



ROCK HILL-FORT MILL AREA TRANSPORTATION STUDY

**Transportation Conformity Analysis Report and
Conformity Determination
for the
2035 Long Range Transportation Plan and
Transportation Improvement Program
Amendment #5**

ADOPTED: MAY 31, 2013
AMENDMENT DRAFT: MAY 15, 2015
APPROVED: JUNE 26, 2015

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SECTION 4 LATEST EMISSIONS MODEL

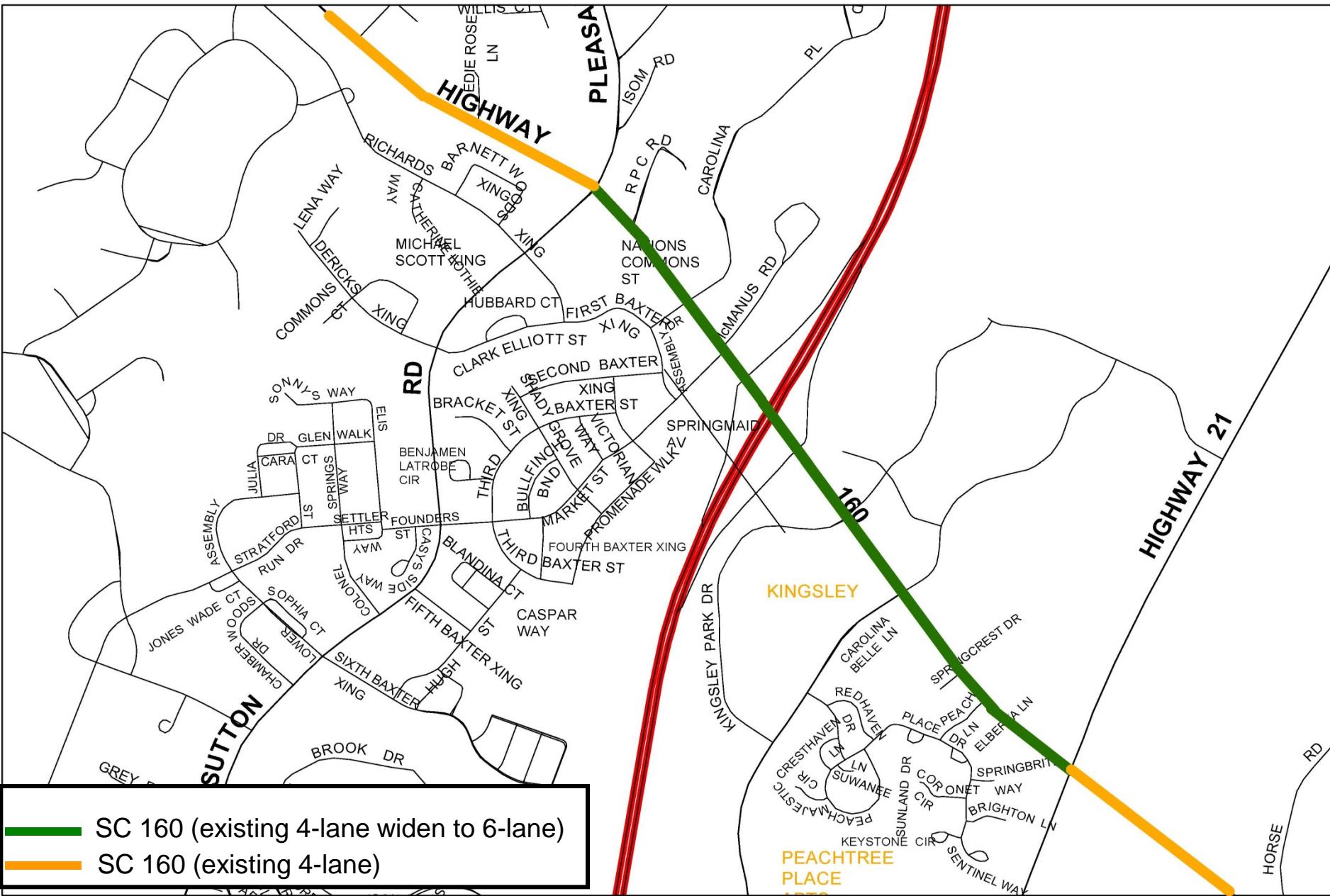
The Transportation Conformity Analysis Report and Conformity Determination for the 2035 Long Range Transportation Plan and Transportation Improvement Program is being amended to incorporate one additional project. Specifically, an interchange improvement at SC 160 / I-77 is being added to the LRTP as well as a supporting four to six lane road widening on the approach from US 21 to Sutton Road.

<u>Project List</u>	<u>Funding Source</u>
● SC 160 / I-77 Interchange Project	(RFATS Guideshare; 2017 Pennies for Progress)

This project is a new interchange reconfiguration at SC 160 / I-77. This project area is reflected in the current long range transportation plan as a principal arterial roadway serving a significant regional travel shed within the transportation network. However, based on an assessment of recent development impacts as well as deficient operating conditions during the AM and PM peak period δ an upgrade to the operating capacity of the interchange area is needed to effectively address increasing travel demand.

As a part of this project, a supporting four to six lane road widening on the approach from US 21 on the east to Sutton Road on the west will be reflected in the emissions model. The approximate length of this widening is 1 mile. As a point of reference – this project will be funded jointly between the Pennies for Progress Program and RFATS. Specifically, RFATS will provide funding for preliminary engineering and ROW and the Pennies Program will cover construction.

SC 160 / I-77 INTERCHANGE PROJECT: 4 TO 6 LANE WIDENING FROM US 21 TO SUTTON ROAD



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

Revised May 15, 2015

2002 Base Year Metrolina Regional Model Network:

(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

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
				*SC 160	Gold Hill Road to I-77	Yes	3.5	5		C	Other Principal Arterial	Spring 2004	2005	No	Yes
				*Herlong Avenue	SC 901 to SC 161	Yes	3.4	5		C	Minor Arterial	Spring 2004	2005	No	Yes
				*Saluda Street	Boggs Street to SC 901 Heckle	Yes	0.7	2	3	C	Minor Arterial	Spring 2004	2005	No	
				*SC 161 / SC 901	SC 161 at SC 901 Intersection	Yes	1.0	5		C	Other Principal Arterial	Complete	2005	No	No
				**SC 5	SC 5 Bypass to Owens Road	No	1.4	2	5	C	Other Principal Arterial	CON 2005	2005	No	Yes
X	X	n/a	SC 161	SC 901 to Mt. Gallant Rd.	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	X	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 (Regent Pkwy. Conn.)	US 21 to Co. Line (Dorman Rd. in NC)	Yes	2	4	New 2 lane	U (Collector)	(Collector)	Complete within York Co.	2007	2009	No	No
X	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	X	SC 274	SC 161 to SC 55	Yes	7.1	2	5	C	Minor Arterial	CON 2009	2009	No	Yes	
X	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	X	Cherry Road	York to Heckle	Yes	0.7	2	5	U	Minor Arterial	RW 2007; CON 2009	2009	No	Yes	
X	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	
	n/a	n/a	**SC 161	SC 274 to SC 5 Bypass	No	5.2	2	5	C	Major Collector	RW 2008; CON 2008	2009	No	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		
X	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	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	
X	X	X	Springhill Farm Road	US 21 to SC 51	Yes	0.7	2	5	C	Major Collector	RW 2009; CON 2011	2015	No	Yes	
X	X	X	SC 51	US 21 to NC Line	Yes	1.25	2	5	C	Minor Arterial	RW 2010; CON 2012	2015	No	Yes	
X	X	X	Fort Mill Southern Bypass (Ph. 2)	Dobys Bridge Road to SC 160	Yes	2	n/a	New 2 lane	U	Minor Arterial	RW 2008; CON 2011	2015	No	Yes	
X			Ebinport Road	Cherry to India Hook	Yes	2.0	2	3	C	Minor Arterial	RW 2009; CON 2011				

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 Rd	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 State Line	Yes	1.87	2	3	C	Collector	RW 2012; CON 2016	2025	No	Yes
X	X			SC 160	US 21 to Sutton Road	Yes	1.0	4	6	C	Other Principal Arterial	ROW 2016; CON 2021	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		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		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		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	X			Mt. Gallant Rd.	Twin Lakes Rd. to Museum Rd.	Yes	2.3	2	3	C	Minor Arterial		2035	No	
X		X		White Street	McCommon to US 21 Bypass	Yes	0.94	2	4		Principal Arterial		2035	No	
X		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		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		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: 2008 OZONE NATIONAL AMBIENT AIR QUALITY STANDARD

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 21st 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.

York Nonattainment Area Transportation Conformity 4/2015		NOx			VOC		
Year	Source	Emissions, kg/day	Applicable MVEB, kg/day	Budget Test	Emissions, kg/day	Applicable MVEB, kg/day	Budget Test
2015	MOVES	6,930	11,272	pass	2,645	3,699	pass
2022 (budget year)	interpolated	4,852	11,368	pass	2,254	3,236	pass
2025	MOVES	3,962	11,368	pass	2,087	3,236	pass
2035	MOVES	3,696	11,368	pass	2,370	3,236	pass

calculation of 2022 emissions

annual decrease in emissions 2015-2025

NOx	VOC
297	56

2022 estimated emissions

4,852	2,254
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MOVES Technical Guide references and inputs/selections made for the MOVES analysis for the spring 2015 RFATS Conformity – Leslie Coolidge 201500413

Area to be modeled

The York County nonattainment area for the 2008 8-hour ozone standard (partial York County) is to be modeled. The area is unchanged from the nonattainment area for the 1997 8-hour ozone standard.

Model version

MOVES 2010b

Scale

County

Calculation Type

Inventory mode

Time Spans

- *For SIP and regional conformity analysis, hour should be selected for Time Aggregation Level.*
- *Users should choose the appropriate months for the pollutant being analyzed, i.e., the summer ozone season for NOx and hydrocarbons, or the winter CO season.*
- *Weekday data should be used for any inventory that represents a typical summer or winter day.*
- *To properly estimate emissions for a day, month or year, the user must select all 24 hours. (2.3, technical guide)*

Hourly aggregation selections:

- Analysis years 2025, 2035 (interpolate 2022). No updates to the year 2015.
- July
- Weekdays
- 24 hours

Vehicles/Equipment

For SIP and regional conformity analyses, users must select the appropriate fuel and vehicle type combinations in the On Road Vehicle Equipment panel to reflect the full range of vehicles that will operate in the county. In general, users should simply select all valid diesel, gasoline, and CNG (only transit buses) vehicle and fuel combinations, unless data are available showing that some vehicles or fuels are not used in the area of analysis. (2.5, technical guide)

MOVES automatically allocates some VMT to CNG buses if transit buses are selected. We could not get a “green check” that MOVES accepted our fuel input with CNG included, and CATS confirmed they have no CNG buses, so CNG transit bus (the only CNG combination listed) was removed from the vehicle type list, and in the FuelEngFraction table (under Strategies/ Alternate Vehicle and Fuel Technologies) CNG transit VMT was reassigned to diesel transit vehicles.

The vehicle equipment selection includes all gasoline and diesel vehicle combinations.

Road Type

All SIP and regional conformity analyses must include the Off-Network road type in order to account for emissions from vehicle starts, extended idle activity, and evaporative emissions (for hydrocarbons). (2.6, technical guide)

All road types have been added.

Pollutants/processes

Users must select all processes associated with a particular pollutant in order to account for all emissions of that pollutant. For example, there are 11 separate pollutant processes in MOVES for hydrocarbon emissions; all 11 must be selected when estimating hydrocarbon emissions for SIPs or regional conformity analyses. (2.7, technical guide)

All processes for total gaseous hydrocarbons, non-methane hydrocarbons, VOC and NOx have been selected, except refueling emissions, since these are already captured in our area source inventory. (We have contacted EPA about this selection.)

Output Emission Detail

Output at the Hour level is recommended for Time unless the user is certain that emission results are not needed by time of day. (2.10.4, technical guide)

24-Hour Day has been selected.

Units

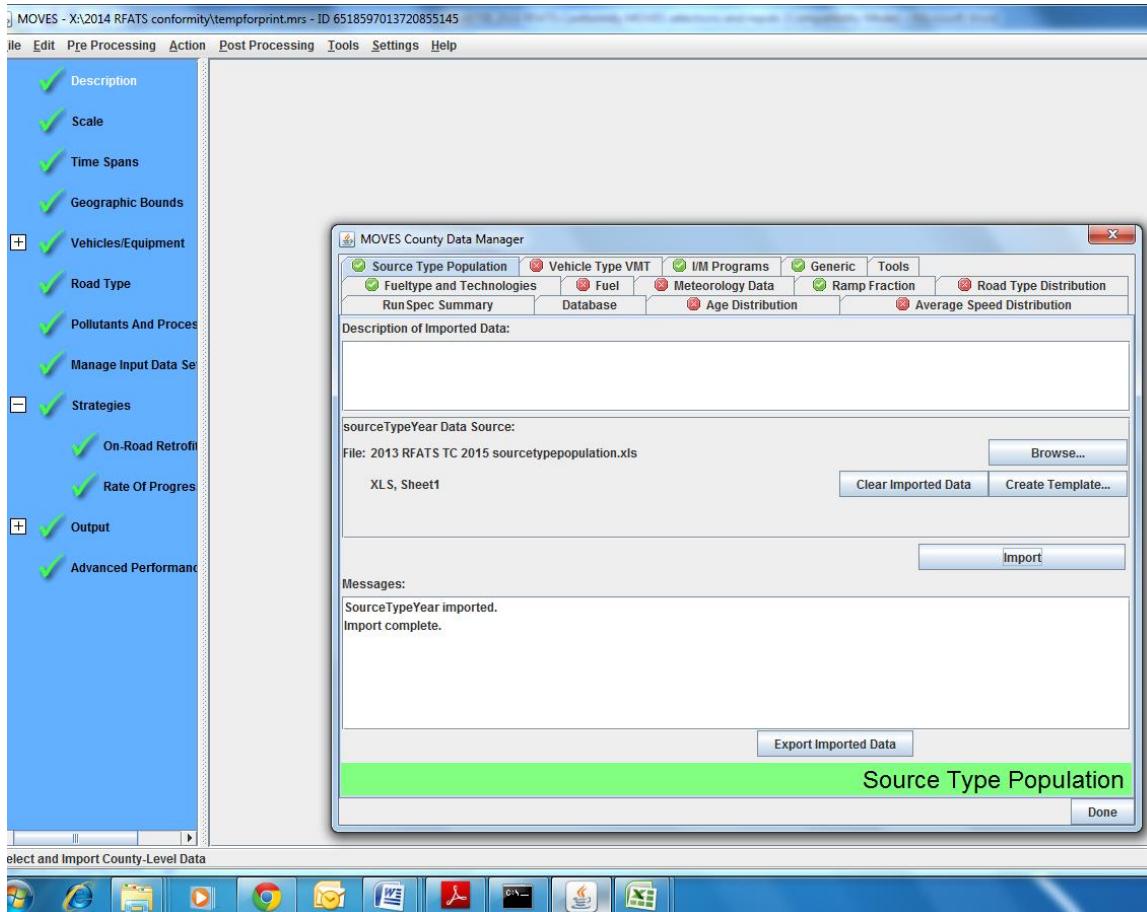
Kilograms have been selected. Kg/day has been used since the RFATS Attainment Demonstration was originally submitted in 2007.

Source Type Population

Source type (vehicle type) population is used by MOVES to calculate start and evaporative emissions. Because vehicle population directly determines start and evaporative emission, users must develop local data for this input. If population is not

available for a particular source type, users could estimate population for that source fuel type based on the MOVES default split of that source type within the HPMS vehicle class. In the absence of any other source of population data, users could base population estimates on the VMT estimates for a particular source type and the ratio of MOVES default population to VMT by source type. (3.3, technical guide)

Input files will be developed using the most recent available July 31 (or August 1) SCDMV snapshot of York County vehicle population and the default York county source type population data from the same year, exported from MOVES. Motorcycle population from the SCDMV snapshot will be used for the York County motorcycle population. The total passenger vehicle population from the SCDMV data will be distributed among cars and trucks in the same ratio as cars and trucks are distributed in the MOVES default population. Vehicles designated as "trailers" will be removed from the SCDMV population total. The remaining vehicles will be assigned to the other MOVES categories in the same proportions as they are distributed in MOVES. The ratio of 2010 RFATS population to 2010 York County population will be used to apportion vehicles to RFATS. Past vehicle population trends will be applied to future years.



Vehicle Type VMT

VMT data from the Metrolina model and averaged data from three consecutive SCDOT functional class annual reports, years 2008-2010, will be used in building the VVMT files. (The 2008-2010 average of SCDOT functional class data will be used for creating vehicle type VMT inputs for all comparisons to the 2013 and 2022 Motor Vehicle Emissions Budgets [MVEBs].)

sourcetypeID	monthlyID	roadtypeID	dayID	dayVMTFraction
11	1	1	2	0.237635
11	1	1	5	0.762365
11	1	2	2	0.237635
11	1	2	5	0.762365
11	1	3	2	0.237635
11	1	3	5	0.762365
11	1	4	2	0.237635
11	1	4	5	0.762365
11	1	5	2	0.237635
11	1	5	5	0.762365
11	2	1	2	0.237635
11	2	1	5	0.762365
11	2	2	2	0.237635
11	2	2	5	0.762365
11	2	3	2	0.237635
11	2	3	5	0.762365
11	2	4	2	0.237635
11	2	4	5	0.762365
11	2	5	2	0.237635
11	2	5	5	0.762365
11	3	1	2	0.237635
11	3	1	5	0.762365
11	3	2	2	0.237635
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11	3	4	5	0.762365
11	3	5	2	0.237635
11	3	5	5	0.762365
11	4	1	2	0.237635
11	4	1	5	0.762365
11	4	2	2	0.237635
11	4	2	5	0.762365
11	4	3	2	0.237635
11	4	3	5	0.762365

Fuel Formulation and Supply

In general, users should first review the default fuel formulation and fuel supply data, and then make changes only where local volumetric fuel property information is available. The lone exception to this guidance is in the case of RVP where a user should change the value to reflect the regulatory requirements and differences between ethanol- and non-ethanol blended gasolines. (3.9, technical guide)

RVP default changed to required RVP of 9.0.

Meteorology

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

For .. average summer or winter day ozone ...for SIP or conformity purposes, users should input average daily temperature profiles during the months when ozone or CO exceedances typically occur. For ozone season analysis, users can enter the local average temperature profile.. for July, or for the three month period that best represents the area's ozone season. (3.2, technical guide)

Surface hourly data for the Charlotte International Airport was used. Average hourly temperatures and relative humidity were calculated for the month of July using the years 2004 – 2010. The conformity determination needs to have the same information used to prepare the 1997 8-hour ozone maintenance SIP MVEBs.

Road Type Distribution

The road type distribution files represent averaged data from three consecutive SCDOT functional class annual reports, years 2008-2010. (The 2008-2010 average of SCDOT functional class data will be used for road type distribution inputs for all comparisons to the 2013 and 2022 MVEBs.)

Age Distribution

For SIP and conformity purposes, EPA recommends and encourages states to develop local age distributions. If users are unable to acquire data to develop a local age distribution or have reason to believe that data about locally registered vehicles is not necessarily representative of that entire portion of the fleet then MOVES national default age distributions can be used. (3.4, technical guide)

We will use defaults for age distribution.

Average Speed Distribution

Data from the Metrolina model will be used to create average speed files.

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
404-865-5600
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)

August 5, 2015

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

Dear Mr. Hooper:

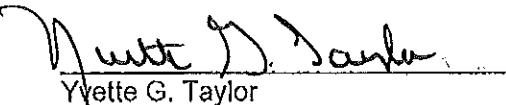
The Federal Highway Administration (FHWA) and the Federal Transit Administration (FTA) have completed the review of Amendment 5 to the Rock Hill-Fort Mill Area Transportation Study (RFATS) Transportation Conformity Determination Report for the 2035 Long Range Transportation Plan (LRTP) and FY 2014-2019 Transportation Improvement Program (TIP). We have also coordinated our review with the Environmental Protection Agency (EPA) Region IV.

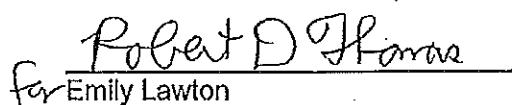
Based on our review and the comments provided to us by the EPA, we find that the RFATS 2035 LRTP and FY 2014-2019 TIP conform to the purpose of the State Implementation Plan (SIP) in accordance with 40 CFR Part 93.

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

Federal Highway Administration


Yvette G. Taylor
Regional Administrator
Federal Transit Administration


for Robert D. Thomas
Emily Lawton
South Carolina Division Administrator
Federal Highway Administration

Enclosure

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

RESOLUTION APPROVING AMENDMENT #5 TO THE TRANSPORTATION
CONFORMITY DETERMINATION FOR THE 2035 LONG RANGE
TRANSPORTATION PLAN AND 2014-2019 TRANSPORTATION
IMPROVEMENT PROGRAM FOR THE
ROCKHILL-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

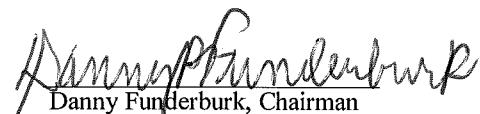
WHEREAS, the Transportation Conformity Determination for the RFATS 2035 Long Range Transportation Plan is being amended to reflect an interchange reconfiguration at SC 160 / I-77 as well as a supporting four to six lane road widening on the approach from US 21 to Sutton Road in the transportation model network, and

WHEREAS, the 2035 Long Range 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 Long Range Transportation Plan and Transportation Improvement Program conform to the purpose of the South Carolina State Implementation Plan in accordance with the Clean Air Act as Amended (CAA), and the Moving Ahead for Progress in the 21st Century Act or MAP-21 on this 26th day of June, 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, Chairman

ATTEST:


David F. Hooper, Secretary

APPENDIX B: INTERAGENCY CONSULTATION MEETING MINUTES
AND AGENCY COMMENTS

York County Interagency Consultation Meeting Notes

April 9, 2015

Attendees:

Leslie Coolidge, DHEC
Roger Jerry, DHEC
Brian Barnes, DHEC
Nelson Roberts, DHEC
Richard Wong, EPA
David Hooper, RFATS

Henry Phillips, SCDOT
Allison Love, York County
Amanetta Somerville, EPA
Michael Dennis, SCDOT
Zuri Farnago, EPA

CONFORMITY AMENDMENT

David briefly reviewed interchange priorities in the current Long Range Transportation Plan; specifically at SC 160 and Celanese Road. As a point of reference, David noted that these two corridors serve the largest regional travel sheds within the MPO Planning Area and are critical to the overall functionality of the transportation network. With this in mind, David then outlined significant development activity adjacent to SC 160 / I-77 and a recommended reconfiguration of the interchange and a supporting 4 to 6 lane capacity addition on the approach.

Discussion then followed regarding the starting and end points of the capacity addition . which will run from US 21 east of the interstate and to Sutton Road on the west. Michael then asked about the approximate length of this area. Allison then noted that this section reflects a total distance of 1.0 mile.

In addition to the specific activities typically associated with an amendment to the conformity report, David then stated that North Carolina is in the process of updating their STIP; and of course, all the MPOs are amending their TIPs. Discussion then followed regarding modeling coordination and our respective schedules. Discussion then concluded with the understanding that updated model runs will be completed and slated for follow-up discussion / review by the IAC at the May 6th meeting.

Next Meeting:

The next meeting of the York County Interagency Consultation Group will be **May 6, 2015 at 9:00 am.**

York County Interagency Consultation Meeting Notes

May 6, 2015

Attendees:

Leslie Coolidge, DHEC	Amanetta Somerville, EPA
Roger Jerry, DHEC	Henry Phillips, SCDOT
Brian Barnes, DHEC	Bill Jordan, SCDOT
Allison Love, York County	Michael Dennis, SCDOT
Jessica Hekter, FHWA	
David Hooper, RFATS	

Conformity Amendment #5

DHEC summarized the modeling outputs highlighting changes for the group. All years passed with upgrades to SC 160. RFATS thanked DOT and DHEC for accommodating the compressed schedule and stated they would be putting the documents out for public comment and were shooting for final approval in June/July 2015.

RFATS Re-designation Request

DHEC briefed the group on the effort to get the RFATS area re-designated. The request package was sent to EPA for approval on April 17th. DHEC is hoping to have feedback on the request in the next few months.

Next Meeting:

The next meeting of the York County Interagency Consultation Group will be **July 1, 2015 at 9:00 am.**

APPENDIX C: SUMMARY OF PUBLIC COMMENTS

The Air Quality Conformity Determination Report Amendment # 5 was circulated via the RFATS website, notice to interested parties, and public review advertisement (attached). The comment period ended on June 00, 2015, and no public comments were received on the Air Quality Conformity Determination Report Amendment # 5.

Name CITY OF ROCK HILL RFATS

Name CITY OF ROCK HILL RFATS

No. 0001747305 \$

Filed with The Herald

THE HERALD, FORT MILL TIMES, LAKE WYLIE PILOT, ENQUIRER HERALD

On (date) May 28, 2015

STATE OF SOUTH CAROLINA

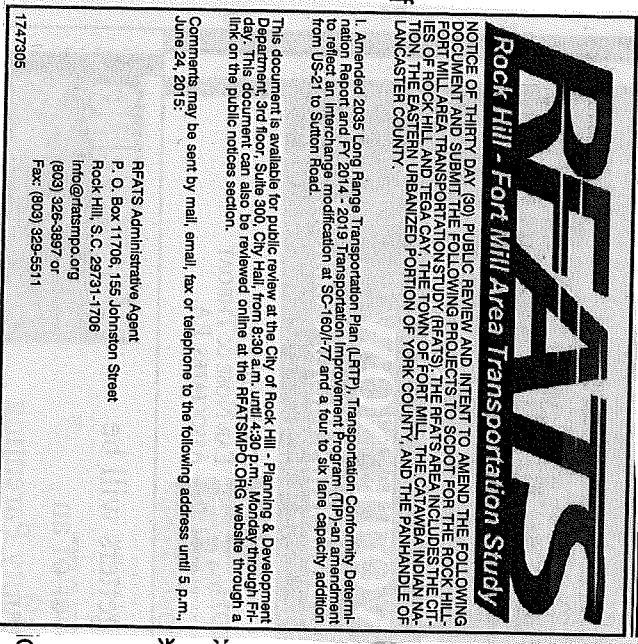
County of York

I, **Sonya VanSickle**

of The Herald, a newspaper published in York County, South Carolina, being duly sworn, certify that the attached advertisement of:

LEGAL NOTICE

was duly published in the afore said newspaper these dates 05/22/2015



Date May 22, 2015

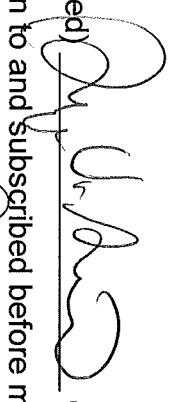
vs.

**THE HERALD, FORT MILL
TIMES, LAKE WYLIE PILOT,
THE ENQUIRER HERALD**

Rock Hill, York Co., S.C. for 1

RFATS Administrative Agent
P. O. Box 11706, 155 Johnston Street
Rock Hill, S.C. 29731-1706
Info@rfatsmpd.org
(803) 326-3897 or
Fax: (803) 329-5511

id 1747305

(Signed) 
Sworn to and subscribed before me this 5th
day of June 2015

Notary Public for South Carolina

**EXTRA CHARGE FOR LOST
OR
DUPLICATE AFFIDAVITS**

My commission expires April 12, 2016

**THIS IS AN IMPORTANT
LEGAL DOCUMENT.
LEGAL DOCUMENT PLEASE DO NOT**