



ROCK HILL-FORT MILL AREA TRANSPORTATION STUDY

**2050 LONG RANGE TRANSPORTATION
PLAN AMENDMENT ONE**

AMENDMENT APPROVED: FEBRUARY 25, 2022

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CHAPTER 3 GOALS, OBJECTIVES & PERFORMANCE MEASURES

The 2050 Long Range Transportation Plan is being amended to reflect 2022 Safety Targets as part of Performance-Based Planning & Programming.

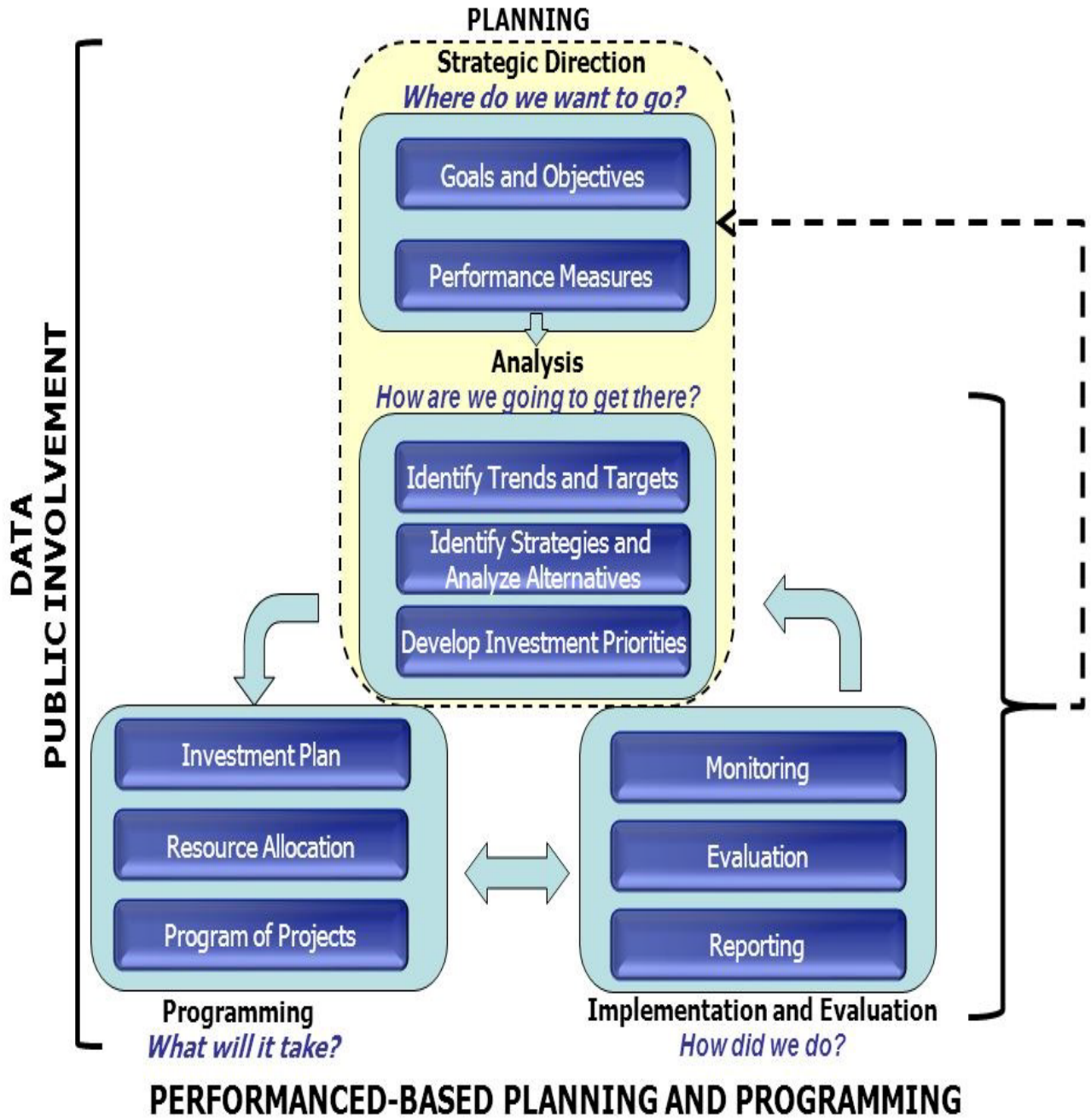
As a point of reference, performance-based planning & programming or “performance management” is a strategic approach that uses system generated information to make investment and policy decisions to achieve goals set for the multimodal transportation system in the MPO Planning Area. Specifically, Performance-Based 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 as well. 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. 2022 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 MAP-21 and the FAST Act. 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, it is 67% higher than the national rate and 40% higher than states in the southeast. 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, 2021. 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 (2018-2022 AVERAGE)

	Traffic Fatalities	Fatality Rate*	Severe Injuries	Severe Injury Rate*	Non-Motorized
SC Baseline	1023	1.838	2,877.2	5.162	440.8
SC Targets	1,061	1.820	2,850.0	4.892	500.0
MPO Baseline	28.6	1.298	101.6	4.660	12.0

For the 2022 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 #1 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 2022 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 25th day of February 2022.

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

APPROVED:

ATTEST:

John Gettys, Chair

David F. Hooper, MPO Administrator



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



**Technical Team Meeting
(Conference Call Via Teams)
Summary Minutes
February 3, 2022 – 1:30 p.m.**

Conference Call Attendees: Rashad Pinckey (SCDOT); Yolanda Morris (FHWA); Rox Burhans (Lancaster County); Berry Mattox (SCDOT); Alex Moore (Town of Fort Mill); Leah Youngblood (City of Rock Hill); Susan Britt (City of Tega Cay); Cliff Goolsby (City of Rock Hill); Josh Meetze (SCDOT); Diane Dil (York County); Christina Lewis (SCDOT); Stephen Allen (Catawba COG); Christopher Stevens (York County); Dianne Lackey (SCDOT); Betsy McCall (SCDOT); Chris Herrmann (City of Rock Hill); Vic Edwards (SCDOT) 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 accepted as presented.

II. Old Business

A. Policy Committee Meeting

- 1. Pennies for Progress Report** – Mr. Hooper briefly noted the principal projects that Mr. Hamilton covered in his report (i.e., Pole Branch Road; Gold Hill / I-77; Galleria Blvd; Spratt / Fort Mill Pkwy, etc).
- 2. SCDOT Complete Streets Policy Report** – Mr. Hooper summarized the emphasis points highlighted by Mr. Pinckney during his presentation on Complete Streets and associated planning expectations / coordination needs between SCDOT and local agencies.
- 3. SCDOT Regional Mobility Program & FY 22 Funding Adjustment** – Mr. Hooper provided a brief overview of his comments on the development of the Regional Mobility Program and the expected strengthening of investment decisions and furtherance of the Transportation Performance Management requirements.
- 4. FY 21-27 TIP Amendment** – Mr. Hooper stated that the Policy Committee granted preliminary approval to reflect \$9,334,543 in RMP funding (formerly Guidesshare), with final approval slated for the February meeting.
- 5. 2022 Annual Election of Officers** – Mr. Hooper noted that Mr. Gettys was selected as Chair, and Mr. Audette for Vice Chair (consistent with the rotation schedule in place) for 2022.

- B. US 521 Corridor Study** – Mr. Hooper stated that one of the principal priorities from the 2050 LRTP Update; specifically, the US 521 Corridor Study is slated for initiation this month. As a point of reference, Mr. Hooper noted that Lancaster County concurrently in the initial stages of their Comp Plan Update; and that, the RFATS work effort will be coordinated with this larger effort. Brief discussion then followed regarding potential options for expanding the scope to extend further down the corridor? Mr. Hooper stated that he would coordinate with FHWA on available options.

III. New Business

- A. **Policy Committee Meeting for February 25, 2022** – Mr. Hooper stated that the February meeting will continue to utilize a hybrid approach with the Policy Committee in person and all others invited to participate via Zoom.
 - 1. **SCDOT Project Status Report** – Mr. Hooper noted that an update from SCDOT is slated for the February Policy Committee meeting.
- B. **Federal Certification Review** – Mr. Hooper noted that a summary presentation of our most recent Certification Review is slated for the February meeting. As a point of reference, Mr. Hooper then thanked all members of the Technical Team for the results produced and the level of excellence contributed by everyone.
- C. **CONNECT Beyond** – Mr. Hooper noted that the Final Report from this work effort will be presented to the Policy Committee acknowledging its completion. Mr. Hooper then thanked everyone for their participation in this process, and spoke briefly about planning to begin appropriate implementation steps slated for application in the RFATS Planning Area.
- D. **Sub-Committee Formation** – Mr. Hooper noted that a recommendation will be made to the Policy Committee establishing a subcommittee focused on improved coordination among jurisdictional members in the areas of Land Use / Transit; Collector Streets; as well as other areas of importance to strengthen and link needed planning actions that will enhance network connectivity; safety and efficiency across the planning area.
- E. **2050 LRTP Amendment (2022 Safety Targets)** – Mr. Hooper stated that the latest annual state safety targets will be presented to the Policy Committee at the February meeting.
- F. **FY 21-27 TIP Amendment** – Mr. Hooper noted that the TIP Amendment reflecting the updated cost estimates on the two Bicycle / Pedestrian projects discussed earlier is slated to come back to the Policy Committee for final approval at their February meeting.
- G. **FY 22-23 TAP & CMAQ Funding Cycle** – Mr. Hooper briefly outlined the application timeline and schedule for the TAP & CMAQ programs. As discussed previously, Mr. Hooper then noted that a transit pilot project to initiate service in Fort Mill and Tega Cay will also occur as part of this funding cycle.
- H. **Administrative Report** – Mr. Hooper briefly noted that the Administrative Report will be provided to the Policy Committee at the February meeting.

IV. Other Business

- A. **CRAFT & Other Regional Planning Initiatives** – Mr. Hooper briefly noted that CRAFT will be meeting next in March; and that, RFATS will be hosting for those who would like to participate. As always, Mr. Hooper confirmed that he would provide a follow-up report at the next Technical Team meeting.
- B. **Next Technical Team Meeting** – Mr. Hooper noted that the next Technical Team meeting is scheduled for March 3, 2022.

V. **Adjourn** – The meeting was adjourned at 2:48 PM.



**POLICY COMMITTEE MEETING
SUMMARY MINUTES**

February 25, 2022 – 12:00 p.m.

Rock Hill City Hall – Council Chambers / Zoom

COMMITTEE MEMBERS PRESENT: John Gettys; Gwynn Savage; Tom Audette; Brian Carnes
Kathy Pender; Bill Harris; Jim Reno; and Wes Climer.

ADMINISTRATIVE / TECHNICAL / MANAGEMENT STAFF PRESENT:

Berry Mattox (SCDOT); Patrick Hamilton (York County); Yolanda Morris (FHWA); Leah Youngblood (City of Rock Hill); Vic Edwards (SCDOT); Rob Ruth (City of Rock Hill); Penelope Karagounis (Town of Fort Mill); Steve Allen (CRCOG); Susan Britt (City of Tega Cay); David Vehaun (City of Rock Hill); Christina Lewis (SCDOT); Diane Dil (York County); Cindy Howard (City of Rock Hill); Erin Porter (SCDOT); Jimmy Bagley (City of Rock Hill); Diane Lackey (SCDOT); Chris Herrmann (City of Rock Hill); Josh Meetze (SCDOT); Amy Britz (City of Rock Hill); Mark Pleasant (FHWA); and David Hooper (RFATS).

CITIZENS / VISITORS PRESENT: John Marks (Herald); Hisham Abdelziz (CDMSmith); Jorge Luna (HDR); Cleopatra Allen (CAC); Carl Manns (CAC); Scot Sibert (WSP); Phil Conrad (Mobility Solutions); David Keely (CAC); Chris Wolfe (Fort Mill Town Council); John Delfausse (citizen); Melvin Stroble (citizen); Liz Duda (citizen); James Dowdy (citizen); and Ed Evans (citizen).

1. CALL TO ORDER:

- a. **Welcome** – Chair Gettys called the meeting to order at 12:02 P.M. and welcomed all in attendance.
- b. **Citizen Comment Period** – No comments were made at this time.

2. REVIEW / APPROVAL OF MINUTES

Mr. Gettys asked if there were any changes, deletions, or comments to the minutes of the January 28th, 2022 meeting. Mr. Gettys then made a motion to approve the minutes as presented; this was seconded by Ms. Savage and the motion was unanimously approved.

3. REPORTS:

a. **Federal Certification Review (Final Report)** – Mr. Pleasant provided a brief overview of the certification review process; specifically, its principal objectives; evaluation areas; as well as commendations and recommendations. Mr. Pleasant then confirmed that RFATS has been fully recertified for meeting applicable federal and state statutes governing the Metropolitan Planning Process. Lastly, Mr. Pleasant thanked RFATS and all who participated in the review process for their contribution.

b. **Sub-Committee Formation (Requested Follow-up)** – Mr. Hooper briefly noted the Policy Committee’s request that staff make a recommendation regarding the establishment of a standing sub-committee to support associated planning needs (i.e., land use / transit connection; collector roads; access management practices, etc.), that are principally addressed at the local level, but nonetheless have a relationship to project specific and broader planning efforts conducted at the MPO level. Mr. Hooper then reviewed recommended membership; meeting frequency; and initial focus areas. The Policy

Committee then offered a consensus opinion that the recommended sub-committee formation should proceed as outlined.

4. PROPOSED POLICY COMMITTEE ACTION ITEMS:

a. CONNECT Beyond – Mr. Hooper provided a summary overview of this work effort with a principal focus on the review of the Draft Final Report that was presented during the September 2021 meeting. As a point of reference – it was noted that during that discussion, the Policy Committee emphasized the critical importance of local control and independent authority, among many other important considerations.

Mr. Hooper then stated that RFATS did submit a thorough list of comments reflecting the sentiment of the Policy Committee as well as all jurisdictional and agency members. Mr. Hooper then noted that while some of these comments were incorporated into the Final Report – that he was told that many others were not because they were unique to the RFATS area (i.e., a small geographic area at the southern most tip of work effort); and it is understood that RFATS would be only applying those elements determined appropriate in South Carolina to achieve broad operational compatibility with adjacent planning agencies – consistent with the direction of the Policy Committee.

Mr. Hooper then mentioned that at a recent MPO coordination meeting – a draft MPO support proposal was developed by Centralina and CATS for undertaking initial implementation activities; and that, it was written as though the Catawba Regional Council of Governments didn't exist, which was quite interesting for its consistency with how prior work documents have been written, as well as the central importance that RFATS stressed in its written comments regarding the integral role that CRCOG serves in South Carolina. As a point of reference – Mr. Hooper briefly noted that this omission of CRCOG was also consistent with the practice of not inviting CRCOG to participate in this meeting. Regrettably, Mr. Hooper noted that this appears to reflect a pattern of intent given its consistency (i.e., it is not an aberrant experience).

Discussion then followed with observations and concerns about all comments not being included in the final report document (notwithstanding the feedback offered as to why this was done). Mr. Audette specifically raised a concern about the nature of what is envisioned in the urban core of Charlotte; and that, that is not what he believes should be developed in the South Carolina. Specifically, Mr. Audette noted that while some may want to create Atlanta here – it is important to note that many do not want that at all. Mr. Reno then noted concerns about local control focused principally on land use oriented variables and how they must remain a locally managed and directed action.

Similar cautionary notes were raised by other members as well. Senator Climer then noted his concern about proceeding at this time, and asked what the range of potential next steps might be. Mr. Hooper outlined a range of options from an acknowledgment of report completion and advancement of initial implementation activities, to voting to defer taking any action at all. Discussion then briefly followed, with Senator Climer making a motion that the Policy Committee should table and/or defer taking any action; the motion was seconded by Mr. Audette and passed unanimously.

b. 2050 LRTP Amendment – Mr. Hooper briefly summarized the amendment to the LRTP which reflects the adoption of State Safety Targets for 2022. As a point of reference, Mr. Hooper summarized Transportation Performance Management; noting that Congress developed national goals and USDOT has established performance measures in each goal area that must be used to develop appropriate performance targets by state DOTs, MPOs, and COGs. 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. Mr. Gettys then made a motion for approval; seconded by Mr. Carnes and the motion was unanimously approved.

c. FY 21-27 TIP Amendment (Bicycle / Pedestrian Funding) – Mr. Hooper provided an overview of the recommended project priorities; particular points of discussion included project specific assumptions; potential right-of-way and utility variables as well as summary information regarding coordination between each jurisdiction; SCDOT; Pennies for Progress and consultant assistance. Mr. Hooper then requested final approval (contingent on any additional comments being submitted during the last few days of the public comment period) to amend the FY 21-27 TIP and authorize submittal to SCDOT for programming. Mr. Gettys then made a motion to approve; seconded by Ms. Savage and the motion was unanimously approved.

d. FY 22-23 TAP & CMAQ Programs – Mr. Hooper briefly reviewed the proposed schedule and application process for the FY 22-23 TAP & CMAQ funding cycle. Mr. Hooper then outlined projected funding levels (pending finalization given IIJA passage). Mr. Hooper then requested that the Policy Committee grant approval of the FY 22-23 TAP & CMAQ application process and schedule. Mr. Gettys then made a motion for approval; seconded by Mr. Audette and the motion was unanimously approved.

5. OTHER BUSINESS:

a. Administrative Report – Mr. Hooper briefly reviewed the Administrative Report.

b. Next Meeting – Mr. Gettys noted that the next Policy Committee meeting is scheduled for March 25, 2022.

6. ADJOURNMENT:

The motion to adjourn was made by Mr. Gettys and seconded by Ms. Savage; the motion was unanimously approved and the meeting was adjourned at 1:21 P.M.



APPENDIX C: SUMMARY OF PUBLIC COMMENTS