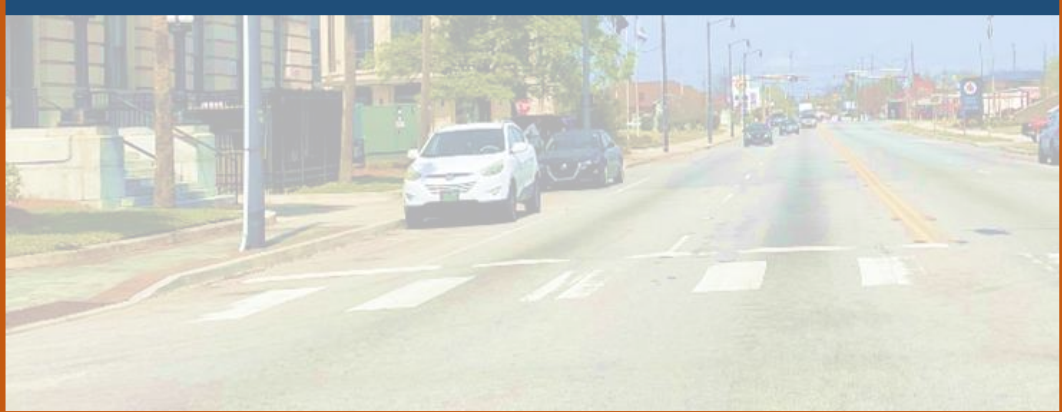


UNIFIED PLANNING WORK PROGRAM



Florence Area Transportation Study

FLATS

Metropolitan Planning Organization

FY 2026 – FY 2027

FY 26 – FY 27

FLATS Unified Development Work Program



Prepared in Cooperation with the South Carolina Department of Transportation, The United States Department of Transportation, The Federal Highway Administration, and The Federal Transit Administration.

Florence Area Transportation Study Metropolitan Planning Organization

Florence County Planning Department
518 S. Irby Street
Florence, SC 29501
(843) 676-8600

www.florenceco.org/offices/planning/flats/

This report was funded in part through grant[s] from the United States Department of Transportation. The views and opinions of the authors [or agencies] expressed herein do not necessarily state or reflect those of the above listed federal agencies or any of their affiliates.



**RESOLUTION OF THE FLATS POLICY COMMITTEE
AMENDMENT #1 TO THE FY2026-FY2027 UNIFIED PLANNING WORK PROGRAM
(Funding Allocation for FY2027)
Resolution #2026-01**

WHEREAS, the Florence Area Transportation Study (FLATS) Metropolitan Planning Organization (MPO) has been designated by the Governor of South Carolina as the MPO for the Florence Metropolitan Planning Area (MPA), which encompasses the Florence Urbanized Area; and

WHEREAS, the County of Florence, as the designated lead planning agency for the FLATS MPO, has been recognized by the South Carolina Department of Transportation (SCDOT) Office of Planning, through correspondence dated March 13, 2026, as the recipient of a consolidated federal planning grant consisting of Federal Highway Administration (FHWA) Planning (PL) funds and Federal Transit Administration (FTA) Section 5303 Metropolitan Planning funds in the amount of \$267,900.73 for Fiscal Year 2027; and

WHEREAS, the same correspondence identified a carryforward balance of \$416,086.43 in previously unobligated FHWA PL and FTA §5303 funds, resulting in a total of \$683,987.16 available for programming by the FLATS MPO in Fiscal Year 2027; and

WHEREAS, in accordance with 23 U.S.C. §134 and 49 U.S.C. §5303, and as a condition for receiving federal transportation planning funds, the FLATS MPO, in cooperation with SCDOT and the Pee Dee Regional Transportation Authority (PDRTA), continues to implement a comprehensive transportation planning work program for the Florence MPA, through the FY2026-FY2027 UPWP, that documents all metropolitan transportation planning activities and tasks across all applicable funding sources; and

WHEREAS, the FLATS MPO Policy Committee adopted the FY2026-FY2027 UPWP and approved the FY2026 funding allocation at its regular meeting held on May 14, 2025, through Resolution #2025-03; and

WHEREAS, the FLATS MPO conducts the metropolitan transportation planning process in accordance with applicable federal requirements, including 23 U.S.C. §134, the Clean Air Act, Title VI of the Civil Rights Act of 1964, and the Americans with Disabilities Act of 1990; and

WHEREAS, the FLATS Unified Planning Work Program is developed in coordination with and supports the goals, objectives, and implementation of the adopted 2045 Long Range Transportation Plan for the Florence MPA; and

WHEREAS, the FLATS MPO has determined that amendments to the adopted FY2026–FY2027 Unified Planning Work Program are necessary to incorporate the Fiscal Year 2027 federal funding allocation, associated local matching funds, and revisions to planning activities;

NOW THEREFORE, BE IT RESOLVED that the FLATS Metropolitan Planning Organization Policy Committee hereby approves Amendment #1 (Incorporation of FY2027 Funding Allocation and Planning Activities) to the FY2026-FY2027 Unified Planning Work Program (UPWP) on this 15th day of May, 2026.

CERTIFICATION: I hereby certify that the above is a true and correct copy of a Resolution adopted by the Florence Area Transportation Study’s Policy Committee during the regular meeting held on May 15th, 2026.


Chairman/Acting Chairman,
FLATS Policy Committee


J. Shawn Brashear, FLATS MPO Director

Chairman/Acting Chairman Please Print Your Name Here: Rev. Waymon Mumford



RESOLUTION OF THE FLATS POLICY COMMITTEE
ADOPTION OF THE FY2026-FY2027 UNIFIED PLANNING WORK PROGRAM
(and Funding Allocation for FY2026)
Resolution #2025-03

WHEREAS, the Florence Area Transportation Study (FLATS) Metropolitan Planning Organization (MPO) has been designated by the Governor of South Carolina for the Florence Metropolitan Planning Area (MPA), which encompasses the Florence Urbanized area; and

WHEREAS, the County of Florence, as the lead Planning Agency for the MPA of the FLATS MPO, has been designated by the South Carolina Department of Transportation as the recipient of a consolidated federal planning grant that combines FHWA PL funds and FTA 5303 Mass Transit Planning funds; and

WHEREAS, in accordance with 23 USC 134 and 49 USC 5303, and in order to conduct and carry out the metropolitan transportation planning process in a continuous, cooperative, and comprehensive manner (and as a requirement for receiving the above listed consolidated funding), the FLATS MPO, in partnership with PDRTA and SCDOT, has developed a biennial Unified Planning Work Program (UPWP) that documents all metropolitan planning activities and tasks to be undertaken; and

WHEREAS, the UPWP has been developed according to the provisions set forth in 23 CFR Part 450 Subpart C and in cooperation with state and local planning partners and public transportation agencies and provides a complete planning work program for the FLATS MPA for fiscal years 2026 and 2027 and has included the total cost of each work category with all applicable funding sources identified; and

WHEREAS, the FLATS Policy Committee has found the transportation planning process to fully comply with Sections 174 and 176 (c) and (d) of the Clean Air Act (42 USC 7504, 7506 (c) and (d)); and

WHEREAS, the FLATS Policy Committee has found the transportation planning process to fully comply with Title VI of the Civil Rights Act of 1964 and the Title VI Assurance executed by each State under 23 U.S.C. 324 and 29 U.S.C. 794; and

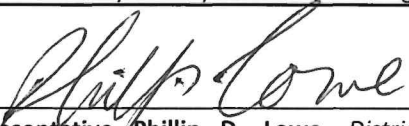
WHEREAS, the FLATS Policy Committee has considered how the transportation planning process will affect the involvement of Disadvantaged Business Enterprises (Sec.105(f), Pub.L.97-424,96 Stat.2100,49 CFR part 23); and

WHEREAS, the FLATS Policy Committee has considered how the transportation planning process will affect elderly and disabled persons per the provisions of the Americans with Disabilities Act of 1990 (Pub. L. 101-336,104 Stat. 327, as amended) and the USDOT implementing regulations; and

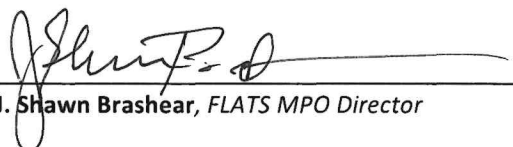
WHEREAS, the FLATS 2026-2027 UPWP is a subset of the 2045 Long Range Transportation Plan; Which has a planning horizon of 2045, meets all of the requirements of an adequate MTP, and was adopted by the FLATS Policy Committee on July 25, 2022; and

NOW THEREFORE, BE IT RESOLVED that the FLATS Metropolitan Planning Organization's Policy Committee certifies the transportation planning process for the FLATS MPO and approves the adoption of the FY2026-FY2027 Unified Planning Work (UPWP) on this, the fourteenth day of May in the year two-thousand and twenty-five.

CERTIFICATION: I hereby certify that the above is a true and correct copy of a Resolution adopted by the Florence Area Transportation Study's Policy Committee during the meeting held on Wednesday, May 14th, 2025.



Representative Phillip D. Lowe, District 60
FLATS Policy Committee Chairman



J. Shawn Brashear, FLATS MPO Director

Table of Contents

Overview for Fiscal Year 2027	2
Background.....	4
The Metropolitan Planning Organization & 3-C Planning Process	6
Establishment of the FLATS MPO	7
Current Map of the FLATS MPO.....	8
About the FLATS MPO	8
UPWP Development	10
Organization of the FLATS MPO	12
FLATS Member Committees – Agency Representation	13
Planning Emphasis and Issues	14
1) — Administration	17
2) — Public Participation	18
3) — Complete Streets*	20
4) — Maps & Applications.....	21
5) — Data Collection, Analysis & Management	23
6) — Development & Maintenance.....	25
7) — Public Transit Planning.....	26
8) — 2050 MTP (LRTP) - Staff Support & Coordination	27
Table 1: Agency Participation/Funding Sources (FY2026)	29
Table 2*: Agency Participation/Funding Sources (FY2027)	30

Overview for Fiscal Year 2027

At its core, the Unified Planning Work Program (UPWP) is a high-level transportation planning document developed at the MPO level to identify, organize, and budget transportation planning activities anticipated to occur over the course of a single fiscal year.

The FLATS MPO UPWP is adopted by the FLATS Policy Committee on a biennial basis and typically returns to the Policy Committee prior to the end of the first fiscal year for amendment to reflect updated funding and planning activities for the subsequent fiscal year. The FY2027 UPWP constitutes an amendment to the FY2026 UPWP. For FY2028, a new UPWP (FY2028–FY2029) will be developed; however, any activities or projects initiated under the current UPWP and not yet completed will be carried forward and reflected in the subsequent program year.

The FY2026–FY2027 FLATS Unified Planning Work Program (UPWP) was adopted by the FLATS Policy Committee in May 2025 (Resolution No. 2025-03). For FY2027, the UPWP has been updated to reflect progress on FY2026 activities, identify anticipated FY2027 transportation planning activities, and incorporate revised work category budget amounts based on the FY2027 allocation and carryover provided by the South Carolina Department of Transportation (SCDOT) Office of Planning.

The UPWP development process is initiated at the beginning of each calendar year when FHWA PL funds and FTA \$5303 funds are apportioned to the SCDOT and combined into a single Metropolitan Planning Grant (Metro PL). These PL funds are then suballocated to MPOs statewide using a mutually agreed-upon distribution formula based on population and other applicable factors.

The UPWP is a continuous planning tool that guides and coordinates short-term transportation planning activities within the FLATS Study Area while maintaining consistency with the goals, objectives, and long-range vision established in the current 2045 FLATS Metropolitan Transportation Plan (MTP).

Any allocated UPWP funding remaining from preceding fiscal years is typically carried forward and added to the upcoming fiscal year's allocation as a carryover balance. Because the UPWP is developed and amended during the fiscal year preceding the upcoming UPWP program year, the immediately preceding fiscal year remains open and unavailable for final accounting. Accordingly, SCDOT calculates MPO carryover using the most recently completed fiscal year, resulting in a carryover amount that reflects funding from two fiscal years prior to the current UPWP fiscal year. For the FLATS MPO FY27 work program, the FY25 carryover balance applies.

The document laid out before you is the amended, FY27 work program of the FLATS MPO. It has been updated to reflect allocations and work tasks for the 2027 fiscal year that will begin on July 1st, 2026, and end on June 30th, 2027. The FLATS

MPO has been notified by SCDOT that they have available to them, a FY25 carryover balance of \$416,086.43 and an estimated FY27 federal allocation amount of \$267,900.73. Together, these amounts reflect a total of \$683,987.16 in federal funding available for reimbursement to the FLATS MPO for anticipated planning activities during the upcoming 2027 fiscal year.

The first seven work categories listed herein remain substantially consistent with those included in the previous fiscal year's UPWP. The previous FY2026 Work Category 8, titled, "Initial 2050 Long Range Transportation Plan (LRTP) Development", encompassed activities related to the procurement of a qualified consulting firm to manage and support the update of the FLATS Metropolitan Transportation Plan (MTP). This procurement effort is currently underway and is anticipated to be completed prior to the close of FY2026.

For Fiscal Year 2027, Work Category 8 has been expanded to reflect the active development phase of the FLATS 2050 MTP (LRTP). This work category captures the continued role of FLATS MPO staff in coordination with the selected consultant and includes tasks such as project management and oversight, interagency coordination with state and federal partners, data development and review, public and stakeholder engagement support, and technical input throughout the planning process. MPO staff will also assist in ensuring that the plan remains compliant with applicable federal and state requirements, including those outlined in 23 CFR Part 450, and that it reflects a fiscally constrained, multimodal transportation strategy responsive to regional needs. The budgeted amount for Work Category 8 reflects FLATS MPO staff time only; Consultant costs for this effort were programmed in the FY2026 UPWP and are not included in this FY2027 work task budget.

A dedicated work category for the 2050 FLATS Metropolitan Transportation Plan (MTP) underscores the significance of this effort to the MPO's overall planning program. The 2050 MTP will establish a comprehensive, long-range transportation vision for the FLATS Study Area with a horizon-year of 2050 and will serve as the foundation for subsequent plans, programs, and investment decisions. Upon adoption, anticipated in July 2027, the 2050 FLATS MTP will supersede the existing FLATS 2045 Long Range Transportation Plan (LRTP) and establish the foundation for the region's next generation of transportation investments.

Background

The Federal-Aid Highway Act of 1962, signed into law by President John F. Kennedy, introduced the 3-C Metropolitan Planning Process requirement for all highway projects receiving federal aid. The foundation and framework to execute this newly identified 3-C process was also established by the 1962 Act.

Half a decade earlier, President Dwight D. Eisenhower signed into law, the Federal-Aid Highway Act of 1956, better known as the National Interstate and Defense Highways Act. The 1956 Act kickstarted the stalled construction of 40,000 miles of the National Interstate System, a planned national highway system

that had been realized and authorized earlier by Franklin D. Roosevelt in 1944, but not properly funded.

The 1956 Act, among other things, secured a reliable stream of revenue through the establishment of the Highway Trust Fund; which received revenues through a newly imposed federal fuel tax on both gas and diesel fuels. The 1956 Act also set National design standards for the newly burgeoning Interstate Highway System such as controlled access, minimum speeds, and uniform signage.



Figure 1 - President John F. Kennedy signing the 1962 Act. Source: FHWA

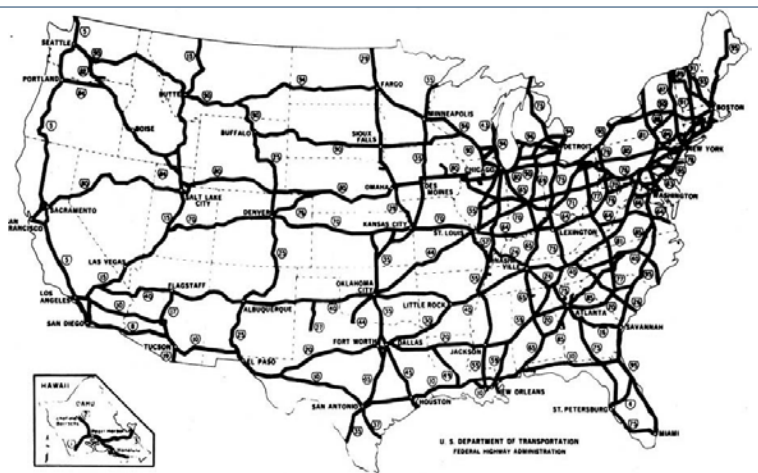


Figure 2 - A USDOT Map of the Interstate & Defense Highways authorized by Dwight D. Eisenhower in 1956. It is important to note the lack of detail this map provided for America's Urbanized Areas. Source: USDOT & FHWA

By the 1960's, this massive boom of highway construction began to put a massive strain on populated metropolitan areas around the Country. Large cities and urbanized areas were literally (and figuratively) being ripped apart due to the top-down Federal transportation planning process in use at the time. With this process, there was little to no consideration made by the Feds in regard to an Urban Area's existing unique character, form or function and the local residents who stood to be most impacted by these projects had no voice or say in the matter.

The 3-C Metropolitan Planning Process was introduced with the 1962 Act to help address these growing problems. In order for federal funding to continue covering 90% of the costs for these highway projects, the 3-C planning process was required to be in place. This process provided local officials (and the people they served and represented) a seat at the table, to ensure a transportation planning process that was systematic, inclusive, and adaptable. The intent of the 3-C process was to avoid the ad-hoc, disjointed, and haphazard highway development that was a result of the top-down federal planning process in place before 1962.

The existing top-down process may have worked well in rural, sparsely populated areas, but it proved to be dysfunctional and harmful when applied to the densely populated, Urban Areas of America. The rapid influx of Highway projects spurring from the 1956 Act, combined with the rising popularity of the automobile among Americans meant that these Urban Highways were needed, but a new process of planning and executing these projects was long overdue. Public backlash

was becoming commonplace in retaliation to poorly planned Federal Urban Highways that were set to raze entire neighborhoods and communities. More often than not, the people whose homes were set to be leveled, were disproportionately of lower socioeconomic classes and/or minorities. The 1962 Act aimed to serve as the cornerstone for improving the Highway planning process by giving Urban Areas a voice and the ability to control their destinies and guide the transportation planning process.

It is important to note that the 3-C process may have brought much needed local input to the table, but due to the systematic, social injustices and inequities woven into the American fabric at the time, many of the minorities and/or lower-income urban populations were still being excluded and overlooked and in many cases, their neighborhoods, communities and homes were intentionally and directly targeted for demolition by the local officials and leaders participating in the 3-C transportation planning process.

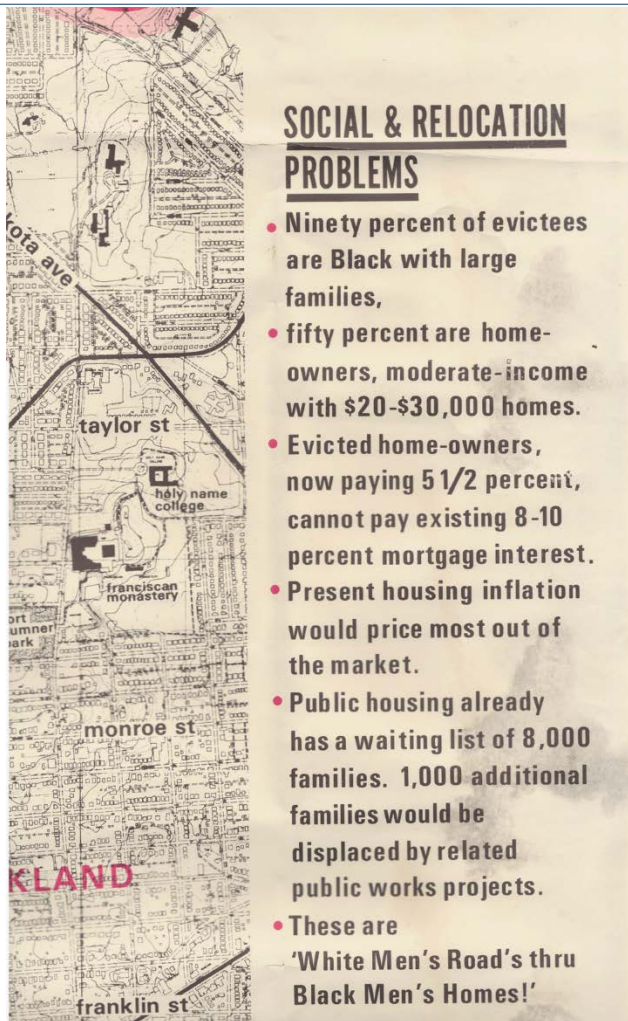


Figure 3 - Section of a 1970s poster published by the Emergency Committee on the Transportation Crisis (ECTC) protesting proposed freeway construction in Washington, DC and arguing for rapid mass transit.

The Metropolitan Planning Organization & 3-C Planning Process

Metropolitan Planning Organizations (MPOs) were the vessels created by the 1962 Act that would represent the Country's Urbanized Areas and thus enable the 3-C transportation planning process to take place. The establishment of MPOs allowed regional/local knowledge/input to be considered at the State and Federal planning levels. Other MPO requirements designated in the 1962 Act were designed to ensure that future Urban Highway developments would be thoughtfully planned out and better integrated with existing urban transportation facilities and all other available modes of transportation.

Metropolitan Areas include entire Urban Areas, as designated by the US Census Bureau, which contain a population of 50,000 or higher and the contiguous areas immediately surrounding the designated Urban Areas which are expected to become urbanized over the next 20 years. The contiguous, extraterritorial areas combined with the central, Urbanized Area, create the Metropolitan Planning Area (MPA), which is where the 3-C Metropolitan Planning Process occurs.

The 3-C Metropolitan planning process is defined as Continuous, Comprehensive, and Cooperative. It is continuous in that it is an ongoing process that includes regular updates and also constantly evolving to accommodate population growth, new technologies, funding shifts or even new legislation. The comprehensive portion of the process ensures that all modes of transportation are considered in addition to existing and future land uses and the socioeconomic landscape of the MPA. Lastly, and most importantly, the cooperative aspect translates to all of the agencies, groups, and individuals that should be directly involved in the transportation planning process. For example, state, federal and local governments, public/private transit agencies, residents, businesses, economic development officials/groups, environmental agencies, airport officials, etc. Any entity or individual having an interest, or who is impacted by the transportation planning process, should be included. The process is inclusive, encompassing and ongoing.

In summary, MPOs, working together with their State's DOT, while both are being guided by the Federal Highway Administration and Federal Transit Administration, are the originators of all local transportation plans and programs (federally-required or not). The State DOT should consider and incorporate all local MPO's plans and programs in the development and execution of their State-Level plans and programs, which are primarily guided by the Federal Highway Administration and Federal Transit Administration. This back-and-forth collaboration and incorporation between the local, state, and federal levels is essentially the 3-C planning process in action. The process is in place, not only because

it is required in order to receive federal funding, but it also ensures that all regional transportation projects meet Federal requirements while maintaining alignment with local priorities and long-term visions.

Establishment of the FLATS MPO



Figure 4 - A Recommended Street & Highway Plan map from a South Carolina State Highway Department published plan of the same name in December 1973 with a horizon plan year of 1995 for the Florence Area Transportation Study. Source: SCDOT

The Florence Area Transportation Study (FLATS) is the designated MPO for the Florence, SC Urbanized Area. The FLATS Metropolitan Planning Area (MPA) commonly referred to as the “FLATS Study Area”, encompasses the Florence, SC Urbanized Area as well as contiguous areas likely to become urbanized within the next 20 years.

With the release of the 1980 Decennial Census, The Florence, SC area was designated as an Urbanized Area and officially recognized as an MPO. With this, Florence was now required to comply with Federal regulations pertaining to MPOs and the Metropolitan Planning Process.

In 1982, then Governor of South Carolina, Richard W. Riley, formally acknowledged those representatives, who had already been selected by Florence’s general-purpose governments, and who were currently serving on the Florence Transportation Policy Committee. Through

Governor Riley’s formal recognition, the FLATS MPO became eligible to receive federal funding for transportation planning efforts and transportation projects occurring within the FLATS Study Area.

Current Map of the FLATS MPO

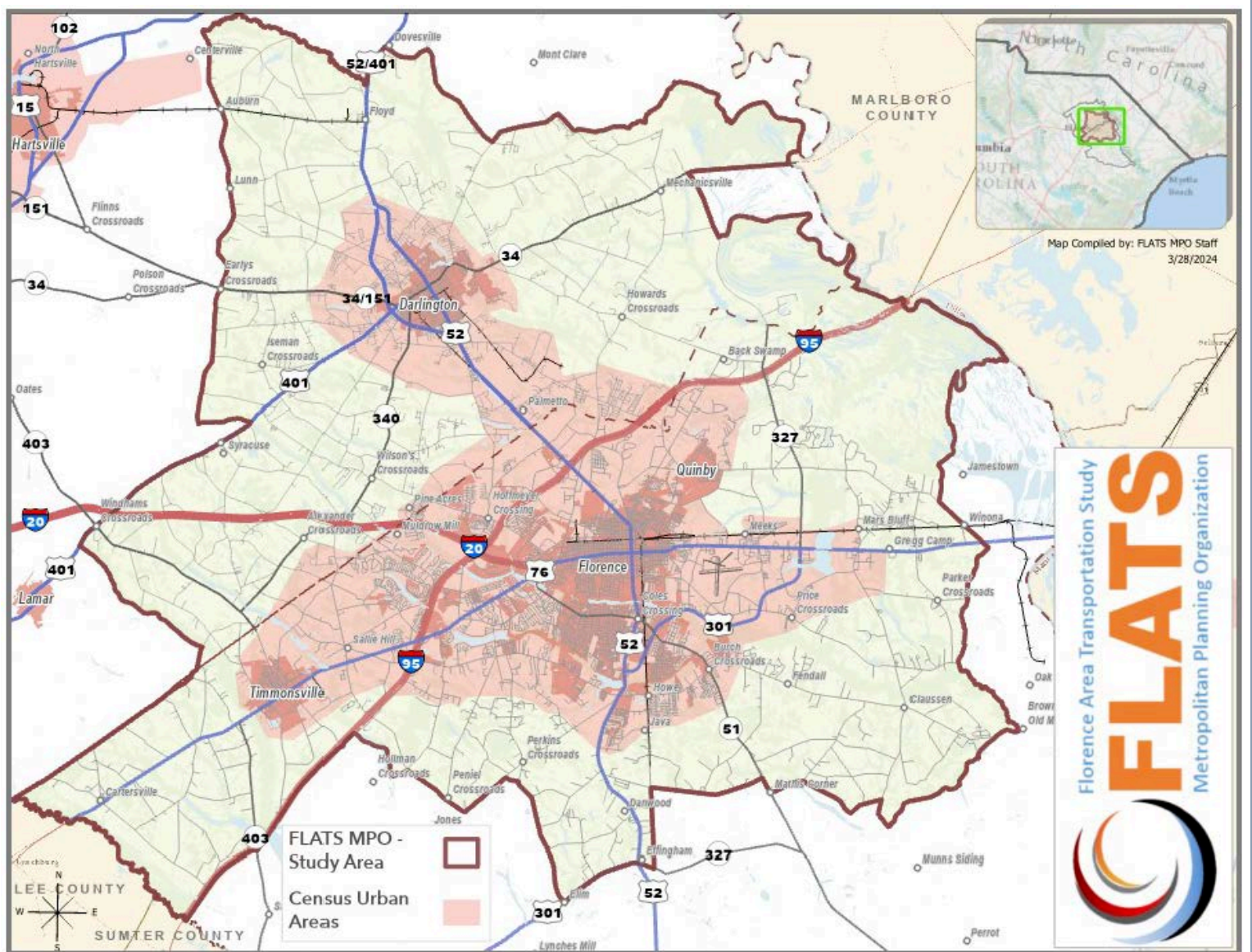


Figure 5 - Current map of the FLATS MPO Study Area Boundary. The light red area represents the Census designated Urbanized Area of Florence, SC and the darker red areas within the Urbanized Area represent incorporated municipalities. The remaining green areas are those projected to become urbanized over the next 20 years. Map Created March 2024 by FLATS Staff.

About the FLATS MPO

The Florence Area Transportation Study (FLATS) MPO is the officially designated organization for which the 3-C transportation planning process is carried out within the FLATS Study Area (see Figure 5 above). In the Figure 5 map shown above, of the FLATS Study Area, the Florence, SC Urbanized Area is colored light red while the incorporated areas, within the Urbanized Area, are a slightly darker red. All other light green areas, surrounding the red areas, and within the

thick, burgundy border, are the portions of the Study Area expected to become urbanized within the next 20 years. The Study Area includes the incorporated areas of the Cities of Florence and Darlington, the Towns of Quinby and Timmonsville and the surrounding unincorporated portions of both Florence and Darlington Counties.

Within the State of South Carolina, the FLATS MPO is situated in the heart of the Pee Dee Region, which is named for the native inhabitants that lived in the area prior to European Settlement. The total land area contained

within the FLATS Study Area is approximately 440 square miles. Based on the 2020 Decennial US Census, The Florence, SC Urbanized Area had a population of 89,436 people. The current estimated population (based on the US Census



Figure 6 – A public area outside the Florence County Judicial Center.

Bureau’s 2023 American Community Survey) for just the Florence, SC Urbanized Area is 92,315. The estimated population of the entire FLATS Study Area is around 126,000 people. Federal transportation financial assistance awarded to the FLATS MPO may be utilized anywhere within the entire FLATS Study Area.

Any anticipated planning activities that occur outside of the FLATS Study Area are only eligible for federally funding if it is



Figure 7 - A PDRTA Bus, which operates in the FLATS Study Area, at a designated stop

determined by the FLATS MPO that the activities will directly impact the transportation system within the FLATS Study Area. In addition to MPO approval, the anticipated external planning activities must also be documented within the MPO’s Unified Planning Work Program (UPWP). It is important to note that the public transit agency operating within the FLATS Study Area, known as the Pee Dee Regional Transit Authority (PDRTA) operates in a six-county service area that extends well beyond the FLATS Study Area. However, many incoming and outgoing PDRTA routes have a direct impact on the transportation network inside of the FLATS Study Area.

UPWP Development

One of the requirements of the FLATS MPO (or any designated MPO), in order to receive Federal assistance, is to develop a Unified Planning Work Program (UPWP). The UPWP is a key component used by the MPO to carry out the 3-C transportation planning process. The purpose of the UPWP is to outline and prioritize all expected planning activities the MPO will undertake over the next 1 to 2 years. Additionally, the MPO must identify who or what entity will complete each task, the projected timeline for completion, and the estimated costs associated with the task that includes a breakdown of funding based on the sources of the funding. These planning activities should include short-term and long-term tasks the MPO expects to undertake, and the tasks should be outlined through relevant work categories, which can vary greatly from one MPO to another. The FLATS MPO currently outlines their anticipated planning tasks and activities within eight separate work categories. These work categories for the FLATS MPO 2027 fiscal year are as listed:



Figure 8 –The sun setting over a rural intersection on E McIver Rd in Darlington County, located within the FLATS Study Area.

- 1) Administration
- 2) Public Participation
- 3) Complete Streets
- 4) Maps & Applications
- 5) Data Collection, Analysis, & Management
- 6) Development & Maintenance
- 7) Public Transit Planning
- 8) 2050 MTP Staff Support & Coordination

Each listed UPWP work category defines various studies, data collection tasks & modeling efforts, as well as public engagement activities that are expected to occur over the course of the upcoming fiscal year. Any activity in progress, that is not completed at the end of a fiscal year (for which it has been planned) should be listed and identified in each succeeding UPWP fiscal year until it is completed. For each work category listed, a detailed breakdown of anticipated expenditures and their expected funding sources must be identified. The Federal share of UPWP planning activities is usually reimbursed at 80%, with a required 20% Local Match.

An exception to the 80% Federal reimbursement rate, in the case of the FLATS MPO, is applied to all 3) Complete Streets planning activities and select transit tasks/activities listed in 7) Public Transit Planning that align with the South Carolina Department of Transportation's (SCDOT) Complete Streets Directive 28 (DD 28). This Departmental Directive was issued on February 4th, 2021 by Former SCDOT Secretary of Transportation, Christy A. Hall in response to Section 11206,

“Increasing Safe and Accessible Transportation Options” of the then, recently enacted Infrastructure Investment and Jobs Act (IIJA) (Public Law 117-58) which was signed into law on November 15th, 2021, by Former President Joe Biden.

In order to adhere to the law, and increase safe and accessible multimodal transportation options, Section 11206 requires (among other activities) the adoption of Complete Streets standards or policies and the development of a Complete Streets prioritization plan. Additionally, this legislation includes a funding requirement imposed on States and MPOs in order to carry-out the various Complete Streets activities listed. States and MPOs are required to designate no less than 2.5% of their programmable SPR (State) or PL (MPO) funds for the purpose of carrying-out complete streets activities. The aforementioned SCDOT Departmental Directive 28 serves as SCDOT’s foundation for implementing a statewide Complete Streets policy and guides the programmatic inclusion and integration of all modes of transportation (i.e. walking, biking, transit, etc.) into all projects undertaken by SCDOT or any other entity performing work on the State of SC’s transportation network. Initially, Section 11206 activities were reimbursed at the usual 80% federal rate and required a 20% local match. However, on January 2, 2023, the FHWA determined that the elimination of the 20% non-Federal “local” match on State and MPO planning funds used on any Complete Streets planning activity would better serve the interests of the Federal-aid highway program thus allowing these Federal SPR (State) and PL (MPO) funds to be reimbursed at a federal rate of 100%.

During UPWP development it is important that the MPO Staff aligns all listed planning tasks/activities with the vision and goals identified and outlined within the MPO’s current long-range Metropolitan Transportation Plan (MTP). FLATS MPO Staff refers to their MTP as the Long-Range Transportation Plan or LRTP. The current 2045 LRTP for the FLATS MPO was adopted in July of 2022 and has a planning horizon of 20 years.

In FY2027, FLATS MPO staff will also support the development of the 2050 MTP, which will update and expand on the existing plan to reflect evolving regional needs, growth trends, and transportation priorities. As development of the 2050 LRTP progresses, the UPWP will continue

Figure 9 –Facing North at the intersection of S Irby Street and W Evans Street in Downtown Florence, SC. The Florence County Complex building can be seen mid- right. Photo Source: Florence County Planning Staff, 2023



to serve as the primary tool for implementing near-term planning activities that remain consistent with both the adopted 2045 LRTP and the emerging vision for the 2050 plan.

The brevity of the UPWP update and adoption cycle makes it possible for MPOs to quickly adapt and evolve their transportation planning processes and activities. The details provided in the UPWP also help keep the metropolitan transportation planning process organized and transparent to ensure all federal funds received by the MPO are being utilized effectively.

Organization of the FLATS MPO

Planning Department Staff within the Florence County Planning & Building Department, under the guidance of the Director of Planning & Building, complete and oversee the various day-to-day administrative tasks and duties of the FLATS MPO. Planning Staff is also responsible with the implementation of any currently adopted plans and programs for the MPO. Work performed for the FLATS MPO is carried out in conjunction with Planning staff's regular duties and responsibilities. In addition to Planning staff, the Florence County GIS Department plays a critical role in supporting MPO operations. GIS staff, in coordination with Planning staff, provide a range of technical services essential to the MPO's planning process, including spatial software administration, specialized programming, and the collection, management, and maintenance of spatial and tabular data.

These efforts also include the development of complex spatial models and analytical tools that support data-driven decision-making. Collectively, these technical products and services enhance the MPO's ability to carry out daily operations and provide the Policy Committee with accurate, timely, and actionable information to inform transportation planning and investment decisions.

The driving force of the FLATS MPO in successfully carrying out the metropolitan transportation planning process is the Transportation Policy Committee which, for the FLATS MPO, is known as the FLATS Policy Committee. The FLATS Policy Committee is the appointed, decision-making body that establishes the defining policies and procedures for the overall conduct and organization of the FLATS MPO's operations. The Policy Committee also holds the final say in the Metropolitan planning process through their powers to adopt MPO plans and programs and approve additional amendments to alter or update those adopted plans and programs. The FLATS Policy Committee consists of elected and appointed officials who represent local and state governments and also members of other organizations or agencies having an interest (or responsibility) in the transportation planning process for the Florence, SC area. During the first

meeting of each year, the Policy Committee members must elect a Chairman and Vice-Chairman to represent the committee and conduct meetings. The Director of the Florence County Planning & Building Department is the designated secretary of the FLATS Policy Committee. Meetings are held on an as-needed basis which, on average, results in about two to three meetings a year.

Prior to any FLATS Policy Committee meeting, The FLATS Study Team, must hold a meeting. The FLATS Study Team, established by the Policy Committee, is composed of various individuals, holding different types of administrative or technical positions within relevant organizations or groups, including the PDRTA, SCDOT and FHWA. The Study Team’s primary objective is to review all proposed changes or updates that will go before the Policy Committee and provide any necessary or relevant recommendations based on their preliminary review.

FLATS Member Committees – Agency Representation

The following three tables list the agencies and organizations represented within the voting and non-voting membership of the FLATS Policy Committee as well as the FLATS Study Team.

FLATS POLICY COMMITTEE - VOTING MEMBERS
Senator, South Carolina Senate District #31
Mayor, City of Florence
Councilmember, City of Florence
Mayor, Town of Quinby
Chairman, Florence County Council
Councilmember, Florence County
Representative, South Carolina House of Representatives District #60
Commissioner, South Carolina Transportation Commission District #07
Chairman, Florence County CTC
Appointed Representative, Florence County CTC

FLATS POLICY COMMITTEE – NON-VOTING MEMBERS
City Manager, City of Florence
County Administrator, Florence County
Director, Florence County Planning & Building Department
Deputy Secretary for Planning, SCDOT
District #5 Engineering Administrator, SCDOT
Chairman, Florence County Planning Commission
Executive Director, PDRTA
Chairman, Florence Regional Airport Commission
Division Administrator, FHWA
Chairman, City of Florence Planning Commission

FLATS STUDY TEAM
County of Florence
City of Florence
City of Darlington
County of Darlington
Town of Timmonsville
Florence Regional Airport
Pee Dee Regional Transportation Authority
Pee Dee Regional Council of Governments
Federal Highway Administration
South Carolina Department of Transportation
South Carolina Department of Public Safety (Highway Patrol)
Florence County EMS
West Florence Fire Department

Planning Emphasis and Issues

Congress shows support for the continuous, cooperative, and comprehensive metropolitan and statewide transportation planning process to include the consideration of the ten planning factors listed in Title 23 of the Code of Federal Regulations, Section 450.306(b). Within this section, it provides the scope of the metropolitan transportation planning process which states that MPOs must consider and address ten planning factors in the implementation of projects, strategies and services.

The ten planning factors set forth by Congress that the FLATS MPO has addressed (and will continue to address) in the consideration and implementation of projects, strategies, and services are listed below.

FEDERALLY MANDATED PLANNING FACTORS FOR MPO & STATE CONSIDERATION	
1	Support the economic vitality of the metropolitan area, especially by enabling global competitiveness, productivity, and efficiency
2	Increase the safety of the transportation system for motorized and non-motorized users
3	Increase the security of the transportation system for motorized and non-motorized users
4	Increase the accessibility and mobility of people and for freight
5	Protect and enhance the environment, promote energy conservation, improve the quality of life, and promote consistency between transportation improvements and state and local planned growth and economic development patterns
6	Enhance the integration and connectivity of the transportation system, across and between modes, for people and freight
7	Promote efficient system management and operation
8	Emphasize the preservation of the existing transportation system
9	Improve the resiliency and reliability of the transportation system and reduce or mitigate storm water impacts of surface transportation
10	Enhance travel and tourism.

In addition to the federally mandated planning factors, consideration of these factors must be appropriately reflected in the metropolitan transportation planning process, with the degree of analysis tailored to the scale and complexity of issues such as transportation system development, land use, employment, economic development, housing, and the human and natural environment. This includes consideration of protected resources, such as Section 4(f) properties as defined in 23 CFR 774.17, as well as broader community development patterns.

The Infrastructure Investment and Jobs Act (IIJA), enacted in 2021, further reinforced the importance of integrating housing considerations into the metropolitan planning process. This includes coordination with housing officials and affordable housing organizations, as well as consideration of relevant housing-related plans and studies. These efforts support greater alignment between transportation investments and housing patterns, ultimately improving access to employment opportunities and promoting more coordinated and sustainable community development outcomes.

The UPWP emphasizes tasks that will manage and administer the implementation of the Long-Range Metropolitan Transportation Plan (MTP or LRTP), the Transportation Improvement Program (TIP) and the Public Participation Plan (PPP). The table below provides information on what federally mandated planning factors listed in the previous table (on page 13) have been considered and the specific work category in the FLATS UPWP it was considered for. A check mark in the table below notes MPO consideration of the planning factor based on its corresponding number in the page 13 table.

UPWP Work Task	PLANNING FACTOR NUMBER									
	1	2	3	4	5	6	7	8	9	10
1) Administration	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓
2) Public Participation	✓			✓		✓				
3) Complete Streets		✓		✓	✓	✓		✓		
4) Maps & Applications	✓	✓	✓			✓	✓	✓	✓	
5) Data Collection, Analysis & Management	✓	✓	✓		✓	✓	✓	✓		
6) Development & Maintenance		✓		✓	✓	✓	✓	✓	✓	
7) Public Transit Planning	✓	✓	✓			✓	✓		✓	✓
8) 2050 MTP Staff Support & Coordination	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓

In developing the tasks and activities outlined in the FY2026–FY2027 UPWP, the FLATS MPO has identified and incorporated key Planning Emphasis Areas that align with current U.S. Department of Transportation (USDOT) priorities and support the goals of the South Carolina Department of Transportation (SCDOT). Implementation of this UPWP will continue to prioritize initiatives that enhance transportation system safety for all users, with particular emphasis on reducing fatalities and serious injuries along High-Fatality Network corridors through safety-focused planning efforts and analyses. This includes advancing Complete Streets principles to improve conditions for pedestrians and cyclists, as well as addressing safety challenges on rural roadways across the Study Area.

Equity and rural connectivity remain central considerations for the FLATS MPO, reflecting the distinct differences in infrastructure, access, and mobility between urban and rural areas within the region. Planning activities will continue to support efforts that improve connectivity across all modes and user groups, ensuring that transportation investments provide equitable access to opportunities and essential services.

In addition, the FLATS MPO will consistently integrate broader emphasis areas into its planning activities, including multimodal connectivity, economic and workforce development, innovation and emerging technologies, and climate resilience. Together, these focus areas support a comprehensive and forward-looking approach to transportation planning that promotes a safe, connected, and resilient transportation system for the FLATS Study Area.

1) — Administration

ADMINISTRATION OBJECTIVE:

Effectively administer and manage the initiatives of the FLATS MPO, ensure compliance with federal and state requirements, and coordinate planning efforts with those of local, regional, and state partner agencies.

SCOPE OF WORK ACTIVITIES: The preparation and management of all correspondence, memoranda, agreements, contracts, agendas, and meeting materials necessary to support MPO operations. It also encompasses recordkeeping, documentation, and the development of meeting minutes, as well as coordination with members of the Policy and Technical Committees. In addition, this work element includes the performance of routine and ongoing administrative functions required for the effective operation of the MPO, including general coordination, communication, and organizational support activities.

STAFFING: Florence County’s Planning and GIS Departments’ Staff will be utilized.

The following specific work activities are expected to be performed:

- Arrange meetings, prepare and distribute meeting notices, agendas, and meeting materials
- Capture A/V recordings of minutes; Prepare meeting minutes and maintain official records of MPO actions.
- Manage financial records, budgets, and expenditures associated with MPO activities
- Prepare & manage agreements, resolutions, contracts, memoranda of understanding and other MPO documents.
- Advise and inform partnering agencies on programmatic details and expenditures
- Participate in professional development activities, including training, conferences, and workshops
- Obtain professional memberships & certifications to enhance skillsets of MPO staff
- Prepare timesheets, annual, and quarterly reports documenting UPWP activities
- Maintain planning agreements and organizational documents as needed
- Complete Title VI report as required
- Publish Annual Listing of Obligated Projects Report

Deliverable Products

Expected Completion Date

Meeting Coordination, Agendas, Minutes	As Necessary
Quarterly and Annual Progress Reports	End of Each Quarter/Annually
Resolutions, Agreements & Official Documents	As Necessary
Annual Listing of Obligated Projects	Annually
Title VI Reporting & Compliance Documentation	As Required

1) – ADMINISTRATION		
	FY 2026	FY 2027
FHWA (PL)	\$ 136,281.92	\$ 157,317.05
LOCAL	\$ 34,070.48	\$ 39,329.26
TOTAL	\$ 170,352.40	\$ 196,646.31

2) — Public Participation

PUBLIC PARTICIPATION OBJECTIVE:

To provide meaningful, inclusive, and accessible opportunities for public and stakeholder engagement in the FLATS MPO transportation planning process, with emphasis on supporting the development of the 2050 Metropolitan Transportation Plan (MTP) and other MPO plans and programs.

SCOPE OF WORK ACTIVITIES: The FLATS MPO will provide opportunities for public review/comments on projects as they are considered for inclusion in the LRTP, the TIP, and other FLATS documents, programs and plans. Staff will complete all other public participation duties as necessary to maintain public interest and involvement in the MPO planning process. In FY2027, after the FY2026 review, the FLATS MPO will complete a comprehensive update to the Public Participation Plan (PPP), last adopted in 2020, to ensure continued compliance with federal requirements and to reflect current best practices in public engagement, including the expanded use of Virtual Public Involvement (VPI) techniques. The updated PPP will support ongoing MPO activities, including the development of the 2050 MTP.

STAFFING: Florence County’s Planning and GIS Departments’ Staff will be utilized.

The following specific work activities are expected to be performed:

- Update FLATS public information documents
- Manage the public participation process for transportation projects, as required
- Publicly advertise all meetings and planned projects in a timely manner
- Create, publish & distribute annual FLATS newsletter
- Maintain, update & improve membership & stakeholder distribution lists
- Host/attend public workshops as necessary
- Review effectiveness of current PPP methods and update accordingly to improve public engagement and garner meaningful public involvement through the incorporation of selected virtual public involvement (VPI) techniques
- Implement measures outlined in the Public Participation Plan
- Update, maintain, and improve the FLATS website and published information
- Assist citizens as necessary with accessing FLATS related information

Deliverable Products	Expected Completion Date
Public engagement activities supporting the 2050 MTP	Throughout FY2027
Annual MPO Newsletter	August 2026
Public notices, advertisements, and outreach materials	As Necessary
Maintenance and updates to stakeholder and distribution	Ongoing
Maintain & Update FLATS website & public info materials	Ongoing
Draft updated Public Participation Plan (PPP)	Q2 FY2027
Public Review of updated Public Participation Plan (PPP)	Q3-Q4 FY2027
Final Adopted Public Participation Plan (PPP)	Q4 FY2027

2) - Public Participation (continued on next page)

2) — Public Participation (continued)

2) – PUBLIC PARTICIPATION		
	FY 2026	FY 2027
FHWA (PL)	\$ 37,856.09	\$ 34,199.36
LOCAL	\$ 9,464.02	\$ 8,549.84
TOTAL	\$ 47,320.11	\$ 42,749.20

3) — Complete Streets*

COMPLETE STREETS OBJECTIVE:

To support the planning, development, and integration of multimodal transportation facilities—including pedestrian, bicycle, and transit accommodations—into the regional transportation system, with emphasis on Complete Streets principles and their incorporation into the 2050 MTP.

SCOPE/WORK ACTIVITIES: In FY2027, Complete Streets activities will support the development of the 2050 Metropolitan Transportation Plan (MTP) through the identification, evaluation, and mapping of multimodal needs and opportunities. Efforts will also include coordination with local jurisdictions and partner agencies to advance pedestrian, bicycle, and transit-supportive projects and programs.

STAFFING: Florence County’s Planning and GIS Departments’ Staff will be utilized.

The following specific work activities are expected to be performed:

- Identify and evaluate pedestrian, bicycle, and multimodal transportation needs throughout the FLATS Study Area
- Develop and maintain bicycle and pedestrian network data, including identification of gaps and connectivity needs
- Support the integration of Complete Streets principles into the 2050 MTP, including project identification and prioritization
- Coordinate with local jurisdictions and partner agencies to advance multimodal planning efforts and project development
- Provide planning and technical assistance for Transportation Alternatives Program (TAP) projects, including project identification, application support, and coordination
- Coordinate with PDRTA and other agencies to incorporate transit-supportive infrastructure into multimodal planning efforts
- Develop maps, analyses, and supporting materials to evaluate multimodal accessibility and connectivity
- Ensure consideration of Complete Streets principles in MPO plans, programs, and project reviews

Deliverable Products

Estimate Completion Date

Planning/Technical Support to TAP Projects/Applications	As Necessary
Updated Bicycle & Pedestrian Network Data & Mapping	Ongoing throughout FY2027
Multimodal project input and recommendations for the 2050 MTP	Q3-Q4 FY2027
Mapping and analysis supporting Complete Streets and multimodal planning	Throughout FY2027
Identification and evaluation of multimodal needs and gaps	Throughout FY2027

* Local Match Waived for Complete Streets eligible activities.

3) – COMPLETE STREETS		
	FY 2026	FY 2027
FHWA (PL)	\$ 22,713.65	\$ 20,519.61
LOCAL	\$ -	\$ -
TOTAL	\$ 22,713.65	\$ 20,519.61

4) — Maps & Applications

MAPS & APPLICATIONS OBJECTIVE:

Develop, maintain, and update interactive maps, widgets and applications that identify or analyze areas of study or allow for accurate data interpretation, collection or creation needed for conducting transportation planning activities in the FLATS Study Area.

SCOPE/WORK ACTIVITIES: The FLATS MPO will continue utilizing its Esri web-based mapping products and subscriptions in the maintenance, creation and development of relevant maps, applications, widgets, tools, etc. used to provide a visual/interactive user experience to effectively carry-out the transportation planning process in the FLATS Study Area. The Florence County GIS Department is the administrator of the Esri licenses and also provides continuous support and custom solutions to Planning Staff in the form of web-based applications and tools as well as digital and printed maps. The Florence County GIS Department also collaborates with Pictometry/EagleView Technologies to collect high-resolution aerial and oblique imagery of the FLATS Study Area every two years and on demand in the event a natural disaster was to occur.

In FY2027, mapping and application development activities will support the 2050 MTP, including the creation of interactive web maps, dashboards, and visualization tools to support public engagement, scenario evaluation, and communication of plan data and recommendations. Mapping and application development activities performed under this task support multiple MPO work elements, including the 2050 MTP; however, this task is limited to the development and maintenance of mapping products and tools, while overall project coordination and planning activities are addressed under Work Task 8).

STAFFING: Florence County’s Planning and GIS Departments’ Staff will be utilized.

The following specific work activities are expected to be performed:

- Maintain and enhance the Florence County ArcGIS Online (AGOL) portal, including public-facing maps, applications, services, and dashboards
- Administer the County’s AGOL Organization and associated web services for internal and public use
- Develop custom web maps, dashboards, and applications to support transportation planning activities, including the 2050 MTP
- Create mapping and visualization tools to support public and stakeholder engagement efforts
- Develop maps, graphics, and visual materials to support planning documents, presentations, and reports
- Maintain and update aerial imagery datasets in coordination with Pictometry/EagleView

Deliverable Products	Estimated Completion Date
Interactive Web Maps, Dashboards & Applications	Ongoing
Public Engagement & Outreach - Mapping/Visual Support	Ongoing
Custom Maps, Graphics, Tools & Applications	As Needed
ArcGIS Online Organization Administration & Maintenance	Ongoing
High-resolution ortho and oblique aerial imagery updates	Biannually

4) — Maps & Applications (continued)

4) – MAPS & APPLICATIONS		
	FY 2026	FY 2027
FHWA (PL)	\$ 79,497.79	\$ 150,477.18
LOCAL	\$ 19,874.45	\$ 37,619.29
TOTAL	\$ 99,372.23	\$ 188,096.47

5) — Data Collection, Analysis & Management

DATA COLLECTION, ANALYSIS & MANAGEMENT OBJECTIVE:

Collect, create, maintain, store, publish, and distribute all relevant tabular & spatial data used in all maps, applications, tools, models, and analyses that allow for the successful execution of the metropolitan transportation planning process within the FLATS Study Area.

SCOPE/WORK ACTIVITIES: Esri-based software products and solutions will continue to be utilized by the MPO in order to store, access, and distribute relevant spatial and tabular data. Necessary hardware updates/replacements needed to use Esri products in order to access/publish data will occur as needed. Staff will continue their efforts to maintain/update Traffic Analysis Zone (TAZ) data in support of the FLATS Travel Demand Model. Planning Staff will manage and update land use data/policies as necessary. Coordination efforts will continue among all FLATS staff to quickly process land use/policy updates as they occur and efficiently integrate them in the existing spatial database/server.

FLATS Planning staff will review newly submitted development site plans, subdivisions, summary plats, and related information to evaluate the timing and location of land use changes taking place in the FLATS Study Area. Land use, socioeconomic, and traffic data will be monitored and collected as necessary to support the MPO's various planning activities and to also provide support to other transportation agencies operating within the FLATS Study Area.

In FY2027, data collection and analysis activities will also support the development of the 2050 Metropolitan Transportation Plan (MTP), including coordination with the selected consultant to provide, validate, and refine data used in travel demand modeling, scenario evaluation, and performance-based planning. Data developed through the completed FLATS/PDRTA Transit Study will also be incorporated, as applicable, to support transit planning and system evaluation efforts.

STAFFING: Florence County's Planning and GIS Departments' Staff will be utilized.

The following specific work activities are expected to be performed:

- Continued GIS data layer creation, maintenance and enhancement, including updates to geometry, attributes, metadata, data models, & web services, to support the transportation planning process
- Continued management, refinement, and integration of TAZ data to support travel demand modeling and transportation planning activities
- Collection, analysis, and distribution of building permit and development data to monitor growth trends.
- Development and maintenance of land use and subdivision data models
- Updates to and management of E-911/Addressing data (i.e. Address Points, ESNs, MSAG)
- Mapping and tracking of Planning Commission, Board of Zoning Appeals, and County Council actions to support trend analysis
- Provide data, mapping, and analytical support for transportation planning activities, including the 2050 MTP.
- Integrate transit-related data, including findings from the FLATS/PDRTA Transit Study, into planning datasets and analyses

5) — Data Collection, Analysis & Management (continued on next page)

5) — Data Collection, Analysis & Management (continued)

Deliverable Products	Estimated Completion Date
Digitization of Building Footprints	Ongoing
Monthly Building Permit Data Collection & Analysis	Monthly
Esri Maintenance Agreement	Annually
Server Maintenance/Data back-up	Monthly
E-911/Addressing Data Updates	Ongoing
Tax Assessor/Parcel Data Updates	Bi-weekly
Municipal Boundary/Annexation Updates	As Needed
Road Centerline/ROW Area Updates	Ongoing
TAZ Data maintenance & integration	Ongoing
Data Collection/Analysis for 2050 MTP	Throughout FY2027

5) – DATA COLLECTION, ANALYSIS & MANAGEMENT		
	FY 2026	FY 2027
FHWA (PL)	\$ 79,626.50	\$ 143,637.30
LOCAL	\$ 19,906.62	\$ 35,909.33
TOTAL	\$ 99,533.12	\$ 179,546.63

6) — Development & Maintenance

DEVELOPMENT & MAINTENANCE OBJECTIVE:

To develop, maintain, and update the plans, programs, and supporting documentation necessary to carry out a continuing, cooperative, and comprehensive (3-C) transportation planning process for the FLATS MPO.

SCOPE/WORK ACTIVITIES: The ongoing development, maintenance, and administration of MPO plans, programs, agreements, and related documentation required to support the FLATS MPO planning process. Core planning products include, but are not limited to, the Unified Planning Work Program (UPWP), Transportation Improvement Program (TIP), Long-Range Transportation Plan (LRTP/MTP), Public Participation Plan (PPP), and Policy Committee By-laws. The I-95/SC 327 Interchange Planning Study, initiated in FY2025, is anticipated to be completed by the end of FY2026. Accordingly, activities in FY2027 will include final coordination, documentation, and incorporation of study findings into MPO planning efforts, including consideration of the project within the development of the 2050 MTP. Initial procurement and scoping activities associated with the 2050 MTP Update were conducted in FY2026. Ongoing staff coordination and support for 2050 MTP development are addressed under Work Task 8).

STAFFING: Florence County’s Planning and GIS Departments’ Staff will be utilized.

The following specific work activities are expected to be performed:

- Develop, maintain, and amend the UPWP, TIP, LRTP/MTP, PPP, and other MPO planning documents, as necessary
- Process TIP amendments, administrative modifications, and required transmittals
- Prepare and submit UPWP quarterly reports and reimbursement invoices
- Conduct research, training, and coordination activities related to planning tools/directives, methodologies, and state/federal initiatives, as applicable
- Directly or indirectly develop or update any other plans and programs, as needed, to effectively and efficiently carry out the transportation planning process

Deliverable Products	Expected Completion Date
Amended LRTP	Annually, As Necessary
Amended UPWP	Annually, As Necessary
TIP Corrections & Amendments	As Necessary
UPWP Quarterly Reports & Invoices	End of Each Quarter
2050 MTP Integration of I-95/SC 327 Interchange Study	Throughout FY2027

6) – DEVELOPMENT & MAINTENANCE		
	FY 2026	FY 2027
FHWA (PL)	\$ 80,005.06	\$ 61,558.84
LOCAL	\$ 20,001.26	\$ 15,389.71
TOTAL	\$ 100,006.32	\$ 76,948.56

7) — Public Transit Planning

PUBLIC TRANSIT PLANNING OBJECTIVE:

Coordinate, support, and enhance public transportation services within the FLATS Study Area through continued collaboration with the Pee Dee Regional Transportation Authority (PDRTA), while integrating transit considerations into the regional transportation planning process, including the development of the 2050 Metropolitan Transportation Plan (MTP).

SCOPE/WORK ACTIVITIES: The FLATS MPO, in coordination with PDRTA, will continue to support transit planning tasks and activities that enhance mobility, accessibility, and system efficiency within the FLATS Study Area. The FLATS/PDRTA Transit Study, initiated in FY2024, is anticipated to be completed by the start of FY2027. Accordingly, work activities in FY2027 will shift from study completion to implementation support, coordination, and integration of study findings into ongoing planning efforts, including the development of the 2050 MTP. FLATS MPO staff will also coordinate with PDRTA and other relevant agencies to ensure that transit needs, performance measures, and recommended improvements are appropriately reflected in regional plans and programs.

STAFFING: Florence County’s Planning and GIS Departments’ Staff will be utilized.

The following specific work activities are expected to be performed:

- Provide planning or technical assistance, as needed, in support of Transit Services and Operations
- Update the FY24-33 TIP, as necessary, to reflect transit-related funding and programming actions
- Coordinate with PDRTA to incorporate transit-related performance measures into the 2045 LRTP and other applicable planning documents
- Integrate relevant transit data, performance measures, needs, and recommendations into the development of the 2050 MTP, including coordination with FY27 Work Task 8) activities
- Support PDRTA in any scoping, development, or execution of any additional studies, plans, or programs based on recommendations provided by the completed FLATS/PDRTA Transit Study
- Support continued coordination and collaboration between the FLATS MPO, SCDOT Office of Public Transit, and PDRTA and continue promoting transit awareness and accessibility within the FLATS Study Area, as appropriate

Deliverable Products

Estimated Completion Date

Process Transit-Related TIP Transmittals	As Necessary
Update performance measures in 2045 LRTP	As Necessary
2050 MTP Public Transit Integration	Ongoing throughout FY2027
Additional Transit Study Recommendations	As Requested (by PDRTA)

7)–PUBLIC TRANSIT PLANNING		
	FY 2026	FY 2027
FHWA (PL)	\$ 121,139.48	\$ 47,879.10
LOCAL	\$ 30,284.87	\$ 11,969.78
TOTAL	\$ 151,424.35	\$ 59,848.88

8) — 2050 MTP (LRTP) - Staff Support & Coordination

2050 MTP (LRTP) - STAFF SUPPORT & COORDINATION OBJECTIVE

To provide FLATS MPO staff support and oversight for the development of the 2050 Metropolitan Transportation Plan (MTP), including coordination with the selected consultant, participating agencies, and stakeholders to ensure the plan is developed in accordance with applicable federal and state requirements, reflects local priorities, and results in a fiscally constrained, multimodal transportation plan with a 2050 planning horizon.

SCOPE/WORK ACTIVITIES: The FLATS MPO initiated the 2050 MTP Update in FY2026 through the procurement of a qualified consulting firm to lead plan development. Consultant services associated with the MTP Update, including the federal PL-funded amount of \$200,001.29, were programmed in the FY2026 UPWP. At the time of the FY2027 UPWP amendment, consultant selection and contract execution are anticipated to be completed by the end of FY2026 or early FY2027. Accordingly, activities identified under this work category for FY2027 reflect FLATS MPO staff support, coordination, and technical involvement during the active development phase of the 2050 MTP.

FLATS MPO staff will serve as the primary liaison between the consultant and local, regional, and state partners to ensure that the planning process is collaborative, data-driven, and consistent with federal metropolitan planning requirements under 23 CFR Part 450.

STAFFING: Florence County's Planning and GIS Departments' Staff will be utilized.

The following specific work activities are expected to be performed and intended to complement all consultant-led work while ensuring that local knowledge, policy direction, and MPO responsibilities are fully integrated throughout the planning process:

- Coordinate and facilitate project activities with the selected consultant, partner agencies, and stakeholders, including scheduling, communication, and interagency coordination.
- Provide local GIS data, technical input, and analytical support, including review and validation of data inputs, assumptions, and methodologies used in plan development.
- Support the development and implementation of the MTP-specific Public Participation Plan, including coordination of outreach activities, public meetings, and stakeholder engagement.
- Review and provide feedback for all drafts of technical memoranda, plan chapters, and interim deliverables.
- Provide local planning context and policy guidance to ensure the plan reflects local priorities, existing conditions, and community goals.
- Ensure consistency with federal planning factors (23 CFR 450.306) and MTP requirements (23 CFR 450.324/326) as well as applicable state legislation.
- Coordinate the integration of local, regional, and state plans, studies, and programs into the MTP to support a comprehensive and consistent planning framework.

8) 2050 MTP (LRTP) – Staff Support & Coordination *(continued on next page)*

8) — 2050 MTP (LRTP) – Staff Support & Coordination (continued)

Deliverable Products	Expected Completion Date
Project Coordination & Administration	Ongoing throughout FY2027
Public and stakeholder engagement support, including coordination, participation and documentation of outreach activities	Ongoing throughout FY2027
Provision of technical data, GIS support, and coordination of local and regional inputs to support plan development	Ongoing throughout FY2027
Coordination with partner agencies (SCDOT, FHWA, FTA, PDRTA, and local jurisdictions) and key stakeholders to support plan development	Ongoing throughout FY2027
Comments/Reviews of draft deliverables	As received throughout FY2027
Support for draft plan review and preparation of materials for Study Team and Policy Committee consideration	Q3-Q4 FY2027
Support for final plan development, adoption, and documentation	Q4 FY2027

FY27 #8)– 2050 MTP – STAFF SUPPORT & COORDINATION		
	FY 2026*	FY 2027
FHWA (PL)	\$200,001.29	\$ 68,398.72
LOCAL	\$ 50,000.32	\$ 17,099.68
TOTAL	\$250,001.61	\$ 85,498.40

*FY26 Work Category 8) was programmed for the selection of a qualified consulting firm to lead the development of the 2050 MTP.

Table 1: Agency Participation/Funding Sources (FY2026)

FY2026 begins July 1, 2025 and ends on June 30, 2026

UPWP WORK CATEGORY	Percentage of Total Funds	METRO PL Funds	FLORENCE COUNTY	TOTAL AMOUNT
1) Administration	18.000%	\$ 136,281.92	\$ 34,070.48	\$ 170,352.40
2) Public Participation	5.000%	\$ 37,856.09	\$ 9,464.02	\$ 47,320.11
3) Complete Streets*	3.000%	\$ 22,713.65	\$ -	\$ 22,713.65
4) Maps & Applications	10.500%	\$ 79,497.79	\$ 19,874.45	\$ 99,372.23
5) Data Collection, Analysis & Management	10.517%	\$ 79,626.50	\$ 19,906.62	\$ 99,533.12
6) Development & Maintenance	10.567%	\$ 80,005.06	\$ 20,001.26	\$ 100,006.32
7) Public Transit Planning	16.000%	\$ 121,139.48	\$ 30,284.87	\$ 151,424.35
8) 2050 LRTP Development	26.416%	\$ 200,001.29	\$ 50,000.32	\$ 250,001.61
TOTAL	100%	\$ 757,121.77	\$ 183,602.03	\$ 940,723.80

* Local match waived by SCDOT for Complete Streets activities.

Table 2+: Agency Participation/Funding Sources (FY2027)

FY2027 begins July 1, 2026 and ends on June 30, 2027

UPWP WORK CATEGORY	Percentage of Total Funds	METRO PL Funds	FLORENCE COUNTY	TOTAL AMOUNT
1) Administration	23.000%	\$ 157,317.05	\$ 39,329.26	\$ 213,745.99
2) Public Participation	5.000%	\$ 34,199.36	\$ 8,549.84	\$ 42,749.20
3) Complete Streets*	3.000%	\$ 20,519.61	\$ -	\$ 20,519.61
4) Maps & Applications	22.000%	\$ 150,477.18	\$ 37,619.29	\$ 188,096.47
5) Data Collection, Analysis & Management	21.000%	\$ 143,637.30	\$ 35,909.33	\$ 179,546.63
6) Development & Maintenance	9.000%	\$ 61,558.84	\$ 15,389.71	\$ 76,948.56
7) Public Transit Planning	7.000%	\$ 47,879.10	\$ 11,969.78	\$ 59,848.88
8) 2050 MTP Staff Support & Coordination	10.000%	\$ 68,398.72	\$ 17,099.68	\$ 85,498.40
TOTAL	100.000%	\$ 683,987.16	\$165,866.89	\$ 849,854.05

⁺ FY2027 Allocation amount and FY25 Carryover amount provided by letter from SCDOT Office of Planning, dated March 13th, 2026.

* Local match waived by SCDOT for Complete Streets activities.

**LOCAL PROJECT AGREEMENT (LPA)
COORDINATION REQUIREMENTS FOR PROCUREMENT OF CONSULTING
SERVICES**

The following process is intended to comply with LPA requirements by ensuring eligibility of planning activities utilizing Federal-Aid funds. Planning activities by definition do not include findings required by National Environmental Policy Act (NEPA), the acquisition of real property, or the management/oversight of construction projects. Federal funds may include PL, SPR, STP, NHS, CMAQ or any other Federal-Aid Program funds. In the event that the MPO, COG or sub-recipient intends to procure consulting services utilizing federal funds to complete tasks outlined in the approved Unified Planning Work Program (UPWP) or Rural Planning Work Program (RPWP), the following steps must be adhered to in sequence in order to ensure federal participation in the project:

STEP 1

- Ensure that the project is included the UPWP or RPWP
- Submit a draft scope of work in sufficient detail to determine that all work elements are eligible under Title 23 USC
- Submit a draft advertisement that will be used in South Carolina Business Opportunities (SCBO)
- Submit an internal estimate of the project cost
- Receive a notice to proceed from SCDOT to advertise the request for proposal

STEP 2

- Include the SCDOT and FHWA as non-voting members of the selection committee
- Submit a recommendation to SCDOT for approval of the selected firm(s) with documentation of the evaluation process
- Submit a copy of the negotiation process
- Receive notice to proceed from SCDOT

STEP 3

- Submit a copy of the draft agreement
- Receive final notice from SCDOT to execute agreement and initiate project

I hereby acknowledge that all procurement activities will follow the above described steps. Any deviation for this process will jeopardize federal reimbursement for the project.

14 May 25
DATE



MPO/COG PLANNING AGENCY DIRECTOR

If applicable:

DATE

SUB-RECIPIENT

Summary of Complete Streets Eligible Projects for 100% Waiver

Task #	Task Category	Milestone/Deliverable	\$ Budget (100% Fed)
3	Complete Streets	Identification and Evaluation of Multimodal Needs and Gaps	
3	Complete Streets	Mapping and Analysis Supporting Complete Streets and Multimodal Planning	
3	Complete Streets	Multimodal Project Input and Recommendations for the 2050 MTP	
3	Complete Streets	Maintain and Update Bicycle & Pedestrian Network Data and Mapping	
3	Complete Streets	Planning/Technical Support for TAP Projects and Applications	
		TOTAL	\$20,519.61
		\$ TOTAL:	\$ 20,519.61
		Total Programmed UPWP \$ Budget:	\$ 683,987.16
		% of Total Budget Complete Streets Eligible:	3.00%

Please include this table as the last page of your UPWP.