



ROCK HILL-FORT MILL AREA TRANSPORTATION STUDY

**2055 LONG RANGE TRANSPORTATION
PLAN AMENDMENT TWO**

AMENDMENT APPROVED: FEBRUARY 27, 2026

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CHAPTER 3 GOALS, OBJECTIVES & PERFORMANCE MEASURES

The 2055 Long Range Transportation Plan is being amended to reflect the 2026 Safety Targets as part of Performance-Based Planning & Programming.

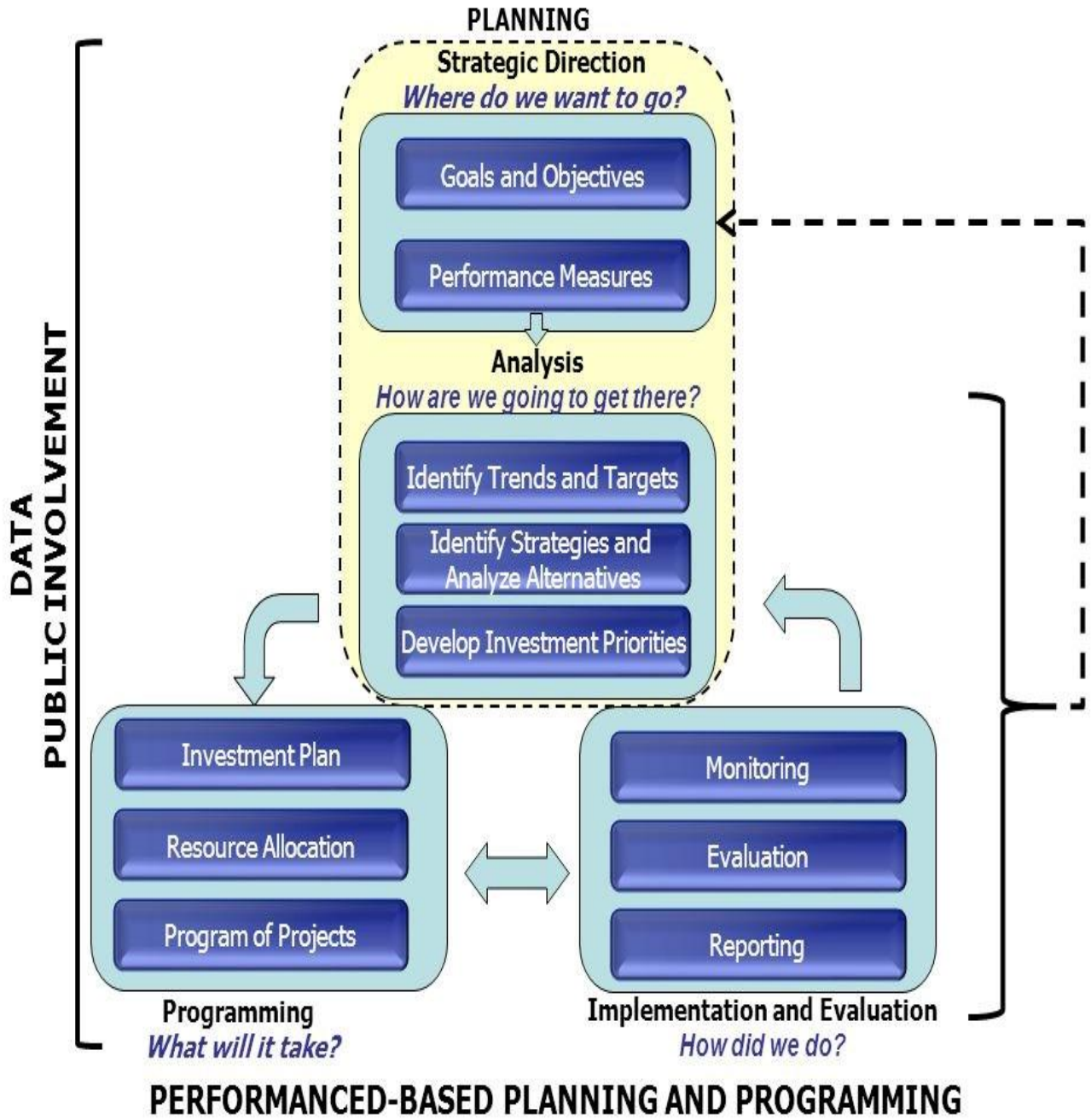
As a point of reference, performance-based planning & programming or “performance management” is a strategic approach that uses system generated information to make investment and policy decisions to achieve goals set for the multimodal transportation system in the MPO Planning Area. Specifically, Performance-Based 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. 2026 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, 2025. 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 (2022-2026 AVERAGE)

	Traffic Fatalities	Fatality Rate*	Severe Injuries	Severe Injury Rate*	Non-Motorized
SC Baseline	1089	1.86	2,650.4	4.52	467.2
SC Targets	1,059.0	1.87	2,549.0	4.50	467.9
MPO	25.4	1.0	113.2	4.46	14.6

For the 2026 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 #2 TO THE
2055 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 2055 Long Range Transportation Plan is being amended to reflect 2026 Safety Targets as part of a strategic performance-based planning and programming process; and,

WHEREAS, the 2055 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 2055 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 27th day of February 2026.

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

APPROVED:

John Gettys _____

John Gettys, Chair

ATTEST:

David F. Hooper _____

David F. Hooper, MPO Director



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



**Technical Team Meeting
Via Teams
Summary Minutes
February 5, 2026 – 1:30 p.m.**

Attendees: Patrick Hamilton (York County); Jim Walden (SCDOT); Penelope Karagounis (Town of Fort Mill); Christopher Stephens (York County); Chris Herrmann (City of Rock Hill); Allison Hardin (Lancaster County); Tommy Feemster (SCDOT); Nick Cauthen (City of Tega Cay); Jonathan Buono (York County); Cliff Goolsby (SCDOT); Steve Allen (Catawba COG); Tony Edwards (SCDOT); Diane Dil (York County); Corey Barnes (Lancaster County); Josh Meetze (SCDOT); Leah Youngblood (City of Rock Hill); Latoya Grate-Adams (SCDOT); Lauren Harms (City of Rock Hill); Gavin McMahon (SCDOT); and David Hooper (RFATS).

I. Review of Minutes

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

II. Old Business

A. Policy Committee Follow-up

- 1. Pennies Report & Collector Road Plan Update** – Mr. Hooper provided a brief overview of the principal points of discussion with the Policy Committee on both topics. Mr. Hooper then confirmed that the CRP Update will reflect specific information on new network links that have been incorporated, and noted evaluations where placement was considered but did not move forward for “site specific” or other planning variables.
- 2. Federal Certification Review** – Mr. Hooper provided a summary background on FHWA’s Certification Review process; commendations and recommendations; and noted that no findings were identified this review cycle. Mr. Hooper again thanked everyone for the work they do that contributed to this favorable outcome.
- 3. FY 25 - 27 UPWP Amendment** – Mr. Hooper stated that a request to amend the FY 25-27 UPWP to reflect updated FTA funding amounts received preliminary approval from the Policy Committee, and is currently out for a 30-day public comment period.
- 4. FY 24 - 33 TIP Amendment (DLB Pedestrian Flyover Bridge)** – Mr. Hooper briefly noted that a TIP Amendment removing the DLB Pedestrian Flyover Bridge was presented to the Policy Committee at their January meeting. As a point of reference, it was noted that a programmatic review of the funding program was completed in Washington resulting in the cancellation of the prior funding action.
- 5. CAC Reappointments** – Mr. Hooper stated that the Policy Committee approved the reappointments of Dr. David Ward and Mr. Carl Manns at the January meeting.

- B. FY 26 - 27 UPWP Budgetary Estimates** – Mr. Hooper briefly reviewed principal work activities in FY 26-27, and then provided a projected budgetary range for shared planning costs across the region.
- C. Safe Streets & Roads For All (SS4A)** – Mr. Hooper noted that the consultant team has completed the process summary of public engagement phase I; and that a planned review of draft recommendations is slated for the March meeting.
- D. Interchange Projects: (Carowinds Blvd; SC 160; Celanese / Cherry)** – Each project manager summarized notable activity and upcoming next steps. Mr. Hooper then reviewed a planned work effort to update expected activities / needs at Exit 77; with more information to be provided at a later meeting.
- E. Bicycle / Pedestrian Projects** – Mr. Edwards provided a summary of project activity at each location; with brief discussion occurring on the nature of work (i.e., width; impacts; etc) on the Spratt Street Sidewalk Project. Lastly, Mr. Hooper noted that he would send a follow-up email to the Carolina Thread Trail regarding projects #79 & #80 as well as related planning partners in an effort to move the development of project scoping forward.

III. New Business

A. Policy Committee Meeting for February 27, 2026

- A. 2055 LRTP Amendment (Annual Safety Performance Targets)** – Mr. Hooper stated that an LRTP Amendment reflecting updated safety targets will be reviewed with the Policy Committee at their February meeting.
- B. FY 26 - 27 TAP & CMAQ Funding Cycle** – Mr. Hooper noted that the TAP & CMAQ application process and schedule will be presented to the Policy Committee at their February meeting.
- C. FY 25 - 27 UPWP Amendment (Updated FTA Funding Amounts)** – Mr. Hooper stated that a UPWP Amendment for final approval will be presented reflecting the most recent assumptions in transit grant funding at the January meeting.
- D. FY 24 – 33 TIP Amendment (DLB Pedestrian Flyover Bridge)** – Mr. Hooper briefly noted that a TIP Amendment (i.e., removal of project funding) will be presented for final approval at the Policy Committee’s February meeting.
- E. Administrative Report** – Mr. Hooper stated that the Administrative Report will be presented reflecting all actions occurring between meetings.

IV. Other Business

- A. CRAFT Planning Coordination & Area Initiatives**
- B. Next Meeting – March 5th 2026.**



**POLICY COMMITTEE MEETING
SUMMARY MINUTES**

**February 27, 2026 – 12:00 p.m.
Rock Hill Operations Center – Room 132**

COMMITTEE MEMBERS PRESENT: John Gettys; Tom Audette; Jose Luis; Heath Sessions; Carmen Miller, Watts Huckabee; Derrick Lindsay; Brian Carnes; Christi Cox ; Guynn Savage; and Ben Hudgins.

ADMINISTRATIVE / TECHNICAL / MANAGEMENT STAFF PRESENT:

Mark Pleasant (FHWA); Penelope Karagounis (Town of Fort Mill); Jim Walden (SCDOT); Leah Youngblood (City of Rock Hill); Tommy Feemster (SCDOT); Chris Herrmann (City of Rock Hill); Corey Barnes (Lancaster County); David Vehaun (City of Rock Hill); Cary Vargo (Town of Fort Mill); Stephen Allen (CRCOG); Jonathan Buono (York County); Nick Cauthen (City of Tega Cay); Angela Sims (City of Rock Hill); Rickele Gennie (FHWA); Lindsay Sherbert (FHWA); and David Hooper (REATS).

CITIZENS / VISITORS PRESENT: Jim Van Blarcom (CAC); Elizabeth Harris (HNTB); Heather Jones; Dr. David Keely (CAC); David Speer (HDR); Stephen Comer; Phil Leazer (KCI); Scot Sibert (STV, Inc); and Scott Couchenour.

1. CALL TO ORDER:

- a. Welcome** – Chair Gettys called the meeting to order at 12:00 P.M. and welcomed all in attendance.
- b. Citizen Comment Period** – Mr. Couchenour noted the need for infrastructure improvements at / near Fort Mill High School; and then stated his intention to run for the York County Council this election cycle..

2. REVIEW / APPROVAL OF MINUTES

Mr. Gettys asked if there were any changes, deletions, or comments to the minutes of the January 23, 2026 meeting. Mr. Carnes then made a motion to approve; this was seconded by Ms. Savage and unanimously approved.

3. REPORTS:

- a. Federal Reauthorization (The BASICS Act)** – Mr. Hooper provided a brief overview of the federal reauthorization process and the emergence of a proposed bill; specifically, the Bridges and Safety Infrastructure for Community Success Act. Discussion then followed regarding the expected timeline to finalization as well as priority emphasis points being considered.

4 PROPOSED POLICY COMMITTEE ACTION ITEMS

- a. 2055 LRTP Amendment (Annual Safety Targets)** – Mr. Hooper briefly reviewed the latest state and planning area safety information. Mr. Hooper then requested adoption of the 2026 Annual Safety Performance Targets for the planning area contingent on any comments received during a 30-day public

comment period. Mr. Carnes then made a motion to approve; seconded by Ms. Savage and unanimously approved.

b. FY 26 – 27 TAP & CMAQ Funding Cycle – Mr. Hooper requested that the Policy Committee consider approval of the Transportation Alternatives and Congestion Mitigation & Air Quality Improvement Funds program schedule and project selection criteria for the FY 2026-2027 funding cycle. Mr. Hooper then outlined the application format, program criteria and schedule and requested the Policy Committee’s approval. A motion to approve was made by Mr. Audette; seconded by Ms. Savage and was unanimously approved.

c. FY 25 - 27 UPWP Amendment – Mr. Hooper briefly reviewed a request to amend the UPWP to reflect updated FTA funding amounts. Mr. Hooper then noted that a 30-day public comment period has been completed and no comments were received. Mr. Hooper then requested final approval of this action. Mr. Carnes then made a motion to approve; seconded by Mr. Audette and was unanimously approved.

d. FY 24 - 33 TIP Amendment (Removal of Dave Lyle Blvd Pedestrian Flyover Bridge) – Mr. Hooper briefly noted that a 21-day public comment period has been completed and no comments were received. Mr. Hooper then requested final approval of this action and authorization to submit to SCDOT for processing. Mr. Audette made a motion to approve; seconded by Mr. Luis and unanimously approved

5. OTHER BUSINESS:

a. Administrative Report – Mr. Hooper briefly noted continuing concerns being raised regarding the evaluation process examining potential options for the incorporation of toll lanes from Charlotte to the state line. As a point of reference, it was noted that one consistent group has filed a formal “restraining order” against NCDOT for a designated period of time so that additional discussion can occur.

b. Policy Committee Meeting – Mr. Gettys noted that the next Policy Committee Meeting is slated for Friday, March 27, 2026.

6. ADJOURNMENT:

The motion to adjourn was made by Mr. Audette and seconded by Mr. Carnes; the motion was unanimously approved and the meeting was adjourned at 12:34 P.M.



APPENDIX C: SUMMARY OF PUBLIC COMMENTS