

Rock Hill - Fort Mill Area Transportation Study

**Transportation Conformity Analysis Report and Conformity
Determination for the 2035 Long Range Transportation Plan and
Metropolitan Transportation Improvement Program**

Adopted by RFATS Policy Committee
May 31, 2013

Approved by USDOT
June 7, 2013

This report was coordinated by the Rock Hill - Fort Mill Area Transportation Study (RFATS), in cooperation with the South Carolina Department of Health and Environmental Control, South Carolina Department of Transportation, and other agencies.

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Introduction

The purpose of this report is to document compliance with the provisions of the Clean Air Act Amendments of 1990 (CAA) and the Moving Ahead for Progress in the 21st Century (MAP-21) legislation of 2012. 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 S.C. Department of Health & Environmental Control (SCDHEC). All regionally significant federally funded projects in areas designated by the United States Environmental Protection Agency (USEPA) as air quality non-attainment or maintenance areas must come from a conforming LRTP and TIP.

There are three different near-term triggers for an RFATS transportation conformity determination. Transportation conformity is required to be performed every four years as a component of the LRTP/TIP update (required by June 10, 2013). A conformity determination is also required within one year of the effective date of the 2008 ozone standard (required by July 20, 2013), and 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 submitted in the re-designation and maintenance plan for the 1997 8-hour ozone standard (required by October 9, 2014). This conformity analysis is intended to satisfy all three of these requirements.

The Metropolitan Planning Organization (MPO) is required by 23 CFR 134 and 40 CFR Parts 51 and 93 to make a conformity determination on any newly adopted or amended fiscally-constrained LRTPs and TIPs. The intent of this report is to document the conformity determinations for the 2035 LRTP and 2014-2019 TIP for the Rock Hill – Fort Mill Area Transportation Study (RFATS) MPO. In addition, the United States Department of Transportation (USDOT), specifically, the Federal Highway Administration (FHWA) and the Federal Transit Administration (FTA), must make a conformity determination on the LRTPs and TIPs in all non-attainment and maintenance areas. The transportation conformity requirement for the 1997 ozone national ambient air quality standard (NAAQS), for which RFATS was previously designated non-attainment, remains in effect until July 20, 2013, when a conformity determination for the 2008 ozone NAAQS is required. The RFATS Study Area is currently designated non-attainment for the 2008 8-hour ozone standard.

The MPO Conformity Determination for the 2035 LRTP and FY 2014-2019 TIP was approved on May 31, 2013. By this action, the MPO demonstrated that the 2035 LRTP and 2014-2019 TIP are consistent with Section 176(c) of the Clean Air Act, the State Implementation Plan, MAP-21, and 40 CFR Parts 51 and 93. The conformity demonstrations are documented by the MPO and SCDHEC in this report. It includes the regional emissions test comparison prepared for the 2035 LRTP and 2014-2019 TIP, demonstrating compliance with the applicable motor vehicle emissions tests.

In addition, this report documents the interagency consultation process, public participation process, and analysis methodology used to demonstrate transportation conformity.

USDOT made its conformity determination on the 2035 LRTP and 2014-2019 TIP on June 10, 2013.

A copy of the letter and resolution approving the conformity determination are included in Appendix A.

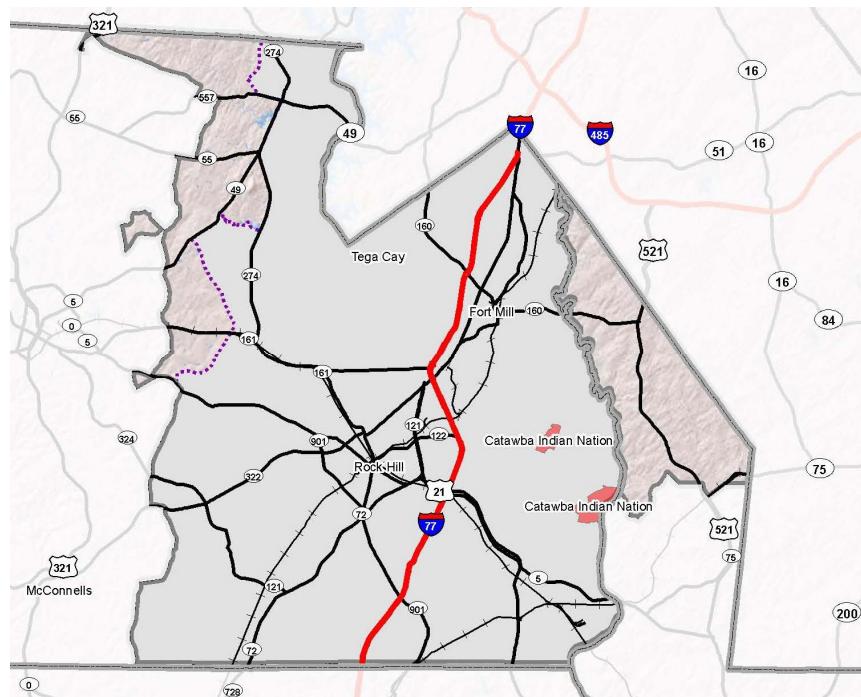
The LRTP is a federally-mandated, long-term planning document detailing the transportation improvements and policies to be implemented in the RFATS Study Area. In addition, it outlines its goals and objectives, as well as addresses transportation related issues and impacts over 20-year minimum horizon. The LRP is updated on a four (4) year cycle. This 2035 LRTP is an update to the April 24, 2009 plan.

Air Quality Planning

The part of York County that is within the RFATS Study Area was designated as non-attainment for the 1997 8-hour ozone standard as part of the Charlotte-Gastonia-Rock Hill, SC-SC non-attainment area, effective June 15, 2004. It was re-designated to attainment on December 26, 2012. As a maintenance area, the RFATS Study Area remains subject to transportation conformity for the 1997 standard until July 20, 2013. The RFATS study area was designated as nonattainment for the 2008 8-Hour Ozone Standard (marginal), effective July 20, 2012. This designation was published in 77 FR 30160 on May 21, 2012. Appendix E reflects the Federal Register Notice.

Figure 1 to the right depicts the RFATS Study Area as compared to the designated non-attainment area. It is important to note that the Catawba Indian Nation, shown in red, while inside the boundary non-attainment area is excluded from being non-attainment. The area shown in grey is the non-attainment area.

The new RFATS Study Area exceeds the non-attainment area in the Lancaster County pan handle area and along the western side. These areas are shown with no shading.



Latest Planning Assumptions

The RFATS Study Area is part of the Metrolina Regional Travel Demand Model, which continues to be used as part of the regional emissions analysis. Appendix B lists the projects that were included in this model, for the purposes of the regional emissions analysis.

The planning assumptions and travel forecasts used in the Metrolina model to develop the 2035 LRTP and 2014-2019TIP were also used in this conformity analysis. These are the latest planning assumptions as required in 40 CFR 93.110. They include estimates of future population, employment, travel and congestion, and are less than five years old.

The RFATS Study Area is a rapidly growing area within the Charlotte, NC MSA. Mobility has been focused on a highway network to support single occupancy vehicles. Existing transit services are limited, but include and (versus the) express bus service between Rock Hill and Charlotte; vanpools; and a demand response transportation service.

The vehicle age distribution and fleet mix distributions used as input to the emissions model were provided by SCDHEC. The SCDHEC Bureau of Air Quality has found that the local data are not collected in a manner consistent with all of the vehicle types found in MOVES2010a. Default data were used for vehicle age distribution, while a blend of local and default data were used to establish source type population.

Source type distribution input files were developed using a July 31, 2012 snapshot of York County vehicle population from SCDMV and the 2012 default York County source type population data, exported from MOVES. Motorcycle population from the SCDMV snapshot was used for the York County motorcycle population. The total passenger vehicle population from the SCDMV data was distributed among cars and trucks in the same ratio as cars and trucks are distributed in the MOVES default population. Vehicles designated as “trailers” were removed from the SCDMV population total. The remaining vehicles were 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 was used to apportion vehicles to RFATS. Past vehicle population trends were applied to future years. For the 2008 8-hour ozone test, base and horizon years being modeled are 2013, 2015, 2025, and 2035. The year 2022 was also studied via interpolation.

For on-road mobile sources, the emissions deduction target is encapsulated into an area’s motor vehicle emissions budget (MVEB), which identifies the allowable on-road emissions level to attain the air quality standards. These budgets are, in effect, a cap on emissions representing the holding capacity of the area. While the MVEB’s are based on the emissions inventory projection, they may not be identical. There is an established Motor Vehicle Emissions Budget (MVEB) for the RFATS non-attainment area, shown in **Table 1**. Consequently, results from each analysis year were compared with the MVEB to determine if they are attaining the standard.

Table 1 – RFATS Non-Attainment Area Motor Vehicle Emission Budgets (MVEBs)

Year	NOx, kg/day	VOC, kg/day
2013	11,272	3,699
2022	11,368	3,236

The Metrolina model is a regional travel demand model that was developed for use in regional planning applications and air quality conformity. It is based on the four-step travel demand process (trip generation, trip distribution, mode choice and assignment) and runs on the TransCAD platform. It covers all of Mecklenburg County (NC), Union County (NC), Cabarrus County (NC), Rowan County (NC), Lincoln County (NC), Gaston County (NC), Stanly County (NC), York County (SC), and portions of Iredell County (NC), Cleveland County (NC), and Lancaster County (SC). Thus, the model covers an area larger than the RFATS area and larger than the non-attainment area.

MRM1102 was adopted by the MRM Executive Committee as the official model set for the RFATS conformity analysis.

Highway mobile sources are considered those vehicles that travel on the roadways and comprise over 42 percent of the NOx emission in South Carolina. Emissions from motor vehicles occur throughout the day while the vehicle is in motion, at idle, parked, and during refueling. Each of these emissions sources needs to be estimated in order to properly reflect the total emissions from this source category. In its simplest terms emissions from highway mobile sources are calculated by multiplying an activity level, in this case daily vehicle miles traveled (VMT). Listed below are the modeling assumptions used in the South Carolina State Implementation Plan (SIP).

1. Speed Assumptions – Emissions from motor vehicles vary with the manner in which the vehicle is operated. Vehicles traveling at 65 miles per hour (mph) emit a very different mix of pollutants than the car that is idling at a traffic signal. SDHEC will use MOBILE 6.2 default speed assumptions for the modeling effort.
2. Vehicle Age Distribution – SDHEC will use MOBILE 6.2 default vehicle age distribution for this modeling effort.
3. Vehicle Mix Assumptions - SDHEC will use MOBILE 6.2 default vehicle mix assumptions for this modeling effort.
4. Temperature Assumptions – MOBILE 6 in the SMOKE emissions model used the gridded (modeled) meteorology data to calculate temperature. Spatial and temporal temperature averaging will be implemented to minimize the SMOKE (mobile) run times.
5. Vehicle Inspection and Maintenance Program Assumptions – The State of South Carolina does not have any inspection and maintenance programs.
6. RVP Assumptions – Reid Vapor Pressure (RVP) reflects a gasoline's volatility. South Carolina has a RVP of 9.0 psi for all counties during May-September, and indicated in the USEPA's Guide on Federal and State Summer RVP Standards for Conventional Gasoline Only (EPA420-B-05-012 November 2005). For the remaining months, RVP's follow the ASTM D4814 Standard Specification for Automotive Spark-Ignition Engine Fuel which is 13.5 psi. This is a statewide standard.
7. VMT Assumptions – Mobile source emission are calculated by multiplying emissions factors by daily VMT. SCDEHC will use VMT provided by the South Carolina Department of Transportation (SCDOT).

Latest Emissions Model

As substantial preparation was done for conducting the conformity analysis using MOVES 2012a while the revision of 2010B, the latest version of the MOVES model, was pending, the analysis was completed using MOVES2010a. THE 2012 EPA document *Policy Guidance on the Use of MOVES2010, and Subsequent Minor Revisions for State Implementation Plan Development, Transportation Conformity, and Other Purposes* notes that “minor revisions to MOVES2010 (e.g.,

MOVES 2012a and MOVES2010b) do not significantly change criteria pollution emissions compared to MOVES2010, and therefore, we did not consider such revisions to be a new model for SIP and transportation conformity purposes under 40 CFR 93.111. “Mobile 6.2, the emissions modeling software used in the region’s previous conformity determination, is now considered outdated. Appendix F provides the MOVES model files.

MOBILE6.2, the emissions modeling software used in the region’s previous conformity determination, is now considered outdated. Appendix F provides the MOVES model files.

Off-Model Calculations

There were no off-model calculations performed as a part of this analysis.

Interim Emissions Tests

The RFATS non-attainment area has an established Motor Vehicle Emission Budget. As a result, no interim emissions test was required.

Transportation Control Measures

As required in 40 CFR 93.113, the LRTP must provide for timely completion or implementation of all Transportation Control Measures (TCMs) in the applicable Statewide Implementation Plan (SIP), and nothing in the LRTP may interfere with the implementation of any TCM in the SIP. It is important to note that there are currently no TCM’s applicable to York County approved in the SC SIP.

Interagency Consultation

The 2035 LRTP and FY 2014-2019 TIP and Conformity Determination have undergone interagency consultation as required in 40 CFR 93.112. Regular interagency consultation meetings involving RFATS, SCDOT, FHWA, SCDHEC, EPA, and York County have been held. Interagency consultation began in April 19, 2012 with monthly meetings to discuss and agree upon the LRTP and TIP update schedule, model parameters, latest planning assumptions, horizon years, exempt projects, and regionally significant projects.

The Interagency Consultation Committee (IAC) selected horizon years for the emissions reduction test in accordance with the requirements of 40 CFR Part 93.106. Specifically, the selected analysis years are 2013 (budget year), 2015 (interim year), 2022 (budget year), 2025 (interim year), and 2035 (plan horizon year).

The IAC selected exempt projects using Table 2 of 40 CFR Part 93.126 and Table 3 of 40 CFR 93.127. The IAC defined regionally significant projects using the definition of regionally significant projects in 40 CFR Part 93.101.

A summary of issues raised and responses, along with any written agency comments, are provided in Appendix C.

Public Participation

The 2035 LRTP and FY 2014-2019 TIP were reviewed by the public in accordance with RFATS' Public Participation Plan. This Conformity Determination Report was also made available for public review. A public hearing was held on May 31, 2013. Copies of citizen comments and agency responses to them are attached to this report in Appendix D.

Financial Constraint

The 2035 LRTP and FY 2014-2019 TIP are fiscally constrained in accordance with 40 CFR 93.108.

Finding of Conformity

The Rock Hill – Fort Mill Area Transportation Study finds that the 2035 LRTP meets the conditions described earlier in this document and thus conforms to the intent of the Clean Air Act and the requirements of 40 CFR 93. **Table 2**, on the following page, shows the results for each analysis year compared with the MVEB.

Table 2 – York County 8-Hour Ozone Non-Attainment Area
Transportation Conformity Analysis

Year	Source	NOx		VOC	
		Emissions, kg/day	MVEB, kg/day	Emissions, kg/day	MVEB, kg/day
2013	MOVES	9,561	11,272	3,113	3,699
2015	MOVES	7,755	11,272	2,706	3,699
2022	Interpolated	5,330	11,368	2,145	3,236
2025	MOVES	4,290	11,368	1,904	3,236
2035	MOVES	4,014	11,368	1,902	3,236

Copies of the adopting resolution and conformity finding are attached in Appendix A.

Cross-Reference Index

Table 3 below charts RFATS compliance with applicable federal requirements.

Table 3 – Cross-Reference Index	
Conformity Requirement	Page # or Appendix
Formal findings of conformity	8
Table of Contents	2
The purpose of this report is to comply with the requirements of the CAAA, MAP-21, and 40 CFR 51 and 93	3
The former and current classification of the air shed and the pollutants for which the air shed was classified as non-attainment	4
The date the region was designated non-attainment	3
The emissions expected from implementation of the long-range plan are equal to, or less than, the Motor Vehicle Emissions Budget	7
The adopted long-range plan is fiscally constrained (§93.108)	7
The latest planning assumptions were used in the conformity analysis (§93.110). The latest emissions model was used in the conformity analysis (§93.111)	4
The list of federally funded T.C.M. activities included. (§93.113)	7
Conformity determined according to §93.105 and the adopted public involvement procedures	7
Dates of the Technical Coordinating Committee reviews of the conformity determination and the recommendation	6
SIP emissions budget test or baseline comparison demonstrates conformity of the adopted long-range transportation plan	5
Listing of projects in each analysis year (highway)	Appendix B
VMT & Summary	Appendix F
Off-model analysis performed	N/A
Significant comments of reviewing agencies addressed by the MPO, or a statement that no significant comments were received	Appendix D
Emissions Calculations	N/A
MOVES2010a input files	Appendix F

Appendix A: Adoption and Approval Resolutions / Letters

**RESOLUTION FINDING THE ROCK HILL-FORT MILL AREA
TRANSPORTATION STUDY (RFATS) 2035 LONG-RANGE
TRANSPORTATION PLAN AND TRANSPORTATION IMPROVEMENT
PROGRAM IN CONFORMITY WITH THE SOUTH CAROLINA STATE
IMPLEMENTATION PLAN FOR AIR QUALITY**

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 updated RFATS 2035 Long Range Transportation Plan meets the planning requirements of 23 CFR Part 450.322; and

WHEREAS, the 2014-2019 Transportation Improvement Program is a subset of the 2035 Long Range Transportation Plan; and

WHEREAS, the United States Environmental Protection Agency (USEPA) designated RFATS as non-attainment for ozone on May 21, 2012; and

WHEREAS, the transportation conformity analysis of the RFATS 2035 Long Range Transportation Plan is based on the most recent estimates of population, employment, travel, and congestion; and

WHEREAS, the RFATS 2035 Long Range Transportation Plan is financially constrained; and

WHEREAS, there are no transportation control measures in the South Carolina State Implementation Plan (SIP) that pertain to the RFATS area; and

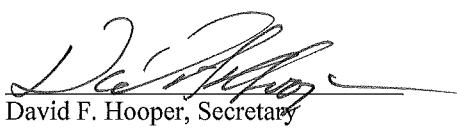
WHEREAS, the most recent vehicle emissions model was used to prepare the quantitative emissions analysis dated April, 2013; and

WHEREAS, those projects and programs included in the RFATS 2035 Long Range Transportation Plan contribute to annual emissions reductions as shown by the quantitative emissions analysis dated April, 2013.

NOW, THEREFORE BE IT RESOLVED, that the RFATS Policy Committee finds that the RFATS 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 (CAAA), and the Moving Ahead for Progress in the 21st Century Act (MAP-21) on this 31st day of May, 2013.

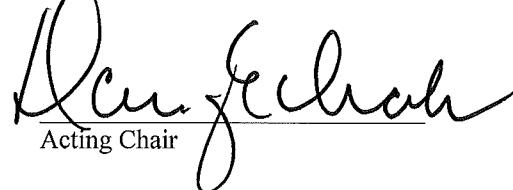
BE IT FURTHER RESOLVED, that the RFATS Policy Committee authorizes the Chairman or Acting Chair to sign said Resolution on behalf of all the membership.

ATTEST:



David F. Hooper, Secretary

APPROVED:



Acting Chair

**RESOLUTION ADOPTED BY THE ROCK HILL-FORT MILL AREA
TRANSPORTATION STUDY (RFATS) POLICY COMMITTEE APPROVING
THE 2035 LONG RANGE TRANSPORTATION PLAN UPDATE AND
TRANSPORTATION IMPROVEMENT PROGRAM**

WHEREAS, the Rock Hill-Fort Mill Area Transportation Study (RFATS), and the South Carolina Department of Transportation are actively involved in transportation planning for the Rock Hill-Fort Mill Study Area; and

WHEREAS, the Rock Hill-Fort Mill Study Area has an existing 2035 Long Range Transportation Plan and Transportation Improvement Program; and

WHEREAS, the RFATS Policy Committee is the duly recognized transportation decision making body for the 3-C transportation planning process in the Rock Hill-Fort Mill Study Area as required by 23 CFR Part 134; and

WHEREAS, the RFATS Study Team and the Policy Committee for the Study Area have prepared an update to the 2035 Long Range Transportation Plan and Transportation Improvement Program; and

WHEREAS, it is recognized that the proper movement of traffic within and through the Rock Hill-Fort Mill Study Area is a highly desirable element of the Long Range Transportation Plan for the orderly growth and development of the Study Area; and

WHEREAS, after the full study of the updated Long Range Transportation Plan and Transportation Improvement Program, the RFATS Policy Committee of the Rock Hill-Fort Mill Study Area agrees it to be in the best interests of the Study Area to adopt said Plan and Program; and

WHEREAS, the public has had the opportunity to review and comment on the Long Range Transportation Plan and Transportation Improvement Program through public meetings and document sharing.

NOW, THEREFORE, BE IT RESOLVED that members of the RFATS Policy Committee approve and endorse the updated 2035 Long Range Transportation Plan and 2014-2019 Transportation Improvement Program as prepared by the RFATS Study Team and the South Carolina Department of Transportation on this 31st day of May, 2013.

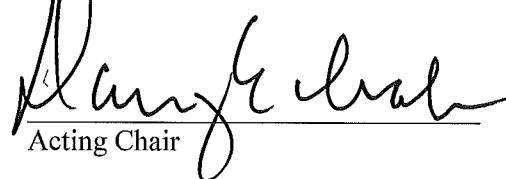
BE IT FURTHER RESOLVED that the RFATS Policy Committee authorizes the Chairman or Acting Chair to sign said Resolution on behalf of all the membership.

ATTEST:



David F. Hooper, Secretary

APPROVED:



Acting Chair



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)

June 7, 2013

Ms. David Hooper
RFATS Coordinator / Transportation Planner
Rock Hill-Fort Mill Area Transportation Study
P.O. Box 11706
155 Johnston Street
Rock Hill, SC 29731

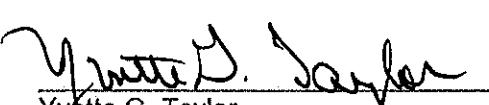
Dear Mr. Hooper:

The Federal Highway Administration (FHWA) and the Federal Transit Administration (FTA) have completed the review of 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.

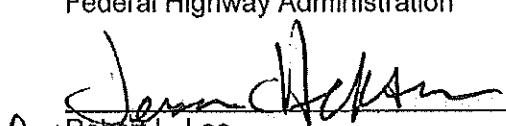
Based on our review and the comments provided to us by the EPA, we find that the RFATS 2035 LRTP and FY 2014-2019 TIP conform to the purpose of the State Implementation Plan (SIP) in accordance with 40 CFR Part 93.

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


Robert L. Lee
Division Administrator
Federal Highway Administration

Enclosure

cc: Mr. Mark Lester, SC DOT
Mr. Nelson Roberts, SC DHEC
Ms. Kelly Scheckler, US EPA, Region IV
Mr. Curt Fehn, US EPA, Region IV



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

June 5, 2013

Robert L. Lee
Division Administrator
South Carolina Division Office
Federal Highway Administration
1835 Assembly Street, Suite 1270
Columbia, South Carolina 29201

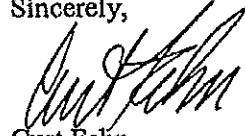
Dear Mr. Lee:

Thank you for requesting our review of the transportation conformity determination for the updated 2035 Long Range Transportation Plan (LRTP) and the updated 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 portion of the bi-state Charlotte nonattainment area. These conformity determinations are for the 1997 8-hour ozone standard and the 2008 8-hour ozone standard, and are in accordance with the U.S. Environmental Protection Agency guidance entitled, *Companion Guidance for the July 1, 2004, Final Transportation Conformity Rule: Conformity Implementation in Multi-jurisdictional Nonattainment and Maintenance Areas for Existing and New Air Quality Standards*. The EPA's guidance allows the South Carolina and North Carolina portions of this bi-state nonattainment area to demonstrate conformity independently because there are budgets for a portion of this area, and there was an election made through interagency consultation to implement conformity requirements for each state independently. We have completed our review for the South Carolina portion of this area, and recommend a finding of conformity for the 8-hour ozone standard for the RFATS MPO's updated 2035 LRTP and the FY 2014-2019 TIP.

On August 15, 1997, and subsequently on July 1, 2004, and May 6, 2005, U.S. EPA published revisions related to the "Criteria and Procedures for Determining Conformity to State or Federal Implementation Plans of Transportation Plans, Programs, and Projects Funded or Approved Under Title 23 U.S.C. or the Federal Transit Act," or 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 PM2.5 standards. The EPA has reviewed the conformity determination related to the 8-hour ozone standards for the amended 2030 LRTP and the amended FY 2007-2012 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 PM2.5 National Ambient Air Quality Standards, Response to March 1999, Court Decision and Additional Rule Changes," (69 FR 40004), and those outlined in the May 6, 2005, conformity rule revision entitled, "Transportation Conformity Rule Amendments for the New PM2.5 National Ambient Air Quality Standard: PM2.5 Precursors" (70 FR 24280), have been met.

We appreciate the opportunity to previously review advanced drafts of the conformity determination for the amended 2035 LRTP and amended FY 2014-2019 TIP for the Rock Hill-Fort Mill Area. The advanced drafts facilitated our review. If you have any questions regarding this letter, please contact Ms. Kelly Sheckler of the EPA Region 4 staff at (404) 562-9222.

Sincerely,



Curt Feln
Chief
Air Quality Modeling
and Transportation Section

cc: Jessica Hoover, FHWA SC
Leslie Coolidge, SCDHEC
Nelson Roberts, SCDHEC
Adam Page, SCDOT
Mark Lester, SCDOT
David Hooper, RFATS -City of Rock Hill
Myra Immings, FTA Region 4

Appendix B: Project Description Table

* SC 160 (Gold Hill Road to L77), Helming Avenue (SC 901 to SC 611), Salida Street (Boggs St to Heekle) and SC 161 (India Hook to Twin Lakes) have been completed and do not need to be considered as regionally significant, exempt or non-exempt.

2025 Metrolina Regional Model Build Network

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		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		COST FOR 2025 LRTP		PERMITS FOR PROGRESS	
Regionally Significant	Exempt	Non-Exempt	Non-Attainment Area	US 21 North	Northem Fort Mill Bypass to SC 51	US 160	Cold Hill Road to NC State Line	SC 160	SC 160 to Whites Road	Yes	1.0	2	5	C	Minor Arterial	2025	No	2010	2018	2025	No	2010	2018	2025	No	2010	2018
X	X	X	X	SC 160	SC 160 to Whites Road	SC 160	Whites Road to Lancaster County Line	SC 72 (supplement to 2010 PFF)	SC 90 to Rambo Road	Yes	3.7	2	5	C	Minor Arterial	2025	No	2010	2018	2025	No	2010	2018	2025	No	2010	2018
X	X	X	X	SC 160	SC 160 to Rambo Road	SC 72 (supplement to 2010 PFF)	SC 90 to Rambo Road	SC 72 (supplement to 2010 PFF)	SC 90 to Rambo Road	Yes	2.0	3	5	C	Minor Arterial	2025	No	2010	2018	2025	No	2010	2018	2025	No	2010	2018
X	X	X	X	SC 160	0.100 miles north of 845 to SC 122	SC 160	0.100 miles north of 845 to SC 122	SC 160	0.100 miles north of 845 to SC 122	Yes	2.06	2	5	C	Collector	2025	No	2010	2018	2025	No	2010	2018	2025	No	2010	2018
X	X	X	X	SC 160	Con Mill Southern Bypass	US 21 Bus/Ft Mill Pkwy to SC 160	US 21 Bus/Ft Mill Pkwy to SC 160	US 21 Bus/Ft Mill Pkwy to SC 160	US 21 Bus/Ft Mill Pkwy to SC 160	Yes	4.0	2	5	C	Minor Arterial	2025	No	2010	2018	2025	No	2010	2018	2025	No	2010	2018
X	X	X	X	SC 557	Kingsbury to SC 46	SC 557	Stear Creek / Co Line to Fort Mill N Bypass	SC 557	Stear Creek / Co Line to Fort Mill N Bypass	Yes	2.1	2	5	C	Minor Arterial	2025	No	2010	2018	2025	No	2010	2018	2025	No	2010	2018
X	X	X	X	SC 160	Business Drive for Fort Mill N Bypass	SC 160	Business Drive for Fort Mill N Bypass	SC 355 to US 22	SC 355 to US 22	Yes	0.75	3	3	C	Other Principal Arterial	2025	Yes	2010	2018	2025	No	2010	2018	2025	No	2010	2018
X	X	X	X	SC 160	Ridge Road	SC 355 to US 22	SC 355 to US 22	SC 355 to US 22	SC 355 to US 22	Yes	2	3	3	C	Minor Arterial	2025	No	2010	2018	2025	No	2010	2018	2025	No	2010	2018
X	X	X	X	SC 160	Alum Road	Harris St. to Fort Mill High School	Harris St. to Fort Mill High School	Harris St. to Fort Mill High School	Harris St. to Fort Mill High School	Yes	2	3	5	C	Minor Arterial	2025	No	2010	2018	2025	No	2010	2018	2025	No	2010	2018
X	X	X	X	SC 160	Job's Bridge Road (Lancaster Co.)	US 52 to York County Line	US 52 to York County Line	US 52 to York County Line	US 52 to York County Line	Yes	2	3	5	C	Major Collector	2025	No	2010	2018	2025	No	2010	2018	2025	No	2010	2018
X	X	X	X	SC 160	Riverview/Briarhouse Area PhIII	Autumn and Riverview Roads	Autumn and Riverview Roads	Autumn and Riverview Roads	Autumn and Riverview Roads	Yes	1.5	2	3	C	Major Collector	2025	No	2010	2018	2025	No	2010	2018	2025	No	2010	2018
X	X	X	X	SC 160	Eden Terrace	Anderson to Dunkins Ferry	Anderson to Dunkins Ferry	Anderson to Dunkins Ferry	Anderson to Dunkins Ferry	Yes	1	2	3	C	Major Collector	2025	No	2010	2018	2025	No	2010	2018	2025	No	2010	2018
X	X	X	X	SC 160	Eden Terrace	Eden Terrace	Eden Terrace	Eden Terrace	Eden Terrace	Yes	1.1	2	3	C	Major Collector	2025	No	2010	2018	2025	No	2010	2018	2025	No	2010	2018
X	X	X	X	SC 160	John Ross Parkway	David St. to Galleria	David St. to Galleria	David St. to Galleria	David St. to Galleria	Yes	2	4	4	C	Major Collector	2025	No	2010	2018	2025	No	2010	2018	2025	No	2010	2018
X	X	X	X	SC 160	Springsteen Road	US 21 to Dave Lyle Blvd.	US 21 to Dave Lyle Blvd.	US 21 to Dave Lyle Blvd.	US 21 to Dave Lyle Blvd.	Yes	2	3	5	C	Major Collector	2025	No	2010	2018	2025	No	2010	2018	2025	No	2010	2018
Project identified in 177 traffic study																											

2025 Metrolina Regional Model Build Network

The 2025 No Build Network will use the 2015 network and 2025 socioeconomic data.
(Additional projects added to 2015 network and expected to be completed in 2035.)

Regionally Significant		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		COST FOR 2025 LRTP		PERMITS FOR PROGRESS					
Regionally Significant	Exempt	Non-Exempt	Non-Attainment Area	US 21 North	Northem Fort Mill Bypass to SC 51	US 160	Cold Hill Road to NC State Line	SC 160	SC 160 to Whites Road	Yes	2.3	2	3	C	Minor Arterial	2035	No	2010	2018	2035	No	2010	2018	2035	No	2010	2018	2035	No	2010	2018
X	X	X	X	SC 160	McCammon to US 21 Bypass	SC 160	McCammon to US 21 Bypass	SC 160	McCammon to US 21 Bypass	Yes	0.94	2	4	C	Minor Arterial	2035	No	2010	2018	2035	No	2010	2018	2035	No	2010	2018	2035	No	2010	2018
X	X	X	X	SC 160	US 21 to SC 74	SC 160	US 21 to SC 74	SC 160	US 21 to SC 74	Yes	2.3	2	3	C	Minor Arterial	2035	No	2010	2018	2035	No	2010	2018	2035	No	2010	2018	2035	No	2010	2018
X	X	X	X	SC 160	Sutton Road	SC 160 to Carowinds Blvd.	SC 160 to Carowinds Blvd.	SC 160	SC 160 to Carowinds Blvd.	Yes	2.2	2	3	C	Collector	2035	No	2010	2018	2035	No	2010	2018	2035	No	2010	2018	2035	No	2010	2018
X	X	X	X	SC 49	Pleasant Road	SC 27 to SC 57	SC 27 to SC 57	SC 49	SC 27 to SC 57	Yes	5.1	2	3	C	Minor Arterial	2035	No	2010	2018	2035	No	2010	2018	2035	No	2010	2018	2035	No	2010	2018
X	X	X	X	SC 160	Harrisburg Road	SC 160 to McLeodburg County Line	SC 160 to McLeodburg County Line	SC 160	SC 160 to McLeodburg County Line	Yes	2.1	5	7	C	Minor Arterial	2035	No	2010	2018	2035	No	2010	2018	2035	No	2010	2018	2035	No	2010	2018
X	X	X	X	SC 160	Springfield Pkwy Ft. Mill N Bypass	SC 160 to Gold Hill Road to Museum Rd.	SC 160 to Gold Hill Road to Museum Rd.	SC 160	SC 160 to Gold Hill Road to Museum Rd.	Yes	2	5	5	C	Minor Arterial	2035	No	2010	2018	2035	No	2010	2018	2035	No	2010	2018	2035	No	2010	2018
X	X	X	X	SC 160	US 21 North	Fort Mill Northern Bypass to Sutton Rd.	Fort Mill Northern Bypass to Sutton Rd.	SC 160	Fort Mill Northern Bypass to Sutton Rd.	Yes	5.0	2	5	C	Minor Arterial	2035	No	2010	2018	2035	No	2010	2018	2035	No	2010	2018	2035	No	2010	2018
X	X	X	X	SC 160	177 Colham Road	New Interchange	New Interchange	Colham Road	Colham Road Interchange to SC 160	Yes	0.03	3	3	C	Minor Arterial	2035	No	2010	2018	2035	No	2010	2018	2035	No	2010	2018	2035	No	2010	2018
X	X	X	X	SC 160	Colham Road	Colham Road Interchange to SC 160	Colham Road Interchange to SC 160	Colham Road	Colham Road Interchange to SC 160	Yes	0.03	3	3	C	Minor Arterial	2035	No	2010	2018	2035	No	2010	2018	2035	No	2010	2018	2035	No	2010	2018
X	X	X	X	SC 160	Colham Road (East/West Conn.)	Colham Road Interchange to SC 160	Colham Road Interchange to SC 160	Colham Road	Colham Road Interchange to SC 160	Yes	0.03	3	3	C	Minor Arterial	2035	No	2010	2018	2035	No	2010	2018	2035	No	2010	2018	2035	No	2010	2018
X	X	X	X	SC 160	Colham Road Ext.	Colham Road Interchange to SC 160	Colham Road Interchange to SC 160	Colham Road	Colham Road Interchange to SC 160	Yes	0.03	3	3	C	Minor Arterial	2035	No	2010	2018	2035	No	2010	2018	2035	No	2010	2018	2035	No	2010	2018
X	X	X	X	SC 160	Colham Road	Colham Road Interchange to SC 160	Colham Road Interchange to SC 160	Colham Road	Colham Road Interchange to SC 160	Yes	0.03	3	3	C	Minor Arterial	2035	No	2010	2018	2035	No	2010	2018	2035	No	2010	2018	2035	No	2010	2018
X	X	X	X	SC 160	Colham Road	Colham Road Interchange to SC 160	Colham Road Interchange to SC 160	Colham Road	Colham Road Interchange to SC 160	Yes	0.03	3	3	C	Minor Arterial	2035	No	2010	2018	2035	No	2010	2018	2035	No	2010	2018	2035	No	2010	2018
X	X	X	X	SC 160	Colham Road	Colham Road Interchange to SC 160	Colham Road Interchange to SC 160	Colham Road	Colham Road Interchange to SC 160	Yes	0.03	3	3	C	Minor Arterial	2035	No	2010	2018	2035	No	2010	2018	2035	No	2010	2018	2035	No	2010	2018
X	X	X	X	SC 160	Colham Road	Colham Road Interchange to SC 160	Colham Road Interchange to SC 160	Colham Road	Colham Road Interchange to SC 160	Yes	0.03	3	3	C	Minor Arterial	2035	No	2010	2018	2035	No	2010	2018	2035	No	2010	2018	2035	No	2010	2018
X	X	X	X	SC 160	Colham Road	Colham Road Interchange to SC 160	Colham Road Interchange to SC 160	Colham Road	Colham Road Interchange to SC 160	Yes	0.03	3	3	C	Minor Arterial	2035	No	2010	2018	2035	No	2010	2018	2035	No	2010	2018	2035	No	2010	2018
X	X	X	X	SC 160	Colham Road	Colham Road Interchange to SC 160	Colham Road Interchange to SC 160	Colham Road	Colham Road Interchange to SC 160	Yes	0.03	3	3	C	Minor Arterial	2035	No	2010	2018	2035	No	2010	2018	2035	No	2010	2018	2035	No	2010	2018
X	X	X	X	SC 160	Colham Road	Colham Road Interchange to SC 160	Colham Road Interchange to SC 160	Colham Road	Colham Road Interchange to SC 160	Yes	0.03	3	3	C	Minor Arterial	2035	No	2010	2018	2035	No	2010	2018	2035	No	2010	2018	2035	No	2010	2018
X	X	X	X	SC 160	Colham Road	Colham Road Interchange to SC 160	Colham Road Interchange to SC 160	Colham Road	Colham Road Interchange to SC 160	Yes	0.03	3	3	C																	

Appendix C: Emissions Calculation Spreadsheets

York County 8-Hour Ozone Nonattainment Area Transportation Conformity Analysis					
2013 April					
		NOx		VOC	
Year	Source	Emissions, kg/day	MVEB, kg/day	Emissions, kg/day	MVEB, kg/day
2013 (budget year)	MOVES	9,561	11,272	3,113	3,699
2015	MOVES	7,755	11,272	2,706	3,699
2022 (budget year)	interpolated	5,330	11,368	2,145	3,236
2025	MOVES	4,290	11,368	1,904	3,236
2035	MOVES	4,014	11,368	1,902	3,236

Calculation of 2022 Emissions

annual decrease in emissions 2015-2025

	NOx	VOC
	346	80
2022 estimated emissions	5,330	2,145

Appendix D: Interagency Consultation Meeting Minutes and Agency Comments

YORK COUNTY
IAC MEETING MINUTES
May 9, 2012

ATTENDANCE:

Lynorae Benjamin, EPA
Nelson Roberts, DHEC
David Hooper, RFATS
Henry Philips, SCDOT
Diana Smith, EPA
Allison Love, York County

Kelly Sheckler, EPA
Holly Peterson, FTA
Leslie Coolidge, DHEC
Brian Barnes, DHEC
Leslie Coolidge, DHEC
Dianne Janicki, SCDOT
Maeve Mason, DHEC

ITEM DISCUSSED:

- Review of previous actions from 4-19 meeting (consideration of conformity amendment)
- Discussion of new 2008 standard & revocation of the 1997 Standard
- David briefly reviewed the primary discussion points from the April 19th meeting. These comments principally focused on the decision not to proceed with an amendment to our conformity report at this time.
- Lynorae presented information on the new non-attainment designations for the 2008 standard with Region IV and then stated that the updated non-attainment boundary in York County will continue to be the eastern urbanized portion of York County – excluding the Catawba Indian Nation. As a part of her presentation, Lynorae confirmed that although no monitors in York County are in violation – the Clean Air Act requires that EPA consider areas that may be contributing to a violation in a monitor elsewhere, and that is why York County has been included in the Charlotte-Rock Hill, NC-SC.
- Kelly then reviewed next steps for incorporating the new standards into a conforming plan and the applicable timeframe in which this is to be completed – essentially no later than July 1, 2013. Staff discussion then occurred regarding which analysis years should be included in our pending LRTP update.

Next meeting is slated for June 13, 2012 at 9:00

**YORK COUNTY
IAC MEETING MINUTES
July 18, 2012**

ATTENDANCE:

Kelly Sheckler, EPA
Leslie Coolidge, DHEC
Maeve Mason, DHEC
David Hooper, RFATS

Lynorae Benjamin, EPA
Dianne Janicki, SCDDOT
Jessica Hekter, FHWA

ITEM DISCUSSED:

- David briefly reviewed the major discussion points from the prior meeting on May 9th. Leslie then offered some thoughts about whether the attainment designation for the Catawba Indian Nation would necessitate a change in our approach to carrying out the modeling process?
- Kelly then asked about the status of South Carolina's redesignation request as well as the mobile source budget; Lynorae then outlined the review process and the timeline for completion of this review. Lynorae then asked about the timeline for having the budgets deemed adequate. Leslie then stated that DHEC is interested in both the timeline as well as having clarity on what needs to be done before the modeling process associated with the 2040 LRTP update begins. In response, Lynorae indicated that the budgets could be deemed adequate by mid December. Leslie then confirmed that DHEC will be submitting a request for an adequacy finding in writing shortly.
- Kelly then reviewed the budget notice numbers – which Leslie will later send out to everyone via email. In summary, Kelly stated the following:

2022

NOX – Baseline is 4,011 with a safety margin of 7,357 for a NOX conformity budget of 11,368kg

VOC – Baseline is 1,939 with a safety margin of 1,297 for a VOC conformity budget 3,236kg

2013

NOX – Baseline is 7,924 with a safety margin of 3,348 for a total conformity budget of 11,272kg

VOC – Baseline is 2,846 with a safety margin of 853 for a total conformity budget of 3,699kg

Dianne then confirmed that once the budgets are approved, that the build runs will be the only ones needed during the modeling process; Leslie responded in the affirmative. Kelly then had to depart the conference call for another meeting.

- David reviewed the AQBA results for this year's CMAQ projects. Three projects were summarized: (1) Gold Hill Road / I-77 Interchange Area Improvements; (2) Clebourne / N. White Street Intersection Improvement Project; and the (3) Side Track Extension Project (Phase III) in Rock Hill.
- David then reviewed the 2040 LRTP update schedule. David then summarized some the public participation tasks and work on the draft project list that have been completed thus far. Additionally, David noted the importance of being proactive in coordinating with CDOT in order to ensure that the necessary data / information is available at the appropriate time during the LRTP update process – so that it does not present any time pressures as was the case during our last update in 2008-09. Mr. Hooper then noted that he is actively coordinating with Model staff on this point in order to avoid any schedule slippage and/or related problems this cycle.

Next meeting is slated for August 8, 2012 at 9:00

**YORK COUNTY
IAC MEETING MINUTES
August 15, 2012**

ATTENDANCE:

Kelly Sheckler, EPA
Leslie Coolidge, DHEC
Maeve Mason, DHEC
David Hooper, RFATS
Mallori McAllister, DHEC

Henry Phillips, SCOTD
Dianne Janicki, SCOTD
Jessica Hekter, FHWA
Holly Peterson, FTA
Allison Love, York County

ITEM DISCUSSED:

- Leslie inquired about the ability to interpolate for horizon year 2013 (i.e., given that generally the year before or after is needed to do this); in particular, whether it would be possible to use the emissions data for horizon year 2010 from the existing maintenance plan? Kelly indicated that she would like to review this and respond shortly.
- Maeve then asked if there was an update to the redesignation / maintenance plan approval? Kelly indicated that based on the information she has, the maintenance plan budget is in concurrence but would check with Lynorae's group to be certain. Her understanding is that the budget adequacy is moving forward but has yet to go to legal. She will mark it to be signed by the Regional Administrator by mid-September. It will take three weeks to publish post signature and will have a 15 day effective date. Kelly said she will get an update on the maintenance plan; Sarah Waterson is working on it.
- David then confirmed that he would send out the current LRTP update schedule outlining upcoming milestones in the process. Kelly then mentioned that FHWA should review the exempt / non-exempt status of the projects to be modeled. Jessica then confirmed that FHWA is a member of the RFATS Technical Team; and as such, would certainly be providing appropriate guidance in this regard.
- David then briefly reviewed current LRTP activity; in particular, he highlighted the continued work on the draft project list, stakeholder outreach as well as received input from area community meetings. Additionally, David noted the role of the Policy Committee in providing their assessment / guidance about the project list; ongoing evaluation by the Study Team and a thorough review by the IAC as important short term activities as well.
- In terms of scheduling, David suggested that returning to our normal meeting date on the 2nd Wednesday of the month continues to represent a good approach – so that the IAC meetings occur shortly after the RFATS Technical Team, but prior to meetings of the Policy Committee. With this in mind, Kelly confirmed that she will send out a call for agenda items a week prior on the 1st Wednesday of the month.

Next meeting is slated for September 12, 2012 at 9:00

**YORK COUNTY
IAC MEETING MINUTES
September 12, 2012**

ATTENDANCE:

Kelly Sheckler, EPA
Leslie Coolidge, DHEC
David Hooper, RFATS
Lynorae Benjamin, EPA
Jessica Hekter, FHWA

Henry Phillips, SCDOT
Dianne Janicki, SCDOT
Mallori McAllister, DHEC
Diana Smith, EPA

ITEM DISCUSSED:

- Kelly discussed recently submitted questions from DHEC regarding the ability to interpolate for Horizon Year 2013 as well as other related questions. Kelly then asked Leslie to provide the background on this item and bring everyone current. Leslie summarized her prior request regarding the potential use of Horizon Year 2010 data from the existing maintenance plan for use on the LRTP update? Leslie also asked about the potential impact of a newer version of the Metrolina model and how that might affect the model work slated for December? Fundamentally, Leslie noted that these questions are designed to assist DHEC staff in completing the required work on the LRTP in a more efficient manner.
- Diana asked when the modeling is planned for? Leslie responded that the modeling work is slated for late December through Feb / March. Diana then asked what the last year of the LRTP update is? David stated that 2040 is the last year. Kelly then asked everyone if there was agreement with this planning period. Diana then asked DHEC if they were planning on using the 2008 standard on the LRTP update. Leslie confirmed that this is the expected approach. David then confirmed the working schedule for completing the LRTP update – noting the July 20th date for the 2008 standard.

Discussion then followed regarding the horizon years to be used for the LRTP update. David confirmed that 2020, 2030 and 2040 are the applicable horizon years. Diana noted that if DHEC intends to use the 2008 standard during the update process, then Horizon Year 2015 will be required as well. Kelly then noted that horizon years 2015, 2020, 2030, 2040 with 2013 and 2022 being interpolated – will satisfy both the 97 & 08 standards. Henry then asked a clarifying question regarding the combining of both standards into one update process; and specifically, if there are any problems and/or concerns with this approach (i.e., could a concern about the 08 standard potentially disrupt or cause problems for the LRTP update?). Diana stated that she doesn't believe there are any issues; and that, EPA supports opportunities to minimize work while still meeting the applicable standards – then that is a good approach.

- David then confirmed that he would send out the current LRTP update schedule outlining upcoming milestones in the process; in particular, the continuing work on the draft project list and upcoming IAC review / verification of the exempt / non-exempt status of the projects to be modeled. On a related note, Kelly then mentioned that EPA sent a letter to

DHEC that the budgets for nox and voc are adequate; and that they're now waiting for this action to appear in the federal register.

Next meeting is slated for October 10, 2012 at 9:00

**YORK COUNTY
IAC MEETING MINUTES
November 14, 2012**

ATTENDANCE:

Kelly Sheckler, EPA
Leslie Coolidge, DHEC
David Hooper, RFATS
Jessica Hekter, FHWA

Brian Barnes, DHEC
Dianne Janicki, SCDOT
Mallori McAllister, DHEC
Nelson Roberts, DHEC

ITEM DISCUSSED:

- Meeting Minutes: Kelly initiated a discussion about the process and schedule for the meeting minutes. Discussion followed with the understanding that the minutes will continue to be prepared by the MPO representative rather than trying to initiate a rotational arrangement. The specific working schedule for minutes is as follows: (1) draft minutes will be sent out on or before the 1st week after the meeting to all the IAC members; (2) that comments will be due on or before the 1st Wednesday of the month; (3) that the final minutes will be sent out to Kelly by EOD on the 1st Friday of the month; and (4) Kelly will then send out agenda and minutes on that Friday or Monday (at the latest) prior to our regularly scheduled meeting on the second Wednesday of the month.
- Planning Assumptions: Kelly began by providing a status update on her efforts to secure an answer to the question regarding whether the 2013 analysis year can be interpolated using 2010 emissions data from the maintenance plan. Kelly indicated that she is pending a response on this question and will continue to work towards receiving a response.

As a part of the planning assumptions discussion, David then shared his assessment that it does not appear that our model partners in North Carolina will be able to complete their work in finalizing their data inputs for Horizon Years 2020, 2030, and 2040; and therefore, offered for discussion that we consider retaining our existing horizon years of 2015, 2025, and 2035 as reflecting the latest available planning assumptions for the current LRTP update. David then noted that this option would continue to enable us to satisfy the required planning horizon of 20 years or greater for our long range plan.

Jessica then noted the practical constraints inherent in our current model structure; essentially, that we can't advance the pace of our Charlotte area partners. Leslie then noted DHEC's capacity and willingness to complete their work under both horizon year scenarios. Dianne then stated that as long as we meet the minimum planning horizon requirement, then this adjustment does not present any practical difficulties in moving forward on this basis. Kelly then confirmed that she has reviewed the required years for the LRTP update and believes this approach is in fact consistent with the applicable requirements.

- MOVES Model (Vehicle Population): Leslie summarized the type of work completed in previous model runs and indicated that the way we have documented that process in the past should be strengthened to reflect current practices. Specifically, Leslie noted improvements in the use of motorcycle population data, passenger vehicle data as well as DMV registered data involving trailer information. With this in mind, Leslie stated that our written documents should be updated to reflect these items.
- Consensus Plan (Documentation of Planning Assumptions): Kelly introduced a few examples of best practices in keeping records of all agreed upon assumptions as a part of this process. Discussed then followed with the understanding that this approach would be a useful addition to summarizing / documenting supporting work associated with preparation of the conformity report.
- Redesignation Request for 1997 Ozone Standard/SIP status: Kelly indicated that EPA is on status to complete this by December; and then, it was confirmed that this would be published in the federal register tomorrow.
- Conformity Schedule: Kelly shared a good template for listing and documenting the various steps of the conformity process. Kelly then asked for a summary of the remaining tasks with our current LRTP update. David then identified the key action items that remain outstanding; in particular, he noted the scheduled sequence for the endorsement of the draft project list, discussion regarding exempt / nonexempt status and regional significance – December; travel demand modeling – December / January; VMT and speeds to DHEC in mid to late January; IAC and Policy Committee review of draft plan – February; public review of documents – March; public hearing and Policy Committee approval – April; FHWA review and approval in May / June.

Next meeting is slated for Dec 12, 2012 at 9:00am

**YORK COUNTY
IAC MEETING MINUTES
December 12, 2012**

ATTENDANCE:

Kelly Sheckler, EPA
Leslie Coolidge, DHEC
David Hooper, RFATS
Maeve Mason, DHEC
Wendy Bell, CRCOG

Nelson Roberts, DHEC
Dianne Janicki, SCDOT
Dianna Smith, DHEC
Brian Barnes, DHEC

ITEM DISCUSSED:

- Meeting Summary: David briefly summarized the minutes from the November meeting; Kelly then asked whether there were any deletions, corrections, and / or additions to the minutes as presented. No items were mentioned.
- Planning Assumptions: Kelly stated that she still has not heard back on the question regarding whether the 2013 analysis year can be interpolated using the 2010 emissions data from the maintenance plan. Kelly noted that in her prior correspondence with headquarters that we would assume that this approach would be permissible if we didn't hear any response to the contrary. Leslie then indicated that although the desire to proceed is understandable and needed – that staff at DHEC are more inclined to error on the side of caution and assume that the answer is no unless we receive an affirmative response. Kelly then offered to reach out one more time and set a firm date for a reply. David then outlined the working timeframe and the need to hear something relatively shortly, but that we did have a little time to wait, though not much. Discussion concluded with the understanding that December 19th would be deadline.
- FHWA Update: None
- FTA Update: None
- DHEC Update: As a follow-up from the November meeting, Leslie indicated that she's had additional conversations with the DMV regarding the vehicle population data and confirmed that they were able to send her the end of July as the same date / time of the year used for the maintenance plan.
- SCDOT Update: None
- EPA Update: Dianna noted a few process reminders (not necessarily applicable to the York County Non-Attainment Area, but more as general knowledge) regarding the conformity process; specifically, that December 20th is the deadline for using MOVES for PM Hot Spot or CO analysis and that March 2nd is the deadline for the 1 year MOVES grace period extension for running regional emissions analysis. Lastly, Dianna stated that the

conformity for the 2008 standard (which is applicable to York County) is due no later than July 20, 2013.

- Regional Emissions Spreadsheet (Project Classifications): David reviewed the underlying assumptions of the model emissions spreadsheet and then initiated the discussion regarding project classifications regarding exempt or non-exempt status as well as the determination of regional significance. David then provided a summary of each project put forward for inclusion in our identified horizon years of 2015, 2025, and 2035 (which continue to represent the latest planning assumptions given Charlotte's continuing work in trying to complete their S/E projections for 2020, 2030, and 2040) for the current LRTP update. Discussion concluded with the understanding that David would update the spreadsheet for appropriate follow-up with FHWA and to reflect a new section for those projects in the panhandle of Lancaster County that will be within the MPO, but outside of the current Non-Attainment Area. Once updated, the spreadsheet will be sent out for subsequent review / comments by the IAC members.

Next meeting is slated for January 9, 2013 at 9:00am

YORK COUNTY**IAC MEETING MINUTES**
January 9, 2013**ATTENDANCE:**

Kelly Sheckler, EPA
Leslie Coolidge, DHEC
David Hooper, RFATS
Dianne Janicki, SC DOT

Jessica Hekter, FHWA
Brian Barnes, DHEC
Mallory McAllister, DHEC

ITEM DISCUSSED:

- Meeting Summary: Kelly asked whether there were any deletions, corrections, and / or additions to the minutes as presented. No items were mentioned. Kelly asked if there were any updates from any of the partners before moving on to provide the latest on 2013 analysis year question. No items were mentioned.
- Planning Assumptions: Kelly stated that she has not heard back from headquarters regarding the use of the 2010 emissions data from the maintenance plan in 2013. Kelly indicated that in her inquiry with headquarters, that if we didn't hear anything back, we would assume it was permissible for us to move forward without running the 2013 data. In response, Leslie noted that she recalled that the IAC felt more comfortable erring on the side of caution, and that if we didn't hear back, we would assume that we did not have clearance on this question. In reviewing the minutes, Kelly confirmed that that was in fact the case, but that nonetheless the use of the 2010 data is now an option available to DHEC.
- Regional Emissions Spreadsheet (Project Classifications): David followed up on the discussion from the December meeting regarding project classification and the determination of regional significance for the new additions to the transportation network; and then focused in on three new projects that the group felt warranted additional discussion – specifically, a new bridge alignment; an east / west connector between SC 160 and Gold Hill Road; and a small connecting road between Riverview / Riverchase just off of Celanese Road. Discussion then followed with the understanding that the new bridge alignment and the east / west connector are properly classified as non-exempt and regionally significant.

With regard to the third project (i.e., the small connecting road between two side streets off of Celanese Road), David noted that the project information indicates that this project is both small in scale and distance (i.e., less than 0.10 of a mile); and that, its primary purpose is more an exchange of capacity to facilitate the effective distribution of side street to aid a major arterial (Celanese Road) in functioning more smoothly rather than changing regional travel patterns. Based on the information provided, Jessica noted that this project does not appear to be regionally significant, but that she does believe that we should develop a

written criteria going forward so that we are able to apply this type of judgment in a consistent manner throughout the network for conformity purposes.

David said that most roads like this are not designed to bring in regional traffic and that creating criteria to document the decision-making rationale would represent a best practice going forward. David then asked Jessica if she would be willing to forward some good examples of this practice as a starting point? Jessica said she would call North Carolina and other partners for good reference points in undertaking this task. Kelly then said that Atlanta had one and that she would get a copy as well.

David then noted that one project was adjusted following the December meeting; specifically, Highway 557 (a Pennies Project in horizon year 2025), was listed as going from two lanes to three lanes, but after some discussion with Pennies staff, they have asked that this project be reflected as a five lane in the network. David confirmed that he will send out a revised assumption spreadsheet reflecting this change.

David then mentioned that there is a new column that specifically lists projects outside of the non-attainment area, but inside the proposed new MPO boundary (i.e., panhandle of Lancaster County). David then transitioned to a status on the transportation needs and project list; specifically, noting that the consultants are continuing their work in coding new projects into the network as previously discussed. Lastly, David suggested that it may be advisable for us to consider a bi-monthly meeting schedule for the remainder of the LRTP update process – noting that more frequent meetings have proved beneficial during past updates and may again this cycle. Kelly then added February 27 to the meeting schedule.

- FHWA Update: None
- FTA Update: None
- DHEC Update: None
- SCDOT Update: None
- EPA Update: Regarding the 2008 Ozone Standard, Kelly announced that South Carolina, along with other states, had petitioned the EPA regarding reconsideration of their respective non-attainment designations – and on December 14, 2012 EPA responded with denials for all states. David then noted that the County, COG, and other stakeholders had been working to better understand the basis of the decision by seeking to secure the quantifiable data on which our non-designation was made; essentially, if the argument is that there is daily traffic commuting across the Stateline into Charlotte (and there are no violating monitors in York County), how is the determination made that this north-south movement rises to the threshold to warrant a formal non-attainment designation?

Mallory then noted that she could follow-up with Maeve regarding prior work efforts in this regard. Kelly then asked whether we want to make this an agenda item at the next meeting. In response, David noted that that may not be appropriate until broader dissemination of this decision is made among area stakeholders and certainly the RFATS Policy Committee. David then noted that placing this decision as an agenda may be requested at a later point.

Next meeting is slated for February 13, 2013 at 9:00am

**YORK COUNTY
IAC MEETING MINUTES
February 13, 2013**

ATTENDANCE:

Kelly Sheckler, EPA
Leslie Coolidge, DHEC
David Hooper, RFATS
Dianne Janicki, SCDOT

Jessica Hekter, FHWA
Brian Barnes, DHEC
Mallory McAllister, DHEC

ITEM DISCUSSED:

- Meeting Summary: Kelly asked whether there were any deletions, corrections, and / or additions to the minutes as presented. No items were mentioned. Kelly asked if there were any updates from any of the partners before moving on to provide the latest on 2013 analysis year question. No items were mentioned.
- Planning Assumptions: Kelly stated that she has not heard back from headquarters regarding the use of the 2010 emissions data from the maintenance plan in 2013. Kelly indicated that in her inquiry with headquarters, that if we didn't hear anything back, we would assume it was permissible for us to move forward without running the 2013 data. In response, Leslie noted that she recalled that the IAC felt more comfortable erring on the side of caution, and that if we didn't hear back, we would assume that we did not have clearance on this question. In reviewing the minutes, Kelly confirmed that that was in fact the case, but that nonetheless the use of the 2010 data is now an option available to DHEC.
- Regional Emissions Spreadsheet (Project Classifications): David followed up on the discussion from the December meeting regarding project classification and the determination of regional significance for the new additions to the transportation network; and then focused in on three new projects that the group felt warranted additional discussion – specifically, a new bridge alignment; an east / west connector between SC 160 and Gold Hill Road; and a small connecting road between Riverview / Riverchase just off of Celanese Road. Discussion then followed with the understanding that the new bridge alignment and the east / west connector are properly classified as non-exempt and regionally significant.

With regard to the third project (i.e., the small connecting road between two side streets off of Celanese Road), David noted that the project information indicates that this project is both small in scale and distance (i.e., less than 0.10 of a mile); and that, its primary purpose is more an exchange of capacity to facilitate the effective distribution of side street to aid a major arterial (Celanese Road) in functioning more smoothly rather than changing regional travel patterns. Based on the information provided, Jessica noted that this project does not appear to be regionally significant, but that she does believe that we should develop a

written criteria going forward so that we are able to apply this type of judgment in a consistent manner throughout the network for conformity purposes.

David said that most roads like this are not designed to bring in regional traffic and that creating criteria to document the decision-making rationale would represent a best practice going forward. David then asked Jessica if she would be willing to forward some good examples of this practice as a starting point? Jessica said she would call North Carolina and other partners for good reference points in undertaking this task. Kelly then said that Atlanta had one and that she would get a copy as well.

David then noted that one project was adjusted following the December meeting; specifically, Highway 557 (a Pennies Project in horizon year 2025), was listed as going from two lanes to three lanes, but after some discussion with Pennies staff, they have asked that this project be reflected as a five lane in the network. David confirmed that he will send out a revised assumption spreadsheet reflecting this change.

David then mentioned that there is a new column that specifically lists projects outside of the non-attainment area, but inside the proposed new MPO boundary (i.e., panhandle of Lancaster County). David then transitioned to a status on the transportation needs and project list; specifically, noting that the consultants are continuing their work in coding new projects into the network as previously discussed. Lastly, David suggested that it may be advisable for us to consider a bi-monthly meeting schedule for the remainder of the LRTP update process – noting that more frequent meetings have proved beneficial during past updates and may again this cycle. Kelly then added February 27 to the meeting schedule.

- FHWA Update: None
- FTA Update: None
- DHEC Update: None
- SCDOT Update: None
- EPA Update: Regarding the 2008 Ozone Standard, Kelly announced that South Carolina, along with other states, had petitioned the EPA regarding reconsideration of their respective non-attainment designations – and on December 14, 2012 EPA responded with denials for all states. David then noted that the County, COG, and other stakeholders had been working to better understand the basis of the decision by seeking to secure the quantifiable data on which our non-designation was made; essentially, if the argument is that there is daily traffic commuting across the Stateline into Charlotte (and there are no violating monitors in York County), how is the determination made that this north-south movement rises to the threshold to warrant a formal non-attainment designation?

Mallory then noted that she could follow-up with Maeve regarding prior work efforts in this regard. Kelly then asked whether we want to make this an agenda item at the next meeting. In response, David noted that that may not be appropriate until broader dissemination of this decision is made among area stakeholders and certainly the RFATS Policy Committee. David then noted that placing this decision as an agenda may be requested at a later point.

Next meeting is slated for March 13, 2013 at 9:00am

**YORK COUNTY
IAC MEETING MINUTES
April 17, 2013**

ATTENDANCE:

Jessica Hekter, FHWA
Myra Immings, FTA
David Hooper, RFATS
Dianne Janicki, SCDOT
Mallori McAllister, DHEC

Kelly Sheckler, EPA
Henry Phillips, SCDOT
Brian Barnes, DHEC
Phil Leazer, York County
Nelson Roberts, DHEC

ITEM DISCUSSED:

- Meeting Summary: David provided a brief review of our last meeting; noted items included the planning assumptions review; utilization of appropriate horizon years – specifically, 2015, 2025, and 2035 with interpolation in 2022); and the use of the 2010 emissions data from the maintenance plan. David then transitioned to noting the coordination work that Leslie has had with Allison Fluit and Tim Padgett at Kimley-Horn in securing the VMT and speed data, and completion of the conformity outputs that were recently circulated.

With this in mind, Brian then stated that the conformity results are demonstrating compliance with the budget in all the applicable areas. David then offered his thanks to Leslie and others who worked on this in such a timely manner. As a point of reference – Nelson mentioned that Leslie had completed advanced preparation work, and that certainly proved beneficial to the larger LRTP update process. Looking ahead, Nelson noted that working with MOVES 2013 may well be a more involved process, with an expanded amount of time needed to complete this work as well as for adjusting to the new system.

- Planning Assumptions: David then summarized progress in assembling the complete draft LRTP, TIP and Conformity Report. Brian then asked when the presentation to the Policy Committee is scheduled for? In terms of scheduling and coordination, Brian then asked whether DHEC should plan on attending this meeting – recognizing that they generally do not participate in meetings of the Policy Committee on a regular basis. David noted that although routine questions may be asked in general process terms – that more detailed questions are not anticipated on the cost constrained project list or conformity results. Phil and Jessica noted their agreement with this assessment given the conformity outputs.
- LRTP Review / Approval: Kelly then asked David the go through the remainder of the schedule. David stated that presentation of the draft plan is slated for Friday, April 26th, along with authorization of a 30-day public comment period. Next it was noted that final approval will be requested at the May 17th meeting – contingent on receipt of any additional comments being received. As a point of reference, David noted that their May meeting occurs a week earlier due to the Memorial Day weekend. Jessica then asked Kelly

if she had any concern with this approach; Kelly indicated that she did not and indeed looks to FHWA regarding matters associated with public participation.

Kelly then asked for clarification on how the results of the public comment period would be communicated; and it was noted that the MPO would be submitting a letter to FHWA summarizing the outcome – with all members of the IAC copied on this action. Kelly then stated that EPA is currently working under mandatory furlough days associated with the budget sequestration; and that this is an additional variable that needs to be factored in as we continue our work in completing the LRTP update process. As a point of reference, Henry noted that in the past we've completed a concurrent review process (to aid with regular transitions or for other reasons), so that final approval at the MPO level can be effectively coordinated with the review / approval work completed by FHWA, FTA, and EPA.

- Non-Attainment Boundary: David then asked Mallori to provide a brief summary of a recent meeting that occurred regarding preparatory work associated with the development of a new non-attainment boundary. Mallori stated that DHEC met with members of RFATS, York County, and the Catawba COG to discuss the availability of localized resources that could be utilized (i.e., school districts, roads, rivers, or other census data) in developing the best boundary possible.

David then stated that he found a lot of value in the information and data presented; particularly about the non-attainment designation and the continuing progress we've been able to make here in York County. David specifically noted the 10 year average design value trend – and that when you looked at the dozen or so monitors reflected in the summary information – that York County was absolutely the lowest in the region and that we had been trending down notably since about 2008.

David also noted some of the initial discussion about the likely range for a new standard. In response, Mallori mentioned that she's heard that .55 to .70 may be the working range at this time. As a point of reference – David noted that he thought we were currently at .65; and then reviewed our progress relative to the two nearest monitors in North Carolina – and how illustrative it appears to be in reflecting the different directions we appear to be moving.

Discussion then followed regarding the likely scale of the new boundary. Henry then asked if a deadline had been established yet? At present, Mallori noted that a tentative scheduled has been identified, but that it is very much subject to adjustment. David stated that the local jurisdictions would like to periodically meet / conference call with DHEC (as appropriate) during this process.

Our next regularly scheduled meeting is scheduled for Wednesday, May 8th at 9:00am.



Transportation Conformity Determination Comments

FHWA, South Carolina Division

DATE RECEIVED:	COMMENTS SUBMITTED:	MPO:	ACTION REQUIRED:	FILE#:
4/26/13	5/10/13	Rock Hill-Fort Mill Area Transportation Study (RFATS)	Address Comments and Formally Submit	TRAP 19.2.4
DOCUMENT DESCRIPTION:				
<i>Transportation Conformity Analysis Report and Conformity Determination for the 2035 Long Range Transportation Plan and Metropolitan Transportation Improvement Program</i>				
COMMENTS PROVIDED TO: David Hooper, RFATS; William Long, RFATS		COMMENTS MADE BY: Jessica Hekter, FHWA		

On April 26, 2013, the Federal Highway Administration (FHWA) received notice that a draft version of the *Transportation Conformity Analysis Report and Conformity Determination for the 2035 Long-Range Transportation Plan and Metropolitan Transportation Improvement Program* for the Rock Hill –Fort Mill Area Transportation Study (RFATS) were available for public comment. FHWA has reviewed the draft and comments are listed below:

Comments:

- Need to incorporate what requirements (2008 ozone standard, etc) this report is satisfying.
- Include a map that shows the area that is designated non-attainment vs., the RFATS study area. Also explain the difference between to two so the reader can orient themselves to the area and where conformity applies.
- Explain what interpolation is and why it was utilized for 2022.
- This document includes reference to this being the Conformity Determination for the TIP as well, please make sure to include a general conformity statement in the body of the TIP and populate the Appendix with this report once it is approved.
- Under the TCM, I understand the statement needs to be included, but it could be interpreted to mean there are TCM activities that will take place in this area – if this is not the case, please add an additional clarifying statement.
- Table 3 – Update the Page #'s to reflect document location.
- Appendix B and Appendix E are not legible.
- Remove the consultant logo from the cover page of this document. This is an RFATS document; the consultant logo may appear on a subsequent page. This comment applies to the LRTP and the TIP as well.

Please ensure the document is complete, and our comments have been address before resubmitting the final version of the RFATS' Conformity Determination to the Federal Highway Administration for further review. Feel free to direct any questions or concerns you may have concerning these comments to Jessica Hekter at 803-253-5458 or Jessica.Hekter@dot.gov.

Comments on Draft Air Quality transportation Conformity Report for York County on the 2035 Long Range Transportation Plan Update

Air Quality Transportation Conformity Report

This report does not explain how each requirement of the conformity rule is meeting. It is recommended that each section of the transportation conformity rule section be referenced by the section in the report that it is addressing. US DOT has a checklist that many MPOs use in their conformity reports to help with this as well.

1. The report should clearly spell out why the update is being done and what triggers it is intended to satisfy. As currently writing in the Introduction it simply states to meet the CAA and MAP 21. For example: 4 year update requirement- explain when last one was done and how long this one is intended for. Is it for 2013 and the next 4 year update required in 2017? Also for the ozone standard, reference is made to the 2008 ozone standard and the revocation of the 1997 ozone standard, but it is not clearly stated that conformity is required for the 1997 8hr ozone standard prior to July 2013 revocation date. Nor does it state that this report also is to serve the requirement to meet the requirement to demonstrate conformity to this standard one year from the effective date of designation of that standard.
2. A section that explains what the motor vehicle emissions budget is, when it was federally approved and when it became effective for use needs to be provided.
3. The latest planning assumptions section is very nicely written and explained in detail, but it is missing a discussion on the assumptions approved into the SIP such as the temperature and RVP etc. assumptions used in the modeling.
4. In the TCM section, I would briefly state that there are no TCMs applicable to York County approved in the SC SIP.

Appendix E- Federal Register Designation Notices

1. This is a great section, but I would also include the FRN that establishes your motor vehicle emissions budget for transportation conformity.
2. You might also want to include the approved transportation conformity SIP that establishes the procedures via the MOA the area complies with.

Appendix F- MOVES2010b model files

1. Where these provided to the public?

Executive Summary for the LRTP

1. Excellent write up of the extensive public outreach and explanation of to the themes for various town meetings from: Road widening, bike/Pedestrian needs, congestion management (priority area), transportation system needs, and public transit.
2. The explanation on the goals by section; highway system, congestion management, transportation alternatives, environmental goals and public outreach are nicely explained. However, in the action plan portion I did not see corresponding key items for air quality. Freight movement actions were in this section but not mentioned in the goals.

Idle Reduction Program-(NOTE: THIS IS IN THE FIRST PORTION OF THE LRTP AFTER PAGE 12 AND HAS NO INTRO I'M NOT EVEN SURE HOW TO REFERENCE THIS SECTION BECAUSE IT SEEMS COMPLETELY OUT OF CONTEXT).

The materials from Clean Air Campaign are provided such as the flyer, myths and facts and a certificate of participation. The signee to the certificate is Tedra Cheathman, executive Director; however, what organization is this person with? This entire section is very confusing- is this a program that York county is implementing? Who and how does it apply- is it for the State DOT at construction sites? Is it for county board office employees? Please explain who this program applies to, the goal and what it means in terms of air quality benefits to York County.

Chapter 3 of 2035 LRTP - Social and Environment Element

1. Very nicely explained the year of each data source and where it was obtained. Just a comment that relates to meeting the requirements of using latest planning assumption requirements of the transportation conformity rule, much of this data is approaching 6 plus years old. Please ensure that this section and the introduction to the air quality conformity report are consistent. In that section it states that 2012 default source type population data exported from MOVES was used for vehicle population. It also states in the air quality conformity report that 2010 population was used. It is unclear what year of data was used in the travel demand model for population, vehicle distribution, employment. Forecasts are provided- indicate the data source and year used and that date that the RFATs model was run to generate these forecasts.
2. The environmental impacts for key projects are explained well except no discussion of the air quality impacts from vehicles is discussed. Will the road increase VMT? What is the impact on the community in that area? While conformity is a regional area analysis, I would think during the plan development a discussion and assessment of this impact would have been discussed. Understanding that through the NEPA process this will be analysis in greater detail. This is only a comment, no need to make correction for this comment.

Guy, Jonathan

From: DHooper@cityofrockhill.com
Sent: Tuesday, May 14, 2013 11:04 AM
To: Guy, Jonathan
Subject: Fw: RFATS 2035 LRTP Update -- Comments Received from SCDOT

Jonathan,

As we discussed -- forwarding comments from SCDOT.

David F. Hooper

RFATS Coordinator / Transportation Planner
Planning & Development Services Department
City of Rock Hill | Rock Hill-Fort Mill Area Transportation Study
P.O. Box 11706
155 Johnston Street
Rock Hill, SC 29731

(803) 326-3897 Telephone
(803) 329-5511 Fax
email: dhooper@cityofrockhill.com | Website: www.rfatsmpo.org

Hours 7:00am to 4:00pm Monday Through Friday

----- Forwarded by David Hooper/Rock-Hill on 05/14/2013 10:57 AM -----

From: "Janicki, Dianne K" <JanickiDK@dot.state.sc.us>
To: "David Hooper (DHooper@cityofrockhill.com)" <DHooper@cityofrockhill.com>,
Date: 05/09/2013 02:11 PM
Subject: Draft LRTP and Conformity Report Comments

David,

In addition to the comments provided below on April 10, 2013, I have reviewed the additional chapters of the Draft LRTP report and the Draft Conformity Report and have several comments.

HIGHWAY ELEMENT of LRTP

- Financially Feasible Plan (2035) – Table 4.1, page 4-24 – Estimated guideshare funding references \$2,819 instead of the current guideshare amount, also causing the total to conflict with the \$93 shown in the table within the Financial Element.
- Also, the Table 4.1 – Cost estimates do not reflect the YOE cost estimates in Table 12.2 on page 12-6 of the Financial Element. The table should represent the YOE cost estimates.
- Summary and Recommendations – page 4-51; 5th bullet – Should that be reworded or did I miss what was determined to be the “primary project” in this plan? It sounds like it refers to the potential new bridge location project that was previously studied. Or maybe it’s just referencing the need for an east-west bridge crossing?

FINANCIAL ELEMENT of LRTP

- Funding Sources/SCDOT Guideshare – 1st page – Guideshares are based on population and vehicle miles of travel.
- Table 12.2 – Make it clearer in the text on page 12-5 and in the heading of the table that these roadway projects are included in the cost constrained portion of the plan.

DRAFT CONFORMITY REPORT

- Interagency Consultation – Page 6, 1st paragraph – FTA was omitted from the interagency consultation participation group.
- Cross-Reference Index – Some of the page #s are incorrect: (1) The adopted long-range plan is fiscally constrained is on page 6, not 7; (2) The list of federally funded TCM activities included shows page 6, but looks like it should be page 5; (3) Conformity determined according to 93.105 and the adopted public involvement procedures shows page 7, should be 6. Double check all page numbers.
- Interagency minutes on page 19 does not have a heading or date at the top of the page.

Thanks,
Dianne

From: Janicki, Dianne K
Sent: Wednesday, April 10, 2013 3:22 PM
To: 'DHooper@cityofrockhill.com'
Subject: RE: RFATS LRTP Update -- Next 3 chapters are available for review / comments on FTP site

David,

I have reviewed the three chapters of the LRTP as referenced in your email below and offer several minor comments.

1. The headings on each page of each chapter refers to the “2040” LRTP, instead of 2035.
2. Also, throughout each chapter on multiple pages, reference is made to the “2040” LRTP.
3. On page 8 of the Bike and Ped, in the last paragraph, shouldn’t that be facilities instead of “facilitates”?
4. On page 11 of the Bike and Ped under Stakeholder Input, change “Katawba” to Catawba.
5. On page 5 of the Public Transportation Element, in the first paragraph, change “in” 2008 to “since” 2008.
6. On page 7 of the Public Transportation Element, second line: consider different language since 2009 was four years ago?

Dianne

From: DHooper@cityofrockhill.com[mailto:DHooper@cityofrockhill.com]
Sent: Wednesday, April 03, 2013 11:16 AM
To: Sheppard, Kevin; Janicki, Dianne K; Klauk, Brian D.; Shealy, Joy S.; Goolsby, Clifton C.; Barker, Julie P.; Sears, Roger D.; Frierson, Jim M; Shaw, Manel G; Hekter, Jessica - FHWA; coolidln@dhec.sc.gov; barnesb@dhec.sc.gov; wbell@catawbacog.org; jcronin@fortmillsc.gov; cin.elizabethharris@yahoo.com; pkaragounis@lancastercountysc.net; shbritt@tegacay.com; allison.love@yorkcountygov.com; phil.leazer@yorkcountygov.com; patrick.hamilton@yorkcountygov.com; CChorak@cityofrockhill.com; Edwards, Victor M; WLong@cityofrockhill.com; Lackey, Diane M.
Subject: Fw: RFATS LRTP Update -- Next 3 chapters are available for review / comments on FTP site

Technical Team Members,

As a follow-up on this item -- here is the latest access link

<ftp://ftp.cityofrockhill.com/RFATS/>

Page 3 Introduction

The purpose of this report is to document compliance with the provisions of the Clean Air Act Amendments of 1990 (CAA) and the Moving Ahead for Progress in the 21st Century (MAP-21) legislation of 2012. 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 [the emissions factors](#) developed by S.C. Department of Health & Environmental Control (SCDHEC). All regionally significant federally funded projects in areas designated by the United States Environmental Protection Agency (USEPA) as air quality non-attainment or maintenance areas must come from a conforming LRTP and TIP.

Comment [c1]: MOVES was run in inventory mode – no emission factor outputs

[There are three different near-term triggers for an RFATS transportation conformity determination.](#)
[Transportation conformity is required to be performed every four years as a component of the LRTP/TIP update \(required by June 10, 2013\). A conformity determination is also required within one year of the effective date of the 2008 ozone standard \(required by July 20, 2013\), and within 24 months of the effective date of EPA's finding of adequacy for the motor vehicle emissions budgets \(MVEBs\), as submitted in the redesignation and maintenance plan for the 1997 8-hour ozone standard \(required by October 9, 2014\). This conformity analysis is intended to satisfy all three of these requirements.](#)

The Metropolitan Planning Organization (MPO) is required by 23 CFR 134 and 40 CFR Parts 51 and 93 to make a conformity determination on any newly adopted or amended fiscally-constrained LRTPs and TIPs. The intent of this report is to document the conformity determinations for the 2035 LRTP and 2014-2019 TIP for the Rock Hill – Fort Mill Area Transportation Study (RFATS) MPO. In addition, the United States Department of Transportation (USDOT), specifically, the Federal Highway Administration (FHWA) and the Federal Transit Administration (FTA), must make a conformity determination on the LRTPs and TIPs in all non-attainment and maintenance areas. [The transportation conformity requirement for the 1997 ozone-national ambient air quality standard \(NAAQS\), for which RFATS was previously designated non-attainment, remains in effect until July 20, 2013, when a conformity determination for the 2008 ozone NAAQS is required.](#) The RFATS Study Area is currently designated non-attainment for the 2008 8-hour ozone standard.

The MPO Conformity Determination for the 2035 LRTP and FY 2014-2019 TIP was approved on [DATE]. By this action, the MPO demonstrated that the 2035 LRTP and 2014-2019 TIP are consistent with Section 176(c) of the Clean Air Act, the State Implementation Plan, MAP-21, and 40 CFR Parts 51 and 93. The conformity demonstrations are documented by the MPO and SCDHEC in this report. It includes the regional emissions test comparison prepared for the 2035 LRTP and 2014-2019 TIP, demonstrating compliance with the applicable motor vehicle emissions tests.

In addition, this report documents the interagency consultation process, public participation process,

and analysis methodology used to demonstrate transportation conformity.

USDOT made its conformity determination on the 2035 LRTP and 2014-2019 TIP on [DATE].

A copy of the letter and resolution approving the conformity determination are included in Appendix

A.

Air Quality Planning

The part of York County that is within the RFATS Study Area was designated as [non-attainment for the 1997 8-hour ozone standard as part of the Charlotte-Gastonia-Rock Hill, NC-SC non-attainment area, effective June 15, 2004. It was redesignated to attainment on December 26, 2012. As a maintenance area, the RFATS Study Area remains subject to transportation conformity for the 1997 standard until July 20, 2013. The RFATS study area was designated as nonattainment part of the Charlotte-Gastonia-Rock Hill, NC-SC non-attainment area](#) for the 2008 8-Hour Ozone Standard (marginal), effective July 20, 2012. This designation was published in 77 FR 30160 on May 21, 2012. Appendix E reflects the Federal Register notice.

[Prior to the passage of the 2008 8-hour ozone standard, the portion of York County within the RFATS area was designated as part of the Charlotte-Gastonia-Rock Hill, NC-SC non-attainment area for the 1997 8-hour ozone standard, effective June 15, 2004. The 1997 standard has now been superseded by the 2008 standard.](#)

Page 4 Latest Planning Assumptions

The RFATS Study Area is part of the Metrolina Regional Travel Demand Model, which continues to be used as part of the regional emissions analysis. Appendix B lists the projects that were included in this model, for the purposes of the regional emissions analysis.

The planning assumptions and travel forecasts used in the Metrolina model to develop the 2035 LRTP and 2014-2019TIP were also used in this conformity analysis. These are the latest planning assumptions as required in 40 CFR 93.110. They include estimates of future population, employment, travel and congestion, and are less than five years old.

The RFATS Study Area is a rapidly growing area within the Charlotte, NC MSA. Mobility has been focused on a highway network to support single occupancy vehicles. Existing transit services are limited, but include and (versus the) [express bus service between Rock Hill and Charlotte; vanpools; and a demand response transportation service.](#)

Comment [c2]: Editing error here?

The vehicle age distribution and fleet mix distributions used as input to the emissions model were [based on information](#) provided by SCDHEC. The SCDHEC Bureau of Air Quality has found that the local data are not collected in a manner consistent with all of the vehicle types found in [MOVES2010a](#). Default data were used for vehicle age distribution, while a blend of local and default data were used to establish source type population.

Source type distribution input files were developed using a July 31, 2012 snapshot of York County vehicle population from SCDMV and the 2012 default York [County](#) source type population data, exported from MOVES. Motorcycle population from the SCDMV snapshot was used for the York County motorcycle population. The total passenger vehicle population from the SCDMV data was distributed among cars and trucks in the same ratio as cars and trucks are distributed in the MOVES default population. Vehicles designated as "trailers" were removed from the SCDMV population total. The remaining vehicles were 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 was used to apportion vehicles to RFATS. Past vehicle population trends were applied to future years. For the 2008 8-hour ozone test, base and horizon years being modeled are 2013, 2015, 2025, and 2035. The year 2022 was also studied via interpolation. There is an established Motor Vehicle Emissions Budget (MVEB) for the RFATS non-attainment area, shown in Table 1. Consequently,

results from each analysis year were compared with the MVEB to determine if they are attaining the standard.

The Metrolina model is a regional travel demand model that was developed for use in regional planning applications and air quality conformity. It is based on the four-step travel demand process (trip generation, trip distribution, mode choice and assignment) and runs on the TransCAD platform. It covers all of Mecklenburg County (NC), Union County (NC), Cabarrus County (NC), Rowan County (NC), Lincoln County (NC), Gaston County (NC), Stanly County (NC), York County (SC), and portions of Iredell County (NC), Cleveland County (NC), and Lancaster County (SC). Thus, the model covers an area larger than the RFATS area and larger than the non-attainment area. MRM1102 was adopted by the MRM Executive Committee as the official model set for the RFATS conformity analysis.

Page 5 Latest Emissions Model

As substantial preparation was done for conducting the conformity analysis using MOVES 2010a while the revision of 2010b, the latest version of the MOVES model, was pending, the analysis was completed using MOVES 2010a. The 2012 EPA document *Policy Guidance on the Use of MOVES2010 and Subsequent Minor Revisions for State Implementation Plan Development, Transportation Conformity, and Other Purposes* notes that "minor revisions to MOVES2010 (e.g., MOVES2010a and MOVES2010b) do not significantly change criteria pollution emissions compared to MOVES2010, and therefore we did not consider such revisions to be a new model for SIP and transportation conformity purposes under 40 CFR 93.111." Therefore, MOVES 2010a is satisfactory for this analysis.

The regional emissions analysis used MOVES2010b. This is the most current version of the MOVES model, which is now required for use in regional conformity analyses by the EPA. It is therefore the latest emissions model, as required in 40 CFR 93.111. MOBILE6.2, the emissions modeling software used in the region's previous conformity determination, is now considered outdated. Appendix F provides the MOVES model files.

Appendix F: MOVES2010_{a/b} Model Files

Appendix D: Summary of Public Comments

No Public Comments were received

Appendix E: Federal Register Designation Notice

23932

Federal Register/Vol. 69, No. 84/Friday, April 30, 2004/Rules and Regulations

PENNSYLVANIA—OZONE (8-HOUR STANDARD)—Continued

Designated area	Designation *		Category/classification	
	Date ¹	Type	Date ¹	Type
Rest of State		Unclassifiable/Attainment		
Columbia County		Unclassifiable/Attainment		
Crawford County		Unclassifiable/Attainment		
Juniper County		Unclassifiable/Attainment		
Lawrence County		Unclassifiable/Attainment		
Northumberland County		Unclassifiable/Attainment		
Pike County		Unclassifiable/Attainment		
Schuylkill County		Unclassifiable/Attainment		
Snyder County		Unclassifiable/Attainment		
Somerset County		Unclassifiable/Attainment		
Susquehanna County		Unclassifiable/Attainment		
Warren County		Unclassifiable/Attainment		
Wayne County		Unclassifiable/Attainment		

* Includes Indian Country located in each county or area, except as otherwise specified.

¹ This date is June 15, 2004, unless otherwise noted.

■ 41. In § 81.340, the table entitled
"Rhode Island—Ozone (8-Hour
Standard)" is added to read as follows:

RHODE ISLAND—OZONE (8-HOUR STANDARD)

Designated area	Designation *		Category/classification	
	Date ¹	Type	Date ¹	Type
Providence (all of RI), RI:				
Bristol County		Nonattainment		Subpart 2/Moderate.
Kent County		Nonattainment		Subpart 2/Moderate.
Newport County		Nonattainment		Subpart 2/Moderate.
Providence County		Nonattainment		Subpart 2/Moderate.
Washington County		Nonattainment		Subpart 2/Moderate.

* Includes Indian Country located in each county or area, except as otherwise specified.

¹ This date is June 15, 2004, unless otherwise noted.

■ 42. In § 81.341, the table entitled
"South Carolina—Ozone (8-Hour
Standard)" is added to read as follows:

SOUTH CAROLINA—OZONE (8-HOUR STANDARD)

Designated area	Designation *		Category/classification	
	Date ¹	Type	Date ¹	Type
Columbia, SC:				
Lexington County (part)	(P)	Nonattainment	(P)	Subpart 1.
Portion along MPO lines				
Richland County (part)	(P)	Nonattainment	(P)	Subpart 1.
Portion along MPO lines				
Greenville-Spartanburg-Anderson, SC:				
Anderson County	(P)	Nonattainment	(P)	Subpart 1.
Greenville County	(P)	Nonattainment	(P)	Subpart 1.
Spartanburg County	(P)	Nonattainment	(P)	Subpart 1.
Charlotte-Gastonia-Rock Hill, NC-SC:				
York County (part)		Nonattainment		Subpart 2/Moderate.
Portion along MPO lines				
Rest of State:				
Abbeville County		Unclassifiable/Attainment		
Aiken County				
Allendale County				
Bamberg County				
Barnwell County				
Beaufort County				
Berkeley County				
Calhoun County				
Charleston County				

Appendix F: MOVES2010a Model Files