



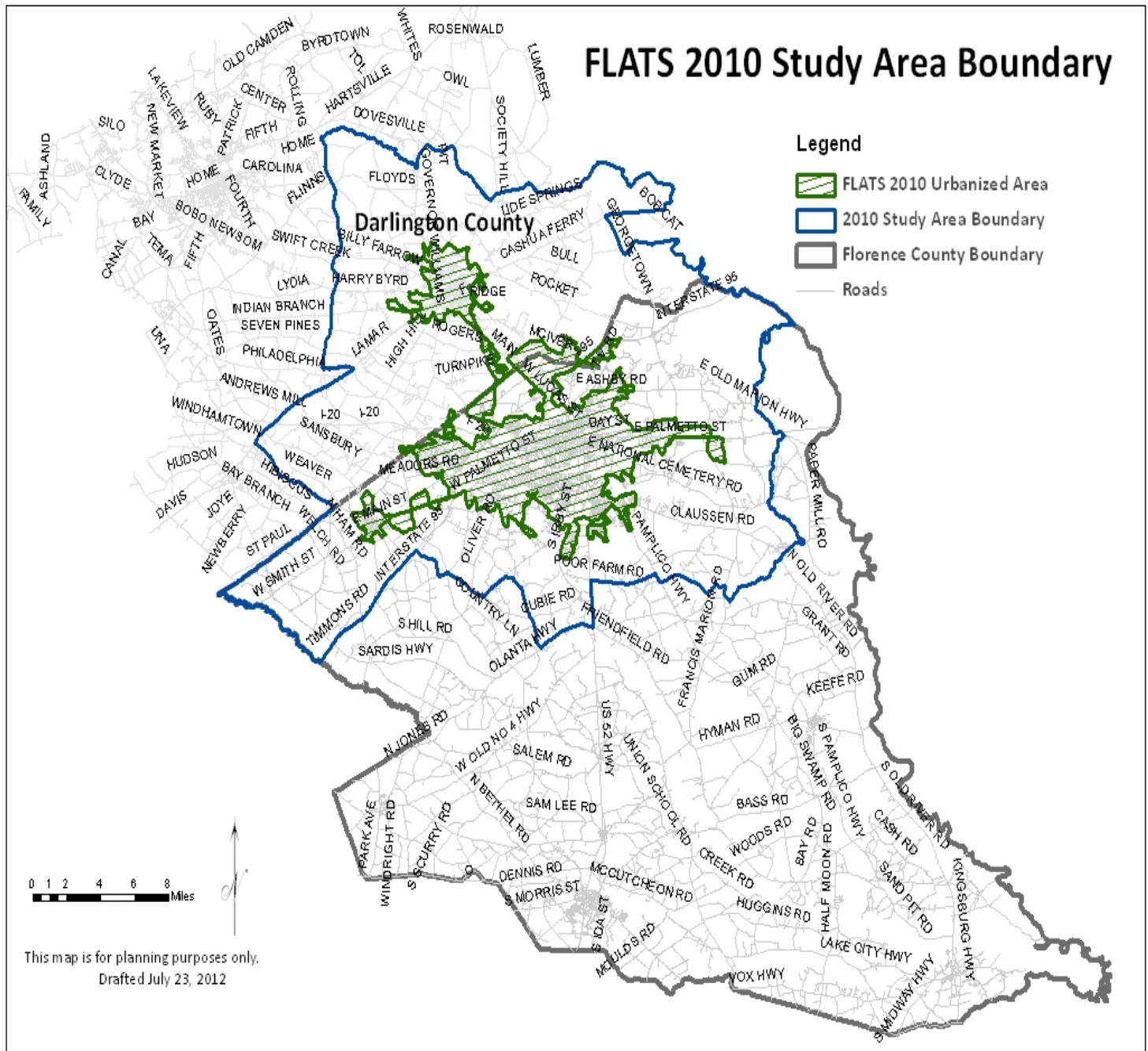
Transportation **I**mprovement **P**rogram

FY2021-FY2027

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FLATS 2010 Study Area Map



Introduction

The Florence Area Transportation Study (FLATS) is the Metropolitan Planning Organization (MPO) for the Florence urbanized area. The FLATS urbanized area consists of the City of Florence, Town of Quinby, City of Darlington, Town of Timmonsville and portions of Florence and Darlington counties.

The Federal Highway Administration (FHWA) and the Federal Transit Administration (FTA) regulations require all urbanized areas with populations of 50,000 or more to create an MPO. Each MPO must develop a cooperative, comprehensive and continuing transportation planning process in order to qualify for Federal funding for transportation projects within the FLATS Study Area Boundary.

In addition to others, there are three primary responsibilities of an MPO:

- 1) Develop and maintain a Long Range Transportation Plan (LRTP), which is, at a minimum, a 25-year transportation vision for the planning area; and
- 2) Develop and maintain a financially constrained Transportation Improvement Program (TIP), which is the agreed upon list of specific projects for which federal funds are anticipated; and
- 3) Develop and maintain a Unified Planning Work Program (UPWP), which identifies the annual transportation planning activities that are to be undertaken in support of goals, objectives and actions established in the LRTP.

The above referenced documents are periodically corrected or amended. Opportunities for public input are advertised and public comments are actively solicited for each.

The federal funds utilized for Guideshare projects in the TIP Financial Plan are allocated through the most current Federal Surface Transportation Program (STP) Bill/Law approved by the U.S. Congress.

The TIP Financial Plan outlines projects, for which funding is available, through the above referenced Law, to be funded over a seven fiscal year span. The current TIP is for fiscal years **2021- 2027**. When projects are added to the TIP, they are prioritized based on area-wide needs and in accordance with SC Act 114. Project priorities result from the placement of the project in the LRTP, funding availability, and the scheduling requirements of the state and federal governments. Highway projects are included in the TIP to reflect activities ranging from Planning (PL), Preliminary Engineering (PE), Right of Way acquisition (ROW), and Construction (C). The PL phase now consist of programming funds into the TIP to cover the cost of a feasibility Report. The inclusion of this feasibility report, in the MPO planning process, is aimed at giving the Policy Committee the resources they need to make more informed decisions when selecting projects and choosing where to allocate funds. Administering a feasibility report will

consists of completing a detailed study of the potential project in order to determine five main factors. These Factors are as follows:

- 1) Purpose and Need
- 2) Goals
- 3) Scope
- 4) Cost
- 5) Schedule

Once the feasibility report has been completed, the MPO will then have a better understanding of what the project entails, the amount of funds needed to complete the project, the timeline that it will take to complete the project, and potential alternatives to the project. After the completion of the feasibility report, the Policy Committee will then decide whether or not to move forward with the project, or to select an alternative to the project. Any funds remaining from the feasibility report, can be transferred to the project if the Policy Committee chooses to do so. If the Policy Committee chooses to move forward with the project, the TIP will be amended to reflect the anticipated funds needed to complete the project. The project will then progress through the remaining stages to include preliminary engineering, right of way acquisition, and construction.

Transit projects also are included to reflect planning, operating expenses, and capital funds. Most large projects are funded in phases over several years, while smaller projects may be fully funded in a single year in the TIP. Regardless of schedule, a project must be included in the TIP in order to be eligible for funding. When a project advances to the TIP, initial planning for the project has been completed and implementation begins. The TIP draws projects from various components of the LRTP such as access management, corridor improvements, intersection improvements, widening, etc. and schedules them for implementation.

Structure

The FLATS MPO is composed of a voting and non-voting Policy Committee and a Study Team. The voting Policy Committee administers the planning activities and review MPO programs and projects. The membership of each committee consists of representatives for the FLATS MPO area as prescribed by the FLATS Bylaws. The functions of these committees are detailed below:

Policy Committee (Voting)

The FLATS transportation planning process is guided by this committee. The Policy Committee is the official decision making body that establishes policies for the overall conduct of the FLATS MPO, granting final approval to all plans, projects and funding. This committee is comprised of elected and appointed officials representing local, state and federal governments or agencies having interest or responsibility in comprehensive transportation planning within the FLATS study area.

The voting Policy Committee membership consists of:

- State Legislatures (Representing the Florence Area)
- City of Florence, Mayor and Council Representative
- Florence County Council Chairman and Councilmember
- Florence County Transportation Commission, Chairman
- South Carolina Department of Transportation Commissioner, District 07
- Town of Quinby, Mayor

Policy Committee Non-Voting)

This committee serves as an advisory board for the voting Policy Committee if necessary.

The non-voting Policy Committee membership consists of:

- Florence County Administrator, Planning Commission Chairman and Director of Planning
- City of Florence Planning Commission Chairman and City Manager
- Pee Dee Regional Transportation Authority, Executive Director
- Florence Regional Airport Commission Chairman and Administrator
- Federal Highway Administration, Division Administrator
- South Carolina Department of Transportation Engineering Administrator, District 05 and Deputy Secretary of Intermodal Planning

Study Team

The Study Team, which is established by the Policy Committee, also participates in the planning process. They provide a forum for discussion and resolution of relevant issues and monitors technical activities including the development of the UPWP and the TIP for recommendation to the Policy Committee. In addition, the Study Team directs and considers for recommendation to the Policy Committee all major studies and planning activities. The Study Team is made up of city and county staff, representatives from each jurisdiction within the FLATS urbanized area, along with representatives from the SCDOT and FHWA.

The Study Team membership consists of the following representing the FLATS MPO area:

- Florence County Planning Commission Chairman and Director of Planning
- City of Florence Planning Commission Chairman and Planning Representatives
- City of Darlington Council and Planning Representative
- Darlington County Planning Representative
- Pee Dee Council of Governments Planning Representatives
- Pee Dee Regional Transportation Authority Executive Director and Deputy Executive Director
- Federal Highway Administration, Community Planner
- South Carolina Department of Transportation, Traffic Engineer, District 05
- South Carolina Department of Transportation, Regional Planner

- South Carolina Department of Transportation, Pee Dee Regional Production Group Program Manager and Assistant Program Managers
- South Carolina Department of Transportation, Multi Modal Planning Manager & Assistant
- South Carolina Department of Transportation, Transit Regional Manager
- South Carolina Department of Transportation, Enhancements Manager and Coordinator

Performance-Based Planning & Programming

The Moving Ahead for Progress in the 21st Century Act (MAP-21) requires State DOTs and MPOs to conduct performance-based planning by tracking performance measures and setting data-driven targets to improve those measures. Performance-based planning & programming or “performance management” is a strategic approach that uses system generated information to make investment and policy decisions to achieve goals set for the multimodal transportation system. Specifically, Performance-Based Planning & Programming (PBPP) refers to the application of performance management as standard practice in the planning and programming decision-making process.

The goal of PBPP is to ensure that transportation investment decisions – both long term planning and short term programming – are based on the ability to meet established performance goals. This ensures the most efficient investment of federal transportation funds by increasing accountability, transparency, and providing for better investment decisions that focus on key outcomes related to seven national goals:

- **Safety** – To achieve a significant reduction in traffic fatalities and serious injuries on all public roads.
- **Infrastructure condition** – To maintain the highway infrastructure asset system in a state of good repair.
- **Congestion reduction** – To achieve a significant reduction in congestion on the National Highway System (NHS).
- **System reliability** – To improve the efficiency of the surface transportation system.
- **Freight movement and economic vitality** – To improve the national freight network, strengthen the ability of rural communities to access national and international trade markets, and support regional economic development.
- **Environmental sustainability** – To enhance the performance of the transportation system while protecting and enhancing the natural environment.
- **Reducing project delivery delays** – To reduce project costs, promote jobs and the economy, and expedite the movement of people and goods by accelerating project completion through eliminating delays in the project development and delivery process, including reducing regulatory burdens and improving agencies work practices.

The Fixing America’s Surface Transportation (FAST) Act supplements the MAP-21 legislation by establishing required performance measures and timelines for State DOTs and MPOs to comply with the requirements of MAP-21. As a federal requirement, states will invest resources in

projects to achieve individual performance targets that collectively will make progress toward established national goals. Like states, MPOs are also expected to make transportation investment decisions based on a performance-driven, outcome-based approach as well. With this in mind, the key planning documents of an MPO; specifically, the Long Range Transportation Plan (LRTP) and the Transportation Improvement Program (TIP) are required to reflect this same approach to the planning and decision-making process. The TIP must link investment priorities to the performance targets in the LRTP, and describe (to the maximum extent practicable), the anticipated effect of the program toward achieving establish targets.

Targets are developed for each goal by each state's Department of Transportation (DOT). The MPO's (i.e. FLATS) can either adopt their state DOT's targets or develop targets of their own. The MPO works hand in hand with their state DOT to remain in compliance with this Federal Regulation.

FAST Act Performance Narratives

In March of 2016, the Highway Safety Improvement Program (HSIP) and the Safety Performance Management Measures Rule (Safety PM Rule) were finalized and published in the Federal Register. The rule requires MPOs to set targets for safety-related performance measures and report progress to the State DOT. The Fixing America's Surface Transportation (FAST) Act requires MPO's to include performance narratives in their TIP narrative. The purpose of these performance narratives is to outline how current and future projects move the MPO toward accomplishing the adopted performance measures.

Performance Measure 1-Safety (PM-1)

Safety is the first performance measure to be evaluated. Unlike the other performance measures, the safety performance measure encompasses all of the roads within the MPO, not just roads on the national highway system (NHS). These targets can be developed by the MPO, or they can choose to adopt the state targets which is developed by SCDOT. Regardless of which targets the MPO chooses to adopt, the targets must be updated on an annual base and reflected so within the Long Range Transportation Plan (LRTP). FLATS has chosen to adopt the state targets for this performance measure. These adopted targets can be found in the FLATS 2040 LRTP.

The FLATS 2040 Long Range Transportation Plan currently lists the following focus areas for future safety considerations:

- Roadway Departure
- Intersections
- Access Management
- Non-Motorized Roadways users.

While all transportation projects have a certain element of safety within their design, certain projects are specifically aimed at improving transportation safety. These types of projects, will increase the MPO's overall performance for PM-1 (Safety).

There is currently one safety project scheduled to take place within the MPO's study area. This safety project will consist of intersection improvements at the intersection of S-12 (S. Church St.) & S-13 (E. National Cemetery Rd.)

As new projects of this type are included in the TIP through Guideshare & Non-Guideshare funding, this section will be updated to reflect their potential to have positive impacts on this performance target.

There are other enhancements taking place within the study area that are aimed at increasing safety for pedestrians. An example of this type of project can be found in the downtown area of Florence, where the City of Florence is implementing a road diet. This particular project will consist of a planted median, a pedestrian crosswalk, and sharrows for cyclists. Such enhancements can lead to improved pedestrian safety by raising motorist awareness for bicyclists and by providing controlled points for pedestrian crossing.

Performance Measure 2-System Condition (PM-2)

The second performance measure to be evaluated is system condition. This performance measure consist of two factors: Pavement and Bridges. This performance measure only reflects roads and bridges within the MPO that are on the national highway system. The pavement aspect of this performance measure goes a step further and is broken down into two separate measures. These two separate measures are pavement condition on the interstate and pavement condition on non-interstate NHS roads. The targets for this performance measure can be set by the MPO, or the MPO can chose to adopt the targets set by the state. Regardless of which targets the MPO chooses to adopt, the targets must be reevaluated and readopted every four years and reflected so within the long range transportation plan. FLATS has chosen to adopt the state targets for this performance measure. These adopted targets can be found in the FLATS 2040 LRTP.

There is currently one project underway within the study area boundary that meets the criteria to be included within this performance measure. This project is an approximately 22 mile long pavement project taking place on south bound I-95 near mile markers 171-193. This project is

anticipated to move FLATS closer toward the targeted percentage goal for pavement condition on the interstate portion of the National Highway System (NHS).

As new pavement and bridge projects are included in the TIP through Guideshare & Non-Guideshare funding, this section will be updated to reflect their potential to have positive impacts on this performance target

Performance Measure 3-Reliability (PM-3)

The third performance measure to be evaluated is reliability. This performance measure only reflects roads within the MPO that are on the National Highway System. The targets for this performance measure can be set by the MPO, or the MPO can choose to adopt the targets set by the state. Regardless of which targets the MPO chooses to adopt, the targets must be reevaluated and readopted every four years and reflected so within the Long Range Transportation Plan. FLATS has chosen to adopt the state targets for this performance measure. These adopted targets can be found in the FLATS 2040 LRTP.

Although travel reliability within the FLATS study area is already outperforming the state targets, there is currently one project under way within the FLATS study area that is expected to work toward increasing reliability on the NHS. This project is an intersection improvement project at the intersection of E. Palmetto St. and Church St. There is also one project that is currently in the planning phase (PL) that could have an impact on this target. This project is a possible intersection improvement at S. Irby St., Second Loop Rd., and Pamplico Hwy.

As new projects are included in the TIP through Guideshare & Non-Guideshare funding that have the ability to affect reliability within the study area, this section will be updated to reflect their positive impacts on this performance target.

TAM-Planning & Targets

Performance-Based Planning & Programming is also a requirement for small transit agencies within the State who receive funds from the Federal Transit Authority (FTA), through the 5307

Urbanized Area Formula Program. (49 U.S. Code § 5307). In 2012, MAP-21 mandated the Federal Transit Authority (FTA) to develop a rule establishing a strategic and systematic process of operating, maintaining and improving public capital assets effectively through their entire life cycle. The Transit Asset Management (TAM) Plan (Final Rule 49 USC 625 Subpart D), became effective October 1, 2016.

The Pee Dee Regional Transportation Authority (PDRTA) adopted the SCDOT's TAM targets. The FLATS MPO has coordinated with the transit authority, PDRTA, on transit asset management and will continue to do so as an integral part of the MPO/s continuing, comprehensive and cooperative (3-C) planning process.

The FLATS MPO acknowledges that the MPO does not coordinate, manage or maintain any transit assets and therefore would not be in the most informed position to set its own targets and staff is recommending the MPO adopt PDRTA's targets for 2019 below:

Performance-Based Planning & Programming is also a requirement for small transit agencies within the State who receive funds from the Federal Transit Authority (FTA), through the 5307 Urbanized Area Formula Program. (49 U.S. Code § 5307). In 2012, MAP-21 mandated the Federal Transit Authority (FTA) to develop a rule establishing a strategic and systematic process of operating, maintaining and improving public capital assets effectively through their entire life cycle. The Transit Asset Management (TAM) Plan (Final Rule 49 USC 625 Subpart D), became effective October 1, 2016.

The TAM Plan provides reasonable benchmarks for operation, maintenance, rehabilitation and a timeline for the replacement of transit assets funded through the SCDOT. The TAM Plan also provides data to measure and manage transit asset performance, risks, lifecycle costs and cost effectiveness to aid in the future project prioritization and funding decisions. The Pee Dee Regional Transportation Authority (PDRTA) adopted the SCDOT's TAM targets.

The FLATS MPO has coordinated with the transit authority, PDRTA, on transit asset management and will continue to do so as an integral part of the MPO/s continuing, comprehensive and cooperative (3-C) planning process. The FLATS MPO will include the SCDOT TAM targets for the PDRTA in the FLATS TIP. The FLATS Policy Committee will adopt these targets by Resolution.

FLATS Products

Transportation Improvement Program (TIP) Financial Plan

The TIP Financial Plan is developed by FLATS staff, cooperatively with the SCDOT, and outlines transportation projects, within the FLATS study area, that federal funding has been allocated towards. Projects cannot be placed in the TIP unless they are first included in the LRTP. The projects are listed in sections according to which Federal Program is funding them. The Financial Plan Sections Include:

- Guideshare Projects: (Annual Federal Allocation to an MPO, through the SCDOT – amount depending on MPO population as directed by the U.S. Census);
- Transportation Alternatives Program (TAP): (Statewide Competitive Federal Grant Program for Bicycle/Pedestrian projects);
- Capital Sales Tax Projects: (Does not utilize FLATS Federal funds. Listed for project status updates);
- Federal Transit Administration: (Required to be in the FLATS TIP before public transportation representative within the FLATS study area can utilize their allocated funding);
- Projects Exempt from Guideshare: (Does not utilize FLATS Federal funds. Projects provided by the SCDOT as federal funding is allocated to various types of projects that they are working on, within the FLATS study area.)

➤ **State Transportation Improvement Program (STIP)**

As each MPO is federally required to develop a TIP, each state is required to develop a Statewide Transportation Improvement Program (STIP). The STIP includes all federally funded transportation projects throughout the state. Projects included in FLATS MPO TIPs are included in the STIP once approved by the Policy Committee and after the FHWA and FTA make their required financial constraint and air quality findings, if necessary. Projects must be in the STIP before funding authorities, such as the FHWA, FTA and SCDOT can obligate or commit funding to project contracts.

Long Range Transportation Plan (LRTP)

The current LRTP is the **2040 LRTP**. The LRTP describes the policies, strategies and facilities proposed for highway improvements within the MPO study area. The Plan includes environmental, social and intermodal considerations. The LRTP must provide a financially constrained 20-year vision of future transportation improvements. It is the process of developing a transportation model that shows the demand on the transportation network in the FLATS area. In response to federal mandates and the desires of local residents, the LRTP addresses all modes of transportation including automobile, bicycle, pedestrian, transit, air and rail movements.

The types of projects within the LRTP include but are not limited to highway construction, congestion management, freight related, public transportation, and bicycle and pedestrian projects. Projects are evaluated and ranked based on mobility and accessibility needs, safety and security, economic and community vitality, environmental protection, improved connectivity among transportation modes, efficient system management, and maintenance and preservation of the transportation infrastructure. The projects identified in the LRTP are ranked and prioritized in accordance with ACT 114 as regulated by the SCDOT. South Carolina passed Act 114 in 2007 to create a balanced prioritization to establish project rankings. This Act added Sections 57-1-370 and 57-1-460 to the South Carolina Code of Laws. These sections provide details of the ranking process to be used by the SCDOT, MPOs and Councils of Government

(COGs). Federal law requires the LRTP be updated every five years, so the projects could change every five years, depending on need.

A Third-Party Consulting Firm is normally secured to assist staff in updating this document. A Transportation Advisory Committee is formed from local residents, business, etc. with input on transportation infrastructure improvements necessary for the FLATS study area. This committee along with staff, meet with the third-party consulting firm regularly during the development of the document. Upon completion, a 30-day public comment is provided before presenting the document to the FLATS Study Team for their recommendation to the FLATS Policy Committee for adoption/approval. An adopted/approved copy is provided for the SCDOT, FHWA and FTA.

Unified Planning Work Program (UPWP)

The UPWP serves as the basis for all FHWA, FTA, SCDOT and local funding assistance for transportation planning activities. This document is federally required as a basis and condition for all funding assistance for transportation planning to State, local and regional agencies. The UPWP is the element of the planning process that identifies the planning activities to be completed by FLATS staff and outside consultants. All planning activities must be listed in the UPWP to be eligible for funding. The UPWP's responsibilities are managed by the (PL) Funding Program. This is an 80/20% local match program. The authority for this requirement and for the Federal funding is found in two separate Federal legislative acts establishing transportation planning programs:

- 1) Title 23, U.S. Code Section 134, Section 5303(c) (Federal Aid Highway Act of 1962, as amended)
- 2) Title 49, U.S. Code Section 1603 et. al.: (Urban Mass Transportation Act of 1964, as amended)

The UPWP is intended to be consistent with the metropolitan planning requirements of 23 USC 134 and shall provide for the establishment and use of a performance-based approach to transportation decision-making to support the nations goals described in section 150(b) of Title 23 and in section 5301(c) of Title 49. The UPWP outlines a framework for the work program which the FLATS staff is expected to accomplish and provides guidance with respect to a financial plan to support the Work Program.

The UPWP is the element of the planning process that identifies the activities to be completed by the FLATS staff and outside consultants. All planning activities must be listed in the UPWP to be eligible for the PL funds. The PL Funding Program is not the same as the Guideshare Federal Program as listed in the TIP. This Program pays 80% of planning activity hours, with a local 20% match. The FLATS UPWP is updated every two years. A ten-day public comment period is required prior to presenting the updated UPWP to the FLATS Policy Committee for adoption. The adoption is certified by Resolution executed by the Policy Committee, Chairman or Vice Chairman and the Florence County Planning Director. An executed copy is forwarded to the SCDOT, FHWA and FTA for their records.

➤ Quarterly Reports

Quarters Reported: July – September; October – December; January – March; April – June. (Staff forwards to the SCDOT around the 15th of the month following the quarter reported.)

- FLATS staff maintains a quarterly time sheet of planning activities performed during a quarter. An invoice for staff total hours for the quarter is prepared;
- A FLATS PL Summary report is prepared for the quarter outlining staff's planning activities in the appropriate category as specified in the UPWP;
- The invoice and the PL summary is forwarded to the SCDOT along with a cover letter regarding the 80% reimbursement for the quarter as directed by the PL Program;
- Florence County is responsible for the remaining 20% match for this Program.

➤ Annual Report

- At the end of the fiscal year (June 30th), the four PL summary reports serve as the FLATS MPO's Annual Report outlining staff's planning activities and hours for the entire fiscal year. Staff forwards the summary reports to the SCDOT. The quarterly invoices are not sent again.

TIP Amendment Process

The process for amending the TIP involves staff evaluation, agency coordination, public review of the proposed action, and then approval by the MPO's Policy Committee. When these actions are completed, the amended document is submitted to the SCDOT for further evaluation and approval to be incorporated into the STIP.

Policy Amendments

Policy amendments are those that:

- Add a new project to the TIP, regardless if the project has been in a previous TIP or not (with the exception of the project types included in the administrative modification/corrections section below);
- Omit a programmed project from the TIP;
- Omit or change a regionally significant project feature of an existing project (for example, change the project termini);
- Change a project's funding; or
- Change a project description/scope or introducing any other change that is inconsistent with the National Environmental Policy Act (NEPA) documentation or will alter the NEPA determination.

Administrative Modifications/Corrections

Administrative modifications/corrections include all changes other than policy amendments. These modifications usually involve:

- Shifting funds between years for an individual project or for projects within pools;
- Moving project staging between years without affecting the scope of the project;
- Affecting its expected completion within the TIP or affecting the current year staging;
- Changing the federal/state/local funding source;
- Changing the designated responsible agency with the original sponsor's approval;
- Changing project funding;
- Changing the program allocation to the projects;
- Adding new projects from unallocated money in the SCDOT budget;
- Adding bridge replacement or rehabilitation projects, pavement resurfacing or preservation projects, intersection or corridor improvement projects, interstate safety improvements or preservation and construction projects that are funded through the SCDOT via the National Highway Performance Program (NHPP), Surface Transportation Program (STP), Highway Safety Improvement Program (HSIP) or Interstate Program; or
- Adding rural/small urban, elderly and disabled, Jobs Access/Reverse Commute (JARC) and New Freedom transit projects.

Processing of Revisions

Policy amendments are recommended by the FLATS Study Team for the FLATS Policy Committee's consideration and action. Formal public meetings are held for policy amendments to the TIP with a ten-day public comment period prior to the public meeting.

Administrative modification/corrections submitted to the FLATS staff by the SCDOT are corrected in the TIP and confirmed to the SCDOT by execution of a STIP/TIP Transmittal Form. The corrections are presented as information to the Study Team and Policy Committee during the next available meeting. Administrative modifications do not require committee review or approval.

TIP Funding

Guideshare Funds

Funds for road improvements are allocated by SCDOT through the Federal Guideshare Program. The SCDOT Commission sets aside a specific amount of FHWA and SCDOT funds each year and distributes the money among the state's eleven MPOs and Councils of Governments (COGs) based on population. The Guideshare sets the annual budget for highway improvements within each MPO or COG, and total project costs in any given year normally cannot exceed the Guideshare allocation (a fiscally constrained TIP).

Road improvements may include constructing widening existing roads, new roads, adding traffic lanes to existing roads, constructing paved shoulders, access management, corridor improvements, intersection improvements, installing traffic signals, constructing sidewalks or bike lanes, or making safety improvements. Minor maintenance activities such as resurfacing

and patching potholes are not funded through FLATS, but are handled directly by SCDOT or City maintenance units.

The SCDOT advises the MPO of its Federal allocation from the Guideshare Program for each fiscal year during the six year TIP. SCDOT developed an innovative financing plan in 1998 to accelerate construction of many projects that were built between 1998 and 2007, and issued bonds to fund the plan. As a result of this, the FLATS MPO devotes an average of **\$800,000** per year of their Guideshare Allocations to debt service for the accelerated projects completed within the FLATS study area. The debt service repayments are scheduled to end in 2023.

Transportation Alternatives Program (TAP)

The Transportation Alternatives Program was established as a result of one of the Federal Surface Transportation Bills, Moving Ahead for the 21st Century (MAP-21). The Transportation Alternatives Program is a statewide competitive grant program. The SCDOT Commission is the decision making body for the applications submitted for this program. The eligible project categories authorized in this program and by the SCDOT Commission are pedestrian facilities, bicycle facilities, streetscaping projects and enhancement of public transit services if applicable. Exclusive landscaping and scenic beautification projects are not allowed under this program. If the Commission chooses a project within the FLATS study area boundary, FLATS staff is notified for an administrative change to include this project in the TAP section of the TIP.

Federal Transit Administration Projects

The projects listed in this section on the TIP Financial Plan are Federal Transit Administration (FTA) funds allocated based on urbanized areas. Urban funding can be used for capital, operations and some maintenance areas. However, the funds under the Section 5307 Program can be utilized for Planning. FTA funds are provided directly to the Transit recipient. Urban funding provides the Federal Transit Administration (FTA) a specific authorization level amount annually for transit programs. Several important goals of the DOT include safety, state of good repair, performance and program efficiency.

The FTA formula programs for transportation agencies within the FLATS urbanized area are:

1. FTA Section 5307 Small Urban Program;
2. FTA Section 5309 Capital Investment Program or Vehicle Acquisition;
3. FTA Section 5310 Enhanced Mobility of Seniors and Individuals with Disabilities Program;

The FLATS program supports public transportation agencies and provides information or data necessary to assist in their efforts to serve their clients. The transportation agencies within the FLATS urbanized area that receive FTA urban funds directly and are required to be listed in the FLATS TIP and STIP are:

- The Pee Dee Regional Transportation Authority (PDRTA);
- The Florence Senior Citizens Association;
- The Florence County Disabilities and Special Needs Board;
- The Darlington County Council on Aging; and

- The Darlington County Disabilities and Special Needs Board.

Capital Sales Tax Projects

In 1997, as a result of a local Referendum, Florence County implemented a one-cent sales tax program to improve the infrastructure on County roadways. The Referendum called for a combination of the one-cent sales tax and the South Carolina's SIB match 2:1. The local tax contribution to this program was anticipated to generate approximately \$148M, with the SCTIB's initial allocation of \$250M to match funds raised by Florence County. Fourteen projects were selected and prioritized by the residents of Florence County, with hopes that the first six projects could be completed as a result of this Referendum.

In 2013, it became apparent that the total funds the program would generate potentially would only be able to fund the first five projects. The SIB allocated an additional approximate \$90M to the program, which will allow all six projects to be completed. This section is listed in the TIP to inform the public as the SCDOT allocates funds for preliminary engineering, right-of-way and construction to each project.

In 2014, Florence County implemented a new 1 cent sales tax program. Unlike the first capital sales tax program, which was utilized for the widening of six specific highways, this referendum is utilized for resurfacing, paving, water infrastructure, Fire Stations and EMS facilities, just to mention a few. Florence County plans to renew the Sales Tax Referendum when available.

Non-Guideshare Funding

These projects do not utilize FLATS Federal funds. As the SCDOT utilizes other federal program funding for transportation related projects within the FLATS study area, FLATS staff is provided this information from the SCDOT to include in the TIP for information purposes to the FLATS committees. The type funding programs these projects receive apply to but are not limited to:

- **Highway Safety Improvement Program (HSIP)**
- **Surface Transportation Block Grant Program (STBGP)**
- **Congestion Mitigation & Air Quality Program (CMAQ)**
- **National Highway Performance Program (NHPP)**
- **National Highway Freight Program (NHFP)**
- **Railway/Highway Crossing Program (RR)**
- **Infrastructure for Rebuilding America Discretionary Grant Program (INFRA)**
- **Better Utilizing Investments to Leverage Development Discretionary Grant Program (BUILD)**

Public Participation Process (PPP)

The FLATS MPO is required under Title 23 of the Code of Federal Regulations, Part 450 to develop, maintain and follow a PPP. This Process fulfills requirements outlined in the Final Rule for Statewide and Metropolitan Transportation Planning as published in the Federal Register on February 14, 2007 by the FHWA and FTA. The PPP details the approach, values and activities that are followed to ensure full and effective public participation in the planning process. Engaging the public often and early in the planning process is critical to the success of any transportation plan or program in addition to being required by various federal and state laws. Such legislation reinforces the necessity of public involvement, calling on MPOs such as FLATS to provide citizens, affected public agencies, representatives of transportation agencies, private providers of transportation and other stakeholders with a reasonable opportunity to participate and comment on plans and programs.

A variety of methods are used to solicit public input, including small group presentations, news releases, distribution of printed and electronic newsletters, surveys, public workshops, development of corridor studies and area plans and public hearings. just to name a few. Specific details regarding the various locations the documents are located for input are shown on the FLATS webpage. These venues include, but are not limited to the following:

- The Morning News published advertising;
- The Florence County Planning and Building Inspections Department FLATS webpage located at <http://www.florenceco.org/offices/planning/flats/>;
- The Florence County Planning and Building Inspections Department Lobby located at 518 S. Irby Street, Florence, SC;
- The Reference Desk at The Drs. Bruce and Lee Foundation Library located at 509 S. Dargan Street, Florence, SC.

A 45-day public comment period is held for the PPP prior to presenting to the FLATS Study Team for recommendation to the FLATS Policy Committee for approval.

➤ **FLATS Newsletter**

In an effort to reach more of the public, the FLATS staff develops an annual Newsletter regarding transportation plans, programs, projects and documents to inform the public of FLATS MPO activities and to emphasize the importance of their input. The Newsletter is normally completed in time for the fiscal year-end committee meetings in June of each year. A copy of the Newsletter is given to the audience attending the FLATS Policy Committee meeting. Other venues for the public:

- Posted on the FLATS webpage;
- The Florence County Planning and Building Department's Lobby, 518 S. Irby Street, Florence, SC;
- The Drs. Bruce and Lee Foundation Library Reference Desk, 509 S. Dargan Street, Florence, SC;
- Numerous copies placed at local businesses within Florence County;

- Staff notifies, via email, the members on a FLATS Distribution List that the Newsletter is posted on the FLATS webpage and located at the various locations for distribution. In addition, recipients on this list are notified as new activity, business, projects or report information is available. The list affiliates FLATS staff with area residents who have expressed an interest in the FLATS MPO activities, many Committees, Government Entities, area businesses, etc.

Local Government Projects

There are several agencies within the FLATS study area that contribute to enhancing the area's means of transportation. These agencies fund and administer projects that are focused on improving the various aspects of transportation within their portion of the study area. These projects collectively work toward the shared goal of enhancing transportation for all users in the FLATS study area. Listed below are a few examples of these agencies and their current projects.

The City of Florence

E. Palmetto & Church St.-Intersection Improvements including an added turn lane on W. Palmetto St. along with improved ADA ramps and signalization

Dozier Blvd.-Roadway improvements including resurfacing, restriping, and placing sharrows for bicyclist

Celebration Blvd.-Roadway improvements including resurfacing, restriping, and placing sharrows for bicyclist

Pettigrew St.-Roadway improvements including resurfacing

Frank Monroe Dr.-Roadway improvements including resurfacing

W. Evans St. (300-500 Blocks)-Road diet project including addition of planted medians, mid-block pedestrian crossings, on-street parking, and sharrows for bicyclist

Florence County Transportation Committee

Southborough Rd.- Roadway improvements including resurfacing

Whitehall Shores Rd.- Roadway improvements including resurfacing

Wellington Dr.- Roadway improvements including resurfacing

Woodburn Dr.- Roadway improvements including resurfacing

Hunington Dr.- Roadway improvements including resurfacing

Deerfield Dr.- Roadway improvements including resurfacing

Driftwood Ave.- Roadway improvements including resurfacing

Anderson Field Rd.- Roadway improvements including resurfacing

Florence County Capital Sales Tax

Highway 51 – Widening Project

Alligator Rd. – Widening Project

Dargan St. – Sidewalk Project

Conclusion

The proactive cooperation of the FLATS committee members, membership governments and staff will continue to contribute to better transportation infrastructure and mobility in the Florence area. With the completion of the projects contained in the TIP and those projects yet to come, the region can look forward to improved connectivity between modes, improved air quality and mobility as well as improved infrastructure and safety.

Certification

An annual self-certification process, which certifies that the FLATS transportation planning process complies with federal requirements, is included in the UPWP, which is adopted every two years.

List of Acronyms

COG	Council of Governments
FAST Act	Fixing America's Surface Transportation Act
FHWA	Federal Highway Administration
FTA	Federal Transit Administration
FLATS	Florence Area Transportation Study
HSIP	Highway Safety Improvement Program
JARC	Jobs Access/Reverse Commute
IM	Interstate Maintenance
L RTP	Long Range Transportation Plan
MAP-21	Moving Ahead for Progress in the 21 st Century Act
MTP	Metropolitan Transportation Planning
MPO	Metropolitan Planning Organization
NHPP	National Highway Performance Program
NHS	National Highway System
PDRTA	Pee Dee Regional Transportation Authority
PM	Preventative Maintenance
PPP	Public Participation Process
SCDOT	South Carolina Department of Transportation
SCTIB	South Carolina Transportation Infrastructure Bank
STIP	Statewide Transportation Improvement Program
STP	Surface Transportation Program
TAM	Transit Asset Management Plan
TAMP	Transportation Asset Management Plan
TAP	Transportation Alternatives Program
TIP	Transportation Improvement Program
UPWP	Unified Planning Work Program
USDOT	United States Department of Transportation

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FLATS FY2021-FY2027 Transportation Improvement Program (TIP) Financial Plan

Table 1: FLATS Guideshare Financial Summary

Project Description	Previous Obligations	2021	2022	2023	2024	2025	2026	2027	Future (2028+)	2021-2027 TIP Totals
South Cashua Dr. <i>SC51 to S-103 (Knollwood Rd)</i> (Widening)	25,269									
S. Irby St. & Second Loop Rd. & Pamplico Hwy (Intersection Improvements)		50 (PL)								50
Radio Dr./Ebenezer Rd. <i>David H. McLeod Blvd to Hoffmeyer Rd</i> (Widening)		50 (PL)								50
David H. McLeod Blvd. <i>From I-95 NB Ramp to Woody Jones Blvd.</i> (Operational Improvements)		25* (PL)								25
Guideshare Allocation		3,107	3,107	3,107	3,107	3,107	3,107	3,107		\$21,750
Carryforward		0	239	2,869	5,500	8,607	11,714	14,821		
Proposed Advancement		0	0	0	0	0	0	0		\$0
Total Program Funds		3,107	3,346	5,976	8,607	11,714	14,821	17,928		
Total Debt Service		(708)	(477)	(477)	0	0	0	0		(\$1,661)
Payback (SCDOT)		(2,040)	0	0	0	0	0	0		(\$2,040)
Total Available Funds for Projects		359	2,869	5,500	8,607	11,714	14,821	17,928		
Total Project Costs		(120)	0	0	0	0	0	0		(\$120)
Guideshare Balance		\$239	\$2,869	\$5,500	\$8,607	\$11,714	\$14,821	\$17,928		\$17,928

Key:

PL-Planning

R-Right-of-Way Acquisition

PE-Preliminary Engineering

C-Construction

(*all figures shown are in thousands of dollars, and are rounded)

*The PL phase shows a cost of \$25,000, but only \$20,000 is being deducted from the FLATS guideshare fund. This difference is do to a federal funded match provided by SCDOT of \$5,000.

FLATS FY2021-FY2027 Transportation Improvement Program (TIP) Financial Plan

Table 2: Federal Transit Administration (Non-Guideshare Funds)

Transit Agency	Previous Obligations	2021	2022	2023	2024	2025	2026	2027	2021-2027 TIP Totals	Funding Program
Pee Dee Regional Transportation Authority	2101 (CA) 3170 (CA)	1400 (OP) 1058 (CA)							\$1400 (OP) \$1058 (CA)	5307
Pee Dee Regional Transportation Authority		415							\$415	ARP
Pee Dee Regional Transportation Authority		852							\$852	5339
Florence Senior Citizens Association	114 (CA)									5310
Florence County Disabilities and Special Needs Board	153 (CA)	55 (CA)	55(CA)						\$110(CA)	5310
Darlington County Council on Aging	170 (CA)									5310
FTA Subtotals:		\$437	\$3,780						\$3,835	

Key:

OP-Operations

CA-Capital Purchases

ARP-American Rescue Plan

5307-Small Urban

5310-Enhanced Mobility of Seniors and Individuals with Disabilities

5339-Buses and Bus Facilities

(*all figures shown are in thousands of dollars, and are rounded)

FLATS FY2021-FY2027 Transportation Improvement Program (TIP) Financial Plan

Table 3: Interstate (Non-Guideshare Funds)

Project and Location	Previous Obligations	2021	2022	2023	2024	2025	2026	2027	2021-2027 TIP Totals	Funding Program
I-95 <i>Near MM 171 to near MM 193-SB</i> (Pavement)	1,250	50,000 (C)							\$50,000	NHP
Interstate Subtotals:	\$1,250	\$50,000							\$50,000	

Key:

C-Construction

NHP-National Highway Performance Program

(*all figures shown are in thousands of dollars, and are rounded)

FLATS FY2021-FY2027 Transportation Improvement Program (TIP) Financial Plan

Table 4: Pavement (Non-Guideshare Funds) Page 1

Project and Location	Previous Obligations	2021	2022	2023	2024	2025	2026	2027	2021-2027 TIP Totals	Funding Program
Darlington County FA Secondaries (Pavement)	5,019	2672 (C)	3740 (C)						\$6,412	SFP
Darlington County Non-FA Secondaries (Pavement)	7,446	1291 (C)	1291 (C)						\$2,582	MTN
Darlington County Non-FA Secondaries (Pavement)	1,828	914 (C)	914 (C)						\$1,828	SFP
Darlington County Non-NHS Primary (Pavement)	6,385	2286 (C)	2939 (C)						\$5,225	SFP
Florence County FA Secondaries (Pavement)	7,532	4018 (C)	5625 (C)						\$9,643	SFP
Florence County Non-FA Secondaries (Pavement)	2,232	1116 (C)	1116 (C)						\$2,232	SFP
Florence County Non-FA Secondaries (Pavement)	9,187	1576 (C)	1576 (C)						\$3,152	MTN
Continued on next page...										

FLATS FY2021-FY2027 Transportation Improvement Program (TIP) Financial Plan

Table 4: Pavement (Non-Guideshare Funds) Page 2

Project and Location	Previous Obligations	2021	2022	2023	2024	2025	2026	2027	2021-2027 TIP Totals	Funding Program
Florence County Non-NHS Primary (Pavement)	9,248	3,497	4,497						\$7,994	SFP
Pavement Subtotals:	\$48,877	\$17,370	\$21,698						\$39,068	

Key:

C-Construction

SFP-State Funded Program

MTN-Maintenance

(*all figures shown are in thousands of dollars, and are rounded)

FLATS FY2021-FY2027 Transportation Improvement Program (TIP) Financial Plan

Table 5: Safety (Non-Guideshare Funds)

Project and Location	Previous Obligations	2021	2022	2023	2024	2025	2026	2027	2021-2027 TIP Totals	Funding Program
S-12 (S. Chruch St.) & S-13 (E. National Cemetery Rd.) (Intersection Improvements)	50	200 (C)							\$200	HSP
Safety Subtotals:	\$50	\$200							\$200	

Key:

C-Construction

HSP- Highway Safety Program

(*all figures shown are in thousands of dollars, and are rounded)

FLATS FY2021-FY2027 Transportation Improvement Program (TIP) Financial Plan

Table 6: Bridges (Non-Guideshare Funds)

Project and Location	Previous Obligations	2021	2022	2023	2024	2025	2026	2027	2021-2027 TIP Totals	Funding Program
US-76 <i>Over Lynches River</i> (Replacement)	1,506	14,560 (C)							\$14,560	STBGP
I-95 North Bound <i>Over Great Pee Dee</i> (Maintenance)		600 (PE) 5,000 (C)							\$5,600	NHP
Bridges Subtotals:	\$1,506	\$20,160							\$20,160	

Key:

C-Construction PE-Preliminary Engineering

STBGP-Surface Transportation Block Grant Program

NHP-National Highway Performance Program

(*all figures shown are in thousands of dollars, and are rounded)