds; SC 160; Celanese)** -- Mr. Hooper provided a brief overview of planning and/or project work at each location. Mr. Hamilton then noted expected next steps associated with a subsequent meeting with the State Infrastructure Bank regarding York County’s funding reallocation request at Exit 90, once a final date is determined – which is expected during the month of February.
- E. Bicycle / Pedestrian Projects (Tega Cay Trail; Spratt St; DLB & Projects #79 & #80)** – Mr. Meetze briefly summarized the project schedules, and upcoming next steps. Mr. Hooper then re-emphasized that pending the final meeting of the CTT / Fort Mill Trail Feasibility Study Sub-committee, that refinements to CTT projects #79 & 80 will need to be incorporated into the LRTP / TIP in preparation for project implementation.

### **III. New Business**

- A. SCDOT Project Status Report** – Mr. Hooper then stated that an SCDOT Report is slated to be made at the February Policy Committee meeting.
- B. Celanese / I-77 Interchange Evaluation Study** -- Mr. Hooper briefly reviewed comments made by members of the Policy Committee for a follow-up presentation covering the critical components of land use decision-making and policy oriented actions; and how those actions influence the operational benefits and expected useful life of interchange improvement efforts. With this in mind, Mr. Hooper noted that a presentation outlining key strategies will be provided at the February meeting.
- C. 2050 LRTP Amendment (Annual Safety Targets)** -- Mr. Hooper stated that an LRTP Amendment reflecting updated safety targets will be reviewed with the Policy Committee at their February meeting.
- D. RFATS / City of Rock Hill Transit Planning MOU** – Mr. Hooper briefly noted that an updated agreement reflecting the latest requirements associated with transit planning coordination between RFATS and the CRH will be provided to the Policy Committee for their approval at the February meeting.
- 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 current planning activities.
- B. Next Technical Team Meeting** – Mr. Hooper noted that the next Technical Team meeting is scheduled for March 6, 2025.

**V. Adjourn** – The meeting was adjourned at 3:12 PM.





**POLICY COMMITTEE MEETING  
SUMMARY MINUTES**

**February 28, 2025 – 12:00 p.m.  
Rock Hill Operations Center – Room 132**

**COMMITTEE MEMBERS PRESENT:** Guynn Savage; Chris Gray; John Gettys; Jose Luis; Christi Cox; Michael Johnson; Tom Audette; Derrick Lindsay; Ben Hudgins; Watts Huckabee; Health Sessions (P); and Jim Reno(P).

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

Patrick Hamilton (York County); Tony Edwards (SCDOT); Penelope Karagounis (Town of Fort Mill); Josh Meetze (SCDOT); Chris Herrmann (City of Rock Hill); Diane Dil (York County); Tommy Feemster (SCDOT); Christopher Stephens (York County); Nick Cauthen (Tega Cay); Jimmy Bagley (City of Rock Hill); Josh Edwards (York County); Jason Johnston (SCDOT); Cary Vargo (Town of Fort Mill); Leah Youngblood (City of Rock Hill); Jonathan Buono (York County); Rob Ruth (City of Rock Hill); Steve Allen (Catawba Regional); Shamika Peterson (SCDOT); and David Hooper (RFATS).

**CITIZENS / VISITORS PRESENT:** John Marks (Herald); Lamaur Stancil (Post & Courier); Scot Couchenour (Lancaster County Resident); Cleopatra Allen (CAC); Jim Van Blarcom (CAC); Sherri Williamson (HDR); Frank Myers (CAC); David Speer (HDR); Chris Guido (HDR); Tim Popelka (McAdams) and Stephen Comer (Lancaster County);

**1. CALL TO ORDER:**

**a. Welcome** – Chair Savage called the meeting to order at 12:00 P.M. and welcomed all in attendance.

**b. Citizen Comment Period** – Mr. Couchenour highlighted four items of concern: (1) the designation of “overlay districts” and the relationship to property valuation and related mortgage financing terms / conditions; (2) the role of public advocacy defender programs; (3) time and costs considerations in land use decision actions; and (4) Right-of-Way acquisition companies and real estate licensing requirements.

**2. REVIEW / APPROVAL OF MINUTES**

Ms. Savage asked if there were any changes, deletions, or comments to the minutes of the January 28, 2025 meeting. Mr. Audette made a motion to approve; this was seconded by Mr. Luis and unanimously approved.

**3. REPORTS:**

**a. SCDOT Project Status Report** – Mr. Meetze & Mr. Edwards reviewed principal decision-points on all existing projects that SCDOT is working on within the planning area; specifically, US 521 / Marvin Road and the Celanese / India Hook Road Intersection Improvement Projects as well as the SC 160 / I-77 Interchange Reconfiguration Project. Ms. Savage then mentioned a notification she received regarding the contractor construction team coming into contact with an area gas line; and importantly, stressed the need for close monitoring / reporting of such occurrences.

b. **Celanese / I-77 Interchange Evaluation Study (Follow-up Re Non-Project Specific Variables)** – Mr. Hooper provided a follow-up report covering the range of key land use decisions and related operational variables (i.e., number of commercial driveways along key corridors as well as the utilization of access management islands, etc); and how they favorably impact system safety, reliability, and the extension of the useful life of project specific improvement activity.

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

a. **2050 LRTP Amendemnt** – Mr. Hooper briefly reviewed the latest state safety information; and then requested adoption of the 2025 Annual Safety Performance Targets for the planning area contingent on any comments received during a 30-day public comment period. The Policy Committee then granted unanimous approval of this action.

b. **FY 24-33 TIP Amendment (Dave Lyle Blvd Pedestrian Flyover Bridge)** – Mr. Hooper requested final approval to reflect \$10,109,073 federal funding award through the Reconnecting Communities Grant Award in the FY 24-33 TIP. The Policy Committee then granted unanimous approval to this action and authorized submittal to SCDOT for processing.

c. **FY 24-33 TIP Amendment** – Mr. Hooper requested approval of an amendment to re-incorporate the Cel-River Road Widening Project into the FY 24-33 TIP. As a point of reference, Mr. Hooper noted that while this project is substantially complete, one component remains active, and our federal partners need this to be present as they complete a few remaining steps they’re working on. The Policy Committee then granted their unanimous approval to this request contingent on any comments being received during a 21-day public comment period.

d. **FY 24-33 TIP Amendment (Rowells Road Bridge Replacement)** – Mr. Hooper briefly noted that SCDOT has requested the programming of funding in the amount of \$3,685,000 to undertake the Rowells Road Bridge Replacement Project. Mr. Hooper then requested preliminary approval and authorization to initiate a 21-day public comment period. The Policy Committee then granted their unanimous approval to the rquest.

#### **5. OTHER BUSINESS:**

a. **Administrative Report** – Mr. Hooper briefly reviewed administrative adjustments to project funding / implementation schedules; area planning initiatives; as well as process / procedural changes at the federal agency level; and resulting adjustments that may be requested during the year. Lastly, Mr. Hooper noted that he will provide more information as it becomes available

b. **Next Meeting** – Ms. Savage noted that the next Policy Committee meeting is scheduled for March 28, 2025.

#### **6. ADJOURNMENT:**

The motion to adjourn was made by Ms. Savage and seconded by Mr. Gettys; the motion was unanimously approved and the meeting was adjourned at 12:58 P.M.



## APPENDIX C: SUMMARY OF PUBLIC COMMENTS