

UNIFIED PLANNING WORK PROGRAM
FY 2021 – 2023



ROCK HILL – FORT MILL AREA
TRANSPORTATION STUDY

FUNDING AGENCIES:
CITY OF ROCK HILL, YORK COUNTY,
TOWN OF FORT MILL, LANCASTER COUNTY,
CITY OF TEGA CAY, CATAWBA INDIAN NATION, FHWA AND FTA

FEDERAL AID PROJECT # PL-112

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INTRODUCTION

The Unified Planning Work Program (UPWP) for the Rock Hill–Fort Mill Area Transportation Study (RFATS) is developed biennially and documents all major transportation planning and related activities within the RFATS Study Area for the upcoming period (July 1, 2021 through June 30, 2023). It is important to note that federal financial support is received through a consolidated planning grant from the Federal Highway Administration and the Federal Transit Administration; with state funding from the South Carolina Department of Transportation (SCDOT); as well as local funding assistance from the member jurisdictions.

During the past two years, RFATS was involved in a number of notable transportation planning activities. These included updating the 2050 Long Range Transportation Plan and the FY 21–27 Transportation Improvement Program; continued coordination on the Metrolina Regional Travel Demand Model; coordination with FHWA / SCDOT on Transportation Performance Management Requirements; an operational assessment regarding new interstate access related to the relocation of the Carolina Panthers Training Facility; preliminary design for a major interchange reconfiguration at SC 160 / I-77; preparatory work to undertake a comprehensive interchange evaluation at Celanese / Cherry Road & I-77; continued coordination with adjacent planning partners related to the Beyond 77 and CONNECT Beyond initiatives; adoption of statewide safety targets and updated CMAQ targets at the initial 2 year review point; as well as continued coordination of the Transportation Alternatives and CMAQ programs.

OVERVIEW

With the passage of TEA-21 in 1998, the 15 metropolitan and 23 statewide planning factors for the old regulations were consolidated into eight factors. With the passage of SAFETEA-LU, the factors were expanded to include "...promote consistency between transportation improvements and state / local planned growth and economic development patterns." Under MAP-21, these planning factors remain unchanged. With the passage of the FAST Act, the planning factors were again expanded to include "...improve system resiliency and reliability; reduce stormwater impacts and enhance tourism and travel. The ten planning factors (for both metropolitan and statewide planning) are as follows:

1. Support the economic vitality of the metropolitan area, especially by enabling global competitiveness, productivity and efficiency;
2. Increase the safety of the transportation system for motorized and nonmotorized users;
3. Increase the security of the transportation system for motorized and nonmotorized users;
4. Increase the accessibility and mobility of people and for freight;
5. Protect and enhance the environment, promote energy conservation, improve the quality of life and promote consistency between transportation improvements and state and local planned growth and economic development patterns;
6. Enhance the integration and connectivity of the transportation system, across and between modes, for people and freight;
7. Promote efficient system management and operation, and;
8. Emphasize the preservation of the existing transportation system.
9. Improve system resiliency and reliability; reduce stormwater impacts
10. Enhance tourism and travel

FAST ACT PLANNING FACTORS

UPWP Work Tasks	1	2	3	4	5	6	7	8	9	10
A. Administration	X	X	X	X	X	X	X	X	X	X
B. Data Collection / Regional Travel Demand Model		X	X							
B-1. Travel Monitoring / Regional Model				X		X	X			
B-2. Land Use / Socio-Economic Data Monitoring	X		X		X				X	
C. Transportation Planning Activities										
C-1. Long Range Planning	X	X			X	X			X	X

C-2. Air Quality Planning					X		X	X		X
C-3. Short Range Planning		X					X	X	X	X
C-4. Transportation Improvement Program (TIP)						X				
C-5. Mapping				X			X			
C-6. Multi-Modal Planning	X			X		X		X	X	X
D. Public Participation Process		X		X						
E. MPO Consultant Services				X	X	X		X		

ORGANIZATION

Committees

Policy Committee: The RFATS planning process is guided by a Policy Committee designated as the Metropolitan Planning Organization (MPO) by the Governor of South Carolina for the Rock Hill Urbanized Area as well as for those portions of the Charlotte and Gaston Urbanized Areas that extend into York and Lancaster counties. The RFATS Policy Committee is made up of twelve (12) voting members. The committee chair is determined through a yearly rotating schedule among members representing the local governments that participate in the planning process. The vice-chair is also selected by a vote of the members of the Policy Committee, and serves a one year term. The voting members of the Policy Committee include local elected officials from the City of Rock Hill (3), Town of Fort Mill (1), Lancaster County (1), City of Tega Cay (1), York County (2), State Senate Representative (1), State House Representative (1), SCDOT Highway Commissioner (1), and the Tribal Chief from the Catawba Indian Nation (1). Other agencies with interest and / or expertise in transportation participate in the process to provide additional input, advice and coordination on transportation issues and programs. Interested parties affected by the planning process may also be represented on committees such as the Technical Coordinating Committee (TCC) or Technical Team. Other advisory committees or subcommittees may be formed on an as needed basis to address technical issues and to seek out and secure public participation.

Technical Team: The RFATS Technical Team includes staff from each of the municipalities within the RFATS Planning Area; specifically, this includes the City of Rock Hill, Town of Fort Mill, Lancaster County, Catawba Indian Nation, City of Tega Cay and York County. Additional agency participants include the South Carolina Department of Transportation (SCDOT), the Federal Highway Administration (FHWA), the Federal Transit Administration (FTA), South Carolina Department of Health & Environmental Control (DHEC) and the Catawba Regional Council of Governments (CRCOG).

Citizens Advisory Committee: The Citizens Advisory Committee provides input and review of the RFATS transportation planning process and activities. This committee meets quarterly or more frequently as appropriate. Members include representation from the six RFATS communities and at-large members representing those traditionally underserved by the transportation system.

Management

The management of the transportation planning program for RFATS is the responsibility of designated planning agency staff at the City of Rock Hill. Principal responsibilities include coordination, development and preparation of all required RFATS plans and programs for submission to the Policy Committee after Technical Team analysis and an appropriate citizen input process, as applicable. It should be noted that other member communities may perform RFATS support tasks on a project specific basis. The SCDOT Office of Planning and Office of Public Transit provide technical support for the RFATS planning program as well.

Specifically, RFATS required plans and programs include:

- Development of biennial budget and work tasks of the UPWP
- Update and maintenance of the Long Range Transportation Plan (LRTP)
- Ensuring the LRTP is in conformance with the Clean Air Act and that the Plan meets the Conformity test for the Maintenance Area

- Development and maintenance of a conforming Transportation Improvement Program (TIP)
- Enhancing and maintaining the Public Participation Process (PPP)
- Update and maintenance of a Congestion Management Process (CMP) and the Congestion Mitigation & Air Quality Improvement (CMAQ) Program,
- Development and maintenance of multi-modal transportation initiatives such as public transit, bicycle and pedestrian improvements as well as the Transportation Alternatives Program (TAP)
- Support for intermodal planning activities, i.e., freight movement
- Update and maintenance of the Metrolina Travel Demand Model.
- Coordination, support and application of Transportation Performance Management Requirements.

Study Area

The RFATS Study Area includes the Rock Hill Urbanized Area as defined by the U.S. Census (population 104,996 – 2010 Census), those portions of the Charlotte and Gaston Urbanized Areas that extend across the state line, as well as those areas that are expected to become urbanized over a twenty year (20) planning horizon (reference Figure 1). As a point of reference, the Charlotte Urbanized Area extends into the Town of Fort Mill, City of Tega Cay, and portions of the panhandle of Lancaster County. This extended area has an estimated population of 68,958. Additionally, it should be noted that a very small portion of the Gaston Urbanized Area is reflected on the western edge of the RFATS boundary just north of the Town of Clover – approximate population is 162.

In order to maintain planning and programming continuity, the Charlotte Regional Transportation Planning Organization (CRTPO), Gaston–Cleveland–Lincoln MPO (GCLMPO) and RFATS have agreed through a Memorandum of Agreement (MOA), that transportation planning and the FHWA / State required products will remain the responsibility of RFATS (reference Figure 2). Federal planning and programming funds that are designated for the South Carolina portion of the Charlotte and Gaston Urbanized Areas will be allocated by SCDOT directly to RFATS to support on-going planning and project programming activities. As a result of this agreement (March 2013), membership on the Policy Committee was adjusted to include representation from the panhandle of Lancaster County.

Figure 1

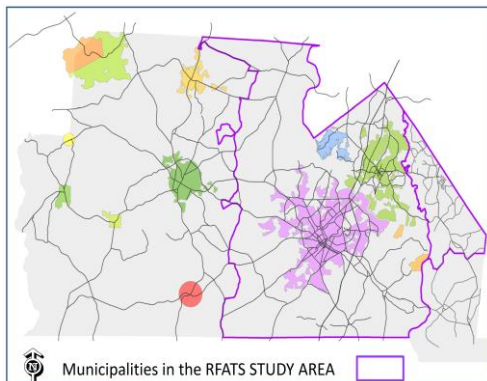
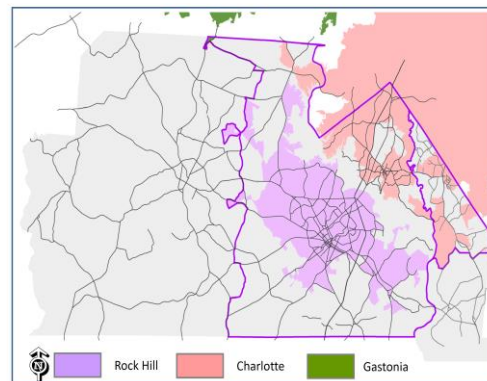


Figure 2



AIR QUALITY BOUNDARY

The Environmental Protection Agency (EPA) released the nationwide list of counties that did not meet the 8-hour standard for ozone in 2004. The RFATS Study Area (See Figure 1) was designated non-attainment (“Moderate”) for ozone on April 15, 2004. This action was finalized on June 14, 2004. Since this time a new ozone standard has been implemented, and EPA has determined that RFATS has achieved attainment and is now classified as a maintenance area for ozone on December 11, 2015. This action was finalized on January 11, 2016. As a designated Maintenance Area, RFATS will continue to produce air quality conforming short (TIP) and long range plans (LRTP) to demonstrate continued compliance with current ozone standards as well as to implement required air quality programs and related measures that will support ongoing improvement to regional air quality.

To address the Maintenance Area classification, RFATS actively participates in a regional transportation planning process with adjacent planning partners in NC counties that are also designated Maintenance Areas. This is fundamentally accomplished through coordination, participation and oversight of a regional travel demand model that is used to test the conformity of transportation plans. RFATS has a federally approved Conformity Determination Report for the Maintenance Area as of June 30, 2017 in accordance with 40 CFR Part 93, et al.

AREAS OF EMPHASIS

The planning area's population and employment growth as well as housing patterns are expected to continue current trends, and are projected to represent a particularly robust development environment over the next decade – assuming a neutral to positive macro-economic environment. Therefore, the need to plan for, implement and monitor a broad range of transportation system improvements will be especially important. The ability for the RFATS Study Area to remain livable and sustainable, as well as economically competitive is highly dependent on the quality of our transportation system and availability of services. In order to address transportation needs, RFATS work tasks in the FY 21 / 23 UPWP emphasize the following key areas:

- Regional cooperation and coordination – Metrolina Regional Travel Demand Model and CRAFT (Charlotte Regional Alliance for Transportation) participation are two important components to a proper assessment of expected benefits from transportation investments as well as for assuring broad operational capability across the broader transportation network.
- 2020 Census – application of updated urbanization criteria and any associated action items such as appropriate adjustments to planning area boundary and/or committee representation.
- Update and maintenance of the Metrolina Travel Demand Model.
- Transportation Improvement Program (TIP) – continue to monitor and update as appropriate.
- Transportation Alternatives Program (TAP) – annual & multi-year project development process.
- Congestion Management Process – Update and continued implementation of Congestion Management Process (CMP) and Congestion Mitigation & Air Quality Improvement (CMAQ) Program.
- Ensuring the LRTP is in conformance with the Clean Air Act and that the Plan meets the Conformity test for the designated Maintenance Area.
- Performance-Based Planning & Programming – development and implementation of performance targets that will support and strengthen established performance measures. This activity will also include completing regular reporting requirements consistent with the objectives of the FAST Act.
- Support for multi-modal planning initiatives – continued implementation of existing transit services and initiating new services to meet emerging demand patterns; continued support of land use coordination along the locally-preferred alternative for the eventual incorporation of a rapid transit alternative, as well as bicycle / pedestrian planning to improve connectivity and safety.
- Support for Intermodal planning activities for containerized ship-rail-truck freight, truck routes, regional freight distribution centers, and related highway and intersection capacity improvements.
- Connected & Autonomous Vehicles – As an evolving technology with both operational and land use impacts (among others), requires ongoing monitoring and evaluation of transportation system investments; Also, RFATS is an active partner on a CAV Task Force with adjacent planning agencies in an effort to remain current on the latest development in this field.
- ITS coordination to ensure that intelligent planning is an active component in the overall transportation planning process. Currently, RFATS is a contributing partner to the development of a bi-state ITS / TIM Strategic Action Plan with our adjacent planning partners in North Carolina.
- State Highway Safety Plan – project development and planning consistent with SHSP.
- Continuation and enhancement of Public Participation Process and supporting programs.
- Thoroughfare and sub-area planning, particularly in high growth areas.
- Short range planning, funding assessment, and implementation planning for projects identified in the cost-constrained LRTP and TIP, Pennies for Progress projects, and accelerating project implementation.
- Undertaking small area studies / intersection analysis at priority congestion points and developing appropriate operational and/or capacity improvements as appropriate.
- Emphasis on the collector street system, corridor preservation, and network connectivity to maximize transportation system efficiency.
- Targeted focus on strengthening access management practices and standards along the arterial network throughout the MPO Study Area.

Financial support for these elements is reflected in the allocation of resources in the UPWP to ensure the planning program will assist to meet local and regional transportation needs of area residents and businesses.

PLANNING ACTIVITIES IN SUPPORT OF KEY AREAS OF EMPHASIS

Regional Cooperation and Coordination

RFATS will continue to provide both technical (staff) and financial support to maintain the Metrolina Regional Travel Demand Model. This support will further the goal of enhancing regional cooperation in transportation planning in the bi-state Metrolina Region. Staff currently coordinates with its MPO partners in North Carolina through CRAFT, which has as its core mission the implementation of a continuing, cooperative and comprehensive transportation planning process for projects and programs of a regional scope. RFATS actively participates in the functions of the CRAFT Technical Committee including: hosting meetings, agenda preparation and minutes; contributing to efforts associated with focus area initiatives as well as other initiatives deemed important by the Technical Committee. Ultimately, CRAFT exists to ensure coordination and broad consistency of the transportation plans and programs across the Metrolina Region, recognizing the unique and distinct needs of different planning areas such as urban cores; suburban environments; semi-urbanizing areas as well as those areas with more moderate to stable planning environments that exist throughout the metropolitan area. The intent of these efforts is implementation of an effective framework for regional cooperation and coordination on those issues that transcend political boundaries (i.e., air quality, traffic modeling, etc).

Performance-Based Planning & Programming

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. With this in mind, the MPO has developed its PBPP process to fulfill these federal requirements – which includes tracking specific measures and setting appropriate performance targets, followed by regular reporting in coordination with the South Carolina Department of Transportation.

Land Use and Socio-Economic Data Monitoring

This key area of emphasis includes the continual monitoring of growth trends based on building permit and employment activities as well as updating the socio-economic data for the regional travel demand model. Work will focus on updating the data to ensure consistency with growth and transportation trends in the region. In addition, data from the Census Transportation Planning Package (CTTP) will continue to be analyzed to obtain additional insight into journey-to-work information in the RFATS Study Area.

Maintenance of the Long Range Transportation Plan and the Air Quality Conformity Report

The 2050 LRTP and Air Quality Conformity Report were approved by the EPA and the FTA in June 2021. Both will be subject to on-going maintenance based on the identification of new projects or changes in the scope of existing projects.

Transportation Improvement Program (TIP)

The TIP presents a list of projects that are planned for implementation each year over a set period. The TIP is the list of all projects within the Study Area which are proposed for funding using federal, state, and/or local sources of support. RFATS coordinates with the SCDOT, York and Lancaster counties, Town of Fort Mill, City of Tega Cay, and the Catawba Indian Nation in order to implement the TIP projects. Innovative planning and financing methods have been used to fund existing and on-going projects (i.e. York County “Pennies for Progress” capital project sales tax program and partnership arrangements to expedite project implementation). This key area of emphasis will focus on Guideshare projects and Pennies for Progress projects within the RFATS Study Area.

Transportation Alternatives Program (TAP)

The TAP consists of annual and multi-year project identification, selection, and prioritization. Funding may be used for: bicycle / pedestrian facilities, as well as streetscape improvement efforts.

Congestion Management Process: Program Monitoring & Implementation

In order to ensure that the congestion management process serves as an effective planning tool, staff will continue monitoring and implementing the Congestion Management Process or CMP. This will include applying appropriate operations and maintenance (O&M) strategies, such as geometric / signal improvements, application of sound access management practices, and continued coordination with SCDOT regarding the completion of roadway safety audits at locations with potential safety concerns. Additionally, SOV capacity adding projects will be subject to a CMP evaluation / documentation process to determine if adding additional capacity is the appropriate solution.

CMAQ Program Implementation

RFATS administers the Congestion Mitigation & Air Quality Improvement (CMAQ) Program, which includes an annual project identification and selection process. RFATS is currently the only urban area in South Carolina that has been officially designated by EPA as a Maintenance Area for the 8-hour ozone standard (as a point of reference, it should be noted that the original non-attainment designation had RFATS classified at the Moderate level, and then Marginal – indicating that notable progress has been realized even as air quality standards have continued to be strengthened). The EPA considers RFATS' air quality the most degraded in South Carolina; and as such, RFATS receives a mandatory allocation under the CMAQ Program from the FHWA. The types of projects and programs eligible for CMAQ funding include: improved public transit; HOV or transit lanes; traffic flow improvements; park and ride facilities; programs and ordinances to reduce the need for SOV travel.

Support for Multi-Modal Planning Initiatives

Recognizing the need to continue moving from a focus on capacity widening projects towards strengthening a multi-modal transportation system, RFATS will continue to emphasize the development of transit and other modes of travel, including bicycle and pedestrian systems. With this in mind, RFATS has developed an MPO wide Bicycle / Pedestrian Connectivity identifying a regional network for making targeted improvements to provide a viable option for non-motorized mobility. In an effort to maintain an accurate assessment of the built environment as well as newly emerging needs, RFATS expects to initiate an update to this plan during the FY 21-23 planning period.

Beyond a focus on strengthening bicycle / pedestrian facilities, transit service availability has been expanded to include a regional express bus route; demand response transportation service as well as a fixed route service covering the core of the Rock Hill Urbanized Area. More broadly, RFATS continues active coordination with adjacent planning partners in supporting the development of a regional scale transit plan that is slated to reflect a multi-layered and connected system of linked transit services to improve network connectivity; reliability and efficient movement across the Metrolina Region.

Support for Intermodal Planning Activities

RFATS recognizes the importance of intermodal freight and associated truck and distribution activities, as well as the economic impact of these activities in the study area. Freight movement and accompanying distribution centers may serve to increase economic activity and employment; however, careful planning and monitoring are necessary to ensure truck routes minimize impacts on local roadways (and to area residents), as well as reduce negative environmental impacts. During the upcoming planning period, staff will continue to further recommended projects, policies and studies identified as part of the Greater Charlotte Regional Freight Mobility Plan.

Connected & Autonomous Vehicle Technology / Infrastructure

As an evolving technology with both operational and land use impacts (among others), requires ongoing monitoring and evaluation of applicable innovation. RFATS is a member of the Connected & Autonomous Vehicle (CAV) Task Force, and will continue to track expected impacts and recommended planning actions as things continue to progress.

Intelligent Transportation System Planning / Projects

RFATS and SCDOT maintain active coordination regarding (ITS) deployment within the RFATS Study Area. While Incident Management has been the key application of ITS to date – assessment of operational monitoring and directional tools is being undertaken as a supplemental approach to improving traffic flow on our major arterial roadways. RFATS will continue to work with SCDOT to improve the incorporation / expansion of ITS planning in the broader transportation planning process in FY 21–23. Additionally, it should be noted that RFATS remains a committed partner with our planning partners in North Carolina as they seek appropriate budgetary support from NCDOT to support the development of a bi-state ITS / TIM Strategic Action Plan.

State Highway Safety Plan

The statewide highway safety plan is the key framework for highway safety. Therefore, RFATS will continue to support the plan as well as actively take account of its goals and key strategies in the transportation planning process. Specifically, RFATS will review how to contribute to the key strategies identified in the SHSP as well as coordinate with SCDOT on the development of appropriate safety strategies for the RFATS Study Area.

Public Participation Process

As a core part of the transportation planning process, the RFATS Policy Committee invites and encourages public participation. RFATS has increased public outreach and education through the development and application of an aggressive Public Participation Process. This plan was utilized during the updating of the 2050 Long Range Transportation Plan, and will continue to be employed in FY 2021–23 in order to ensure that meaningful public participation continues to inform the RFATS Planning Process. Additionally, it is important to note that the RFATS Policy Committee established a Citizens Advisory Committee to promote participation, input and information-sharing with traditionally underserved populations. This committee has been active since 2007, and continues to serve as a constructive venue for securing public input, consultation and guidance on the transportation planning process.

Thoroughfare and Sub-Area Planning

This key area of emphasis includes a focus on planning that will assure that the road system will be incrementally developed so that future travel demand can be managed through an appropriate mix of arterial and collector roads that maximizes the efficient output of system operations. This outcome involves identifying the general location and type of roadway facilities that will be needed. This is important in all environments, but particularly so in areas with high current and projected growth rates such as RFATS. A key component of this work effort will be application of our MPO wide Collector Road Plan that all jurisdictions can utilize during their individual development review and approval processes.

ALLOCATION METHODOLOGY

The allocation of available funds in the UPWP is based on an assessment of ongoing activities in the current year UPWP and planned activities to be undertaken in the new fiscal year. In addition to in-house staff time spent on RFATS related tasks, it is anticipated that consultant services will be utilized for project management assistance on specific objectives and tasks. The transportation planning activities are divided into the following general areas:

- Administration – general administration, program development, participation in regional coordination activities including coordination of air quality issues

- Data collection and regional travel demand modeling – collecting and monitoring growth, employment, land use and travel characteristics as well as other factors affecting travel; and participation on regional transportation coordination committees
- Transportation planning activities – includes transportation system work tasks which are supportive of the overall transportation planning effort
- Public participation – implementation and monitoring of the PPP consistent with federal/state guidelines.

A. Administration

Purpose: To provide effective and efficient management of the entire transportation planning program for the RFATS Study Area. This includes the support required to prepare and administer the UPWP and act as staff to the Policy Committee, Technical Team, Citizens Advisory Committee and other committees involved in the RFATS Planning Program.

Prior Work: Transportation planning activities are conducted by designated staff at the City of Rock Hill Planning & Development Department. It should be noted that staff from other member communities may also provide assistance on a project specific basis. Additionally, it should be noted that the various agencies involved in the MPO planning process actively participate as members of the Technical Team. Participants include the City of Rock Hill, the Town of Fort Mill, the City of Tega Cay, Lancaster County, the South Carolina Department of Transportation (SCDOT), the Federal Highway Administration (FHWA), the Federal Transit Administration, the South Carolina Department of Health & Environmental Control, the Catawba Indian Nation, and the Catawba Regional Council of Governments (CRCOG).

Scope/Work: To provide the administrative support and supervision that is needed to oversee the plans and programs identified in the UPWP and support overall MPO responsibilities within the planning area boundary. Tasks include: preparation of time sheets, annual and quarterly reports; administration of related grants; processing and maintaining related records, correspondence, agendas, minutes, maps and materials, and coordination of the MPO program with other transportation planning agencies. Staff will apply for and administer other related grants; meet requirements on contracts, purchases, fiscal accountability and audits. Funds administered by SCDOT, regardless of source, will be subject to provisions of OMS Circular A133, the Single Audit Act. The scope also includes staff participation at various training sessions related to the transportation planning process and the annual MPO conference. In addition, this task includes participation in regional transportation planning and coordination activities that have an impact on the transportation system within the RFATS Study Area – this includes membership in the Charlotte Regional Alliance for Transportation or CRAFT.

As a point of reference, CRAFT’s core mission is to implement a continuing, cooperative and comprehensive transportation planning process for projects and programs of a regional scope. The MPO is expected to actively participate in the functions of the CRAFT Technical Committee including: hosting meetings, agenda development and minutes preparation; contributing to planning efforts associated with focus area and regional initiatives; as well as any other initiatives deemed important by the Technical Committee.

Responsibility: This element will be completed by RFATS, Project Management Consultants, member jurisdictions as deemed appropriate (i.e., project specific basis), and the SCDOT.

Products: Continuance of a comprehensive and coordinated transportation planning process and the management of a viable transportation planning program in the RFATS Study Area, including regional coordination of the entire transportation planning program with MPO partners in the Metropolitan Statistical Area (MSA). Other products include:

- Adopted FY 2021 /23 UPWP
- Meeting agenda packets and minutes

- Communication to appropriate individuals and agencies
- Coordination with SCDOT regarding performance based planning and programming requirements (i.e., target setting, periodic reporting, etc)
- Coordination with SCDOT to update PL Agreement
- Transportation grant applications, financial reports and audits
- Invoices and quarterly progress reports, including fund records, expenditures and overall program progress
- Compliance with MPO Certification Review Comments and Corrective actions
- Internet Website maintenance and updates
- Outreach / Presentations to area stakeholders (i.e., Chambers of Commerce, Citizen Groups, Economic Development Organizations, Pennies for Progress, etc.)
- Training and conference attendance
- Regional coordination activities, (i.e., CRAFT, CONNECT Consortium and regional model)

Schedule:

- Policy Committee agenda packets / minutes – 6 days prior to meeting
- Transportation grant applications
 - FTA 5307 – March 2022 & 2023
 - SMTF – March 2022 & 2023
 - Other applications – as needed
- UPWP Preparation – March 2023
- PL and quarterly progress reports – July, Oct, Jan, and April
- Public notification/ website updates – at least monthly
- Grant invoices / reports – monthly
- Training / conferences – as available
- Performance Based Planning & Programming (training & coordination) – ongoing
- Regional meetings – quarterly
- Administrative duties – on-going
- CRAFT meetings – quarterly

Funding: A

SOURCE	SHARE	FY 21–22	FY 22–23
Local (Member Jurisdictions)	20%	\$10,000	\$10,000
Federal (FHWA–PL; FTA – 5303 Consolidated Planning Grant)	80%	\$40,000	\$40,000
State (SCDOT)			
Federal (FHWA–SPR)			
TOTAL (PL/Local)	100%	\$50,000	\$50,000

FY 21–22 budget and projected work product delivery is illustrative until approved by SCDOT

B. DATA COLLECTION / REGIONAL TRAVEL DEMAND MODEL

This element includes the collection, analysis, and dissemination of data related to transportation planning. Land use and socio-economic data, including population, employment, and school enrollment totals, are collected from existing sources and inventoried by Traffic Analysis Zones (TAZ). In addition, travel data (counts) are obtained from the SCDOT traffic counting program, private development proposals, and from information collected from city police traffic counters and speed monitoring devices. It should be noted, that freight specific data is utilized to support intermodal planning assessments and/or needs development. Finally, this element includes the annual maintenance costs for the Metrolina regional travel demand model.

B–1 Travel Monitoring / Regional Model

Purpose: Monitor current traffic characteristics and travel patterns. Data will provide planners with information on both existing and projected operating conditions of the transportation system and to assist in the identification of needs on an intermodal basis. Maintain and update regional travel demand model.

Prior Work: Traffic counts from 2019 were reviewed and information disseminated to the general public based on request. Traffic count data and speed studies were completed for several neighborhoods, road corridors and documented in a project notebook. Additionally, staff coordinated with the Model Team on VMT, speed and roadway functional classification. Lastly, the Metrolina Regional Travel Demand Model was updated and maintained in accordance with its agreed upon work plan.

Scope/Work: SCDOT conducts annual traffic counts, monitors auto registrations and accident trends and assists in analyzing area-wide travel trends. The Rock Hill Police Department completes special traffic counts and speed studies as needed or directed by the Traffic Commission. The City may procure computer hardware and/or software as needed to assist in the collection, storage, and analysis of traffic count data or outsource data collection to assist in the implementation of the Congestion Management Process or in support of Traffic Commission activities (i.e., operational efficiency, safety, etc). Count data will be updated on York County’s website. Staff will also work with the CRAFT Technical Committee to pursue, as appropriate, the recommendations from regional initiatives such as the Greater Charlotte Regional Freight Mobility Plan, CONNECT Beyond or other appropriate initiatives (upon completion).

Responsibility: RFATS, SCDOT, model custodian, adjacent planning partners and consultant services.

Products:

- Improved traffic generation database
- Trip generation studies for various land uses
- Maintenance of traffic count database
- Street segment speed and electronic eye (stealth) count studies
- Composition/turning movements and accident reports
- Traffic count and/or flow map (digitized, geo-based)
- Annual CMP Progress Report Reviewed with Technical & Policy Committees – 21 & 22
- Application of NPMRDS Data
- Major intersection inventory & congestion ranking based on operating LOS
- Acquisition of traffic counting devices (if needed)
- 2021 & 2022 Highway network updates (as appropriate) – June 2022 & 2023
- Freight Data

Schedule:

- Trip generation studies – monthly based on development projects
- Traffic monitoring / studies – monthly
- Freight Corridor Analyses (follow-up from Greater Charlotte Regional Freight Study)
- Traffic counts data website update – annual
- 2021 & 2022 Highway network updates

Funding: B-1

SOURCE	SHARE	FY 21-22	FY 22-23
Local (Member Jurisdictions)	20%	\$09,000	\$09,000
Federal (FHWA-PL; FTA - 5303 Consolidated Planning Grant)	80%	\$36,000	\$36,000
State (SCDOT)			
Federal (FHWA-SPR)			
TOTAL (PL/local)	100%	\$45,000	\$45,000

FY 21-22 budget and projected work product delivery is illustrative until approved by SCDOT

B-2 LAND USE/SOCIO-ECONOMIC DATA MONITORING

Purpose: Develop and maintain accurate transportation-related socio-economic and land use variables to support travel demand modeling. Data to be developed by TAZ and include both current and projected socio-economic data for the variables required for the traffic forecast model.

Prior Work: RFATS supported socio-economic data needs for the Metrolina Model through the Planning Applications and Oversight Committee. RFATS activities included an evaluation of employment data sources, potential impacts on model outputs, as well as coordinating on the data collection process with a focus on both consistency and timelines among and between adjacent planning partners - this activity remains active. Lastly, RFATS continued to participate in coordinated meetings with the Metrolina partners regarding the administration of the Model.

Scope/Work: RFATS will continue to update and coordinate land use and socio-economic data as appropriate to maintain data inventories in support of the Metrolina Regional Travel Demand Model. Population and employment locations and growth trends will be mapped. Additionally, data collected routinely by local units of government (utilities, building permits, development, and rezonings, etc.) and employment sources will continue to be evaluated and entered into a database to track growth activity. Tasks include:

- Continue implementation of SE data collection on an ongoing basis
- Make available TAZ population and employment data to ensure accuracy and consistency with transportation programs and plans
- Monitor residential building permits and housing starts by traffic zone/census block groups and convert to dwelling units and population estimates
- Monitor school enrollment by TAZ
- Collect business license information and other retail sales data and employment information by TAZ
- Develop data for comprehensive plan updates, corridor and focal point studies, as needed
- Participate both financially and with staffing resources in model maintenance activities as well

Responsibility: RFATS, Project Management Consultants, and/or contractors from local government and private data agencies already collecting land use and socio-economic information by traffic zones in the Study Area

Products: Study Area map and updated zonal files of socio-economic data for the base year, interim, and forecast year as well as travel demand model maintenance.

Schedule:

- Socio-economic data update for Metrolina travel demand model - July 2021 & 2022

Funding B-2:

SOURCE	SHARE	FY 21-22	FY 22-23
Local (Member Jurisdictions)	20%	\$3,000	\$3,000
Federal (FHWA-PL; FTA-5303 Consolidated Planning Grant)	80%	\$28,000	\$28,000
State (SCDOT)			
Federal (FHWA-SPR)			
TOTAL (PL/local)	100%	\$35,000	\$35,000

FY 21-22 budget and projected work product delivery is illustrative until approved by SCDOT

C. TRANSPORTATION PLANNING ACTIVITIES

This element will address the completion of required work products, the setting and application of transportation performance targets, regular TPM reporting, as well as various special studies that will assist in the identification of needed transportation system improvements for the RFATS Study Area. RFATS and SCDOT, working through the Technical Team will oversee planning activities and identify needed transportation improvements in compliance with federal requirements and regulations. The overall objective of this task is to maintain a current and responsive long range transportation plan that meets air quality conformity requirements. Additionally, planning activities will include working with the CRAFT Technical Committee to ensure effective regional coordination of planning processes (e.g., LRTP, travel demand modeling, TPM, etc.); as well as continuing to prepare for the future deployment of connected and autonomous vehicles. Lastly, other activities include the development of short range plans as components of the LRTP that help circulation, connectivity, safety and mobility needs within the Study Area.

C-1 Long Range Planning

Purpose: To maintain (and undertake amendments as needed), the existing Long Range Transportation Plan in accordance with FHWA, FTA, and EPA Air Quality Conformity requirements.

Prior Work: Staff completed the 2050 LRTP update in June 2021 with assistance from the Interagency Consultation Committee as well as Technical Team members. On April 23, 2021, the updated 2050 LRTP was adopted by the Policy Committee in order to incorporate new projects into the 20-year horizon and respond to the requirements of the Clean Air Act (as amended), as well as the FAST Act. On June 00, 2021, the FHWA/FTA officially approved the updated 2050 LRTP.

Scope/Work: Staff will continue to maintain the updated 2050 LRTP and implement priority projects as funding permits. In early 2020, the process to update the LRTP was initiated, and was then completed in June 2021. This work ensures that the LRTP remains in conformance with established air quality standards for the maintenance area and continues to satisfy the requirements of the FAST Act. Additional work activities during FY 21–23 planning period will include a considerable focus on a series of interchange improvement projects along I-77 at exits 85; 82A,B, & C; and the construction of new interstate access at “exit 81.” Lastly, RFATS will of course continue to focus on performance-based planning and programming requirements as well as project specific testing covering operational and air quality benefits / impacts.

Responsibility: RFATS, local governments, consultant services, and SCDOT.

Product: The adopted 2050 Long Range Transportation Plan (updated June 2021) and Air Quality Conformity Report will be maintained and amended as appropriate in accordance with federal regulations for designated maintenance areas.

Schedule:

- Implementation and maintenance of 2050 LRTP – ongoing
- SC 160 / I-77 Interchange ROW Acquisition – summer 2021
- Interagency Consultation Group participation – monthly
- Monitoring Construction of New Interstate Access (Exit 81) – ongoing
- Completion of LRTP amendments to maintain compliance – ongoing
- Implementation of Hwy 49 Corridor Study Recommendations – ongoing
- Initiation of Celanese / I-77 Interchange Evaluation – winter 2021
- Performance-Based Planning & Programming – ongoing

Funding C-1:

SOURCE	SHARE	FY 21-22	FY 22-23
Local (Member Jurisdictions)	20%	\$10,000	\$10,000
Federal (FHWA-PL; FTA-5303 Consolidated Planning Grant)	80%	\$40,000	\$40,000
State (SCDOT)			
Federal (FHWA-SPR)			
TOTAL (PL/local)	100%	\$50,000	\$50,000

FY 21-22 budget and projected work product delivery is illustrative until approved by SCDOT

C-2 Air Quality Planning

Purpose: To maintain a conforming LRTP/TIP in accordance with current requirements for designated maintenance areas.

Prior Work: Prior work consisted of compliance with EPA rules and regulations, on-going coordination with partnering agencies (Interagency Consultation Committee), and the development of the Conformity Report in conjunction with the updated 2050 LRTP. RFATS also worked with DHEC on various issues, including an amendment to the conformity report associated with new interstate access and additions to the adjacent roadway network. Lastly, staff continued coordination with the Interagency Consultation Committee regarding the procedures for undertaking air quality benefit analysis on CMAQ funded projects.

Scope/Work: Participate in the continued maintenance of the Metrolina Regional Model to ensure compliance with all applicable federal / state transportation planning requirements. RFATS will also continue to work with DHEC and the Interagency Consultation Committee on ozone standards and their application to the RFATS Study Area. Other activities include:

- Coordination of the Interagency Consultation Process
- Participation in appropriate training as needed
- Update the conformity determination as needed in consultation with FHWA, EPA, SCDOT, DHEC and the MRM partners
- Transportation Performance Management - CMAQ Performance Target Setting & Monitoring
- CMAQ project selection and air quality benefit analyses as appropriate
- Attend relevant workshops, meetings and training sessions
- Work with DHEC on Regional Air Quality activities

Responsibility: RFATS, consultant services, in conjunction with SCDOT, DHEC, EPA, and MRM partners

Products: Maintenance / amendments of the Air Quality Conformity Determination Report; completion of air quality analysis for projects (if needed), development of annual CMAQ project list, monitoring and reporting on CMAQ Performance Targets for the South Carolina portion of the Charlotte UZA and monitoring, implementation, and coordination of Interagency Consultation Committee.

Schedule:

- Interagency Consultation Committee - monthly
- CMAQ project selection - June 2022 & 2023
- CMAQ air quality benefit analyses - May 2022 & 2023
- MOVES; other training - as appropriate
- CMAQ projects implementation / monitoring - ongoing
- Air Quality Standards Implementation - ongoing
- Transportation Performance Management (CMAQ Requirements) - ongoing
- Charlotte Regional Air Quality coordination / participation - ongoing

Funding C-2:

SOURCE	SHARE	FY 21-22	FY 22-23
Local (Member Jurisdictions)	20%	\$5,000	\$5,000
Federal (FHWA-PL; FTA-5303 Consolidated Planning Grant)	80%	\$20,000	\$20,000
State (SCDOT)			
Federal (FHWA-SPR)			
TOTAL (PL/local)	100%	\$25,000	\$25,000

** FY 21-22 budget and projected work product delivery is illustrative until approved by SCDOT**

C-3 Short Range Planning

Purpose: To identify short range projects, and provide coordinated transportation planning studies and traffic engineering analyses to maximize the efficiency of the transportation system.

Prior Work: RFATS completed small area studies at priority locations; specially the Hwy 49 Corridor Study; a roundabout intersection evaluation at Marvin / Henry Harris Road, as well as an assessment of the project specific and broader operational impacts expected from the new Carolina Panthers Facility on projected volume levels and changes in driver behavior. Additional activities included the assembly and presentation of the latest NPMRDS data on how operating conditions across the transportation network have changed, and to identify potential projects in response. It should also be noted that implementation of adaptive traffic signal systems were completed along the SC 160 Corridor as well as Carowinds Blvds - both of these actions taken in consultation / coordination with SCDOT.

Scope/Work: During the upcoming planning period, a comprehensive interchange evaluation will be undertaken at the Celanese / I-77 location, as will a study along the US 521 Corridor assessing the range of options for improving its reliability, efficiency and safety. RFATS will continue to emphasize the critical role that a through collector road system represents to the overall efficiency to the transportation network as well as the importance of proactively planning for thoughtful access management requirements in new as well as existing growth areas as essential to extracting the full potential for maximum operational capacity. that upgrades in access management. While originally prioritized by the CRAFT members as a top priority a few years back, it is expected that initiation of a bi-state ITS / TIM Strategic Action Plan will be advanced during the FY 21-23 planning period.

Lastly, traffic engineering / transportation planning evaluations will be performed to measure consistency of policy and programs with development plans. These studies will be conducted to define the special needs and plans of the transportation system (including streets, parking facilities, sidewalks / bikeways, freight movement areas, and rights-of-way) to enable improvements to be developed, thereby increasing the overall consistency and operating efficiency of the transportation network. Complete Streets will continue to be encouraged in both public and private projects. Additionally, the Transportation Alternatives Program (TAP) will be managed through the implementation of a priority-setting process using relevant evaluation criteria. Potential projects will be identified and recommended for inclusion in the TIP.

Responsibility: RFATS, Project Management Consultants, SCDOT, consultant services as well as other local governments conducting planning and traffic studies in the Study Area.

Products: Recommendations will be presented to the RFATS Technical Team, Policy Committee, city and county governments, and other appropriate implementing agencies. These reports include:

- Transportation System Management (TSM) reports as needed
- Special impact study reports
- Site plan reviews (transportation impacts/encroachments); complete streets review
- Thoroughfare and sub-area planning implementation
- Corridor plan studies / preservation ordinances
- Intelligent Transportation System evaluation, implementation and monitoring
- Rights-of-way protection ordinances
- Access Management studies; promotion of consistent standards
- Intersection improvement
- Traffic Operations / Commission Support
- Traffic Calming programs

Schedule:

- Traffic Commission support - ongoing
- Review of site plans / encroachment - as needed
- Small Area Studies - as needed
- Application of Access Mgmt Recommendations from Hwy 49 Corridor Study
- Celanese / I-77 Interchange Evaluation - winter 2021
- Collector Road Plan - continued emphasis / coordination with planning jurisdictions - ongoing
- US 521 Corridor Study Re Capacity Improvement Options - 2022
- Coordination with SCDOT on ITS infrastructure / improvements - ongoing
- TAP program implementation / monitoring - FY 21-22 & FY 22-23 Funding Cycles
- Access Management studies / implementation - ongoing
- Complete Streets Planning / Implementation -

Funding C-3:

SOURCE	SHARE	FY 21-22	FY 22-23
Local (Member Jurisdictions)	20%	\$10,000	\$10,000
Federal (FHWA-PL; FTA-5303 Consolidated Planning Grant)	80%	\$40,000	\$40,000
State (SCDOT)			
Federal (FHWA-SPR)			
TOTAL (PL/local)	100%	\$50,000	\$50,000

FY 21-22 budget and projected work product delivery is illustrative until approved by SCDOT

C-4 Transportation Improvement Program (TIP)

Purpose: To plan, develop, and prioritize a schedule of transportation improvements that are consistent with the Metropolitan Transportation Plan (C-1), Short Range Plans (C-2), STIP, and include YOE project cost estimates. Meet federal and state Metropolitan Planning requirements (i.e., Transportation Performance Management, etc.) identifying federal, state, and locally funded transportation improvements.

Prior Work: A TIP has been prepared to maintain a five-year horizon as a general matter, though currently a seven planning period is being utilized based on guidance from SCDOT to bring the TIP into better alignment with Transportation Performance Management Requirements. Project status is monitored at RFATS Policy Committee meetings. Amendments have been processed as needed. Additionally, staff prepared and advertised an Annual TIP Progress Report.

Scope/Work: The TIP will be monitored under the direction of the RFATS Policy Committee in cooperation with state, federal, and local officials. The Technical Team will make recommendations to the Policy Committee for appropriate revisions. The TIP will reflect a project selection and

prioritization process for all projects (consistent with Act 114 and supportive of Transportation Performance Management Objectives), as well as communicate the progress of TIP projects during the preceding year for public review. TIP projects will include improvements recommended from the Metropolitan Transportation Plan and short range transportation analyses (C-1, C-2, C-3).

Responsibility: RFATS and SCDOT will participate in the preparation and updating of the TIP.

Product: The TIP will be consistent with the Long Range Transportation Plan, including project maps, and will be prepared, amended (as needed), and documented in an annual report for public review.

Schedule:

- Monitor TIP and recommend amendments – as needed
- Monitor TPM progress in coordination with SCDOT
- Annual TIP progress report – July 2021 & 2022
- Annual List of Federally-Obligated Projects – January 2022 & 2023

Funding C-4:

SOURCE	SHARE	FY 21-22	FY 22-23
Local (Member Jurisdictions)	20%	\$4,000	\$4,000
Federal (FHWA-PL; FTA-5303 Consolidated Planning Grant)	80%	\$16,000	\$16,000
State (SCDOT)			
Federal (FHWA-SPR)			
TOTAL (PL/local)	100%	\$20,000	\$20,000

FY 21-22 budget and projected work product delivery is illustrative until approved by SCDOT

C-5 Mapping

Purpose: Production of accurate maps showing existing roads, linked to available surveillance and planning data. Maps will be digitized and geo-based, when possible.

Prior Work: Basic street maps within the Study Area have been digitized and linked with mapping layers for zoning, parcel, and address data. Additionally, TAZ mapping reflected both 2010 Census Data as well as the annual updates reflecting changes in SE data reported to the Regional Travel Demand Model. Staff has also prepared and regularly updates a comprehensive ArcGIS mapping tool reflecting all projects (from all funding sources) within the RFATS Planning Area. This work was undertaken in coordination with our regional CRAFT partners to improve both the project planning process as well as overall project transparency.

Scope/Work: RFATS will be responsible for maintaining accurate geo-based Study Area maps, including the base map, TAZ maps, project maps, and the data elements assembled in Data Collection Tasks (B-1, B-2). Visuals of the MTP and TIP will be prepared to inform the Policy Committee and the general public on transportation projects. Lastly, staff will maintain and update the ArcGIS Online Mapping Tool as appropriate.

Responsibility: RFATS, local governmental agencies, and project management consultants.

Product: The official Study Area Map and database, to include:

- Address database and TAZ layer (adjusted to base)
- Base street map layer and census
- 2020 Decennial Census Road Layer Data

- ArcGIS Online Mapping Tool – RFATS Website
- Traffic volume and flow layer(s)
- Socio-economic database & layer(s)
- LRTP, TIP and other relevant transportation maps

Schedule:

- Create maps to support program areas – ongoing

Funding C-5:

SOURCE	SHARE	FY 21-22	FY 22-23
Local (Member Jurisdictions)	20%	\$3,000	\$3,000
Federal (FHWA-PL; FTA-5303 Consolidated Planning Grant)	80%	\$12,000	\$12,000
State (SCDOT)			
Federal (FHWA-SPR)			
TOTAL (PL/local)	100%	\$15,000	\$15,000

FY 21-22 budget and projected work product delivery is illustrative until approved by SCDOT

C-6 Multi-Modal Planning

Purpose: Multi-modal planning will consist of supporting and evaluating transit options, including support for the Rock Hill Express commuter bus route, York County Access as well as the fixed route service known as “My Ride” that began operations in 2019. More broadly, RFATS will continue its coordination with adjacent planning partners on the CONNECT Beyond Initiative supporting the development of a regional transit plan covering a fairly large twelve county planning area. As a point of reference, the CONNECT plan is slated for completion in the fall of 2021 and will mark an important transition in our focus from planning to implementation.

Prior Work: Staff continued to coordinate with the Charlotte Area Transit System (CATS) regarding ongoing operations associated with the regional express bus service (Rock Hill Express 82X) as well as the City of Rock Hill for York County Access and the MyRide Service. Supplementing transit planning activities, RFATS continued to support implementation priorities from our MPO wide bicycle / pedestrian connectivity plan, which outlines a regional network for improvement planning to strengthen non-motorized mobility within the planning area.

Scope/Work: During the FY 21-23 planning period, RFATS is slated to undertake a number of multi-modal planning activities; specifically, continued coordination with adjacent planning partners on the CONNECT Beyond Initiative focused on developing improved transit service availability – both bus service operations and advancement of high capacity transit routes. Additionally, RFATS expects to undertake an update to our MPO Bicycle / Pedestrian Connectivity Plan to reflect newly emerged priorities as well as progress realized to date at key points in the pedestrian network. Lastly, RFATS will continue coordination with CATS and the City of Rock Hill on existing transit services as well.

Responsibility: RFATS, member jurisdictions, and Project Management Consultants.

Product:

- Continued support for the Rock Hill Express Bus Service (CATS 82X)
- Support for the “My Ride” Fixed Route Service
- Transit corridor implementation activities – land use coordination
- Training and conference attendance

- Continued implementation of recommendations from the MPO Urbanized Area Transit Study
- CMAQ project candidates - transit
- Transit grants
- Continue demand response service for Rock Hill Urbanized Area
- Implementation & planned updating of the MPO Bicycle/Pedestrian Connectivity Plan
- Carolina Thread Trail segments within the RFATS Study Area
- Continued coordination with planning partners in North Carolina regarding the CONNECT Beyond Initiative supporting the development of a Regional Transit Plan

Schedule:

- Monitor 82X bus service trends / performance - monthly
- Monitor "My Ride" service trends / performance - ongoing
- Coordination with NC Partners re Rapid Transit Planning - ongoing
- Implementation & planned updating of project priorities from the MPO wide Bicycle / Pedestrian Connectivity Plan - ongoing
- Implementation of Urbanized Area Transit Study - ongoing
- Transportation Performance Management PTASP - ongoing

Funding:

SOURCE	SHARE	FY 21-22	FY 22-23
Local (Member Jurisdictions)	20%	\$8,000	\$8,000
Federal (FHWA-PL; FTA-5303 Consolidated Planning Grant)	80%	\$32,000	\$32,000
State (SCDOT)			
Federal (FHWA-SPR)			
TOTAL (PL/local)	100%	\$40,000	\$40,000

FY 21-22 budget and projected work product delivery is illustrative until approved by SCDOT

D. PUBLIC PARTICIPATION PROCESS

Purpose: The RFATS Public Participation Process is designed to inform, encourage, and reflect participation by the general public during the development and implementation of transportation plans and programs; to facilitate citizen participation and input; and to ensure that the requirements of Title VI are met in the planning process.

Prior Work: RFATS continues to implement revised public notification procedures outlined in the Policy Committee Bylaws as well as maintain / update its website. Local news media coverage on RFATS programs continues to increase. Several articles about the commuter bus service, demand response program, and the increasing role of bicycle / pedestrian planning have been featured during the past two years. Website, public meetings, and additional news coverage have enhanced public communication and citizen participation. The Policy Committee established a Citizens Advisory Committee to provide input and feedback on RFATS planning efforts and programs. The CAC meets quarterly or more frequently as appropriate. Additionally, the CAC prepares and submits an annual report to the Policy Committee outlining their participation and activities as well as any recommendations for improvement.

Scope/Work: RFATS will make its meetings and work products available for public review in person, on the website as well as through all member jurisdiction websites. In addition, for all major plans and products (i.e., Long Range Transportation Plan, TIP, etc.), the Policy Committee will adhere to its public notification procedures as stated in the adopted RFATS bylaws and public participation plan. Additionally, websites of RFATS partners as well as local government

channels (such as RH19, the Rock Hill City Channel; Town of Fort Mill Channel, etc.) will continue to be utilized as a source for presenting information and seeking public input. It should also be noted that Facebook and other outreach avenues are being utilized as well.

RFATS will continue to refine public participation/consultation mechanisms and techniques as part of an annual review process. Staff will continue to seek input from groups that have been traditionally underserved by existing transportation systems/services, and consider their needs in the development of various plans. Staff will continually analyze the current public participation plan (which is regularly updated at least once every three years) relative to Title VI requirements and make revisions, as appropriate.

Responsibility: RFATS, member jurisdictions, CAC, SCDOT and potentially, consultant services

Products:

- Citizens Advisory Committee meetings and activities
- Public meetings and community workshops re proposed plans and updates
- Materials and products available for review
- Meeting notices, agendas, and public review documents posted on RFATS communities' websites
- Maintenance / updating of Title VI Plan, as appropriate
- Production of an RFATS Annual Report documenting transportation planning activities for the year
- RFATS website updates
- CAC Annual Report

Schedule:

- Citizens Advisory Committee meetings – quarterly
- RFATS annual TIP progress report – July 2021 & 2022
- Coordinate with CATS public outreach on 82X bus route – quarterly
- Coordinate with City of Rock Hill public outreach on fixed route service
- Public Participation Plan – Updated every 3 years (recent updates in 2017;2020)
- Update website information – at least monthly
- Public review of plans and projects – as appropriate
- CAC Annual Report – January 2022 & 2023

Funding:

SOURCE	SHARE	FY 21-22	FY 22-23
Local (member jurisdictions)	20%	\$5,000	\$5,000
Federal (FHWA-PL; FTA-5303 Consolidated Planning Grant)	80%	\$20,000	\$20,000
State (SCDOT)			
Federal (FHWA-SPR)			
TOTAL	100%	\$25,000	\$25,000

FY 21-22 budget and projected work product delivery is illustrative until approved by SCDOT

E. MPO CONSULTANT SERVICES

Purpose: To provide support to RFATS for MPO planning products and to supplement staff services in order to meet MPO requirements.

Prior Work: Consultant services were used to supplement MPO staff resources during the development of the 2050 LRTP and Air Quality Conformity Report and Metrolina Model support. In addition, consultant services were used for short-range planning activities as needed (i.e., Hwy 49

Corridor Study, Marvin / Henry Harris Road Roundabout Evaluation, annual network updates, etc.) through the MPO Project Mgmt Contract.

Scope/Work: Specific tasks and assignments will be determined based on a work plan developed by RFATS Administrator. Potential consultant work activities include assistance with traffic/congestion studies; management/maintenance of the Metrolina Model; Long Range Transportation Plan Update annual transit and network update, update to the MPO wide Bicycle / Pedestrian Connectivity Plan, and other small area studies.

Responsibility: Consultant work activities will be authorized and coordinated by the RFATS Administrator. Technical Team and Policy Committee members will be kept apprised of the consultant's work activities as appropriate.

Products: Consultant services will assist in the successful completion of RFATS reports and studies identified in the UPWP.

- Annual Roadway and Transit Network Update
- Small Area Studies / Planning Analysis
- Update to MPO Bicycle / Pedestrian Connectivity Plan
- Maintenance of the 2050 LRTP & Air Quality Conformity Report
- Annual Socio-Economic & Land Use Update
- MRM Assistance - Planning & Applications Oversight Committee, etc

Schedule:

- Annual Roadway & Transit Network Update - May 2022 & 2023
- Small Area Studies - ongoing
- MRM - Planning & Application Oversight Committee - ongoing
- Maintenance of 2050 LRTP & Air Quality Conformity Report - ongoing
- Update to Bicycle / Pedestrian Connectivity Plan - ongoing
- Annual Socio-Economic & Land Use Update - March through May 2022 & 2023

Funding: Local match will be provided by RFATS local government partners based on their pro-rata population make-up of the Study Area. The partners include: City of Rock Hill, York and Lancaster counties, Town of Fort Mill, City of Tega Cay, and the Catawba Indian Nation.

SOURCE	SHARE	FY 21-22	FY 22-23
Local (member jurisdictions)	20%	\$38,000	\$38,000
Federal (FHWA-PL; FTA-5303 Consolidated Planning Grant)	80%	\$152,000	\$152,000
State (SCDOT)			
Federal (FHWA-SPR)			
TOTAL	100%	\$190,000	\$190,000

FY 21-22 budget and projected work product delivery is illustrative until approved by SCDOT

TABLE 1 – AGENCY PARTICIPATION – RFATS UPWP FY 2021-22

WORK TASK(S)	RFATS	FHWA (CPG FUNDS)	FTA	SCDOT	TOTAL
A. Administration	\$10,000	\$40,000			\$50,000
B-1 Travel Monitoring / Regional Model	\$9,000	\$36,000			\$45,000
B-2 Land Use / Socio Economic	\$7,000	\$28,000			\$35,000
C-1 Long Range Planning	\$10,000	\$40,000			\$50,000
C-2 Air Quality Planning	\$5,000	\$20,000			\$25,000
C-3 Short Range Planning	\$10,000	\$40,000			\$50,000
C-4 TIP	\$4,000	\$16,000			\$20,000
C-5 Mapping	\$3,000	\$12,000			\$15,000
C-6 Multi-Modal Planning	\$8,000	\$32,000			\$40,000
C-6 Multi-Modal Planning (SMTF)			(2) \$225,000	(3) \$134,524	\$359,524
D. Public Participation Process	\$5,000	\$20,000			\$25,000
E. MPO Consultant Services	\$38,000	\$152,000			(1) \$190,000
TOTAL	\$109,000	\$436,000			\$545,000
FY 21 Projected CPG Carryover Balance		\$1,099,373			

[1] General Consultant Services - Local Cash Match to be divided among MPO local govts. Based on population % of RFATS Study Area.

[2] FTA 5303 & 5307 Funds utilized to support CATS 82X Express Bus Service, City of Rock Hill "My Ride" Fixed Route Service, and York County Access Demand Response Program as well as transit planning studies. Amount reflected in Agency column, but not included in UPWP totals for PL budgeting purposes.

[3] SMTF Grant Funds (match to FTA 5303 & 5307 Grant Funds, to support CATS 82X Express Bus Service, City of Rock Hill "My Ride" Fixed Route Service and York County Access Demand Response Program as well as support transit planning studies. Amount reflected in Agency column, but not included in UPWP total for PL budgeting purposes.

TABLE 1 – AGENCY PARTICIPATION – RFATS UPWP FY 2022-23

WORK TASK(S)	RFATS	FHWA (CPG FUNDS)	FTA	SCDOT	TOTAL
A. Administration	\$10,000	\$40,000			\$50,000
B-1 Travel Monitoring / Regional Model	\$9,000	\$36,000			\$45,000
B-2 Land Use / Socio Economic	\$7,000	\$28,000			\$35,000
C-1 Long Range Planning	\$10,000	\$40,000			\$50,000
C-2 Air Quality Planning	\$5,000	\$20,000			\$25,000
C-3 Short Range Planning	\$10,000	\$40,000			\$50,000
C-4 TIP	\$4,000	\$16,000			\$20,000
C-5 Mapping	\$3,000	\$12,000			\$15,000
C-6 Multi-Modal Planning	\$8,000	\$32,000			\$40,000
C-6 Multi-Modal Planning (SMTF)			(2) \$228,000	(3) \$135,000	\$363,000
D. Public Participation Process	\$5,000	\$20,000			\$25,000
E. MPO Consultant Services	37,900	\$151,600			(1) \$189,500
TOTAL	\$108,800	\$435,200			\$544,000
FY 21 Projected CPG Carryover Balance		\$951,490			

[1] General Consultant Services - Local Cash Match to be divided among MPO local govts. Based on population % of RFATS Study Area.

[2] FTA 5303 & 5307 Funds utilized to support CATS 82X Express Bus Service, City of Rock Hill "My Ride" Fixed Route Service, and York County Access Demand Response Program as well as transit planning studies. Amount reflected in Agency column, but not included in UPWP totals for PL budgeting purposes.

[3] SMTF Grant Funds (match to FTA 5303 & 5307 Grant Funds, to support CATS 82X Express Bus Service, City of Rock Hill "My Ride" Fixed Route Service and York County Access Demand Response Program as well as support transit planning studies. Amount reflected in Agency column, but not included in UPWP total for PL budgeting purposes.