

ROCK HILL - FORT MILL AREA
TRANSPORTATION STUDY

**FY 2024 - 2033 TIP UPDATE:
CONFORMITY DETERMINATION**

POLICY COMMITTEE APPROVAL: APRIL 26, 2024

TABLE OF CONTENTS

1. FY 24 - 33 TIP UPDATE 4

2. REGIONAL MODEL ASSUMPTIONS SPREADSHEET 5-6

3. 1997 & 2008 TRANSPORTATION CONFORMITY STANDARDS..... 7

4. INTERAGENCY CONSULTATION 8

5. PUBLIC PARTICIPATION..... 9

LIST OF APPENDICES

Appendix A: PLANNING ASSUMPTIONS

Appendix B: ADOPTION AND APPROVAL RESOLUTION / LETTERS

Appendix C: TECHNICAL TEAM / POLICY COMMITTEE MEETING MINUTES

Appendix D: SUMMARY OF WRITTEN PUBLIC & AGENCY COMMENTS

FY 24 - 33 TIP UPDATE

The FY 24 - 33 Transportation Improvement Program (TIP) is being updated in coordination with the South Carolina Department of Transportation's FY 24 - 33 STIP Update as required by 23 CFR 450.220. As a point of reference, SCDOT has adjusted the STIP window to cover a 10 year planning period. With this in mind, all MPOs need to similarly reflect the FY 24 - 33 planning period to ensure consistency and transparency of the transportation planning process.

Additionally, it should be noted that RFATS is currently in the process of updating its Long Range Transportation Plan and Transportation Improvement Program – which is slated for completion in May / June 2025. Nonetheless, new conformity runs have been completed to properly reflect the latest planning assumptions associated with the development of the 2nd Maintenance Plan for the 2008 Ozone Standard.

METROLINA REGIONAL MODEL ASSUMPTIONS for RFATS 2050 LRTP Update and Conformity Determination 2021

Updated Draft 10/30/2020

2025 Metrolina Regional Model Build Network

EMISSION COMPARISON YEAR

The 2025 No Build Network will use the 2015 Network and 2025 socioeconomic data.

(Additional projects below added to the 2015 Network and expected to be completed by end of 2025)

Regionally Significant	Exempt	Non-Exempt	Outside of Non-Attainment Area	STREET NAME	PROJECT LIMITS	RFATS STUDY AREA	PROJECT LENGTH (Mi.)		FACILITY TYPE		Federal Functional Classification	Project Manager	Actual Completion Date	Model Network Year	Cost Feasible 2045 LRTP	Pennies For Progress	
							Existing	Proposed									
X		X		US 21 North	Fort Mill Northern Bypass to SC 51	Yes	2.1	2	5	C	Minor Arterial		RW 2017; CON 2021	2025	No	Yes	
X		X		US 21 North	Fort Mill Northern Bypass to SC 160	Yes	2.8	2	5	C	Minor Arterial			2025	No	Potential PIV	
X		X		Tega Cay- Gold Hill Connector	SC 160 to Gold Hill Road	Yes	0.5	N/A	New 2 lane	U	Collector			2025	No	Yes	
X		X		Springhill Farm Road	US 21 to SC 51	Yes	0.7	2	5	C	Major Collector			2025	No	Yes	
X		X		Fort Mill Southern Parkway (Ph. 2)	Dobys Bridge Road to SC 160	Yes	2	N/A	New 2 lane	U	Minor Arterial	Steven Moss		2025	No	Yes	
	X			Ebinport Road	Cherry to India Hook	Yes	2.0	2	3	C	Minor Arterial			2025	No	Potential PIV	
	X			SC 160	Gold Hill to Zoar Road	Yes	0.5	2	3	C	Other Principal Arterial	Jim Gaddy		2025	No	Yes	
X		X		SC 160	Gold Hill Road to NC State Line	Yes	1.0	2	5	C	Other Principal Arterial		RW 2016; CON 2019	2025	No	Yes	
X		X		Celriver Road S-50 (Phase 2)	0.100 miles north of S-645 to SC 122	Yes	2.1	2	5	C	Collector			2025	Yes	Potential PIV	
X		X		Fort Mill Southern Parkway	I-77 to Holbrook Road	Yes	3.0	2	5	C	Minor Arterial			2025	No	Potential PIV	
X		X		SC 51	US 21 to NC Line	Yes	1.3	2	5	C	Minor Arterial	Ron Smith	RW 2017; CON 2021	2025	No	Yes	
X	X			SC 72	SC 901 to Rambo Road	Yes	2.0	2	3	C	Other Principal Arterial	Jim Gaddy	RW 2019; CON 2022	2025	No	Yes	
X		X		New Roadway Segment #1	New Interchange Connection to Paragon Way / Celriver	Yes	0.8	N/A	3	C	Major Collector			2025	Developer		
X		X		New Roadway Segment #2	New Interchange Connection to Mt Gallant Road	Yes	0.8	N/A	4	C	Major Collector			2025	Developer		
	X			Mt. Gallant Rd.	SC 161 to Twin Lakes Road	Yes	2.5	2	3	C	Minor Arterial	Jim Gaddy	RW 2019; CON 2022	2025	No	Yes	
X		X		Zoar Road Extension	SC 160 to Gold Hill Road	Yes	0.8	N/A	New 2 lane	C	Collector			2025	No	Potential PIV	
	X			Riverview Road	Eden Terrace to Celanese Road	Yes	0.8	2	3	C	Collector			2025	No	Yes	
X		X		Celriver Road S-50 (Phase I)	US 21 to 0.100 miles north of S-645	Yes	0.9	2	5	C	Collector	Ivan McCorkle	RW 2015; CON 2018	2025	Yes	Yes	
X		X		SC 557	Kingsbury to SC 49	Yes	2.1	2	5	C	Minor Arterial		RW 2018; CON 2021	2025	No	Yes	
X		X		SC 274/279 (S-133 Pole Branch Rd)	SC 274 from Landing Pointe Dr to Pole Branch Rd	Yes	0.6	2	5	C	Collector		RW 2017; CON 2020	2025	No	Yes	
	X			SC 274/279 (S-133 Pole Branch Rd)	Pole Branch Road to NC State Line	Yes	1.9	2	3	C	Collector		RW 2017; CON 2020	2025	No	Yes	
X		X		SC 160	US 21 to Sutton Road	Yes	1.0	4	6	C	Other Principal Arterial		ROW 2018; CON 2023	2025	No	Yes	
	X			SC 160	Sugar Creek / Co. Line to Fort Mill N. Bypass	Yes	0.8	2	3	C	Other Principal Arterial		ROW 2020; CON 2021	2025	No	Yes	
	X			McConnells Hwy.	Heckle to Falls Road	Yes	2.1	2	3	C	Major Collector	Jim Gaddy	RW 2015; CON 2019	2025	No	Yes	
	X			Mt. Gallant Rd.	Dave Lyle Blvd to Anderson Road	Yes	0.3	2	3	C	Major Collector	Jim Gaddy	RW 2015; CON 2019	2025	No	Yes	
	X			Mt. Gallant Rd.	John Ross Pkwy to Anderson Road	Yes	1.2	2	5	C	Major Collector						
X		X		Riverview / Riverchase Area Ph III	Automall and Riverview Road	Yes	0.2	N/A	New 2 lane	U	Collector			2025	No		
	X			Sutton Road	US 21 to Sixth Baxter Crossing	Yes	2.2	2	3	C	Collector			2025	No	Potential PIV	
X		X		****Eden Terrace	Anderson to Dunkins Ferry	Yes	1	N/A	New 3 lane	C	Collector			2025	No		
X		X		****Riverview Rd. Extension	Eden Terrace to Mt. Gallant Rd.	Yes	1.2	N/A	New 3 lane	C	Major Collector			2025	No	No	
X		X		****Corporate Connector	Cel-River & Commerce (Riverwalk Industrial)	Yes	1.3	N/A	New 3 lane	C	Major Collector			2025	No	No	
X		X		****Galleria	Meeting and Cel-river @ Waterford Ext.	Yes	1.3	N/A	3	B	Minor Arterial			2025	No	No	
X		X		****Galleria Extension	US 21 to Galleria	Yes	0.5	N/A	2	C	Collector			2025	No	No	
	X			Ebenezer Road	Frank Gaston(Old Pointe) to SC 161 Celanese	Yes	1.1	2	3	C	Minor Arterial		RW 2021; CON 2023	2025	No	Potential PIV	

*Project identified in I-77 Traffic Study

**** Projects identified in I-77 Traffic Study & privately funded.

2035 Metrolina Regional Model BuildNetwork

EMISSION COMPARISON YEAR

The 2035 No Build Network will use the 2025 network and 2035 socioeconomic data.

(Additional Projects added to 2025 network, expected to be completed in 2035.)

Regionally Significant	Exempt	Non-Exempt	Outside of Non-Attainment Area	STREET NAME	PROJECT LIMITS	RFATS STUDY AREA	PROJECT LENGTH (Mi.)		FACILITY TYPE		Federal Functional Classification	Project Manager	Actual Completion Date	Model Network Year	Cost Feasible 2045 LRTP	Pennies For Progress
							Existing	Proposed								
	X			Mt. Gallant Rd.	Twin Lakes Rd. to Museum Rd.	Yes	2.3	2	3	C	Minor Arterial			2035	No	
	X			White Street	McCammon to US 21 Bypass	Yes	0.9	2	3	C	Principal Arterial			2035	No	
	X			N. White Street	US 21 to Old Nation Road	Yes	2.1	2	3	C	Collector			2035	No	
	X			N. Dobys Bridge Road	SC 160 to Fort Mill Southern Parkway	Yes	2.0	2	3	C	Minor Arterial			2035	No	
X		X		S. Dobys Bridge Road	Fort Mill Southern Pkwy to Lancaster County Line	Yes	3.7	2	5	C	Collector			2035	No	
X		X		Dobys Bridge Road (Lancaster Co.)	US 521 to York County Line	Yes	1.2	2	5	C	Collector			2035	No	
X		X		SC 72 (supplement to 2003 PFP)	SC 901 to Rambo Road	Yes	2.0	3	5	C	Other Principal Arterial			2035	No	
X		X		Fort Mill Southern Parkway	Holbrook Road to SC 160	Yes	2.0	2	5	C	Minor Arterial			2035	No	
X		X		US 21 North	Sutton Road to SC 160	Yes	2.1	2	5	C	Minor Arterial			2035	No	Potential PIV
	X			Munn Road	Harris St. to Fort Mill High School	Yes	0.5	2	3	C	Collector			2035	No	
X		X		SC 160	Rosemont Drive to Fort Mill N. Bypass	Yes	2.1	3	5	C	Other Principal Arterial			2035	Yes	
X		X		John Ross Parkway	Dave Lyle to Mt Gallant Road	Yes	0.5	2	4	C	Collector			2035	No	
	X			Springsteen Road	US 21 to Dave Lyle Blvd.	Yes	1.4	2	3	C	Collector			2035	No	
	X			Marvin Road	US 521 to Union County Line	Yes	1.3	2	3	C	Collector			2035	No	
	X			Poosum Hollow Road	US 521 to SC 160	Yes	3.3	2	3	C	Collector			2035	No	
	X			Pleasant Road	Gold Hill Road to SC 160	Yes	5.1	2	3	C	Collector			2035	No	
X		X		SC 49	SC 274 to SC 557	Yes	2.1	5	7	C	Other Principal Arterial			2035	No	
	X			Harrisburg Road	SC 160 to Mecklenburg County Line	Yes	4.6	2	3	C	Collector			2035	No	
X		X		Fort Mill Northern Bypass (Springfield)	SC 160 to I-77	Yes	4.0	2	5	C	Minor Arterial			2035	No	
X		X		New Bridge (East-West Conn.)	Mt Gallant Area to Sutton Road	Yes	N/A	N/A	5	C	Other Principal Arterial			2035	No	
X		X		India Hook Road	Celanese Road to New Bridge	Yes	2.8	2	5	C	Major Collector			2035	No	
	X			River Parkway	Banks Road to Dobys Bridge Road	Yes		N/A	2	C	Collector			2035	No	
	X			Cel-River / Red River Road	SC 122 to US 21 (moving south from SC 122)	Yes	2.2	2	3	C	Collector			2035	No	
X		X		****New Connector Across RR	Riverwalk Spine Rd & Galleria Blvd.	Yes	0.3	N/A	3	C	Collector			2035	No	No
X		X		*Galleria to Manchester Flyover	Commerce to John Ross Parkway	Yes	1.5	N/A	4	D	Minor Arterial			2035	No	

**** Projects identified in I-77 Traffic Study & privately funded.

2045 Metrolina Regional Model BuildNetwork EMISSION COMPARISON YEAR

The 2045 No Build Network will use the 2035 network and 2045 socioeconomic data.

(Additional Projects added to 2035 network, expected to be completed in 2045.)

Regionally Significant	Exempt	Non-Exempt	Outside of Non-Attainment Area	STREET NAME	PROJECT LIMITS	RFATS STUDY AREA	PROJECT LENGTH (MI.)		FACILITY TYPE		Federal Functional Classification	Project Manager	Actual Completion Date	Model Network Year	Cost Feasible 2045 LRTP	Pennies For Progress
							Existing	Proposed								
	X			Mt. Gallant Rd.	Museum Road to SC 274	Yes	2.3	2	3	C	Minor Arterial			2045	No	
	X			Pleasant Road	Carowinds Blvd to Gold Hill Road	Yes	5.1	2	3	C	Collector			2045	No	
X		X		US 521	Jim Wilson Road to NC State Line	Yes	5.8	5	7	C	Other Principal Arterial			2045	No	
	X		X	Ridge Road	SC 557 to US 321	No	5.0	2	3	C	Collector			2045	No	
X		X		Henry Harris Road	Jim Wilson Road to Marvin Road	Yes	4.3	2	5	C	Major Collector			2045	No	
	X			Whites Road	Fort Mill Southern Pkwy to JW Wilson Road	Yes	1.1	2	3	C	Collector			2045	No	
X		X		Dave Lyle Blvd Extension	SC 122 to US 521	Yes	4.5	N/A	5	F	Other Principal Arterial			2045	No	
	X			Eden Terrace	Bradley to Anderson	Yes	1.5	2	3	C	Major Collector			2045	No	
	X			Barberville Road	SC 160 to Mecklenburg County Line	Yes	2.8	2	3	C	Collector			2045	No	
	X			Shelley Mullis Road	US 521 to Union County Lines	Yes	2.5	2	3	C	Collector			2045	No	

2050 Metrolina Regional Model BuildNetwork EMISSION COMPARISON YEAR

The 2050 No Build Network will use the 2045 network and 2050 socioeconomic data.

(Additional Projects added to the 2045 network, expected to be completed in 2050)

Regionally Significant	Exempt	Non-Exempt	Outside of Non-Attainment Area	STREET NAME	PROJECT LIMITS	RFATS STUDY AREA	PROJECT LENGTH (MI.)		FACILITY TYPE		Federal Functional Classification	Project Manager	Actual Completion Date	Model Network Year	Cost Feasible 2045 LRTP	Pennies For Progress
							Existing	Proposed								
	X			Mt. Gallant Rd.	Museum Road to SC 274	Yes	2.3	2	3	C	Minor Arterial			2045	No	
	X			Pleasant Road	Carowinds Blvd to Gold Hill Road	Yes	5.1	2	3	C	Collector			2045	No	
X		X		US 521	Jim Wilson Road to NC State Line	Yes	5.8	5	7	C	Other Principal Arterial			2045	No	
	X		X	Ridge Road	SC 557 to US 321	No	5.0	2	3	C	Collector			2045	No	
X		X		Henry Harris Road	Jim Wilson Road to Marvin Road	Yes	4.3	2	5	C	Major Collector			2045	No	
	X			Whites Road	Fort Mill Southern Pkwy to JW Wilson Road	Yes	1.1	2	3	C	Collector			2045	No	
X		X		Dave Lyle Blvd Extension	SC 122 to US 521	Yes	4.5	N/A	5	F	Other Principal Arterial			2045	No	
	X			Eden Terrace	Bradley to Anderson	Yes	1.5	2	3	C	Major Collector			2045	No	
	X			Barberville Road	SC 160 to Mecklenburg County Line	Yes	2.8	2	3	C	Collector			2045	No	
	X			Shelley Mullis Road	US 521 to Union County Lines	Yes	2.5	2	3	C	Collector			2045	No	

**TRANSPORTATION CONFORMITY DEMONSTRATION:
1997 & 2008 OZONE NATIONAL AMBIENT AIR QUALITY STANDARDS**

The purpose of this conformity determination is to document continued compliance with the provisions of the Clean Air Act (as amended) and the Infrastructure Investment & Jobs Act or IIJA. The conformity determination for the 2050 Long Range Transportation Plan (LRTP) and the FY 2024 - 2033 Transportation Improvement Program (TIP) are based on a regional emissions analysis utilized with new model runs completed in March 2024, in coordination with the latest available planning data developed by the S.C. Department of Health & Environmental Control (SCDHEC). All regionally significant federally funded projects in areas designated by the United States Environmental Protection Agency (EPA) as air quality non-attainment or maintenance areas must come from a conforming LRTP and TIP.

2008 8-Hour Ozone Conformity Requirements

Effective June 15, 2004, the EPA designated Rock Hill, a portion of York County, as a nonattainment area for the 8-hour ozone standard as part of the bi-state Charlotte nonattainment area. The Rock Hill 1997 8-hour ozone area was designated moderate nonattainment under subpart 2 of the CAA, and as such must attain the 8-hour ozone standard no later than June 15, 2010. The current designation status for the Rock Hill, South Carolina portion of the bi-state Charlotte 1997 8-hour ozone area is attainment. On December 26, 2012 (77 FR 75862), EPA redesignated and approved the South Carolina portion of the 8-hr ozone area's maintenance plan.

Effective July 20, 2012, the EPA designated a portion of Rock Hill (York County), South Carolina located in the bi-state Charlotte area as marginal for the 2008 8-hour ozone standard. Marginal areas are required to attain the standard no later than July 20, 2015. On December 11, 2015, EPA published (80 FR 76865) the 2014 and 2026 VOC and NO_x MVEBs for the York County, South Carolina 2008 8-hr ozone maintenance plan. The effective date of the maintenance plan is January 11, 2016.

According to the CAA section 175A(b), states must submit a revision to the first maintenance plan eight years after redesignation to provide for maintenance of the NAAQS for ten additional years following the end of the first ten-year period. This conformity determination utilized the latest planning assumptions from the development of the 2nd Maintenance Plan to demonstrate continued conformity with the 2008 ozone standard.

Background: South Coast II Decision

On February 16, 2018, the United States Court of Appeals for the District of Columbia Circuit in *South Coast Air Quality Mgmt. District v. EPA* (“*South Coast II*,” 882 F.3d 1138) held that transportation conformity determinations must be made in areas that were either nonattainment or maintenance for the 1997 ozone national ambient air quality standard

(NAAQS) and attainment for the 2008 ozone NAAQS when the 1997 ozone NAAQS were revoked. These conformity determinations are required in these areas after February 16, 2019. A portion of the York County Area was designated attainment with a maintenance plan for the 1997 8-hour ozone NAAQS on May 21, 2012. Therefore, per the *South Coast II* decision, this conformity demonstration is being made for that partial portion of the 1997 8-hour ozone NAAQS.

1997 8-Hour Ozone “Orphan Area” Conformity Requirements

For the 1997 ozone NAAQS areas, transportation conformity for MTPs and TIPs for the 1997 ozone NAAQS can be demonstrated without a regional emissions analysis, per 40 CFR 93.109(c). This provision states that the regional emissions analysis requirement applies one year after the effective date of EPA’s nonattainment designation for a NAAQS and until the effective date of revocation of such NAAQS for an area. The 1997 ozone NAAQS revocation was effective on April 6, 2015, and the South Coast II court upheld the revocation. As no regional emission analysis is required for this conformity determination, there is no requirement to use the latest emissions model, except to address TCMs, or budget or interim emissions tests for the 1997 8-hour ozone NAAQS.

Therefore, transportation conformity for the 1997 ozone NAAQS for the RFATS TIP can be demonstrated by showing the remaining requirements in Table 1 in 40 CFR 93.109 have been met. These requirements, which are laid out in Section 2.4 of EPA’s (November 2018) Guidance and are addressed in the remainder of this document and include the following:

Additionally, on February 24, 2022 (87 FR 3673), the EPA approved a maintenance plan, known as a “limited maintenance plan” for the Catawba Indian Nation Portion of York County which is located in the bi-state Charlotte-Gastonia-Rock Hill Area. This limited maintenance plan has a 2032 horizon year. Because of the approved limited maintenance plan for the Catawba Area, the RFATS MPO no longer must complete a regional emissions analysis for the 1997 8- hour ozone standard pursuant to 93.109(e). However, all other transportation conformity requirements in 93.109(b) continue to apply until December 26, 2032.

Latest Planning Assumptions

The FY 24-33 TIP Update is based on new model runs utilizing the emissions analysis from the current 2050 LRTP and incorporating the latest planning assumptions supporting the outputs from the 2nd Maintenance Plan approved on September 23, 2023.

Transportation Control Measures (TCMs)

The South Carolina SIP does not contain any TCMs.

Fiscal Constraint

For the purpose of this conformity demonstration, the existing fiscal constraint of the 2050 Long Range Transportation Plan has not been adjusted.

York County, SC Nonattainment Area Transportation Conformity Test March 2024							
		NOx			VOC		
Year	Source	Emissions, kg/day	2008 Ozone Std Maintenance Plan MVEB, kg/day	Budget Test	Emissions, kg/day	2008 Ozone Std Maintenance Plan MVEB, kg/day	Budget Test
2025	MOVES 3.1	3,515	9,112	pass	1,780	3,566	pass
2026 (BY)	MOVES 3.1	3,148	9,998	pass	1,564	2,955	pass
2035	MOVES 3.1	2,281	9,998	pass	1,263	2,955	pass
2045	MOVES 3.1	2,660	9,998	pass	1,338	2,955	pass
2050	MOVES 3.1	2,946	9,998	pass	1,325	2,955	pass

INTERAGENCY CONSULTATION

Interagency consultation is central to the entire transportation conformity process. It serves as the underpinning for conformity determinations and as the primary mechanism for ensuring early coordination and negotiation between all parties affected by transportation conformity. The conformity determination must be made according to 40 CFR §93.105-(a)-(2) and (e) and the requirements of 23 CFR 450 (40 CFR §93.112, Criteria and Procedures).

The RFATS MPO coordinated its activities for this conformity determination for the FY 24 - 33 TIP with the Federal Highway Administration (FHWA), Environmental Protection Agency (EPA), South Carolina Department of Transportation (SCDOT), York County, as well as the South Carolina Department of Health and Environmental Control (SCDHEC). All meeting minutes and agency comments related to this amendment are reflected in **Appendix B**.

PUBLIC PARTICIPATION

The Rock Hill-Fort Mill Area Transportation Study (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. The public comment period for this conformity determination is from May 2nd through June 3rd 2024. All submitted public comments during this period are reflected in **Appendix C**.

APPENDIX A: PLANNING ASSUMPTIONS

**FY 24 - 33 TIP Update Conformity Determination
MOVES 3 Technical Guide References and inputs/selections
March 19, 2024**

Area to be modeled

York County maintenance area for the 2008 8-hour ozone standards (partial York County)

Model version

MOVES3.1

Scale Tab

- **Scale**
County
- **Calculation Type**
Inventory mode

Years to be Modeled

2025
2026 (Budget Year)
2035
2045
2050

Time Spans Tab

Users should choose the appropriate months for the pollutant being analyzed, e.g., months representing the ozone season for NOx and HC (3.3.2 MOVES3 Technical Guidance).

When modeling emissions for a single day (e.g., a ozone season day for an ozone SIP or average-season-day for a 24-hour PM2.5 SIP), the user should select Weekday in the Time Span Panel and use weekday data. (3.3.3 MOVES3 Technical Guidance)

To properly estimate emissions for a day, month, or year, the user must select all 24 hours.(3.3.4 MOVES3 Technical Guidance)

Selections:

- Month: June, July, August
- Day type: Weekdays
- Hours: 24 hours

Geographic Bounds Tab

York County, SC

Vehicles/Equipment Tab

For SIP and regional conformity analyses, users should select all vehicle types to properly estimate an emissions inventory (3.5 MOVES3 Technical Guidance).

All Fuel/Type Combinations are selected.

Road Type

All SIP and regional conformity analyses must include all road types (3.6 MOVES3 Technical Guidance).

All road types (1,2,3,4,5) are selected.

Pollutants/processes

Processes in MOVES are mutually exclusive types of emissions and users must select all processes associated with a particular pollutant in order to account for all emissions of that pollutant (3.7 MOVES3 Technical Guidance).

All processes for total gaseous hydrocarbons, non-methane hydrocarbons, VOC and NOx are selected, except refueling emissions, since these are already captured in our nonpoint source inventory. (This is consistent with the development of the budgets. EPA is aware of this selection.)

Output Emission Detail

Output at the Hour level is recommended for Time unless the user is certain that emission results are not needed by time of day (3.7 MOVES3 Technical Guidance).

Emission results are not needed by time of day. 24-Hour Day is selected.

Units

Kilograms are selected. Kg/day has been used since the RFATS Attainment Demonstration submitted in 2007.

Road Type Distribution

The fraction of VMT by road type varies from area to area and can have a significant effect on overall emissions from onroad mobile sources. EPA expects states to develop and use their own specific estimates of VMT by road type (4.7 MOVES3 Technical Guidance).

The road type distribution file is derived from the traffic count data from the SCDOT Federal Highway Annual Travel Activity Report for years 2018, 2019, and 2021. The traffic count data represents a mix of permanent and temporary count stations throughout the state. Based on current and past analyses, there can be significant variability from year to year. In past maintenance plans, the IAC agreed to the use of a three-year average to help

mitigate this variability. Therefore, a three-year average will be used for this effort. Year 2020 data was excluded from the three-year average since it is not representative of a normal travel year, due to Covid restrictions. For consistency, the same road type distribution file will be used for all years.

Source Type Population

Source type (vehicle type) population is used by MOVES to calculate start and evaporative emissions. Start and evaporative emissions depend more on how many vehicles are parked and started than on how many miles they are driven. In MOVES, start and resting evaporative emissions are related to the population of vehicles in an area. Because vehicle population directly determines start and evaporative emissions, users must develop local data for this input. (MOVES3 Technical Guidance, 4.3)

If population is not available for a particular source type, users could estimate population for that source type based on the MOVES default split of that source type within the HPMS vehicle class. In the absence of any other source of population data, users could base population estimates on the VMT estimates for a particular source type and the ratio of MOVES default population to VMT by source type (MOVES3 Technical Guidance, 4.3.1).

The 2025, 2026, 2035, 2045, and 2050 input files will be developed by applying a growth rate to the most recent July 31 SCDMV snapshot of York County vehicle population and the default York County source type population data. The SCDMV snapshot does not provide the level of detail that would allow vehicles to be assigned to all MOVES vehicle types for this input. For this reason, we use the total vehicle population from SCDMV, and use the default distribution from MOVES as needed to assign the vehicles. Motorcycle population from the SCDMV snapshot can be used as is. The total passenger vehicle population from the SCDMV data is distributed among cars and trucks in the same ratio as cars and trucks are distributed in the MOVES default population. Vehicles designated as “trailers” are removed from the SCDMV population total. The remaining vehicles are assigned to the other MOVES categories in the same proportions as they are distributed in MOVES. The ratio of the 2020 York County ozone maintenance area population to the 2020 York County population is used to apportion vehicles to RFATS. Past vehicle population trends will be applied to future years.

Vehicle Type VMT

MOVES3 allows the option of entering either annual VMT or daily VMT.

MOVES includes the option to enter VMT by either HPMS vehicle classes or by the MOVES source types (4.5 MOVES3 Technical Guidance).

VMT data from the Metrolina model and traffic count data from the SCDOT Federal Highway Annual Travel Activity Report, for years 2018, 2019, and 2021, are used to develop the Vehicle Type VMT input. The traffic count data represents a mix of permanent and temporary count stations throughout the state. Based on current and past analyses, there can be significant variability from year to year. In past efforts, the IAC agreed to the use of a three-year average to help mitigate this variability. Therefore, a three-year average will be used for this effort. Year 2020 data was excluded from the three-year average since it is not representative of a normal travel year, due to Covid restrictions. For consistency, the same distribution will be used for all years.

Age Distribution

EPA recommends and encourages states to develop local age distributions (4.4, MOVES3 Technical Guidance).

Age Distribution inputs were created using Age data by vehicle type that was received from SCDMV. Only current

data could be obtained. The current age information will be used for all years.

Average Speed Distribution

For SIP development and regional conformity analyses, where activity is averaged over a wide variety of driving patterns, a local speed distribution by road type and source type is necessary (4.6.1, MOVES3 Technical Guidance).

Average speed files are created using data from the Metrolina model. The model provides VMT and speeds for twelve road types and four time periods (am peak, midday, pm peak and night.) Vehicle hours traveled (VHT) for each Metrolina model road type is calculated, and each Metrolina model road type, for each time of day, is assigned to a speed bin. The fraction of VHT in each speed bin for each MOVES road type is entered into the average speed input file. The same fractions are used for all vehicle types.

Fuel Formulation and Supply

Users should first review the default fuel formulation and fuel supply data, and then make changes only where precise local volumetric fuel property information is available or where local fuel requirements have changed. The lone exception to this guidance is in the case of RVP where a user should change the value to reflect any specific local regulatory requirements and differences between ethanol- and non-ethanol blended gasolines not reflected in the default database (4.8.1 MOVES3 Technical Guidance).

RVP default is changed to the required RVP of 9.0. This was accomplished by using the Fuel Wizard built into the MOVES model.

Meteorology

Local temperature and humidity data are required inputs for SIP and regional conformity analyses with MOVES....MOVES requires a 24-hour temperature and humidity profile to model a full day of emissions on an hourly basis (4.2 MOVES3 Technical Guidance).

For ozone season analysis, users need to enter the local average temperature profile for the period chosen to represent the area's ozone season (typically June, July and August; or July, August, and September) (MOVES3 Technical Guidance, 4.2.1)

An average of years 2018-2022 and June, July and August average hourly temperature and relative humidity will be used in developing this input file. This file will be used for all years.

Permit No. OP-65-000-207, issued February 6, 2020, as redacted by Pennsylvania. All permit requirements of the prior RACT Permit No. OP-65-000-207, effective January 4, 1996, remain as RACT requirements except for conditions 5, 6, 7 (misabeled as condition 5) 8 (misabeled as condition 6), and 9 (misabeled as condition 7), which are being superseded. See also § 52.2063(c)(171)(i)(B) for prior RACT approval.

(7) IPSCO Koppel Tubulars LLC—Ambridge Incorporating by reference Permit No. 04-00227, issued March 26, 2020, as redacted by Pennsylvania. All permit conditions in the prior RACT Permit No. PA 04-000-227 issued on October 12, 2000, remain as RACT requirements. See also § 52.2063(c)(180)(i)(B) for prior RACT approval.

(8) ATI Flat Rolled Products Holdings LLC—Vandergrift—Incorporating by reference Permit No. 65-00137, issued March 11, 2020, as redacted by Pennsylvania. All permit conditions in the prior RACT Permit No. PA 65-000-137 issued on May 17, 1999, remain as RACT requirements. See also § 52.2063(c)(186)(i)(B)(1) for prior RACT approval.

(9) Mack Truck—Macungie Title V Operating permit no. 0039-00004, issued December 30, 2015, as amended April 3, 2020, which supersedes Operating Permit No. 39-0004, issued on May 31, 1995, except for Conditions (4), (7) (C)2 through 9, (7) (E)4 through 9, and (8)(a). See also § 52.2063(c)(207)(i)(B)(1) for prior RACT approval.

(10) Tennessee Gas Pipeline Co., LLC, Marienville STA 307—Incorporating by reference Permit No. 27-015A, issued December 7, 2018, as redacted by Pennsylvania. All permit conditions in the prior RACT Permit No. PA 27-015 issued on July 27, 2000, are superseded by RACT II requirements except for Source ID 136. For Source ID 136, the presumptive RACT II limit is less stringent than the RACT I limit; therefore, the RACT I limit has been retained for Source ID 136. See also § 52.2020(d)(1) for prior RACT approval.

(11) York Group Inc.—Black Bridge Rd.—Incorporating by reference Permit No. 67-05014C, issued March 4, 2020, as redacted by Pennsylvania, which supersedes the prior RACT permit no. 67-2014, issued July 5, 1995. See also § 52.2020(d)(1) for prior RACT approval.

(12) Dart Container Corporation—Leola—Incorporating by reference Permit No. 36-05015, issued March 30, 2020, as redacted by Pennsylvania. Requirements of the prior RACT Permit No. OP-36-2015, effective August 31,

1995, remain as RACT requirements except for permit condition 7 for the flexographic presses, which are no longer in operation. See also § 52.2020(d)(1) for prior RACT approval.

(13) Dart Container Corporation—East Lampeter—Incorporating by reference Permit No. 36-05117, effective March 3, 2020, as redacted by Pennsylvania.

(14) MarkWest Liberty Bluestone—Incorporating by reference Permit No. 10-00368, issued February 20, 2020, as redacted by Pennsylvania.

[FR Doc. 2021-27232 Filed 1-24-22; 8:45 am]

BILLING CODE 6560-50-P

ENVIRONMENTAL PROTECTION AGENCY

40 CFR Part 52

[EPA-R04-OAR-2020-0677; FRL-9276-02-R4]

Air Plan Approval; South Carolina; Catawba Indian Nation Portion of the Charlotte-Gastonia-Rock Hill Area Limited Maintenance Plan for the 1997 8-Hour Ozone NAAQS

AGENCY: Environmental Protection Agency (EPA).

ACTION: Final rule.

SUMMARY: The Environmental Protection Agency (EPA) is taking final action to approve state implementation plan (SIP) revision submitted by the State of South Carolina, through the Department of Health and Environmental Control (DHEC), via a letter dated July 7, 2020. The SIP revision includes the 1997 8-hour ozone national ambient air quality standards (NAAQS) Limited Maintenance Plan (LMP) for the Catawba Indian Nation portion (hereinafter referred to as the Catawba Area) of the Charlotte-Gastonia-Rock Hill NC-SC 1997 8-hour ozone maintenance area (hereinafter referred to as the Charlotte NC-SC 1997 8-hour NAAQS Area). The Charlotte NC-SC 1997 8-hour NAAQS Area is comprised of Cabarrus, Gaston, Lincoln, Mecklenburg, Rowan, Union, and a portion of Iredell County (*i.e.*, Davidson and Coddle Creek Townships) in North Carolina and a portion of York County, South Carolina, which includes the Catawba Area. EPA is finalizing approval of the Catawba Area LMP because it provides for the maintenance of the 1997 8-hour ozone NAAQS within the Catawba Area through the end of the second 10-year portion of the maintenance period. The effect of this action would be to make certain commitments related to maintenance of the 1997 8-hour ozone NAAQS in the

Catawba Area federally enforceable as part of the South Carolina SIP.

DATES: This rule is effective February 24, 2022.

ADDRESSES: EPA has established a docket for this action under Docket Identification No. EPA-R04-OAR-2020-0677. All documents in the docket are listed on the www.regulations.gov website. Although listed in the index, some information may not be publicly available, *i.e.*, Confidential Business Information or other information whose disclosure is restricted by statute. Certain other material, such as copyrighted material, is not placed on the internet and will be publicly available only in hard copy form. Publicly available docket materials are available either electronically through www.regulations.gov or in hard copy at the Air Regulatory Management Section, Air Planning and Implementation Branch, Air and Radiation Division, U.S. Environmental Protection Agency, Region 4, 61 Forsyth Street SW, Atlanta, Georgia 30303-8960. EPA requests that if at all possible, you contact the person listed in the **FOR FURTHER INFORMATION CONTACT** section to schedule your inspection. The Regional Office's official hours of business are Monday through Friday 8:30 a.m. to 4:30 p.m., excluding Federal holidays.

FOR FURTHER INFORMATION CONTACT: Jane Spann, Air Regulatory Management Section, Air Planning and Implementation Branch, Air and Radiation Division, Region 4, U.S. Environmental Protection Agency, 61 Forsyth Street SW, Atlanta, Georgia 30303-8960. The telephone number is (404) 562-9029. Ms. Spann can also be reached via electronic mail at spann.jane@epa.gov.

SUPPLEMENTARY INFORMATION:

I. Background

In accordance with the Clean Air Act (CAA or Act), EPA is approving the Catawba Area LMP for the 1997 8-hour ozone NAAQS, adopted by DHEC on July 7, 2020, and submitted by DHEC as a revision to the South Carolina SIP under a letter dated July 7, 2020.¹ In 2004, the Charlotte NC-SC 1997 8-hour NAAQS Area, which includes the Catawba Area, was designated as nonattainment for the 1997 8-hour ozone NAAQS. Subsequently, in 2012, after a clean data determination² and EPA's approval of a maintenance plan, the South Carolina portion of the Charlotte NC-SC 1997 8-hour NAAQS

¹ EPA received the SIP submission on July 10, 2020.

² See 77 FR 13493 (March 7, 2012).

RFATS Interagency Consultation Meeting Notes

February 23, 2024

Attendees:

Dianna Meyers (DM), EPA
Weston Freund (WF), EPA
Scot Sibert (SS), STV, Inc
Logan Caldwell (LC), SCDHEC
David Hooper (DH), RFATS

Carla Bedenbaugh (CD), SCDHEC
Holly Randolph (HR), SCDHEC
Fred Frank (FF), WSP, USA
Shantrise Harris (SH), FHWA

Discussion of MRM Coordination with other Agency Participants

(DH) summarized principal points of discussion from the January IAC meeting; and then transitioned into the latest planning assumptions (i.e., DHEC reviewing potential updates to data inputs; existing horizon years and applicable intervals; etc). (DM) then referenced EPA review / potential approval of budgets prior to the completion of the TIP Update Conformity. Discussion then followed regarding preparations for the next IAC call slated for Wednesday, March 6th at 9:00am.

Next Meeting:

The next regular meeting of the RFATS Interagency Consultation Committee is slated for Wednesday, March 6th at 9:00am.

RFATS Interagency Consultation Meeting Notes

March 06, 2024

Attendees:

Dianna Meyers (DM), EPA
Weston Freund (WF), EPA
Scot Sibert (SS), STV, Inc
Logan Caldwell (LC), SCDHEC
Jim Walden (JW), SCDOT
Jane Span (JS), EPA
Sara Larocca (SL), EPA
Simone Jarvis (SJ), EPA

Carla Bedenbaugh (CD), SCDHEC
Holly Randolph (HR), SCDHEC
Fred Frank (FF), WSP, USA
James Clarsner (JC), FHWA
Crystal McCutcheon (CS), SCDOT
Chad Wilbanks (CW), DHEC
Richard Wong (RW), EPA
David Hooper (DH), RFATS

Discussion of FY 24-33 TIP Conformity Determination

(DH) briefly reviewed principal discussion points from our prior meeting. Specifically, the incorporation of the latest data for the upcoming model runs; applicability of MOVES3; Horizon & Budget Years (i.e., 2025, 2035, 2045, 2050 and 2026 – interpolated, etc); and the working time table for next steps. (CB) then summarize her work to date (i.e., updating files from the prior model version to MOVES3); discussion then followed regarding the importance of ensuring consistency with the latest planning assumptions associated with the development of the 2nd Limited Maintenance Plan.

Discussion then followed with a few generalized comments / observations of the modeling process. (JS) then provided an overview of applicable AQ standards and the extent of conformity determination periods (i.e., 2032 and 2036 for the 2008 standard).

Next Meeting:

The next regular meeting of the RFATS Interagency Consultation Committee is slated for Wednesday, April 3rd at 9:00am.

RFATS Interagency Consultation Meeting Notes

April 03, 2024

Attendees:

Dianna Meyers (DM), EPA
Weston Freund (WF), EPA
Logan Caldwell (LC), SCDHEC
Sara Larocca (SL), EPA
Simone Jarvis (SJ), EPA

Carla Bedenbaugh (CD), SCDHEC
Holly Randolph (HR), SCDHEC
Chad Wilbanks (CW), DHEC
Richard Wong (RW), EPA
David Hooper (DH), RFATS

Discussion of FY 24 - 33 TIP Conformity Determination

(DH) provided an overview from the March meeting; and noted specific action items resulting from our call. In particular, the determination of what constituted the latest planning assumptions for the TIP Update Conformity Analysis Report (i.e., assumptions / outputs consistency with the development of the 2nd Limited Maintenance Plan). Discussin then followed regarding complete IAC review of the draft conformity analysis report and the planned presentation with the RFATS Technical and Policy Committees later this month.

Next Meeting:

The next regular meeting of the RFATS Interagency Consultation Committee is slated for Wednesday, May 1st at 9:00am.

RFATS Interagency Consultation Meeting Notes

May 01, 2024

Attendees:

Dianna Meyers (DM), EPA
Weston Freund (WF), EPA
Logan Caldwell (LC), SCDHEC
Jim Walden (JW), SCDOT
Simone Jarvis (SJ), EPA

Carla Bedenbaugh (CD), SCDHEC
Holly Randolph (HR), SCDHEC
Chad Wilbanks (CW), DHEC
Shantrise Harris (SH), FHWA
David Hooper (DH), RFATS

Discussion of FY 24 - 33 TIP Conformity Determination

(DH) provided a summary of the principal points of discussion during our last meeting. (DH) then offered guidance to amend / incorporate additional reference points associated with the 2nd Maintenance Plan and supporting narrative associated with the continued applicability of the 97 over the Catawba Nation. (WF) then offered a suggestion to expand the definition of what constitutes exempt / non-exempt on the project list subject to modeling during the 2055 LRTP Update. (SH) then shared her concurrence on the items discussed and the working schedule to bring this process to completion.

Next Meeting:

The next regular meeting of the RFATS Interagency Consultation Committee is slated for Wednesday, June 5th at 9:00am.

APPENDIX B: ADOPTION AND APPROVAL RESOLUTIONS / LETTERS



**RESOLUTION THAT THE FY 24 - 33 TIP UPDATE IS
CONSISTENT WITH THE ADOPTED 2050 LRTP AND
CONFORMITY DETERMINATION 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 FY 24 - 33 Transportation Improvement Program (TIP) planning period has been updated, in coordination with the STIP Update process; and,

WHEREAS, the FY 24 - 33 Transportation Improvement Program (TIP) will continue to meet the planning requirements of 23 CFR Part 450.326

NOW, THEREFORE BE IT RESOLVED, that the RFATS Policy Committee finds that the FY 24 - 33 Transportation Improvement Program (TIP) and Air Quality Conformity Report conform to the purpose of the South Carolina State Implementation Plan in accordance with the Clean Air Act as Amended (CAAA), and Fixing America's Surface Transportation Act (FAST Act) on the 26th day of April, 2024.

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

APPROVED:

ATTEST:

Brian Carnes _____

David F. Hooper _____

Brian Carnes, Chair

David F. Hooper, RFATS Director

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



**Technical Team Meeting
Summary Minutes
March 7, 2024 – 1:30 p.m.**

Attendees: Patrick Hamilton (York County); Jim Walden (SCDOT - CC); Alex Moore (Town of Fort Mill); Chris Herrmann (City of Rock Hill); Tommy Feemster (SCDOT); Leah Youngblood (City of Rock Hill); Christopher Stephens (York County); Josh Meetze (SCDOT); Cliff Goolsby (City of Rock Hill); Dianne Dil (York County); Nick Cauthen (City of Tega Cay); Steve Allen (CRCOG); James Clarsner (FHWA - CC); and David Hooper (RFATS).

I. Review of Minutes

Mr. Hooper asked if there were any additions, corrections, or deletions from the January minutes. The minutes were then approved as presented

II. Old Business

A. Policy Committee Meeting

1. **2055 LRTP Update** – Mr. Hooper provided a brief overview of the principal points of discussion on this topic; and noted that this item received an endorsement from the Policy Committee at their January meeting.
2. **2050 LRTP Amendment (Annual Adoption of State Safety Targets)** – Mr. Hooper stated that the Policy Committee granted approval to the LRTP Amendment reflecting the 2024 State Safety Performance Targets at the January meeting.
3. **FY 24-33 TIP Update** – Mr. Hooper noted that the updated TIP planning period was brought into alignment with the STIP Update period of FY 24-33, and was shared with the Policy Committee in January. Mr. Hooper then summarized recent discussion with the IAC about incorporating the most recent data set utilized by DHEC in preparing the 2nd AQ Maintenance Plan. With this in mind, Mr. Hooper noted that he will be summarizing the outputs of this request at the March / April meetings as appropriate.
4. **2024 Annual Election of Officers** – Mr. Hooper briefly noted that Mr. Carnes will serve as Chair and Ms. Savage will serve as Vice Chair this year.

B. 2055 LRTP Update -- Mr. Hooper briefly outlined the overall schedule, existing budgetary commitments, as well as expected areas of planning emphasis this update cycle.

C. Land Use / Transit Sub-Committee – Mr. Hooper summarized feedback received from the Policy Committee during their January meeting regarding the development of draft guidance to further strengthen our access management practices – particularly along key corridors. Discussion then followed regarding the mechanics; variables; and time-line for completing this work effort. Discussion concluded with the understanding that an initial review would be beneficial in June and refinement in September.

D. Transit Performance Measures – Mr. Goolsby provided a detailed summary of transit service planning and operations within the planning area; and then reviewed the key transit performance data that is reported to federal / state partners. As a point of reference, it was

noted that this material is part of the broader transportation performance management process initiated a few years back to develop a more complete understanding and appropriate reference points for tracking progress among planning agencies across the country.

- E. Interchange Projects** – Mr. Hooper briefly noted that the project kick-off for the SC 160 / I-77 Interchange is slated for March 10th at 2:00pm; and then noted that the latest completion estimate for the Palmetto Parkway Interchange is June 30th. Lastly, it was noted that discussions continue with SCDOT regarding a subsequent SIB application to ensure full funding availability for the Celanese & Carowinds Interchanges going forward.
- F. Bicycle / Pedestrian Projects** -- Mr. Hooper reviewed CTT projects #79 & #80 from the Bicycle / Pedestrian Connectivity Plan; discussion then briefly followed regarding the recommendation and logical next steps for making progress on these projects, along with Spratt Street; Tega Cay Trail; and DLB.

III. New Business

A. Policy Committee Meeting for March 22, 2024 (Due no later than March 13th)

- I. SCDOT Project Status Report
- B. Celanese / I-77 Interchange Evaluation Report** – Mr. Hooper briefly reviewed the comprehensive presentation provided by Mr. Mattox last year, and noted that additional progress has been made in refining and sharpening the short list of alternative configurations. With this in mind, Mr. Hooper stated that a report update will be made at the Policy Committee’s March meeting.
- C. Title VI Plan Update** – Mr. Hooper briefly noted that he will be presenting a Title VI Plan Update to the Policy Committee at their March meeting. As a point of reference, Mr. Hooper noted that a regular review / update is undertaken every three years.
- D. Administrative Report** – Mr. Hooper briefly noted that the Administrative Report will be provided to the Policy Committee at their March meeting.

IV. Other Business

- A. CRAFT & Other Planning Initiatives** – Mr. Hooper briefly noted that RFATS is slated to host the next meeting of the CRAFT Technical Committee in April.
- B. Next Technical Team Meeting** – Mr. Hooper noted that the next Technical Team meeting is scheduled for April 4, 2024.

V. Adjourn – The meeting was adjourned at 3:16 PM.



**POLICY COMMITTEE MEETING
SUMMARY MINUTES
April 26, 2024 – 12:00 p.m.
Rock Hill Operations Center – Room 132**

COMMITTEE MEMBERS PRESENT: Brian Carnes; Guynn Savage; John Gettys; Tom Audette; Jose Luis; Christi Cox; Derrick Lindsey; Michael Johnson; Ben Hudgins; Chris Gray; Jim Reno; Brian Harris (P – Denise Bryson); Heath Sessions; Kevin Sutton; and Watts Huckabee (P).

ADMINISTRATIVE / TECHNICAL / MANAGEMENT STAFF PRESENT:

Patrick Hamilton (York County); Berry Mattox (SCDOT); Josh Meetze (SCDOT); Penelope Karagounis (Town of Fort Mill); Christopher Stevens (York County); Jim Walden (SCDOT); Jimmy Bagley (City of Rock Hill); Michael Moore (York County) Chris Herrmann (City of Rock Hill); Diane Dil (York County); Tommy Feemster (SCDOT); Nick Cauthen (City of Tega Cay); Jason Vance (City of Rock Hill); Stephen Allen (CRCOG); Cliff Goolsby (City of Rock Hill); Jonathan Buono (York County); Rob Ruth (City of Rock Hill); Kim Shepard (City of Rock Hill); and David Hooper (RFATS).

CITIZENS / VISITORS PRESENT: Cleopatra Allen (CAC); John Marks (Herald); Debi Cloninger (York County Council); Jim Van Blarcom (CAC); Kenneth Johnson (AECOM); David Oxendine (York County Resident); Carol Pilarczyk (York County Resident); Luther Dasher (CAC); Teresa Thomas (Office of Senator L. Graham); Frank Myers (CAC); Liz Duda (City of Tega Cay); Dr. Keely (CAC); Randall Young (JMT); David Kerns (HDR); and Tyler Cupp (WRHI);

1. CALL TO ORDER:

- a. **Welcome** – Chair Carnes called the meeting to order at 12:00 P.M. and welcomed all in attendance.
- b. **Citizen Comment Period** – No public comments were made.

2. REVIEW / APPROVAL OF MINUTES

Mr. Carnes asked if there were any changes, deletions, or comments to the minutes of the March 22, 2024 meeting. Mr. Carnes then made a motion to approve; this was seconded by Mr. Reno and unanimously approved.

3. REPORTS:

A. Pennies For Progress Report – Mr. Hamilton provided an overview of existing project priorities as well as the finalized list of projects for the fifth Pennies referendum. Principal items of note included carry forward project needs (i.e., fundamentally a result of the broader inflationary environment and related economic variables, etc); and the budgetary commitment to maintenance focused project work this funding cycle.

B. Fort Mill Walkability Assessment – Ms. Duda and Dr. Keely reviewed the key objectives of this work effort, as well as a series of recommended actions to further strengthen the opportunities for

connectivity and a safer experience for non-motorized mobility – particularly between residential developments, area schools, and developments of regional impact.

4. PROPOSED POLICY COMMITTEE ACTION ITEMS

a. FY 24 - 33 TIP Update & Conformity Determination Report – Mr. Hooper briefly noted the periodic update to the TIP and the associated conformity determination report demonstrating the planning area’s continued compliance with applicable air quality standards / requirements. Mr. Hooper then requested approval of the plan documents and authorization of a 30-day public comment period. Mr. Carnes then made a motion for approval; seconded by Mr. Reno and the motion was unanimously approved.

b. Title VI Plan Update – Mr. Hooper briefly reviewed the Title VI Plan as a follow-up from the March meeting; and then noted that a 30-day public comment period had been completed and no comments were received. Mr. Hooper then requested final approval of the updated Title VI Plan. Mr. Carnes then made a motion for approval; seconded by Ms. Savage and the motion was unanimously approved.

5. OTHER BUSINESS:

a. Next Meeting – Mr. Carnes noted that the next Policy Committee meeting is scheduled for June 28, 2024.

6. ADJOURNMENT:

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

APPENDIX D: SUMMARY OF PUBLIC COMMENTS

Area, which includes the Catawba Area, was redesignated to attainment for the 1997 8-hour ozone NAAQS.

The Catawba Area LMP is designed to maintain the 1997 8-hour ozone NAAQS within the Catawba Area through the end of the second 10-year portion of the maintenance period beyond redesignation. As a general matter, the Catawba Area LMP relies on the same control measures and relevant contingency provisions to maintain the 1997 8-hour ozone NAAQS during the second 10-year portion of the maintenance period as the maintenance plan submitted by DHEC for the first 10-year period.

In a notice of proposed rulemaking (NPRM), published on November 26, 2021 (86 FR 67402), EPA proposed to approve the Catawba Area LMP because the State made a showing, consistent with EPA's prior LMP guidance, that the Charlotte NC-SC 1997 8-hour NAAQS Area's ozone concentrations are well below the 1997 8-hour ozone NAAQS and have been historically stable and that it met the other maintenance plan requirements. The details of South Carolina's submission and the rationale for EPA's action are explained in the November 26, 2021, NPRM. Comments on the November 26, 2021, NPRM were due on or before December 27, 2021. EPA did not receive any comments on the November 26, 2021, NPRM.

II. Final Action

EPA is taking final action to approve the Catawba Area LMP for the 1997 8-hour ozone NAAQS, submitted by DHEC on July 7, 2020, as a revision to the South Carolina SIP.

EPA is approving the Catawba Area LMP because it includes an acceptable update of various elements of the 1997 8-hour ozone NAAQS Maintenance Plan approved by EPA for the first 10-year period and retains the relevant provisions of the SIP. EPA also finds that the Catawba Area qualifies for the LMP option and that therefore the Catawba Area LMP adequately demonstrates maintenance of the 1997 8-hour ozone NAAQS through documentation of monitoring data showing maximum 1997 8-hour ozone levels well below the NAAQS and continuation of existing control measures. EPA believes the Catawba Area's 1997 8-Hour Ozone LMP to be sufficient to provide for maintenance of the 1997 8-hour ozone NAAQS in the Catawba Area over the second 10-year maintenance period, through 2032, and thereby satisfy the requirements for such a plan under CAA section 175A(b).

III. Statutory and Executive Order Reviews

Under the CAA, the Administrator is required to approve a SIP submission that complies with the provisions of the Act and applicable Federal regulations. *See* 42 U.S.C. 7410(k); 40 CFR 52.02(a). Thus, in reviewing SIP submissions, EPA's role is to approve state choices, provided that they meet the criteria of the CAA. This action merely approves state law as meeting Federal requirements and does not impose additional requirements beyond those imposed by state law. For that reason, this action:

- Is not a significant regulatory action subject to review by the Office of Management and Budget under Executive Orders 12866 (58 FR 51735, October 4, 1993) and 13563 (76 FR 3821, January 21, 2011);
 - Does not impose an information collection burden under the provisions of the Paperwork Reduction Act (44 U.S.C. 3501 *et seq.*);
 - Is certified as not having a significant economic impact on a substantial number of small entities under the Regulatory Flexibility Act (5 U.S.C. 601 *et seq.*);
 - Does not contain any unfunded mandate or significantly or uniquely affect small governments, as described in the Unfunded Mandates Reform Act of 1995 (Pub. L. 104-4);
 - Does not have federalism implications as specified in Executive Order 13132 (64 FR 43255, August 10, 1999);
 - Is not an economically significant regulatory action based on health or safety risks subject to Executive Order 13045 (62 FR 19885, April 23, 1997);
 - Is not a significant regulatory action subject to Executive Order 13211 (66 FR 28355, May 22, 2001);
 - Is not subject to requirements of Section 12(d) of the National Technology Transfer and Advancement Act of 1995 (15 U.S.C. 272 note) because application of those requirements would be inconsistent with the CAA; and
 - Does not provide EPA with the discretionary authority to address, as appropriate, disproportionate human health or environmental effects, using practicable and legally permissible methods, under Executive Order 12898 (59 FR 7629, February 16, 1994).
- Because this action merely approves state law as meeting Federal requirements and does not impose additional requirements beyond those imposed by state law, this action for the State of South Carolina does not have Tribal implications as specified by Executive Order 13175 (65 FR 67249,

November 9, 2000). Therefore, this action will not impose substantial direct costs on Tribal governments or preempt Tribal law. The Catawba Indian Nation (CIN) Reservation is located within the boundary of York County, South Carolina. Pursuant to the Catawba Indian Claims Settlement Act, S.C. Code Ann. 27-16-120 (Settlement Act), "all state and local environmental laws and regulations apply to the [Catawba Indian Nation] and Reservation and are fully enforceable by all relevant state and local agencies and authorities." The CIN also retains authority to impose regulations applying higher environmental standards to the Reservation than those imposed by state law or local governing bodies, in accordance with the Settlement Act.

The Congressional Review Act, 5 U.S.C. 801 *et seq.*, as added by the Small Business Regulatory Enforcement Fairness Act of 1996, generally provides that before a rule may take effect, the agency promulgating the rule must submit a rule report, which includes a copy of the rule, to each House of the Congress and to the Comptroller General of the United States. EPA will submit a report containing this action and other required information to the U.S. Senate, the U.S. House of Representatives, and the Comptroller General of the United States prior to publication of the rule in the **Federal Register**. A major rule cannot take effect until 60 days after it is published in the **Federal Register**. This action is not a "major rule" as defined by 5 U.S.C. 804(2).

Under section 307(b)(1) of the CAA, petitions for judicial review of this action must be filed in the United States Court of Appeals for the appropriate circuit by March 28, 2022. Filing a petition for reconsideration by the Administrator of this final rule does not affect the finality of this action for the purposes of judicial review nor does it extend the time within which a petition for judicial review may be filed, and shall not postpone the effectiveness of such rule or action. This action may not be challenged later in proceedings to enforce its requirements. *See* section 307(b)(2).

List of Subjects in 40 CFR Part 52

Environmental protection, Air pollution control, Incorporation by reference, Intergovernmental relations, Nitrogen dioxide, Ozone, Reporting and recordkeeping requirements, Volatile organic compounds.

Dated: January 18, 2022.
Daniel Blackman,
Regional Administrator, Region 4.

For the reasons stated in the preamble, EPA amends 40 CFR part 52 as follows:

PART 52—APPROVAL AND PROMULGATION OF IMPLEMENTATION PLANS

■ 1. The authority citation for part 52 continues to read as follows:

Authority: 42 U.S.C. 7401 *et seq.*

Subpart PP—South Carolina

■ 2. In § 52.2120, amend the table in paragraph (e) by adding the entry “1997

8-hour ozone Maintenance Plan for the Catawba Indian Nation portion of the bi-state Charlotte Area” at the end of the table to read as follows:

§ 52.2120 Identification of plan.

* * * * *
 (e) * * *

Provision	State effective date	EPA approval date	Explanation
1997 8-hour ozone Maintenance Plan for the Catawba Indian Nation portion of the bi-state Charlotte Area.	7/7/2020	1/25/2022, [Insert citation of publication].	Applicable only to the Catawba Indian Nation Reservation portion within the 1997 8-hour ozone boundary in York County, South Carolina (within the Rock Hill-Fort Mill Area Transportation Study Metropolitan Planning Organization Area).

[FR Doc. 2022–01300 Filed 1–24–22; 8:45 am]

BILLING CODE 6560–50–P

ENVIRONMENTAL PROTECTION AGENCY

40 CFR Part 52

[EPA–R04–OAR–2021–0473; FRL–8981–02–R4]

Air Plan Approval; North Carolina; Mecklenburg Monitoring, Recordkeeping, and Reporting Rule Revisions

AGENCY: Environmental Protection Agency (EPA).

ACTION: Final rule.

SUMMARY: The Environmental Protection Agency (EPA) is finalizing a State Implementation Plan (SIP) revision to the Mecklenburg County portion of the North Carolina SIP, hereinafter referred to as the Mecklenburg Local Implementation Plan (LIP). The revision was submitted by the State of North Carolina, through the North Carolina Division of Air Quality (NCDAQ), on behalf of Mecklenburg County Air Quality (MCAQ) via a letter dated April 24, 2020, and was received by EPA on June 19, 2020. The revision updates several Mecklenburg County Air Pollution Control Ordinance (MCAPCO) rules and adds three new rules for incorporation into the LIP. These rules cover general recordkeeping, monitoring, and reporting requirements. EPA is approving these changes pursuant to the Clean Air Act (CAA or Act).

DATES: This rule is effective February 24, 2022.

ADDRESSES: EPA has established a docket for this action under Docket Identification No. EPA–R04–OAR–2021–0473. All documents in the docket are listed on the www.regulations.gov website. Although listed in the index, some information may not be publicly available, *i.e.*, Confidential Business Information or other information whose disclosure is restricted by statute. Certain other material, such as copyrighted material, is not placed on the internet and will be publicly available only in hard copy form. Publicly available docket materials are available either electronically through www.regulations.gov or in hard copy at the Air Regulatory Management Section, Air Planning and Implementation Branch, Air and Radiation Division, U.S. Environmental Protection Agency, Region 4, 61 Forsyth Street SW, Atlanta, Georgia 30303–8960. EPA requests that if at all possible, you contact the person listed in the **FOR FURTHER INFORMATION CONTACT** section to schedule your inspection. The Regional Office’s official hours of business are Monday through Friday 8:30 a.m. to 4:30 p.m., excluding Federal holidays.

FOR FURTHER INFORMATION CONTACT: Evan Adams, Air Regulatory Management Section, Air Planning and Implementation Branch, Air and Radiation Division, U.S. Environmental Protection Agency, Region 4, 61 Forsyth Street SW, Atlanta, Georgia 30303–8960. The telephone number is (404) 562–9009. Mr. Adams can also be reached via electronic mail at adams.evan@epa.gov.

SUPPLEMENTARY INFORMATION:

I. Background

The Mecklenburg County LIP was originally submitted to EPA on June 14, 1990, and EPA approved the plan on May 2, 1991. *See* 56 FR 20140. Mecklenburg County prepared three submittals in order to modify the LIP for, among other things, general consistency with the North Carolina SIP.¹ The three submittals were submitted to EPA as follows: NCDAQ transmitted the October 25, 2017, submittal to EPA but withdrew it from review through a letter dated February 15, 2019. On April 24, 2020, NCDAQ resubmitted the October 25, 2017, update to EPA and also submitted the January 21, 2016, and January 14, 2019, updates. Due to an inconsistency with public notice at the local level, these submittals were withdrawn from EPA through a letter dated February 15, 2019. Mecklenburg County corrected this error, and NCDAQ submitted the updates in a revision dated April 24, 2020.²

On December 6, 2021, EPA published a notice of proposed rulemaking (NPRM) proposing to approve the April 24, 2020, SIP revision regarding updates to several of Mecklenburg’s monitoring, recordkeeping and reporting rules. *See* 86 FR 68957. The December 6, 2021, NPRM provides additional detail regarding the background and rationale for EPA’s action. Comments on the December 6, 2021, NPRM were due on or before January 5, 2022. EPA received no comments on the December 6, 2021, NPRM.

II. Incorporation by Reference

In this document, EPA is finalizing regulatory text that includes