

Policy Committee Meeting
January 24th, 2022 – 10:30 A.M.

Virtual Meeting Format

1. Call to Order
2. Election of Officers – **Action**
 - Election of Chairman and Vice Chairman
3. Approval of April 26th, 2021 Minutes – **Action**
4. 2040 Long Range Transportation Plan Amendment – **Action**
 - This is a required amendment to include a system performance report in the appendix of the long range transportation plan.
5. 2040 Long Range Transportation Plan Amendment – **Action**
 - This is a required amendment to adopt annual targets and include them in the long range transportation plan. (Highway Safety Targets and Transit Targets)
6. Feasibility Report Update – **Information**
 - SCDOT's Feasibility Report Manager will present an update to the Policy Committee concerning the three feasibility reports the Policy Committee previously funded.
7. 2021-2027 Transportation Improvement Program Amendment – **Action**
 - This amendment will allocate guideshare funding for the Holly Circle Project.
8. 2040 Long Range Transportation Plan Amendment-**Action**
 - This amendment will change the description of the Holly Circle project from a widening project to an intersection improvement project.
9. Bylaws Amendment – **Action**
 - This amendment will add public safety positions to the Study Team.
10. Transportation Agency Updates – **Information**
 - 2045 Long Range Transportation Plan (Kimley-Horn)- **Allison Fluit**
 - South Carolina Department of Transportation (SCDOT) – **Jerome Pearson**
 - Pee Dee Regional Transportation Authority (PDRTA)-**Don Strickland**
 - Florence County Transportation Committee (CTC)-**Sherwin Welch**
 - Pee Dee Council of Governments (PDCOG) – **Dunae Shaw**
 - South Carolina Department of Transportation (SCDOT)-**Brian Dix**
11. Other Business
12. Public Comments
13. Adjournment – **Action**



TABLE OF CONTENTS

ACKNOWLEDGEMENTS

On behalf of the project team, the Florence Area Transportation Study Metropolitan Planning Organization thanks the diverse group of participants whose input was instrumental to create a blueprint from the Florence region. The 2040 FLATS Long Range Transportation Plan (FLATS 2040 LRTP) reflects the collaborative efforts of the Transportation Plan Advisory Group, local staff and elected officials, the South Carolina Department of Transportation, the Federal Highway Administration, and the dedicated citizenry of the greater Florence area. The efforts of everyone are greatly appreciated.

The 30-day mandatory public comment period for the FLATS 2040 LRTP began on June 25, 2018. The FLATS 2040 LRTP was adopted by the FLATS Policy Committee on July 27, 2018.

CHAPTER 1: INTRODUCTION

CHAPTER 2: STATE OF THE REGION

CHAPTER 3: ROADWAY

CHAPTER 4: BICYCLE, PEDESTRIAN, AND TRANSIT

CHAPTER 5: FREIGHT AND AVIATION

CHAPTER 6: PERFORMANCE MEASURES

CHAPTER 7: FINANCIAL PLAN

Appendix A: System Performance Report

Appendix: A

South Carolina Department of Transportation System Performance Report

Through the federal rulemaking process, the Federal Highway Administration (FHWA) is requiring state DOTs and MPOs (and by extension the South Carolina Department of Transportation (SCDOT) is requiring COGs) to monitor the transportation system using specific performance measures. These measures are associated with the national goal areas prescribed in MAP-21 and the FAST Act. The following System Performance Report describes these national goal areas, rulemakings, performance areas, and prescribed measures. Performance measures have been identified for highway systems, including a set of measures to assess progress toward achieving the goals of the CMAQ Program. The requirements and targets of these measures and tools to calculate them are summarized in this report.

This System Performance Report presents the baseline, performance/condition measures, targets and the progress made towards achieving those targets. These performance measures are a part of SCDOT's Transportation Asset Management Plan (TAMP). SCDOT's TAMP has been developed in a collaborative effort with South Carolina's Division Office of the Federal Highway Administration (FHWA). The plan has been designed to not only satisfy federal rulemaking, but to transcend these requirements by setting 10-year performance estimates for *all* state maintained roads and bridges. By clearly identifying the needs of South Carolina's transportation infrastructure, the TAMP has provided SCDOT a platform to communicate existing infrastructure conditions and project constrained performance targets for SCDOT's physical assets over the next decade. The TAMP supports the primary goals of the agency's Strategic Plan by promoting the most efficient use of limited resources to extend the life of the State's transportation infrastructure.

In 2017, The General Assembly passed legislation (the South Carolina Infrastructure and Economic Development reform Act (Act 40)) to increase the State gas tax by (12) twelve cents by phasing in the increase at (2) two cents per year for (6) six years. These funds are deposited into a new trust fund called the Infrastructure Maintenance Trust Fund (IMTF). These new revenues, coupled with other Federal and State funds, form the financial foundation of SCDOT's Ten Year Plan and performance targets. For the first time in 30 years, the South Carolina Department of Transportation has been provided with an increased and sustainable revenue stream. The "Roads Bill" gives the agency the opportunity to make gradual, but real and significant strides toward bringing the highway system back from three decades of neglect.

The SCDOT's Strategic Plan forms the guiding principles of the agency's Investment Strategies, focusing on the maintenance, preservation and safety of the existing transportation infrastructure, directing investments of highway systems and priority networks, integrating risk-based prioritization, improving safety, advancing lifecycle cost in investment programming and enhancing mobility. The five major goals of the Strategic Plan are:

SCDOT Strategic Plan Goals

- Improve safety programs and outcomes in high risk areas
- Maintain and preserve its existing transportation infrastructure
- Improve program delivery to increase the efficiency and reliability of road and bridge network
- Provide a safe and productive work environment for SCDOT employees
- Earn public trust through transparency, improved communications and audit compliance

The Moving Ahead for Progress in the 21st Century (MAP-21) surface transportation legislation established National Goals and a performance and outcome based program. As part of the program federally established performance measures are set and those targets shall be monitored for progress. There is alignment between SCDOT's Strategic Plan Goals and the MAP-21 National Goals. The MAP-21 National Goals are as follows:

MAP-21 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
- 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
- Reduced 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

These goals provide clear asset management performance based direction to support the effective movement of people and goods. Specifically, transportation asset management focuses on preservation of existing infrastructure with a more cost-effective and efficient approach. SCDOT

also utilizes transportation asset management principles to address mobility by planning for future demands on the system. These actions facilitate safe and efficient movement of citizens, goods, and services; thereby, enhancing performance of state and national commerce.

This System Performance Report details the federally required (MAP-21/FAST Act) performance measures for a State DOT. The following sections detail the performance measures, baseline and targets and the progress towards those targets based on the most recent Mid-Performance Report that was submitted October 1, 2020.

Highway Safety / PM-1

Effective April 14, 2016 the FHWA established the highway safety performance measures to carry out the Highway Safety Improvement Program (NSIP). Safety performance targets are developed in coordination with the South Carolina Department of Public Safety (SCDPS) and reported annually to FHWA in the state's Highway Safety Improvement Program (HSIP) Annual Report and to the National Highway Traffic Safety Administration (NHTSA) in the state's Highway Safety Plan (HSP) developed by SCDPS. The performance measures are:

1. Number of fatalities
2. Rate of fatalities per 100 million vehicle miles traveled
3. Number of serious injuries
4. Rate of serious injuries per 100 million vehicle miles traveled
5. Number of combined non-motorized fatalities and non-motorized serious injuries

The most recently assessed safety targets were for the five year rolling average from 2015 to 2019. South Carolina's statewide safety performance targets for this time period are included in Table 1, along with actual performance and the state's baseline data for the (5) five year rolling average from 2013 to 2017. A state is said to have met or made significant progress toward meeting its safety performance targets when at least (4) four of the (5) five targets established under 23 CFR 490.209(a) have been met or the actual outcome is better than the baseline performance. As shown in Table 1 below, South Carolina met or performed better than baseline for 2 of the 5 safety targets. SCDOT continues to implement proven countermeasures addressing the engineering emphasis areas identified in the State's Strategic Highway Safety Plan (SHSP). For more information regarding the recently updated SHSP, please visit our website here:

https://www.scdot.org/performance/pdf/reports/BR1_SC_SHSP_Dec20_rotated.pdf.

In response to the increasing number of non-motorized user fatalities, SCDOT began developing the state's first Pedestrian and Bicycle Safety Action Plan in December 2020 and is expected to have a final plan before the end of 2021.

Table 1. South Carolina 2015-2019 Safety Performance Target Assessment

Performance Measure	2015-2019 Target	2015-2019 Actual	2013-2017 Baseline	Met Target?	Better than Baseline?	Met or Made Significant Progress?
Number of Traffic Fatalities	988.0	1005.0	915.6	No	No	No
Rate of Traffic Fatalities	1.790	1.818	1.752	No	No	
Number of Traffic Serious Injuries	2986.0	2986.6	3108.2	No	Yes	
Rate of Traffic Serious Injuries	5.420	5.412	5.986	Yes	N/A	
Number of Non-motorized Traffic Fatalities & Serious Injuries	380.0	414.2	382.6	No	No	

Table 2 below provides the results of the department's first Safety Performance Target Assessment for 2014-2018. South Carolina met 4 of the 5 safety targets. During this time period, SCDOT began implementing the state's Rural Road Safety Program, specifically targeting roadway departure collisions on rural roads.

Table 2. South Carolina 2014-2018 Safety Performance Target Assessment

Performance Measure	2014-2018 Target	2014-2018 Actual	2012-2016 Baseline	Met Target?	Better than Baseline?	Met or Made Progress?
Number of Traffic Fatalities	970.0	969.6	890.4	Yes	N/A	YES
Rate of Traffic Fatalities	1.810	1.804	1.748	Yes	N/A	
Number of Traffic Serious Injuries	3067.0	2988.4	3195.4	Yes	N/A	
Rate of Traffic Serious Injuries	5.708	5.590	6.304	Yes	N/A	
Number of Non-motorized Traffic Fatalities & Serious Injuries	371.3	389.8	378.8	No	No	

Pavement and Bridge Condition / PM-2

Pavement and bridge performance measures are assessed and reported over a (4) four-year period with the first period beginning on January 1, 2018 and ending December 31, 2021. SCDOT reported baseline targets to FHWA on October 1, 2018. Mid-point (2) two-year performance targets were reported on October 1, 2020 and represented expected pavement and bridge conditions at the end of calendar year 2019. Final (4) four-year performance targets shall be reported on October 1, 2022 and represent expected pavement and bridge condition at the end of calendar year 2021. The second year performance period will begin January 1, 2022 and end December 31, 2025, with additional (4) four-year performance periods to follow. The performance measures are:

1. Percent of Interstate pavements in good condition – (4) four-year target
2. Percent of Interstate pavements in poor condition – (4) four-year target
3. Percent of non-Interstate NHS pavements in good condition – (2) two and (4) four year targets
4. Percent of non-Interstate NHS pavements in poor condition – (2) two and (4) four year targets
5. Percent of NHS bridges by deck area in good condition – (2) two and (4) four year targets
6. Percent of NHS bridges by deck area in poor condition – (2) two and (4) four year targets

MPOs and COGs can elect to establish their own targets or support the statewide targets. The SCDOT statewide PM-2 targets are listed in Table 3.

Table 3 provides a summary of pavement and bridge performance measures. The SCDOT has made measurable and positive progress implementing the strategic priorities of the TAMP that are key to aligning with SCDOT's internal and external efforts towards achievable results. The Ten Year Plan is underway to address infrastructure needs across the state which was initiated in 2017. The plan has seen progress, most notably in the pavement performance measures. At the update of the 2020 Annual Report <https://www.scdot.org/performance/pdf/reports/SCDOT-AnnualReport-2020.pdf> the agency is on target with approximately 80 miles of interstate widening completed or advancing to construction. Widening projects are currently under construction on I-85, I-26 and I-20 and are expected to be completed within the remainder of the final performance period. Interchange improvement projects that are moving forward on interstates include I-85/385, I-26/526 and I-26/I-126/I-20. In addition to widening projects there are preservation and rehabilitation projects that will be under construction to make progress toward the (4) four year targets for pavement condition on the Interstate System.

The (2) two-year performance measure for the percentage of pavements on the non-interstate NHS in good condition was exceeded by 12.5%. The (2) two-year performance target for the non-interstate NHS in poor condition exceeded the target by 0.4%. The SCDOT invested \$63 million above the planned level in 2018 and \$25 million more above the planned level in 2019 to the pavement program. The investment was reflected in the condition performance measure. In 2019 94% of the funding went toward preservation and rehabilitation which have shorter construction durations and were quickly reflected in the performance data contributing to the difference in actual and target values.

To calculate the bridge targets staff analyzed historic National Bridge Inventory (NBI) data and developed a Markov chain analysis to forecast the bridges that would move from Good to Fair and Fair to Poor during the target windows. Staff also collected data from SCDOT Construction and Maintenance offices to determine targets. The SCDOT is in the process of load rating all bridges and developing a new prioritization list that will take into account deck area of bridges on the NHS. The SCDOT fell slightly below the forecasted target of 42.4% at 40% actual for statewide percentage of deck area of bridges on the NHS classified in Good condition, and above the forecasted target of 4.0% at 4.2% actual for statewide percentage of deck area of bridges on the NHS classified in Poor condition. The difference in actual and forecasted target (2) two-year values is a short term measure that will flatten as the bridge list is finalized and additional bridge replacement and rehabilitation projects are let and construction is completed. The average bridge projects takes (3) three to (4) four years to design and get to contract; therefore, the agency expects to see improvements in the number of load restricted and structurally deficient bridges in years (4) four, (5) five and beyond. Tackling the NHS bridges in Poor condition is a top priority for the SCDOT, and the agency is committed to obtaining long term goals outlined in the Ten Year Plan and meeting performance targets.

Table 3. SCDOT Pavement and Bridge Performance Measures

Performance Measure	Baseline	2-Year Condition/ Performance	2-Year Target	4-Year Target
Percentage of Pavements on the Interstate System in Good Condition		63.2%		71.0%
Percentage of Pavements on the Interstate System in Poor Condition		1.2%		3.0%
Percentage of Pavements of the Non-Interstate NHS in Good Condition	50.4%	54.3%		
Percentage of Pavements of the Non-Interstate NHS in Good Condition (Full Distress + IRI)		27.4%	14.9%	21.1%
Percentage of Pavements of the Non-Interstate NHS in Poor Condition	8.6%	8.4%		
Percentage of Pavements of the Non-Interstate NHS in Poor Condition (Full Distress + IRI)		3.9%	4.3%	4.6%
Percentage of NHS Bridges Classified as in Good Condition	41.1%	40.0%	42.2%	42.7%
Percentage of NHS Bridges Classified as in Poor Condition	4.0%	4.2%	4.0%	6.0%

System Performance, and Freight Movement / PM-3

FHWA established measures to assess the performance and reliability of the National Highway System and freight movement on the interstate. These measures became effective on May 20, 2017 and are as follows:

System Performance Measures

1. Percent of person-miles on the Interstate system that are reliable – (2) two-year and (4) four-year targets
2. Percent of person-miles on the non-Interstate NHS that are reliable – (4) four-year targets
 - Performance measure assesses the reliability of travel time on the Interstate or non-Interstate NHS through the Level of Travel Time Reliability (LOTTR). It is ratio of longer travel times (80th percentile) to a normal travel time (50th percentile) over four time periods (AM peak, Mid-day, PM Peak, and weekends) which covers 6AM to 8PM each day. The ratio is expressed as a percentage of the person miles traveled that are reliable through the sum of the number of reliable person miles traveled divided by the sum of total person miles traveled.

Freight Movement Performance Measures

3. Truck Travel Time Reliability (TTTR) – (2) two-year and (4) four-year targets
 - Performance measure is a ratio generated by dividing the longer travel time (95th percentile) by a normal travel time (50th percentile) for each segment of the interstate over five time periods throughout weekdays and weekends (AM Peak, Mid-day, PM peak, weekend and overnight). This performance measure covers all hours of the day. The TTTR's of Interstate segments are then used to create the TTTR index for the entire system using a weighted aggregate calculation for the worst performing times of each segment.

Table 4 displays the results of the performance measures and targets for system performance. The number of Vehicle Miles Traveled (VMT) has an inverse relationship with reliability. The VMT share of unreliable Traffic Message Channel (TMC) in 2019 decreased from the 2017 baseline year and from year 2018 contributing to the difference in actual and projected target (2) two-year values. In addition the effect of significant changes by construction on reliability was not observed over the conservative assumption which also contributed to the difference in values. With interstate improvement projects underway major pinch points will be improved to facilitate the movement of goods and people in our state. In the next (2) two-year target window widening projects, preservation and rehabilitation projects that are currently under construction and planned will make additional progress towards achievement of the projected target. There are consistently unreliable sections on the interstate system that are responsible for making 4.2% of South Carolina's interstates unreliable. The majority of which are located in Charleston, Greenville and Columbia. Addressing these unreliable sections and infrastructure challenges is being accomplished through the

management of the Ten Year Plan, the Statewide Transportation Improvement Program (STIP), the Statewide Multimodal Transportation Plan (SMTP), and the Transportation Asset Management Plan (TAMP).

The (2) two-year performance measure for Truck Travel Time Reliability (TTTR) at 1.33 exceeded the target of 1.36. The SCDOT has made addressing congestion at freight bottlenecks a priority to improve operational efficiency and accommodate future traffic volumes. Some of the bottleneck areas with projects currently under construction and/or in planning stages include:

- I-20 / I-77 / Clemson interchanges along with respective bottleneck points along I-20 is currently under construction
- I-77 Widening and Rehabilitation between SC-12 and I-20 / Killian Road
- I-20 / I-126 / I-20 corridor, Carolina Crossroads Project
- US-378 Interchange at Corley Mill Road and I-20
- I-526 Interstate and I-26 Interchange, Leeds Avenue Merge, Paul Cantrell Blvd.
- Woodruff Road / I-385 / I-85
- I-85 / I-385 Gateway
- I-85 from Exit 40 to Exit 69 is currently being widened

In addition to addressing the pinch points the SCDOT Commission approved the Rural Interstate Freight Corridor Project Program in October 2018. The interstate widening program specifically targets the rural sections of the State's interstate system with a focus on freight mobility. These projects can be found on the SCDOT website under "Interstate Capacity" <https://www.scdot.org/inside/planning-project-prioritization-list.aspx>. This program is in addition to the interstate widening projects planned for urban areas of the state.

Table 4. System Performance Measures, and Freight

Performance Measure	Baseline	2-Year Condition/ Performance	2-Year Target	4-Year Target
Percent of the Person-Miles Traveled on the Interstate that are Reliable	94.7%	94.8%	91.0%	90.0%
Percent of the Person-Miles Traveled on the Non-Interstate that are Reliable		91.4%		81.0%
Truck Travel Time Reliability Index (TTTR)	1.34	1.33	1.36	1.45

Congestion Mitigation & Air Quality Improvement Program / PM-3

Congestion Mitigation and Air Quality Improvement Program (CMAQ) measures apply to MPOs that are within the boundaries of each U.S. Census Bureau-designated Urbanized Area (UZA) that contains a NHS road, has a population of more than one million, and contains any part of nonattainment or maintenance area for emissions. If applicable the FHWA has established measures, which became effective on May 20, 2017 to assess the following performance measures.

1. CMAQ Only - Annual hours of peak hour excessive delay per capita (PHED) – (4) four-year targets
 - Peak Hour Excessive Delay (PHED) is a measurement of traffic congestion and is expressed as annual hours of peak hour excessive delay per capita. The threshold for excessive delay is based on travel time at 20 miles per hour or 60% of the posted speed limit travel time, whichever is greater, and is measured in 15-minute intervals on National Highway System (NHS) roads. Peak travel hours are defined as 6:00 to 10:00 a.m. on weekday mornings; the weekday afternoon period is 3:00 to 7:00 p.m. or 4:00 to 8:00 p.m. The total excessive delay metric is weighted by vehicle volumes and occupancy. Thus, PHED is a measure of person-hours of delay experienced on NHS roads on an annual basis.
2. CMAQ Only - Percent of non-single occupant vehicle travel (Non-SOV) – (2) two-year and (4) four-year targets
 - Non-Single Occupancy Vehicle (Non-SOV) Travel measures the percent of vehicle travel that occurs with more than one occupant in the vehicle.
3. CMAQ Only - Cumulative two-year and four-year reduction of on-road mobile source emissions for CMAQ funded projects (CMAQ Emission Reduction) – (2) two-year and (4) four-year targets
 - The On-Road Emissions Reduction measure represents the cumulative two-year and four-year emission reductions in kg/day for CMAQ funded projects within the boundaries of the planning area.

Table 5 provides the System Performance Congestion Mitigation and Air Quality Improvement Program. The SCDOT worked in conjunction with NCDOT and the relative MPO to develop the (2) two-year and (4) four-year targets with NCDOT taking the lead on data gathering and analysis due to most of the UZA being located in North Carolina. Trend lines in data have changed with the uncertainty involved with COVID-19 and reduced travel and social distancing practices that have affected travel behavior through the remainder of the performance period. Due to this uncertainty the (4) four-year target was elected to stay at 34.0 annual hours of PHED even though the (2) two-year performance target was reduced.

To develop the Non-SOV travel target a conservative approach was taken based on a trend analysis that was completed. Data used for the measure was developed from the commuting to work data from the American Community Survey. The data fluctuates slightly above 21.0%. The (2) two-year performance is slightly above the (2) two-year target, but in line with the trending data that was expected.

Total Emission reduction for Nitrous Oxide (NOx) and for Volatile Organic Compounds (VOC) performance measures were less than the expected (2) two-year target due to changes in project delivery schedules and a series of challenges encountered by the project management team. Projects that were anticipated to be complete during the 2018-2019 reporting period are now expected to be completed during the next reporting period of 2020-2021. The (4) four-year targets were adjusted accordingly.

Table 5. System Performance Congestion Mitigation & Air Quality Improvement Program					
Performance Measure	Baseline	2-Year Condition/ Performance	2-Year Target	4-Year Target	4-Year Adjustment
Annual Hours of Peak Hour Excessive Delay Per Capita: Urbanized Area 1		14.8		34.0	
Percent of Non-Single Occupancy Vehicle (Non-SOV) Travel: Urbanized Area 1	21.7%	21.6%	21.0%	21.0%	
Total Emission Reductions: NOx	18.800	8.290	58.670	58.964	58.730
Total Emission Reductions: VOC	22.430	11.010	40.820	41.894	46.262

SAFETY NEEDS WITHIN THE FLATS MPO

SCDOT provided a safety workshop for the FLATS MPO with data specific to the MPO’s study area boundary. The workshop further examined the crash data just within the MPO area to provide some perspective on what safety problems the MPO is experiencing within the study area boundary. Potential focus areas for FLATS are:

- Roadway Departure
- Intersections
- Access Management
- Non-Motorized Roadway Users

These areas could be influenced by MPO policy as a project moves through the planning, programming, and delivery process.

SAFETY TARGETS

SCDOT was required to evaluate and report on safety targets for the five required measures on August 31, 2017. This action started the 180-day clock for the MPO to act to evaluate and set regionally specific targets or to accept and support the state’s targets.

When setting safety performance targets for the state, statisticians performed extensive analysis of the data related to each measure (traffic fatalities and severe injuries and vehicle miles traveled). South Carolina utilized a seven-data-point graphical analysis with a five-year rolling average. After the data points were plotted and graphical representations of the data were created, a trend line was added that could be used to predict future values. The trend lines were based on linear and non-linear equations with R-squared (best fit measure) values.

Using the statistical models, statisticians were able to predict the values for the current year. Examining current and planned education and engineering safety initiatives, expected reductions in the number fatalities and sever injuries were estimated resulting in the calculation of the safety performance targets for the state. Staff from the SCDOT Traffic Engineering Office also met with representatives from the MPOs/COGs, delivering a presentation on target setting and how the state’s targets were established. At the recommendation of the Safety Team, the FLATS Policy Committee has voted to adopt and align its goals with the State’s Safety Performance Target Goals. These goals are set annually by the state and must be readopted yearly into the Long Range Transportation Plan by the Metropolitan Planning Organization. As these changes are adopted into the LRTP, it will also be reflected in the Transportation Improvement Plan Narrative. Table 6-3 shows the baseline information for the FLATS MPO, the State of South Carolina, and the State’s current target goals.

TABLE 6-4: SAFETY PERFORMANCE TARGETS

	Traffic Fatalities	Fatality Rate*	Serious Injuries	Serious Injury Rate*	Non-motorized Fatalities and Serious Injuries
SC Baseline (2016-2020)	1023.0	1.838	2877.2	5.162	440.8
SC Targets (2018-2022)	1061.0	1.820	2850.0	4.892	500.0
FLATS Baseline (2016-2020)	29.0	1.734	69.2	4.148	15.4

*Per 100 million vehicle miles traveled

TRANSIT PERFORMANCE

Recipients of public transit funds - which can include states, local authorities, and public transportation operators - are required to establish performance targets for safety and state of good repair; to develop transit asset management and transit safety plans; and to report on their progress toward achieving targets. Public transportation operators are directed to share information with MPOs and states so that all plans and performance reports are coordinated. The list below identifies performance measures goals outlined in the National Public Safety Transportation Plan, released by the Federal Transit Administration (FTA), and in the final rule for transit asset management. The MPO will be required to coordinate with the Pee Dee Regional Transportation Authority (PDRTA) to set targets for these measures.

TABLE 6-2: PDRTA 2022 Public Transportation Agency Safety Plan (PTASP) Safety Targets

Mode of Service	Fatalities (Total)	Fatalities (Per 100K VRM)	Injuries (Total)	Injuries (Per 100K VRM)	Safety Events (Total)	Safety Events (Per 100K VRM)	System Reliability (Failures/VRM)
Fixed Route	0	0	8	1.3	20	3.3	12,500
Demand Response/ Paratransit	0	0	0	0	1.4	0.2	20,000

TABLE 6-3: PDRTA 2022 Transit Asset Management Targets

Asset Category-Performance Measure	Asset Class	2022 Target	2023 Target	2024 Target	2025 Target	2026 Target
REVENUE VEHICLES						
Age - % of revenue vehicles within a particular asset class that have met or exceeded their Useful Life Benchmark (ULB)	AB - Articulated Bus	N/A				
	AO - Automobile	N/A				
	BR - Over-the-road Bus	N/A				
	BU - Bus	13%	13%	13%	13%	13%
	CU - Cutaway Bus	20%	20%	20%	20%	20%
	DB - Double Decked Bus	N/A				
	FB - Ferryboat	N/A				
	MB - Mini-bus	N/A				
	MV - Mini-van	N/A				
	RT - Rubber-tire Vintage Trolley	N/A				
	SB - School Bus	N/A				
	SV - Sport Utility Vehicle	N/A				
	TB - Trolleybus	35%	35%	35%	35%	35%
	VN - Van	10%	10%	10%	10%	10%
	Custom 1	N/A				
Custom 2	N/A					
Custom 3	N/A					
EQUIPMENT						
Age - % of vehicles that have met or exceeded their Useful Life Benchmark (ULB)	Non Revenue/Service Automobile	30%	30%	30%	30%	30%
	Steel Wheel Vehicles	N/A				
	Trucks and other Rubber Tire Vehicles	N/A				
	Custom 1	N/A				
	Custom 2	N/A				
	Custom 3	N/A				
FACILITIES						
Condition - % of facilities with a condition rating below 3.0 on the FTA Transit Economic Requirements Model (TERM) Scale	Administration	0%				
	Maintenance	0%				
	Parking Structures	0%				
	Passenger Facilities	N/A				
	Custom 1	0%				
	Custom 2	N/A				
	Custom 3	N/A				

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
Holly Cir. <i>Palmetto St./Second Loop Rd.</i> (Intersection Improvements)			600 (PE)		900 (RW)	3,000 (CON)				4,500
Guideshare Allocation		3,107	3,107	3,107	3,107	3,107	3,107	3,107		\$21,750
Carryforward		0	239	2,746	5,853	8,060	8,167	11,274		
Proposed Advancement		0	0	0	0	0	0	0		\$0
Total Program Funds		3,107	3,346	5,853	8,960	11,167	11,274	14,381		
Total Debt Service		(708)	0	0	0	0	0	0		(\$708)
Payback (SCDOT)		(2,040)	0	0	0	0	0	0		(\$2,040)
Total Available Funds for Projects		359	3,346	5,853	8,960	11,167	11,274	14,381		
Total Project Costs		(120)	(600)	0	(900)	(3,000)	0	0		(\$4,620)
Guideshare Balance		\$239	\$2,746	\$5,853	\$8,060	\$8,167	\$11,274	\$14,381		\$14,381

Key:

PL-Planning

RW-Right-of-Way Acquisition

PE-Preliminary Engineering

Con-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.

2023-2030 PROJECTS

ID	Project Description	Existing Lanes	Future Lanes	Length	Project Cost (2018 \$)	Weighted Score	Project Cost (2026 \$)
4	S Irby Street & Second Loop Road/Pamplico Highway Intersection Improvements	n/a	n/a		\$3,500,000	6.43	\$4,790,000
FL_12	David H. McLeod Boulevard Operational Improvements <i>I-95 NB Ramp to Woody Jones Boulevard</i>	4	4	0.68	\$3,734,000	5.32	\$5,110,000
FL_09	Radio Drive/Ebenezer Road Widening <i>David H. McLeod Boulevard to Hoffmeyer Road</i>	2	4	1.41	\$9,166,000	4.72	\$12,544,000
FL_08	Holly Circle Intersection Improvements <i>Palmetto Street (US 76) and Second Loop Road</i>	2	n/a	0.22	\$1,430,000	4.47	\$1,957,000
					Available Revenue: \$25,602,000		
					Total Cost (2026 Dollars): \$24,401,000		
					Remaining Balance: \$1,201,000		

2031-2040 PROJECTS

ID	Project Description	Existing Lanes	Future Lanes	Length	Project Cost (2018 \$)	Weighted Score	Project Cost (2035 \$)
7	S Main Street & SCRF RR Crossing Intersection Improvements	n/a	n/a		\$3,500,000	6.33	\$6,818,000
5	Five Points Intersection Improvements	n/a	n/a		\$3,500,000	5.88	\$6,818,000
13	W Lucas Street & I-95 Ramps Intersection Improvements	n/a	n/a		\$3,000,000	5.53	\$5,844,000
11	E Palmetto Street & N Williston Road/Freedom Boulevard Intersection Improvements	n/a	n/a		\$3,000,000	4.08	\$5,844,000
3	Cherokee Road/E National Cemetery Road & Barringer Street Intersection Improvements	n/a	n/a		\$3,500,000	3.93	\$6,818,000
					Available Revenue: \$34,067,000		
					Total Cost (2026 Dollars): \$32,142,000		
					Remaining Balance: \$1,925,000		

BYLAWS

The following bylaws are adopted by the FLATS Policy Committee to provide for the transaction of business in the development of the Florence Area Transportation Study.

SECTION I PURPOSE

The following bylaws are adopted to designate the offices and functions of the FLATS Policy Committee and to provide for the transaction of business of the Committee in the development of the Florence Area Transportation Study in conformance with state and federal laws and regulations. The following bylaws also provides for one standing committee (Study Team) to assist the Policy Committee.

SECTION II MEMBERSHIP

Membership of the Policy Committee will consist of the following:

VOTING

City of Florence (2)

Mayor
 Councilperson

Town of Quinby (1)

Mayor

Florence County Council (2)

Chairman
 Councilperson
 (representing Florence area)

Legislative Delegation (2)

State Legislators
 (representing Florence area)

NON-VOTING

Florence City Manager
 County Administrator
 Director, Florence County Planning and
 Building Inspection Department
 Chief Engineer for Location and Design, SCDOT
 District Engineering Administrator, SCDOT
 Chairman, Florence County Planning Commission
 Director, PDRTA
 Chairman, Florence Airport Commission
 Division Administrator, FHWA
 Chairman, City of Florence Planning Commission

District 7 Transportation Commissioner, SCDOT
Chairman, County Transportation Committee

Membership of the Study Team will consist of the following:

Community Planner, FHWA
Regional Planner, SCDOT
District Traffic Engineer, SCDOT
Program Manager, Pee Dee Regional Production Group, SCDOT
Assistance Program Managers (2), Pee Dee Regional Production Group, SCDOT
Regional Planning Manager, SCDOT, Office of Public Transit
Manager, SCDOT Enhancements Program
Coordinator, SCDOT Enhancements Program
Director, Planning, Research & Development, City of Florence
Engineering Plans Reviewer/Project Manager, City of Florence
Chairman, Florence County Planning Commission
Planner, Pee Dee Regional Council of Governments
Director, Pee Dee Regional Transportation Authority
Chairman, City of Florence Planning Commission
Planning Director, Darlington County
Councilmember, City of Darlington
Councilmember, Town of Timmonsville
Director, Florence County Planning and Building Inspection Department
Planning Services Officer, Florence County Planning and Building Inspection Department
EMS Director, Florence County
Fire Chief, West Florence Fire Department
Commander, South Carolina Highway Patrol Troop Five

Membership terms:

The terms and membership of elected officials shall be coterminous with their terms of elected office. The terms of appointed representatives shall be coterminous with their appointment to the organization which they represent.

SECTION III OFFICERS OF THE POLICY COMMITTEE

- A. **Offices.** There shall be two (2) officers from the voting members elected annually to the following offices: Chair and Vice-Chair. In any given year, the Chair and Vice-Chair shall not be representatives of the same organization or governmental unit. The Recording Secretary of the Policy Committee will be the Director of the Florence County Planning and Building Inspection Department.
- B. **Election.** At the first meeting after January 1st each year, the Committee shall elect a Chair and Vice-Chair.
- C. **Tenure.** The officers shall serve from the date of their election until a successor has been elected. Officers may be reelected to succeed themselves.
- D. **Duties.** The Chair shall normally preside at all meetings of the Committee. In the absence of the Chair, the Vice-Chair shall preside. In the absence of both, a member agreeable to a majority of those present shall serve as acting chair.

The Chair shall appoint other committees, designate committee chair and perform such other duties as may be determined by the Policy Committee.

SECTION IV MEETINGS OF THE POLICY COMMITTEE

Regular Meetings. Regular meetings of the Committee shall be held when determined necessary by the Chair or by a quorum of the voting membership. In any event, meetings will be held at least annually.

Special Meetings. Special meetings may be held at the call of the Chair or of an acting chair, or by a quorum of the voting membership, provided that notice of such meeting shall be given to all members at least twenty-four (24) hours before the hour for which the meeting is called. Business transacted at all special meetings shall be confined to the objects and business to be transacted as stated in the notice.

Notice of Regular Meetings. Written notice of all regular meetings shall be electronically mailed, unless otherwise requested, to each member of the general membership at least seven (7) days prior to the meeting. Such notice shall state the time, place and purpose of such meetings.

Quorum. One-third of the number of voting members of the Policy Committee shall constitute a quorum.

- When a quorum is present at any meeting, the vote of the majority of the voting members present shall decide on any question brought before such a meeting.

- Whenever a quorum is not present at a regular or special meeting, those present may postpone the meeting to another day or hold the meeting for the purpose of considering such matters as are on the agenda or introduced by members.
- No action taken at such meeting (as described in the above paragraph) shall be official unless and until ratified and confirmed in a subsequent meeting of the Committee at which a quorum is present, by approval of the minutes of that meeting at which a quorum was not present.

Voting. Voting shall be by voice and shall not be recorded by yeas or nays unless such a record is requested.

Conflict of Interest. No member shall vote, or participate in discussion, on any issue in which he has personal, professional, or financial interest.

Proxy. When a member is unable to attend a meeting or must leave a meeting before a vote is taken, his proxy shall be accepted and used for voting as he directs, but only under the following circumstances:

- The proxy shall state the name of the committee member being represented.
- The proxy shall indicate in writing on a sign-in roster the organization being represented.
- Minutes shall include names of proxy and member represented.

Parliamentary Procedure. Procedure in all meetings of the Committee shall be governed by Robert's Rule of Order except when such rules of order are in conflict with these bylaws.

Public Access. All regular and special meetings of this Committee shall be open to the public and the Freedom of Information Act requirements will be followed.

SECTION V AMENDMENT

Suspension of Bylaws. The Committee may suspend any article of these bylaws by unanimous vote of the voting members present and constituting a quorum.

Amending of Bylaws. The bylaws may be amended only by a majority vote of the total voting membership of the Policy Committee.

OPERATING PROCEDURES

Procedures for Adopting or Modifying Adopted Transportation Plans and Programs

From time to time, changes are proposed in transportation plans and programs which have previously been adopted by the Policy Committee. These procedures will also be used in adopting initial plans or programs. The purpose of the procedure outlined herein is to insure that – when such a change is proposed:

- a. All direct participants (SCDOT, Policy Committee, and affected local governments) in the comprehensive, continuing, cooperative planning process are notified of the proposed change before it is acted upon.
- b. The probable effects (good and bad) of the proposed plan or program change on the overall transportation system and on the community will be evaluated by the Study Team – before action is taken on the proposal by implementing the agency.
- c. The comprehensive, continuing, and cooperative approach used in developing the transportation plan and program will also be used in changing the plan.
- d. Those responsible for adopting or rejecting the proposed change will be fully informed by the Study Team (before action is taken by the implementing agency) of the probable effects (on both the transportation system and the community) of the change.

1. Proposed Project or Modification

Changes of projects can be proposed by local governments, local planning groups, SCDOT and private or public groups or individuals. Proposals are usually fed into the process via either the Policy Committee or Study Team.

The type of change or project with which this procedure is concerned is one that would alter the concept of the plan or program. That is, it would materially affect either the anticipated traffic demand on elements of the transportation system or the level of service of the plan or it would make unlikely the evolvement of the community into the forecasted future arrangement and intensity of land uses which were used to predict design year travel.

Changes in concept can result from the addition, deletion, relocation, or alteration of any plan or program element. The element might be a block of city street, section of freeway, and interchange, etc. The change could be a reduction in number of lanes, the downgrading of a freeway to an at-grade arterial, the elimination of an interchange turning movement, etc.

In order to determine whether any proposal is (a) a change in concept or (b) merely a simple change in location or design, it will first be referred to the Study Team for review.

2. Evaluation and Recommendation

When a proposed change is referred to the Study Team, the first operation is to determine whether the proposal would result in a change in concept or only an inconsequential change in location or design. If it would not change the concept of the plan or program, the Study Team's review ceases, the Policy Committee is so notified by the Study Team and the proposal is handled through normal location and design procedures.

However, if the change appears to be one in concept, the Study Team will advise the Policy Committee and the State Highway Engineer, and will evaluate the proposal, and prepare a written recommendation and present the evaluation and recommendation to the Policy Committee. The proposal will be reviewed with appropriate local groups and possibly other local citizens and SCDOT management before a recommendation for a major plan or program change is presented to the Policy Committee for concurrence, as in the development of the initial transportation plan and transportation improvement program.

The scope and level of detail of the Study Team's evaluation will determine the extent and probable impact of the proposed change. The evaluation can range from a simple analysis by the Study Team nucleus to a complex one requiring revised land use and socio-economic projections and additional traffic assignments and involving environmental, social and economic specialists and outside technical and citizen groups.

The Study Team recommendation may be a direct "approve", "reject", or a variation or an alternate recommendation developed by the Study Team in the course of its evaluation of the proposed change. The Study Team may also recommend that – because of the probable impact of the change – the Policy Committee air the proposal in a public meeting, prior to acting on the recommendation.

3. Policy Committee Action

When the Policy Committee receives the Study Team's written recommendation, it may directly accept the recommendation or it may reject the recommendation and request further

evaluation by the Study Team. In this latter event, the procedure recycles until the Study Team and Policy Committee reach agreement as to the disposition of the proposal. When a change in concept is being considered, the Policy Committee has the responsibility for inviting formal participation by local governments and the public before acting.

4. Disposition of Proposed Change

The secretary will notify participants, the original proposer and other interested parties of the Policy Committee's actions. The secretary will keep appropriate files of the Policy Committee's decisions.

Once the necessary adoptions have been obtained, the plan or program is adopted or modified and the action shall be appropriately recorded in the minutes. Plan maps and documents shall also be revised within a reasonable time to accurately reflect any major changes.

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