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ROCK HILL-FORT MILL AREA TRANSPORTATION STUDY

**Transportation Conformity Analysis Report and  
Conformity Determination  
for the  
2035 Metropolitan Transportation Plan and  
Transportation Improvement Program  
Amendment #4**

USDOT APPROVAL: March 17, 2015

ADOPTED: January 23, 2015

APPROVED: September 26, 2014

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## **SECTION 4 LATEST EMISSIONS MODEL**

The Transportation Conformity Analysis Report and Conformity Determination for the 2035 Metropolitan Transportation Plan and FY 14-19 Transportation Improvement Program is being amended to reflect changes to an existing project. Specifically, the Pole Branch Road Project is an existing two lane facility connecting Hwy 274 to the North Carolina state line ó with an approximate length of 2.4 miles. This project is part of the 2011 Pennies for Progress Program (York County One Cent Sales Tax Program), and was originally modeled in the 2035 Metropolitan Transportation Plan as a 2 lane road being widened to a 5 lane facility.

Since the 2035 Metropolitan Transportation Plan was adopted in June 2013, projected travel demand on Pole Branch Road has been substantially revised downward and needs to be re-modeled as a 3 lane operational improvement. That said, it should be noted that the section of this project that begins on Hwy 274 at Landing Pointe Dr to Pole Branch Road will continue to be modeled as a five lane capacity improvement.

### **Project List**

- Pole Branch Road Project

### **Funding Source**

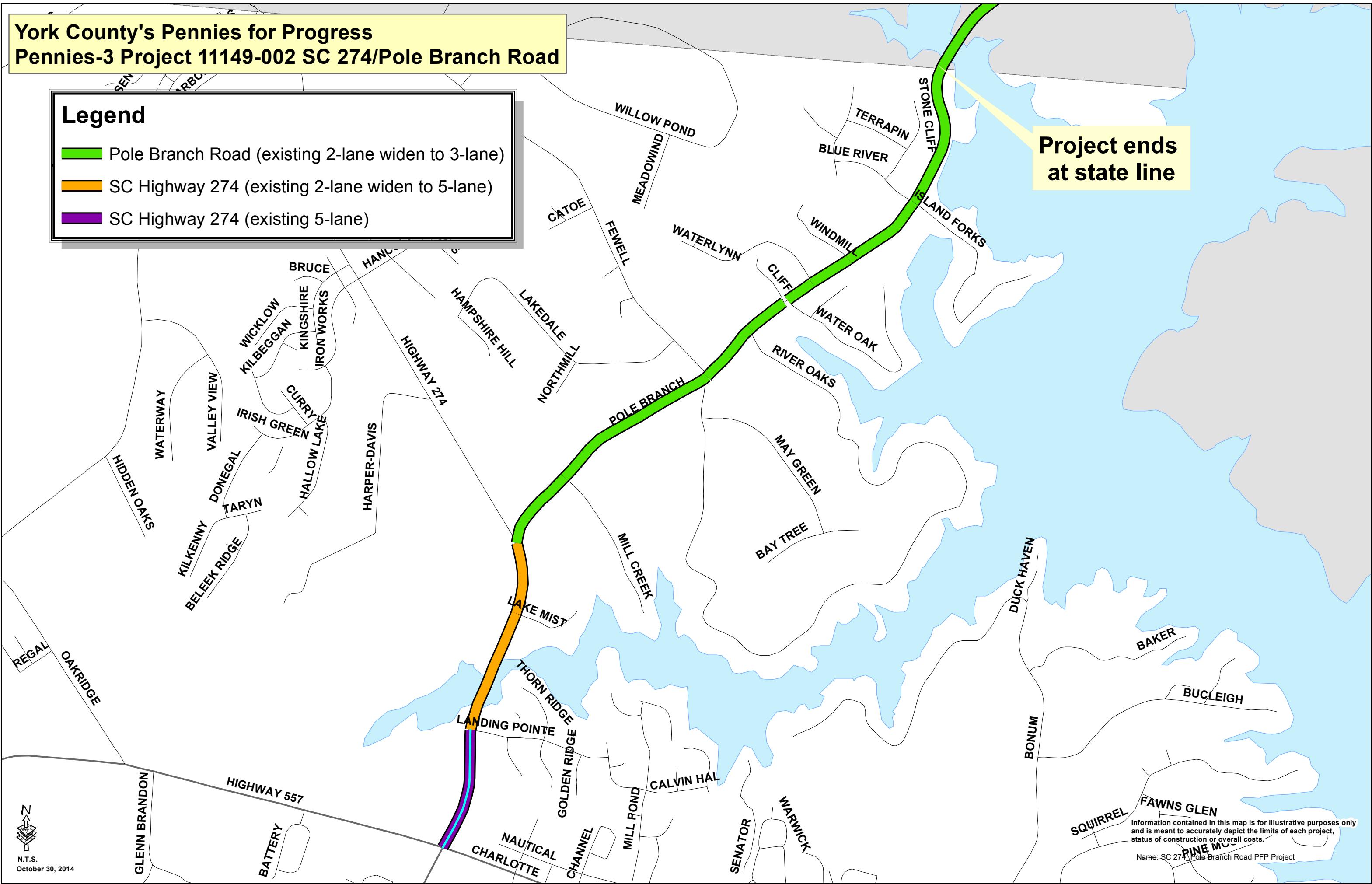
(2011 Pennies for Progress)

**York County's Pennies for Progress  
Pennies-3 Project 11149-002 SC 274/Pole Branch Road**

**Legend**

- Pole Branch Road (existing 2-lane widen to 3-lane)
- SC Highway 274 (existing 2-lane widen to 5-lane)
- SC Highway 274 (existing 5-lane)

**Project ends  
at state line**



METROLINA REGIONAL MODEL ASSUMPTIONS for RFATS 2035 LRTP Update and Conformity Determination 2013

Revised November 19, 2014

**2002 Base Year Metrolina Regional Model Network:**

**EMISSION COMPARISON YEAR**

(Projects Completed between 2000 and 2002)

Regionally Significant	Exempt	Non-Exempt	Outside of Non-Attainment Area	STREET NAME	PROJECT LIMITS	RFATS STUDY AREA	Project Length (Mi.)	Existing	Proposed	Facility Type	Federal Functional Classification	Actual Completion Date	Model Network Year	Cost Feasible 2035 LRTP	Pennies For Progress
				Gold Hill Road (Ph. 1 and Ph. 2)	I-77 to Tega Cay	Yes	5.1	5		C	Minor Arterial	Complete	2002	No	
				SC 161 Celanese Road	US 21 (Cherry Road) to S-46-30 (India Hook)	Yes	2.7	7		C	Other Principal Other	Jan. 2001	2002	No	
				SC 161 Celanese Road	S-46-30 India Hook to SC 901 SEG C-2/1	Yes	2.66	5		C	Other Principal Other	Complete	2002	No	
				SC 5	Herlong Road to Cherry Road	Yes	1.6	5		C	Minor Arterial	Complete	2002	No	Yes
				SC 160	Tom Hall St. to Kimbrell Road	Yes	0.4	3		C	Other Principal Arterial	Complete	2002	No	No

**2005 Metrolina Regional Model Network:**

Baseyear of the TDM

(Completed between 2002 and 2005)				Outside of Non-Attainment Area	STREET NAME	PROJECT LIMITS	RFATS STUDY AREA	Project Length (Mi.)	Existing	Proposed	Facility Type	Federal Functional Classification	Actual Completion Date	Model Network Year	Cost Feasible 2035 LRTP	Pennies For Progress
n/a	n/a	n/a		*SC 160	Gold Hill Road to I-77	Yes	3.5	5		C	Other Principal Arterial	Spring 2004	2005	No	Yes	
n/a	n/a	n/a		*Herlong Avenue	SC 901 to SC 161	Yes	3.4	5		C	Minor Arterial	Spring 2004	2005	No	Yes	
n/a	n/a	n/a		*Saluda Street	Boggs Street to SC 901 Heckle	Yes	0.7	2	3	C	Minor Arterial	Spring 2004	2005	No		
n/a	n/a	n/a		*SC 161 / SC 901	SC 161 at SC 901 Intersection	Yes	1.0	5		C	Other Principal Arterial	Complete	2005	No	No	
n/a	n/a	n/a		**SC 5	SC 5 Bypass to Owens Road	No	1.4	2	5	C	Other Principal Arterial	CON 2005	2005	No	Yes	
X		X		SC 161	SC 901 to Mt. Gallant Rd.	Yes	2	2	5	C	Other Principal Arterial	Fall 2005	2005	No	No	

**2009 Metrolina Regional Model Network**

**EMISSION COMPARISON YEAR**

(Additional projects to the 2005 Network and completed by end of 2009)

Regionally Significant	Exempt	Non-Exempt	Outside of Non-Attainment Area	STREET NAME	PROJECT LIMITS	RFATS STUDY AREA	Project Length (Mi.)	Existing	Proposed	Facility Type	Federal Functional Classification	Actual Completion Date	Model Network Year	Cost Feasible 2035 LRTP	Pennies For Progress
X	X	X		SC 49	SC 55 to Crowders Creek	Yes	1.5	2	5	C	Minor Arterial	Summer 2006	2009	No	No
	X			Ebenezer Rd.	Herlong to Dotson St.	Yes	0.5	2	3	C	Minor Arterial	RW 2006; CON 2007	2009	No	Yes
	X			**Regent Parkway Connector	US 21 to Co. Line (Dorman Rd. in NC)	Yes	2	4	New 2 lane	U	(Collector)	Complete within York Co.		No	No
				(Regent Pkwy. Conn.)	Section to Lancaster Co./Dorman Rd.	No			4		(Collector)	2007	2009	No	No
X	X			Fort Mill Northern Bypass	Business US 21 to Gold Hill Road at I-77	Yes	2		New 2 lane	U	Minor Arterial	CON 2007	2009	No	Yes
X	X			SC 274	SC 161 to SC 55	Yes	7.1	2	5	C	Minor Arterial	CON 2009	2009	No	Yes
X	X			SC 901	I-77 to SC 72	Yes	3.0	2	5	U	Minor Arterial	RW 2006; CON 2009	2009	No	Yes
X	X			Cherry Road	York to Heckle	Yes	0.7	2	5	U	Minor Arterial	RW 2007; CON 2009	2009	No	Yes
X	X			SC 72 Albright Road	Black St. to Heckle Blvd.	Yes	1.8	2	5	C	Other Principal Arterial	RW 2008; CON 2009	2009	No	Yes
	X			White St. Realign. & RR Crossing	Stewart St. to Constitution Blvd.	Yes	0.1	2	3	C	Major Collector	RW 2008; CON 2008	2009	No	Yes
n/a	n/a	n/a		**SC 161	SC 274 to SC 5 Bypass	No	5.2	2	5	C	Other Principal Arterial/Minor Arterial	CON 2008	2009	Yes	
n/a	n/a	n/a		**SC 5 Business	SC 324 to SC 5/S-1161	No		2	5	C	Principal Arterial	CON Complete 2007	2009		
n/a	n/a	n/a		**SC 5	Owens Road to Cedar Grove Road	No	8.1	2	4	M	Other Principal Arterial	CON Complete 2007	2009	Yes	
n/a	n/a	n/a		**SC 160 (Total Mi. 2.7)	US 521 to Belden Wire Road	No	1.7	2	5	C	Minor Arterial	2008	2009	No	No

**2010 Metrolina Regional Model Network:**

**EMISSION COMPARISON YEAR**

(Additional projects to the 2009 Network and expected to be completed by end of 2010)

Regionally Significant	Exempt	Non-Exempt	Outside of Non-Attainment Area	STREET NAME	PROJECT LIMITS	RFATS STUDY AREA	Project Length (Mi.)	Existing	Proposed	Facility Type	Federal Functional Classification	Actual Completion Date	Model Network Year	Cost Feasible 2035 LRTP	Pennies For Progress
n/a	n/a	n/a		**SC 5 Bypass	SC 5 east of York to SC 5 west of York	No	5.3	2	4	M	Other Principal Arterial	CON 2008 - 2010	2010	Yes	
n/a	n/a	n/a		**SC 5	Owens Road to Cherokee County Line	No		2	4	M	Other Principal Arterial	CON 2010	2010	Yes	
X				Mt. Gallant Rd.	Anderson Rd. to Celanese Rd.	Yes	1.6	2	3	C	Minor Arterial	RW 2007; CON 2010	2010	No	Yes
X				McConnells Hwy.	Heckle to Falls Road	Yes	2.1	2	3	C	Major Collector	RW 2008; CON 2010	2010	No	Yes
X				Mt. Gallant Rd.	Dave Lyle to Anderson	Yes	1.5	2	3	C	Major Collector	RW 2008; CON 2010	2010	No	Yes

**2015 Metrolina Regional Model Build Network:**

**EMISSION COMPARISON YEAR**

2015 No Build Network will use the 2010 network and 2015 socioeconomic data.)

(Additional projects to the 2010 Network and expected to be completed by end of 2015)

Regionally Significant	Exempt	Non-Exempt	Outside of Non-Attainment Area	STREET NAME	PROJECT LIMITS	RFATS STUDY AREA	Project Length (Mi.)	Existing	Proposed	Facility Type	Federal Functional Classification	Actual Completion Date	Model Network Year	Cost Feasible 2035 LRTP	Pennies For Progress
n/a	n/a	n/a		Tega Cay- Gold Hill Connector	SC 160 to Gold Hill Road	Yes	0.5	n/a	New 2 lane	U	N/A		2015	No	Yes
n/a	n/a	n/a		**SC 160	Belden Wire to Sugar Creek	Yes	1	2	3	C	Minor Arterial	2012	2015	No	No
	X			SC 160	S-157 Possum Hollow Rd. to Rosemont Dr / MMPD	Yes		2	5	C	Minor Arterial		2015	No	No
X	X			Fort Mill Southern Bypass(Ph. 1)	US 21 Bus/Ft. Mill Pkwy. to Dobys Bridge	Yes	2	n/a	New 2 lane	U	Minor Arterial	RW 2008; CON 2011	2015	No	Yes
X	X			US 21	Cel-River Road to Sutton Road	Yes	1.5	2	5	C	Other Principal Arterial	RW 2008; CON 2009-2011	2015	No	No</td

## 2025 Metrolina Regional Model Build Network

## EMISSION COMPARISON YEAR

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

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

Regionally Significant	Exempt	Non-Exempt	Outside of Non-Attainment Area	STREET NAME	PROJECT LIMITS	RFATS STUDY AREA	PROJECT LENGTH (Mi.)	Existing	Proposed	FACILITY TYPE	Federal Functional Classification	Actual Completion Date	Model Network Year	Cost Feasible 2035 LRTP	Pennies For Progress
X		X		US 21 North	Northern Fort Mill Bypass to SC 51	Yes	2.1	2	5	C	Minor Arterial		2025	No	2010
X		X		SC 160	Gold Hill Road to NC State Line	Yes	1.0	2	5	C	Other Principal Arterial		2025	No	2010
X		X		Doby's Bridge Road Phase I	SC 160 to Whites Road	Yes	2.0	2	5	C	Minor Arterial		2025	No	2018
X		X		Doby's Bridge Road Phase II	Whites Road to Lancaster County Line	Yes	3.7	2	5	C	Collector		2025	No	2018
X		X		SC 72 (supplement to 2003 PFP)	SC 901 to Rambo Road	Yes	2.0	3	5	C	Other Principal Arterial		2025	No	2010
X		X		Celriver Road S-50 (Phase 2)	0.100 miles north of S-645 to SC 122	Yes	2.06	2	5	C	Collector		2025	Yes	No
X		X		Fort Mill Southern Bypass	US 21 Bus/Ft. Mill Pkwy to SC 160	Yes	4.0	2	5	C	Minor Arterial		2025	No	2010
X		X		SC 557	Kingsbury to SC 49	Yes	2.1	2	5	C	Minor Arterial		2025	No	Yes
		X		SC 274/279 (S-133 Pole Branch Rd.)	SC 274 from Landing Pointe Dr to Pole Branch Road	Yes	0.56	2	5	C	Collector	RW 2012 CON 2016	2025	No	Yes
	X			SC 274/279 (S-133 Pole Branch Rd.)	Pole Branch Road To NC stateline	Yes	1.87	2	3	C	Collector	RW 2012 CON 2016	2025	No	Yes
	X			SC 160	Sugar Creek / Co. Line to Fort Mill N. Bypass	Yes	0.75	2	3	C	Other Principal Arterial		2025	No	Yes
		X		SC 160	Rosemont Drive to Fort Mill N. Bypass	Yes		3	5				2025	Yes	
		X		Ridge Road	SC 557 to US 321			2	3	C			2025	No	2018
X		X		Munn Road	Harris St. to Fort Mill High School	Yes		2	3				2025	No	
		X		Doby's Bridge Road (Lancaster Co.)	US 521 to York County Line	Yes		2	5				2025	No	
	X			Riverview/Riverchase Area Ph III	Automall and Riverview Road	Yes			New 2 lane				2025	No	
	X			Eden Terrace	Bradley to Anderson	Yes	1.5	2	3	C	Major Collector	RW 2010; CON 2012	2025	No	2018
X		X		***Eden Terrace	Anderson to Dunkins Ferry	Yes	1	n/a	New 3 lane	C	Collector		2025	No	
	X			Ebenezer Road	Frank Gaston(Old Pointe) to SC 161 Celanese	Yes	1.1	2	3	C	Minor Arterial	RW 2009; CON 2011	2025	No	2018
X		X		John Ross Parkway	Dave Lyle to Galleria	Yes			4				2025	No	2018
	X			Springsteen Road	US 21 to Dave Lyle Blvd.	Yes		2	3				2025	No	2018

\*Project identified in I-77 Traffic Study

## 2035 Metrolina Regional Model Build Network

## EMISSION COMPARISON YEAR

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

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

Regionally Significant	Exempt	Non-Exempt	Outside of Non-Attainment Area	STREET NAME	PROJECT LIMITS	RFATS STUDY AREA	PROJECT LENGTH (Mi.)	Existing	Proposed	FACILITY TYPE	Federal Functional Classification	Actual Completion Date	Model Network Year	Cost Feasible 2035 LRTP	Pennies For Progress
	X			Mt. Gallant Rd.	Twin Lakes Rd. to Museum Rd.	Yes	2.3	2	3	C	Minor Arterial		2035	No	
X		X		White Street	McCammon to US 21 Bypass	Yes	0.94	2	4		Principal Arterial		2035	No	
	X			Mt. Gallant Rd.	Museum Rd. to SC 274	Yes	2.3	2	3	C	Minor Arterial		2035	No	
	X			Sutton Road	US 21 to SC 160	Yes	2.2	2	3	C	Collector		2035	No	
	X			Pleasant Road	SC 160 to Carowinds Blvd.	Yes	5.1	2	3	C	Collector		2035	No	
X		X		SC 49	SC 274 to SC 557	Yes	2.1	5	7	C	Minor Arterial		2035	No	
		X		Harrisburg Road	SC 160 to Mecklenburg County Line	Yes			3				2035	No	
X		X		Springfield Pkwy.(Ft. Mill N. Bypass)	SC 160 to Gold Hill Road S-98	Yes		2	5	C	Minor Arterial		2035	No	
X		X		US 21 North	Fort Mill Northern Bypass to Sutton Rd.	Yes	5.0	2	5	C	Minor Arterial		2035	No	2010
X		X		I-77 / Coltharp Road	New Interchange								2035	No	2018
		X		Coltharp Road	Coltharp Road Interchange to SC 160	Yes		n/a	3				2035	No	2018
X		X		New Bridge (East-West Conn.)	Twin Lakes Area to New Gray Rock Road	Yes		n/a	3	C			2035	No	
X		X		Dave Lyle Blvd. Ext.	SC 161 to US 521	Partial	4.5	n/a	4	F	Other Principal Arterial		2035	No	No Funding source
	X			Cel-River / Red River Road	SC 122 to US 21	Yes		2	3		Collector		2035	No	2018
X		X		*Galleria to Manchester Flyover	Commerce to John Ross Parkway	Yes	1.5	n/a	4	D	Minor Arterial		2035	No	2018

FT  
Code  
(used in Metrolina Regional Model)  
F Freeway  
E Expressway  
R Ramp  
D Divided roadway, NO median breaks  
M divided roadway, median openings only  
B divided roadway, left turn bays  
T undivided roadway, left turn bays  
C undivided roadway, continuous left  
U undivided roadway, no left turn provision

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

The purpose of this amendment is to document continued compliance with the provisions of the Clean Air Act (as amended) and the Moving Ahead for Progress in the 21<sup>st</sup> Century Act or MAP-21. The conformity determination for the 2035 Long Range Transportation Plan (LRTP) and FY 2014-2019 Transportation Improvement Program (TIP) are based on a regional emissions analysis that utilized the transportation networks in those plans and emissions developed by the S.C. Department of Health & Environmental Control (SCDHEC). All regionally significant federally funded projects in areas designated by the United States Environmental Protection Agency (EPA) as air quality non-attainment or maintenance areas must come from a conforming LRTP and TIP.

When this conformity determination was originally completed in June 2013, there were three principal triggers necessitating this action: (1) transportation conformity is required to be performed every four years as a component of the LRTP/TIP update process; (2) a conformity determination was also required within one year of the effective date of the 2008 ozone standard (required by July 20, 2013); and (3) a conformity determination was required within 24 months of the effective date of the Environmental Protection Agency's (EPA) finding of adequacy for the motor vehicle emissions budgets (MVEBs), as was submitted in the re-designation and maintenance plan for the 1997 8-hour ozone standard (required by October 9, 2014). The 2013 conformity analysis satisfied all three of these requirements.

Since this time, EPA revoked the transportation conformity requirements of the 1997 ozone standard – after the 2008 ozone transportation requirements applied. However, in a recent D.C. Circuit Court Ruling (NRDC v EPA; No. 12-1321) – this action was vacated. This decision effectively reinstates the 1997 ozone transportation conformity requirements until the entire standard is revoked. Against this backdrop, it should be noted that this conformity amendment does satisfy any continuing requirements of the 1997 Ozone Standard as well as the 2008 Ozone Standard.

## INTERAGENCY CONSULTATION

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

The RFATS MPO coordinated its activities for this amendment to our conformity report for the 2035 Metropolitan Transportation Plan with the Federal Highway Administration (FHWA), Environmental Protection Agency (EPA), South Carolina Department of Transportation (SCDOT), York County, as well as the South Carolina Department of Health and Environmental Control (SCDHEC). All meeting minutes and agency comments related to this amendment are reflected in **Appendix B**.

## **PUBLIC PARTICIPATION**

The RFATS MPO 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 RESOLUTIONS / LETTERS**



U.S. Department  
of Transportation

Federal Transit Administration  
Region IV  
230 Peachtree St., NW  
Suite 800  
Atlanta, GA 30303  
404-665-5600  
404-465-5605 (fax)

Federal Highway Administration  
South Carolina Division  
Strom Thurmond Federal Building  
1835 Assembly St, Suite 1270  
Columbia, SC 29201  
803-765-5411  
803-253-3989 (fax)

March 17, 2015

Mr. David Hooper  
RFATS Coordinator  
City of Rock Hill  
Post Office Box 11706  
155 Johnston St.  
Rock Hill, SC 29731

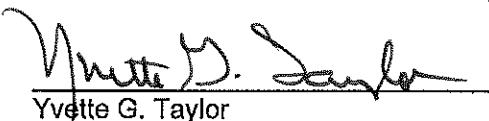
Dear Mr. Hooper:

The Federal Highway Administration (FHWA) and the Federal Transit Administration (FTA) have completed the review of Amendment 4 to the Rock Hill-Fort Mill Area Transportation Study (RFATS) Transportation Conformity Determination Report for the 2035 Long Range Transportation Plan (LRTP) and FY 2014-2019 Transportation Improvement Program (TIP). We have also coordinated our review with the Environmental Protection Agency (EPA) Region IV.

Based on our review and the comments provided to us by the EPA, we find that the RFATS 2035 LRTP and FY 2014-2019 TIP conform to the purpose of the State Implementation Plan (SIP) in accordance with 40 CFR Part 93.

We would like to thank you for your staff's time in helping us complete this review. Please do not hesitate to call if you have any questions or comments.

Federal Transit Administration

  
Yvette G. Taylor  
Regional Administrator  
Federal Transit Administration

Federal Highway Administration

  
Richard Backlund  
Acting Division Administrator  
Federal Highway Administration

Enclosure

cc:

Mr. Mark Pleasant, SC DOT  
Ms. Myra C. Reese, SC DHEC  
Ms. Diana Myers, US EPA, Region IV



UNITED STATES ENVIRONMENTAL PROTECTION AGENCY  
REGION 4  
ATLANTA FEDERAL CENTER  
61 FORSYTH STREET  
ATLANTA, GEORGIA 30303-8960

March 11, 2015

Richard Backlund  
Acting Division Administrator  
South Carolina Division Office  
Federal Highway Administration  
1835 Assembly Street, Suite 1270  
Columbia, South Carolina 29201

Dear Mr. Backlund:

Thank you for your letter requesting our review of the conformity determination for Amendment 4 to the 2035 Long Range Transportation Plan (LRTP) and the Fiscal Year (FY) 2014-2019 Transportation Improvement Program (TIP) for the Rock Hill-Fort Mill Area Transit Study Metropolitan Planning Organization (RFATS MPO) for the York County, South Carolina portion of the bi-state Charlotte nonattainment area. This conformity determination is for the 1997 and 2008 8-hour ozone standards. As allowed by the Transportation Conformity Rule, South Carolina implements conformity for the applicable standards independently from the North Carolina portion of the nonattainment area. We have completed our review for the York County portion of this area, and recommend a finding of conformity for both 8-hour ozone standards for the amended 2035 LRTP and the FY 2014-2019 TIP.

On August 15, 1997, July 1, 2004, and subsequently on May 6, 2005, the U.S. Environmental Protection Agency published revisions related to the criteria and procedures for determining that transportation plans, programs, and projects which are funded or approved under Title 23 U.S.C. or the Federal Transit Act conform with State or Federal air quality implementation plans or the Transportation Conformity Rule (40 Code of Federal Regulations Part 93). These revisions outline the criteria that must be met for the 8-hour ozone and annual PM<sub>2.5</sub> standards. The EPA has reviewed the conformity determination related to both the 1997 and 2008 8-hour ozone standards for Amendment 4 to the 2035 LRTP and FY 2014-2019 TIP and have concluded that all of the criteria, including those outlined in the July 1, 2004, conformity rule revision entitled, "Transportation Conformity Rule Amendments: Conformity Amendments for New 8-hour Ozone and PM<sub>2.5</sub> National Ambient Air Quality Standards, Response to March 1999, Court Decision and Additional Rule Changes," (69 FR 40004) have been met.

Thank you again for the opportunity to review the conformity determinations for the 1997 and 2008 8-hr ozone standards for the amended 2035 LRTP and FY 2014-2019 TIP for the RFATS MPO located in the South Carolina portion of the Charlotte bi-state nonattainment area. If you have any questions regarding this letter, please contact Dianna Myers of the EPA Region 4 staff at (404) 562-9207.

Sincerely,



Lynorae Benjamin  
Chief  
Air Regulatory Management Section

cc: Jessica Hekter, FHWA SC  
Leslie Coolidge, SCDHEC  
Phil Leazer, York County  
Dianne Janicki, SCDOT  
David Hooper, City of Rock Hill  
Holly Peterson, FTA Region 4  
Wendy Bell, Catawba Council of Governments

**RESOLUTION APPROVING AMENDMENT #4 TO THE TRANSPORTATION  
CONFORMITY DETERMINATION FOR THE 2035 METROPOLITAN  
TRANSPORTATION PLAN AND 2014-2019 TRANSPORTATION  
IMPROVEMENT PROGRAM 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

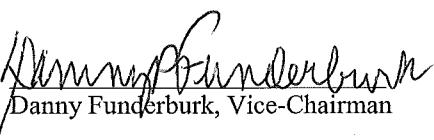
**WHEREAS**, the Transportation Conformity Determination for the RFATS 2035 Metropolitan Transportation Plan is being amended to reflect Pole Branch Road as a 3 lane operational improvement and the section of Hwy 274 from Landing Pointe Dr to Pole Branch Road as a five lane capacity improvement in the transportation model network, and

**WHEREAS**, the 2035 Metropolitan Transportation Plan and 2014-2019 Transportation Improvement Program will continue to meet the planning requirements of 3 CFR Part 450.322

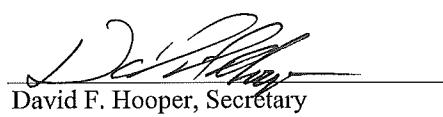
**NOW, THEREFORE BE IT RESOLVED**, that the RFATS Policy Committee finds that the Transportation Conformity Determination for the 2035 Metropolitan Transportation Plan and Transportation Improvement Program conform to the purpose of the South Carolina State Implementation Plan in accordance with the Clean Air Act as Amended (CAAA), and the Moving Ahead for Progress in the 21<sup>st</sup> Century Act or MAP-21 on this 23<sup>th</sup> day of January, 2015.

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

**APPROVED:**

  
\_\_\_\_\_  
Danny Funderburk, Vice-Chairman

**ATTEST:**

  
\_\_\_\_\_  
David F. Hooper, Secretary

**APPENDIX B: INTERAGENCY CONSULTATION MEETING MINUTES AND  
AGENCY COMMENTS**

**YORK COUNTY  
IAC MEETING MINUTES  
June 4, 2014**

**ATTENDANCE:**

David Hooper, RFATS  
Jessica Hekter, FHWA  
Leslie Coolidge, SCDHEC  
Nelson Roberts, SCDHEC  
Brian Barnes, SCDHEC  
Ed Frierson, SCDOT

Kelly Scheckler, EPA  
Henry Phillips, SCDOT  
Roger Jerry, SCDHEC  
Maeve Mason, SCDHEC  
Bill Jordan, SCDOT  
Robby Moody, CRCOG

**ITEMS DISCUSSED:**

Conformity Amendment ó Pole Branch Road: David provided a brief summary of the Pole Branch Road Project ó which is an existing two lane road connecting Hwy 274 (on the western side of the MPO), to the North Carolina state line. As a point of reference, David noted that Pole Branch Road is reflected in the current conformity report as a two lane road slated for widening to a five lane facility in Horizon Year 2015.

David further noted that one of the significant underlying assumptions for undertaking a five lane capacity improvement was based on the progress of the so-called óGarden Parkwayö in Gaston County, NC (which is located just north of Pole Branch Road), and was expected to result in a sharp increase in area travel demand. Since the current conformity analyses was completed, progress on this project has been reduced significantly ó with no funding or implementation schedule having been clearly established. As a consequence, projected travel demand on Pole Branch Road has been substantially revised downward. With this in mind, Pole Branch Road will need to be remodeled as a two lane going to a three lane operational improvement in Horizon Year 2025.

David then asked whether others had any additional information to add. In response, Henry re-emphasized that the original modeling assumptions reflected the expected implementation of the Garden Parkway. That said, Henry went on to note that in reviewing documents provided by the consultant working on this project ó that the submittal now reflects a three lane improvement based on current traffic studies and AADT. Since a three lane widening differs from what is contained in the current conformity report, it was appropriately noted that this project would need to be re-modeled to reflect the shift from a five lane capacity improvement to a three lane operational improvement.

Robby then asked whether the prospect of acquiring right-of-way for an eventual five lane facility was a feasible option ó given the current uncertainty about the Garden Parkway? Henry noted that this would depend on whether any federal money is involved (among other variables), as acquiring additional right-of-way beyond what is supported by the current purpose and need of the project is generally not permissible. Additionally, Jessica noted that such an approach would require that the NEPA document would need to be for five lanes as you would be impacting five lanes; and of course, the conformity determination would have to reflect this. Lastly, Henry did note that he believes that some federal bridge money is

associated with the work on Pole Branch Road; and that, everything is being let as one project.

CMAQ Evaluation Methodology ó FY 14-15: David reviewed the existing methodology for completing the required air quality benefit analysis on CMAQ projects. As a point of reference ó David noted that the IAC reviews the existing formula each funding cycle to assess whether any changes and / or updates are warranted. Discussion then followed regarding this year's project applications ó with IAC members confirming that the current format should be applied in evaluating FY 14-15 funding requests.

Agency Roles & Responsibilities: David briefly reviewed the Interagency Consultation Process; and in particular, the shared responsibility all affected agencies have in the administration of this process. David then confirmed the central coordinative role that the MPO has agreed to assume, and asked whether other agencies would be willing to provide some measure of assistance with the periodic taking of minutes on a rotational basis. Staff discussion then followed with Kelly and Henry expressing their willingness to support such an approach. Jessica then requested that the specific agency responsible for this task be clearly reflected on each meeting agenda to ensure that a well working process would result.

Nelson then shared his assessment that a rotational approach to supporting this process was not something that DHEC believes would best serve the process. Although sympathetic to staffing constraints at other agencies, Nelson specifically noted recent reductions in staffing at DHEC as well as the expected work load envisioned with multiple non-attainment areas in the state. Maeve then expanded on this point by highlighting DHEC's concern over how best to employ their resources now and in the future. In response, Jessica acknowledged the impact of future changes in the number of non-attainment areas, but noted that such a change remains a possibility for the future, and does not represent the current demand level; and that, when such a change does occur, it would certainly be logical to re-evaluate things at that time.

Maeve then briefly summarized upcoming work on the SIP development process; the pending incorporation of the new MPO in Hilton Head; and the desire to position the agency for the expected designation of additional non-attainment areas ó and the associated work load that will result. With the potential for adjustments to the Transportation Conformity MOA and related guidance on agency responsibilities ó Henry noted that the incorporation of language that óeither the MPO or SCDOTó would be responsible for minutes be considered, albeit with the recognition that if another method or approach is agreed to in a particular non-attainment area, that such an agreement should be permitted as well. Lastly, general discussion occurred regarding the role of additional training with the MOVES model in preparation for meeting the needs of multiple non-attainment areas.

EPA Update: Kelly provided summary information on rulemaking dated 6-2-14; specifically, it was noted that:

- 1) This final rulemaking action, sets a deadline of December 31, 2014, for states to submit any additional attainment related SIP elements that may be needed to meet the applicable requirements of subpart 4 for areas currently designated nonattainment for the 1997 and/or 2006 PM2.5 NAAQS, and to submit SIPs addressing the NNSR requirements in subpart 4.

- 2) The EPA believes that this period provides a relatively brief but reasonable amount of time for states to ascertain whether and to what extent any additional submissions are needed for a particular 1997 or 2006 PM2.5 nonattainment area,<sup>6</sup> and to develop, adopt and submit any such SIPs. Section 188(c)(1) of Subpart 4 establishes an attainment deadline of no later than the end of the sixth calendar year after designation as nonattainment.
- 3) With respect to the 2006 24-hour PM2.5 NAAQS, nonattainment area designations for most areas became effective in December 2009 (74 FR 58688, November 13, 2009). Thus, these areas are subject to a Moderate area attainment deadline under subpart 4 of no later than December 31, 2015. A SIP submission deadline of December 31, 2014, for these areas will therefore ensure that there is at least a year between SIP submission and attainment deadlines. The December 31, 2014 deadline would allow a brief but reasonable amount of time for the states to modify their SIPs in consideration of subpart 4 in keeping with the timeframe established by the existing subpart 4 attainment deadline.
- 4) With respect to the 1997 annual PM2.5 NAAQS, although nonattainment area designations in most areas became effective more than 8 years ago (*see* 70 FR 944, January 5, 2005), the EPA is establishing for these areas the same subpart 4 SIP submission deadline that would apply for purposes of the 2006 PM2.5 NAAQS (December 31, 2014), so that all states with PM2.5 nonattainment areas have a reasonable amount of time to develop any additional SIP elements that may be required under subpart 4 in response to the *NRDC* decision. Thus, for all PM2.5 nonattainment areas, the states would be required to submit any remaining SIPs that are necessary to satisfy the requirements applicable to Moderate nonattainment areas under subpart 4 of the Act no later than December 31, 2014.

**RFATS Interagency Conference Call**

**Meeting Minutes**

**August 6, 2014**

**Attendees:**

David Hooper (DH), RFATS	Jessica Hekter (JH), FHWA-SC
Henry Phillips (HP), SCDOT (note taker)	Michael Dennis (MD), SCDOT
Bill Jordan (BJ), SCDOT	Allison Love (AL), York County
Robbie Moody (RM), Catawba COG	Leslie Coolidge (LC), SCDHEC
Nelson Roberts (NR), SCDHEC	Roger Jerry (RJ), SCDHEC
Lisa Clark (LC), SCDHEC	Dianna Myers (DM), EPA-R4

**Items Discussed:**

**1:** (MD) - Can/should we use the 2014 Travel-Demand Model for the current conformity amendment? The 2014 version has newer/better data than the previous 2011 version.

(JH) – Can use the newer model.

(MD) – Since Pole Branch Road was already modeled as a three-lane facility for 2025 and 2035, can the model only be run for 2015 since that would be the only year with discrepancies?

(JH) – Yes. Do not model for 2040 since it is not in LRTP. (MD) – Will discuss with Anna.

(DM) 2035 will need to be modeled as the last year of the transportation plan.

**2:** (LC) – Do we need to revise the vehicle (source type) population files for the conformity amendment or use the same data from the current determination?

(DM) – Conformity guidance states that you must review all data each time and use the most recent data when available.

(LC) – Will get new data if available.

**3:** (DM) – Addressed other comments related to planning assumptions for conformity amendment. In the meteorology section the temperatures used should be consistent with those used to prepare the SIP MVEB. (Rule citation 93.122(a)(6) and the Latest Planning Assumption Guidance Section 2.9).

(LC) – Confirmed that this was the case.

(DM) – Why are we using default data for age distribution? Need explanation.

(LC) – DMV data is bad and not reliable.

(HP) – The data is raw and unmanageable. We do not have a VIN decoder. Also, with an interstate (I-77) running through the area the DMV data would not be as accurate as default data. This is primarily due to most heavy-duty diesel traffic not being registered in our state.

(DM) – Use that as part of explanation.

**4:** (DM) – Mentioned the release of MOVES 2014 last week. A 24-month grace period will begin for conformity determinations. States will need to update their SIPs as “expeditiously as possible” using MOVES 2014. Note – An e-mail was sent earlier that provided a link to the website to provide additional information regarding technical and policy guidance.

5: (DH) – FHWA has agreed to take notes for the September 3<sup>rd</sup> meeting (Confirmed by JH). No other topics were brought forward so meeting adjourned.

## York County Interagency Consultation Meeting Notes

September 3, 2014

### Attendees:

Leslie Coolidge, DHEC  
Roger Jerry, DHEC  
Brian Barnes, DHEC  
Nelson Roberts, DHEC  
Jessica Hekter, FHWA  
David Hooper, RFATS  
Allison Love, York County

Kelly Scheckler, EPA  
Henry Phillips, SCDOT  
Bill Jordan, SCDOT  
Michael Dennis, SCDOT  
Robby Moody, Catawba COG

### Pole Branch Road

SCDOT stated traffic model runs had been completed for 2015 (transmitted to DHEC), 2025 (transmitted to DHEC), and 2035 (will be transmitted to DHEC by the end of the day).

DHEC confirmed receipt of the 2015 and 2025 runs and indicated that the air quality modeling was in progress and should be complete and to RFATS by the end of the week (September 5, 2014).

RFATS indicated this was welcome news and provided the following schedule:

- Amendment package will be sent to IAC as soon as it is available
- Initial review to RFATS Policy Committee on September 26<sup>th</sup>
- Released for 30 day public comment period on September 26<sup>th</sup>
- Next IAC meeting on October 1<sup>st</sup> where amendment will be discussed further
- Discuss and comments and finalize amendment at November RFATS policy committee meeting . November 21<sup>st</sup>
- Amendment submitted to federal agencies by December 1<sup>st</sup>

### Interagency Consultation MOA

DHEC indicated they have received one comment from RFATS regarding the administrative responsibilities and this comment was supported by CHATS.

The next step is to circulate all of the changes back though the signatory agencies. The goal is to gather signatures this fall and to have it submitted to EPA by the end of the calendar year.

### Next Meeting:

The next meeting of the York County Interagency Consultation Group will be **October 1, 2014 at 9:00 am.**

## **York County Interagency Consultation Meeting Notes**

October 1, 2014

### **Attendees:**

Leslie Coolidge, DHEC  
Roger Jerry, DHEC  
David Hooper, RFATS

Diana Myers, EPA  
Henry Phillips, SCDOT  
Bill Jordan, SCDOT  
Michael Dennis, SCDOT

### **Conformity Amendment - Pole Branch Road**

RFATS provided a brief summary of the conformity amendment, and noted that the Policy Committee granted preliminary approval and authorized a 30-day public comment period at their September 26<sup>th</sup> meeting. RFATS then noted that the public comment period will run through November 6<sup>th</sup> . with final approval being requested from the Policy Committee at their November 21<sup>st</sup> meeting. Following this approval, the final draft documents will be submitted to FHWA and EPA to undertake their 30 day review.

### **Transportation Conformity MOA**

DHEC indicated that the draft MOA is undergoing a legal review . and there may be some editorial changes . and then will be put out for a public notice period.

### **New Air Quality Standards**

DHEC stated that it will be providing an air quality update at the RFATS Technical and Policy Committee meetings in the October / November timeframe. It was noted that the new standards are expected to be released by December 1<sup>st</sup> . with final approval of the new standard slated for October 1, 2015.

### **PM 2.5**

As a point of reference . EPA mentioned that there is a 2012 PM 2.5 standard that the agency is in a 120 day consultation period on . but that the York County Non-Attainment Area does not have any PM 2.5 concerns.

### **Next Meeting:**

The next meeting of the York County Interagency Consultation Group will be **November 5, 2014 at 9:00 am.**

**RFATS Interagency Conference Call**  
**Meeting Minutes**  
**November 5, 2014**

**Attendees:**

David Hooper (DH), RFATS	Jessica Hekter (JH), FHWA-SC
Henry Phillips (HP), SCDOT (note taker)	Michael Dennis (MD), SCDOT
Bill Jordan (BJ), SCDOT	Allison Love (AL), York County
Phil Leazer (PL), York County	Amanetta Somerville (AS), EPA-R4
Nelson Roberts (NR), SCDHEC	Roger Jerry (RJ), SCDHEC

**Items Discussed:**

**1:** (DH) – Is SC DHEC planning to seek EPA attainment designation for the 2008 ozone standard? North Carolina has started this process. If so, what would be the effects?

(RJ) – DHEC is just getting started and is gathering emissions inventory and air monitoring data. RJ is working on an outline for the document. Plan to get request to EPA in the spring of 2015. Once re-designated, we would still perform conformity analyses as a maintenance area.

(AS) – How soon would DHEC want the emission budgets?

(RJ) – Would need to talk with others.

(HP) – With the start of the clock for using MOVES 2014 (Oct release) being two years would there be a benefit to waiting?

(DH) – The next required conformity finding will be June 2017.

**2:** (DH) – Status on Pole Branch Road and new issue. Previously the project was modeled as a two lane facility being widened to a five lane for 2.4 miles (it demonstrated conformity). Earlier this year we had to re-run the model because it was decided that Pole Branch Road would only add an auxiliary 3<sup>rd</sup> lane (turn lane). This is the basis for our current pending conformity finding. It has now been learned that in addition to the Pole Branch Road widening the original intent and length (2.4 miles) of the project include a short stretch of S-274 from Pole Branch Road to Landing Pointe Drive (end of existing five lane section). This section of S-274 is still planned to be widened from two to five lanes.

(HP) – **Special Note: Not a part of the call but for information.** Pole Branch Road is approximately 1.9 miles long and the distance of S-274 from Pole Branch Road to Landing Pointe Road is approximately 0.5 miles long (includes a bridge replacement). See attached map.

(AS) – What will this do to the conformity numbers?

(JH) – The model previously passed when it was modeled as a 2.4 mile two to five lane widening. It also passed with the pending conformity demonstration with it being a two to three lane widening.

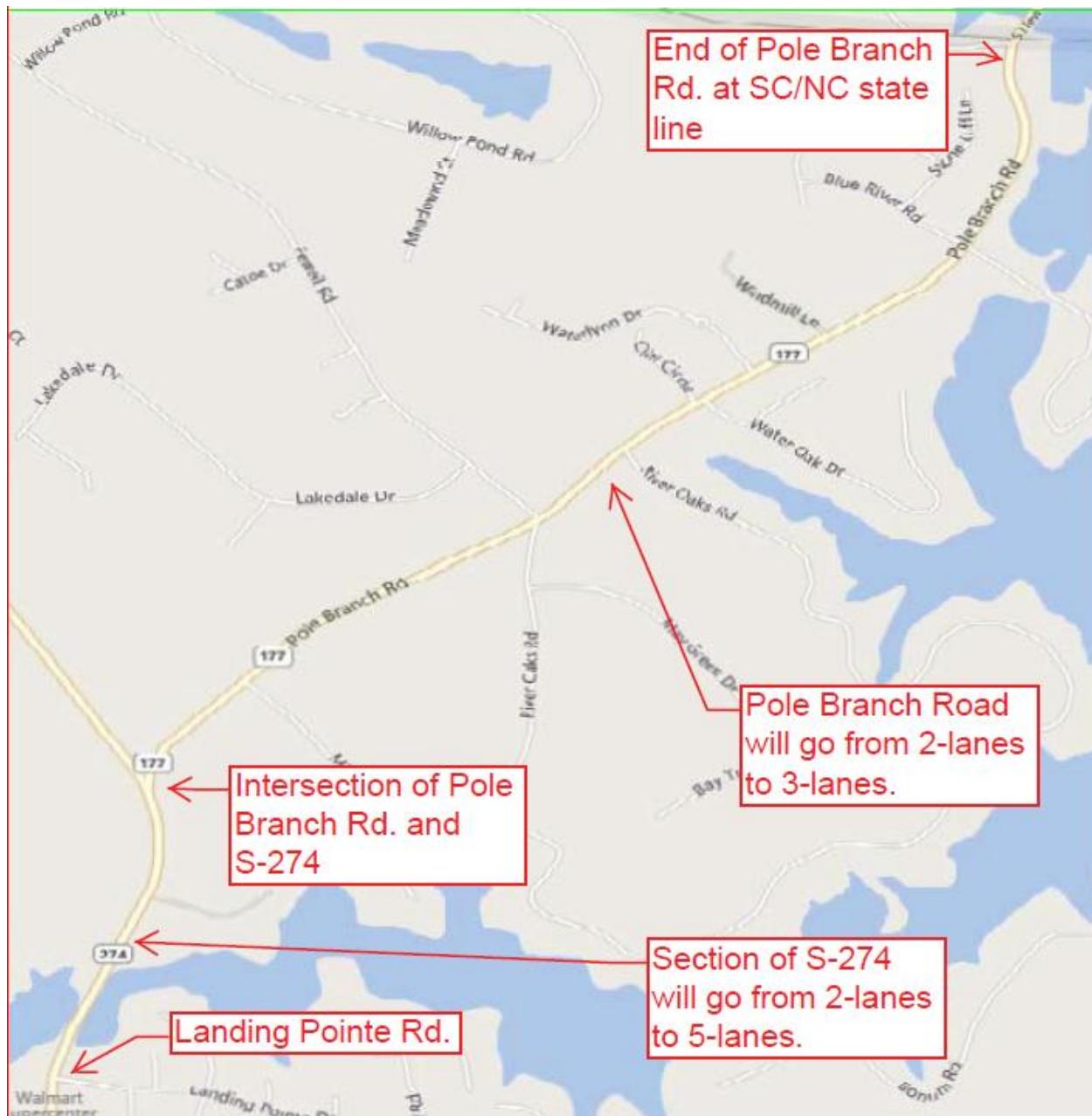
(AS) – Will check with Dianna Myers (EPA-R4) this week about the change.

(DH) – The next RFATS policy committee meeting is November 21, 2014. This was the scheduled meeting for them to approve the conformity finding/demonstration.

(AS) – Will try to provide feedback before then.

(PL) – Appreciates everyone's efforts and noted that there was no change to the build year.

**3:** (AS) – MOVES 2014 (October Release) is available. Biggest change from previous version was related to non-road emissions.





Catherine B. Templeton, Director

*Promoting and protecting the health of the public and the environment*

January 7, 2015

RFATS Administrative Agent  
Post Office Box 11706  
155 Johnston Street  
Rock Hill, SC 29731-1706

VIA EMAIL: [info@rfatsmpo.org](mailto:info@rfatsmpo.org)

Dear Reader:

Thank you for the opportunity to comment on the Rock Hill-Fort Mill Area Transportation Study (RFATS) amended Transportation Conformity Report for the 2035 Long Range Transportation Plan (LRTP) and FY 2014-2019 Transportation Improvement Program (TIP), which reflects the updated modeling of Pole Branch Road. *I am responding on behalf of the South Carolina Department of Health and Environmental Control, Bureau of Air Quality (Bureau).*

The Bureau is concerned about the implication of the December 23, 2014, court decision NRDC (Natural Resources Defense Council) v. EPA (United States Environmental Protection Agency) (DC Circuit Court, No. 12-1321) which held that EPA lacks the authority to revoke the transportation conformity requirement as it applies to the 1997 Ozone National Ambient Air Quality Standard (NAAQS). Accordingly, we would like to suggest that this conformity amendment explicitly state that the conformity demonstration satisfies the conformity requirement for the 1997 Ozone NAAQS as well as the conformity requirement for the 2008 Ozone NAAQS.

Sincerely,

Robert J. Brown, Director  
Division of Air Assessment and Regulation  
SCDHEC Bureau of Air Quality

cc: David Hooper, RFATS Coordinator  
Transportation Planner III

## **APPENDIX C: SUMMARY OF PUBLIC COMMENTS**

The Air Quality Conformity Determination Report Amendment # 4 was circulated via the RFATS website, notice to interested parties, and public review advertisement (attached). The comment period ended on January 08, 2015, and no public comments were received on the Air Quality Conformity Determination Report Amendment # 4.