



Florence Area Transportation Study

Metropolitan Planning Organization

2017-2022

Transportation Improvement Program

Table of Contents

Table of Contents	2
Introduction	3
Structure	4
Supporting Legislation	6
FLATS Products.....	9
Transportation Improvement Program (TIP)	9
Long Range Transportation Plan (LRTP).....	10
Unified Planning Work Program (UPWP).....	11
TIP Amendment Process	11
Funding	13
Public Participation Process.....	16
Conclusion.....	16
Certification.....	17
Previous TIP Financial Sheet Amendments.....	17
List of Acronyms.....	18

Introduction

The Federal Highway Administration (FHWA) and the Federal Transit Administration (FTA) regulations require the designation of a Metropolitan Planning Organization (MPO) to provide continuous, cooperative and comprehensive transportation planning for areas with an urbanized population of 50,000 or more. This determination is a result of the U.S. Census.

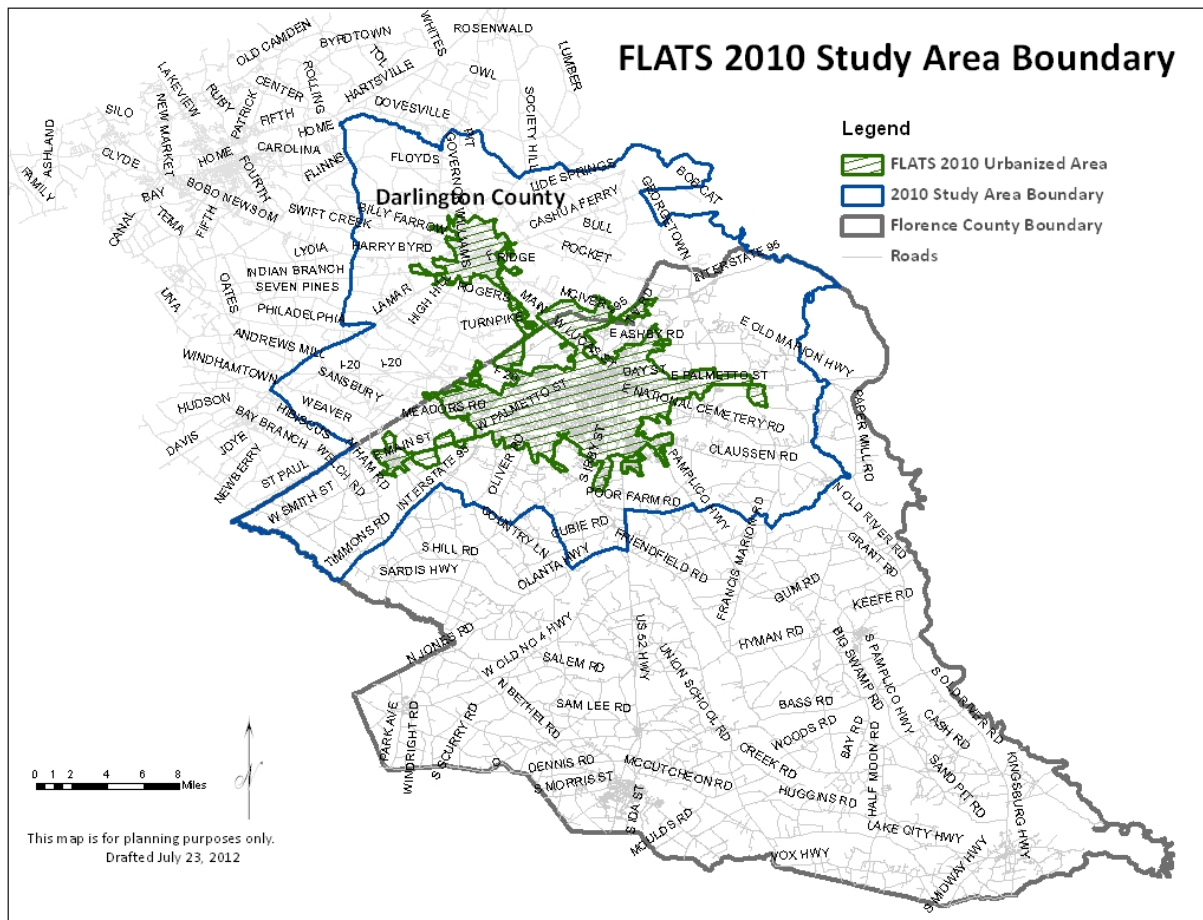
The Florence Area Transportation Study (FLATS) is the designated MPO for the Florence area. According to the **2010 U.S. Census**, the FLATS MPO has an urbanized population of **89,535**. The FLATS MPO study area boundary includes the City of Florence, Town of Quinby, City of Darlington, Town of Timmonsville and surrounding unincorporated areas of Florence and Darlington counties. The MPO study area includes land designated as urban by the most recent Census and areas expected to become urbanized within the next 20 year.

The three primary responsibilities of an MPO are as follows:

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

The above referenced documents are periodically corrected or amended. A specific public comment period is actively solicited as federally required.

The **FY2017-2022** TIP outlines the projects and programs that federal funding has been allocated towards in the FLATS MPO study boundary area. All projects for the MPO receiving federal funding must be prioritized in accordance with ACT 11, approved by the FLATS Policy Committee and listed in the FLATS LRTP. In addition, the projects receiving the federal funds must be in the South Carolina Department of Transportation (SCDOT) Statewide Transportation Improvement Program (STIP) before inclusion in the FLATS TIP.



Structure

The FLATS MPO is composed of a voting and non-voting Policy Committee and a Study Team. Membership of each committee is a representative for the FLATS MPO area as prescribed by the FLATS Bylaws. The functions of these committees are detailed below:

Policy Committee (Voting)

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

The Voting Policy Committee members consist of:

- South Carolina Senator
- South Carolina House of Representative, District 60
- South Carolina Department of Transportation Commissioner, District 07
- City of Florence Mayor
- Town of Quinby Mayor
- County Transportation Committee Chairman
- County Council Chairman, District 02
- County Councilmember, District 01
- County Councilmember, District 07

Policy Committee Non-Voting)

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

The Non-Voting Policy Committee members consist of:

- County Administrator
- County Planning Commission Chairman
- City of Florence Planning Commission Chairman
- City of Florence Manager
- Pee Dee Regional Transportation Authority Executive Director
- Florence Airport Commission Chairman
- Federal Highway Administration Division Administrator
- South Carolina Department of Transportation Engineering Administrator, District 05
- South Carolina Department of Transportation Chief Engineer for Location and Design
- County Planning Director

Study Team

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

along with representatives from the South Carolina Department of Transportation (SCDOT) and FHWA.

The Study Team members consist of the following representing the FLATS MPO area:

- County Planning Commission Chairman
- City of Florence Planning Commission Chairman
- City of Darlington Councilmember
- Town of Timmonsville Councilmember
- Darlington County Planning Director
- City of Florence Engineering Plans Reviewer/Project Manager
- Pee Dee Council of Governments Planner
- County Planning Director
- Pee Dee Regional Transportation Authority Executive Director
- City of Florence Director of Planning, Research and Development
- City of Florence Engineering plans Reviewer/Project Manager
- Federal Highway Administration Community Planner
- South Carolina Department of Transportation Traffic Engineer, District 05
- Federal Highway Administration Community Planner
- South Carolina Department of Transportation Regional Planner
- South Carolina Department of Transportation, Pee Dee Regional Production Group Program Manager and Assistant Program Managers
- South Carolina Department of Transportation Office of Public Transit Regional Planning Manager
- South Carolina Department of Transportation Enhancement Coordinators

Supporting Legislation

Federal regulations that have been adopted provide guidance on the metropolitan transportation planning process. Listed below are four such regulations:

MAP-21

The Moving Ahead for Progress in the 21st Century Act (MAP-21) was enacted in July, 2012. This Bill addressed the challenges the modern transportation system faces, including safety, security, traffic congestion, intermodal connectivity, freight movement, environmental protection and delays in project delivery. To guide the transportation planning process, MAP-21 set forth eight planning factors that MPOs must consider when developing their plans:

- 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 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, and;
- 8) Emphasize the preservation of the existing transportation system.

MAP-21 also emphasizes four broad focal points for transportation investment:

- 1) Streamlines Federal Highway transportation programs.

Map-21 continues to provide the majority of Federal-aid highway funds to the states through core programs. However, the core highway programs have been reduced from seven to five.

The Interstate Maintenance, National Highway System and Highway Bridge program were streamlined to create a single new program called The National Highway performance Program. The program will provide increased flexibility while guiding state and local investments to maintain and improve the conditions and performance of the National Highway System (NHS). This will eliminate barriers between existing programs that limit states' flexibility to address the most vital needs for highways and bridges and will hold states accountable for improving outcomes and using tax dollars efficiently.

- 2) Establish a performance-based system.

MAP-21 improves the statewide and metropolitan transportation planning processes to incorporate a more comprehensive performance-based approach to decision making. Utilizing performance targets will assist states and metropolitan areas in targeting limited resources on projects that will improve the condition and performance of their transportation assets.

- 3) Create jobs and supports economic growth.

Coordinate transportation projects with local governments and agencies to improve the MPO region's global competitiveness. An example to achieving this is by promoting transportation corridors that improve access to the region.

- 4) Supports the Department of Transportation's (DOT) aggressive safety agenda.

MAP-21 builds on the successful Highway Safety Improvement Program (HSIP). MAP-21 substantially increases the amount of funding for this program because of the strong results it has achieved in reducing fatalities. Under the HSIP, states must develop and implement a safety plan that identifies highway safety programs and a strategy to address them.

FAST Act

The Fixing America's Surface Transportation Act was adopted in December, 2015. It is the federal transportation legislation that replaces MAP-21. Federal funding will be provided for transportation programs through the FAST Act for the next five years. Overall, the FAST Act maintains the focuses outlined in MAP-21 for highway and transit funding. This law makes changes and reforms to many Federal transportation programs, including streamlining the approval processes for new transportation projects, providing new safety tools and establishing new programs to advance critical freight projects. The Transportation Alternatives funding has been placed under the umbrellas of the Surface Transportation Program (STP).

Title VI and Environmental Justice

Environmental justice has been a federal requirement since recipients of federal funds were required to certify nondiscrimination through Title VI of the Civil Rights Act of 1964. A 1994 Presidential Executive Order required all federal agencies to make environmental justice part of their missions. The law was enacted to avoid the use of federal funds for projects, programs or other activities that generate disproportionate or discriminatory adverse impacts on minority or low-income populations. The U.S. Department of Transportation (USDOT) promotes environmental justice as an integral part of the long range transportation planning process as well as individual project planning and design.

The USDOT states that environmental justice requires the understanding and incorporation of the unique needs of distinct socioeconomic groups in order to create transportation projects that fit amicably within the framework of their communities without sacrificing safety or mobility. The environmental justice assessment incorporated in the LRTP is based on three fundamental principles derived from guidance issued by the USDOT:

- Avoid, minimize or mitigate disproportionately high and adverse human health and environmental effects, including social and economic effects on minority and low-income populations;

- Ensure all potentially affected communities’ full and fair participation in the transportation decision-making process; and
- Prevent the denial of, reduction in or significant delay in the receipt of benefits by minority and low-income populations.

Joint Federal Highway Administration and Federal Transit Administration Planning Rule

The Joint Federal Highway Administration (FHWA)/Federal Transit Administration (FTA) Planning Rule (23 CFR part 450, 49 CFR part 613) requires MPOs to conduct locally-developed public participation. This legislation requires “a proactive public involvement process that provides complete information, timely public notice, full public access to key decisions and early and continuing involvement of the public in developing plans and Transportation Improvement Programs, including the Long Range Transportation Plan (LRTP) [23 CFR part 450.316(b)(1)].

FLATS Products

Transportation Improvement Program (TIP)

The **FY2017-2022** TIP for FLATS is a six year program of transportation projects. These projects are listed in sections according to which federal program is funding them on the TIP Financial Sheet. The Funding Section of this document explains this in detail. The TIP also includes regional highway projects that are being implemented by the state, city and county for which federal funding is requested. The TIP Financial Sheet is developed cooperatively with the SCDOT. Once the TIP is approved by the FLATS Policy Committee and the SCDOT Commission, the TIP is submitted to the FHWA and the FTA for review.

The FLATS TIP is comprised of the following:

1. Identify transportation improvement projects recommended for advancement during the program years. The projects required are those located within the study area and receiving Federal Highway Administration (FHWA) or Federal Transit Administration (FTA) funds;
2. Identify the criteria and process for prioritization for inclusion of projects in the TIP and any changes for past TIPs;
3. Groups improvements of similar urgency and anticipated staging into appropriate staging periods;
4. Include realistic estimates of total costs and revenue for the program period;
5. Include a discussion of how improvements recommended for the LRTP and congestion model were merged into the plan;

6. List major projects from previous TIPs that were implemented and identified and major delays in planning implementation.

The majority of the projects in the TIP are aimed at increasing the efficiency and safety of the existing transportation systems rather than construction of new facilities. This, in part, reflects:

1. Transportation policies to implement low cost alternatives where feasible;
2. The limited funding resources available to meet the costs of new construction and improvements;
3. The increased concerns over congestion, the environment especially air quality;
4. The enhancement of freight movement and economic development;
5. The interest of bicyclists and pedestrians and public transit, and
6. The preservation of neighborhoods.

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

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

Long Range Transportation Plan (LRTP)

The Moving Ahead for Progress In The 21st Century (MAP-21), Federal Surface Transportation Reauthorization Bill, mandates that MPO's have a Long Range Transportation Plan (LRTP) which includes environmental, social and intermodal considerations. The new Federal Surface Transportation Bill, Fixing America's Surface Transportation Act (FAST ACT), was signed into law on December 4, 2015 and became effective immediately. The FAST Act is a five-year Surface Transportation Reauthorization and also mandates that MPO's have an LRTP.

The FLATS 2035 LRTP, which was adopted in July, 2012 defines the community's strategy for creating a regional transportation system that accommodates the current mobility needs of residents and looks to the future to constipate where new needs may arise over a 25-year vision. The 2035 LRTP is a financially constrained plan, meaning it identifies projects and programs that can reasonably be implemented through the plan's horizon year. In response to federal mandates and the desires of local residents, the LRTP addresses all modes of

transportation including automobile, bicycle, pedestrian, transit, air and rail movements. Federal law requires an LRTP document to be updated every five years. The 2035 LRTP is currently being updated and due to be approved by **July, 2017**.

Projects identified in the LRTP must be ranked and prioritized in accordance with Act 114. The state of South Carolina passed Act 114 in 2007 to create a balanced prioritization to establish project rankings. This Act added Sections 57-1-370 and 57-1-460 to the South Carolina of Laws. These sections provide details of the ranking process to be used by the SCDOT, MPOs and Councils of government (COGs).

Unified Planning Work Program (UPWP)

The UPWP is the element of the planning process that identifies the planning activities to be completed by the FLATS staff and outside consultants. All planning activities must be listed in the UPWP to be eligible for federal funding. The FLATS UPWP is updated every two years.

The UPWP serves as the basis for all federal (the Federal Highway Administration {FHWA} and the Federal Transit Authority {FTA}), state (the South Carolina Department of Transportation {SCDOT}), and local funding assistance for transportation planning activities. This document is federally required as a basis and condition for all funding assistance for transportation planning to State, local and regional agencies. The authority for this requirement and for the Federal funding is found in two separate Federal legislative acts establishing transportation planning programs:

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

The UPWP is intended to be consistent with the metropolitan planning requirements of the previous Federal Legislation: Moving Ahead for Progress in the 21st Century Act (Map-21) and the current Federal Legislation: Fixing America's Surface Transportation Act (FAST Act) [Titles 23 and 49, United States Code]. These Legislations require that the metropolitan transportation planning process shall provide for the establishment and use of a performance-based approach to transportation decision-making to support the nations goals described in section 150(b) of Title 23 and in section 5301(c) of Title 49. The UPWP outlines a framework for the work program which the FLATS staff is expected to accomplish and provides guidance with respect to a financial plan to support the Work Program.

TIP Amendment Process

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

A major update of the TIP is typically conducted on a three-year schedule. However, during the life of the TIP, it may be necessary to update certain projects or elements. This section details the process of identifying and conducting a policy amendment or an administrative modification/correction to the TIP.

Policy Amendments

Policy amendments are those that:

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

Major policy amendments are those that involve any changes to the policy-level recommendations in the fiscally constrained LRTP, such as:

- Changing the nature and/or function of corridors and intersections;
- Adding or omitting road segments including interchange ramps; or
- Adding or omitting public transit routes, segments or transfer points.

Consistency between the LRTP and TIP is a requirement for the continued receipt of federal funds. The LRTP would have to be updated via amendment before such an action would be considered in the TIP.

Administrative Modifications/Corrections

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

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

Processing of Revisions

Policy amendments are typically processed quarterly and must be submitted to the SCDOT by January 1st, April 1st, July 1st and October 1st of each year. Policy amendments are recommended by the FLATS Study Team for the FLATS Policy Committee's consideration and action. Formal public meetings are held for policy amendments to the TIP with a public comment period prior to the public meeting.

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

Funding

Guideshare Funds

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

Road improvements may include constructing new roads, adding traffic lanes to existing roads, constructing paved shoulders, installing traffic signals, constructing sidewalks or bike lanes, or making safety improvements. However, minor maintenance activities such as resurfacing and patching potholes are not funded through FLATS, but are handled directly by SCDOT or City maintenance units.

FLATS apportionment from the Guideshare Program is currently **\$3.1 million** annually. Of this amount, an average of **\$900,000** per year is devoted to debt service. SCDOT developed an innovative financing plan in 1998 to accelerate construction of many projects that were built between 1998 and 2007, and issued bonds to fund the plan.

Transportation Alternatives Program (TAP)

The Transportation Alternative Program was established as a result of MAP-21. The TAP replaced the funding from pre-MAP-21 programs including the Transportation Enhancements Program, Recreational Trails, Safe Routes to School and several other discretionary programs, wrapping them into a single funding source. The Transportation Alternatives Program is a statewide competitive grant program. The SCDOT Highway Commission is the decision making body for the applications submitted for this program. The eligible project categories authorized in this program and by the SCDOT Commission are pedestrian facilities, bicycle facilities, streetscaping projects and enhancement of public transit services if applicable. Exclusive landscaping and scenic beautification projects are not allowed under this program.

Federal Transit Administration Projects

The projects listed in this section on the TIP Financial Sheet are Federal Transit Administration (FTA) funds allocate based on urbanized areas. Urban funding can be used for capital, operations and some maintenance areas. However, the funds under the Section 5307 Program can be utilized for Planning. FTA funds are provided directly to the Transit recipient. Urban funding is available MAP-21 provides the Federal Transit Administration (FTA) a specific

authorization level amount annually for transit programs. MAP-21 expands several important goals of the Department of Transportation including safety, state of good repair, performance and program efficiency. MAP-21 grants the FTA significant new authority to strengthen the safety of public transportation systems throughout the United States.

MAP-21 also puts new emphasis on restoring and replacing the Nation's aging public transportation infrastructure by establishing a new State of Good Repair formula program (5326) and new asset management requirements. The FTA formula programs for transportation agencies within the FLATS urbanized area are:

1. FTA Section 5307 Small Urban Program;
2. FTA Section 5309 Capital Investment Program or Vehicle Acquisition;
3. FTA Section 5310 Enhanced Mobility of Seniors and Individuals with Disabilities Program;
4. FTA Section 5316 Job Access and Reverse Commute Program;
5. FTA Section 5317 New Freedom;
6. FTA Section 5326 State of Good Repair.

The transportation agencies within the FLATS urbanized area that receive FTA urban funds directly and are required to be listed in the FLATS TIP and STIP are:

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

The FLATS program supports each of the above referenced public transportation systems and provide any information or data necessary to assist in their efforts to service their clients.

Capital Sales Tax Projects

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

Florence County, with hopes that the first six projects could be completed as a result of this Referendum.

In 2013, it became apparent that the total funds the program would generate potentially would only be able to fund the first five projects. The SCTIB allocated an additional approximate \$90M to the program to hopefully be able to complete all six projects. This section is listed in the TIP to inform the public as the South Carolina Department of Transportation (SCDOT) allocates funds for preliminary engineering, right-of-way and construction.

Public Participation Process

The FLATS MPO follows a Public Participation Plan that details the approach, values and activities that are followed to ensure full and effective public participation in the planning process. Engaging the public often and early in the planning process is critical to the success of any transportation plan or program in addition to being required by various federal and state laws. Such legislation reinforces the necessity of public involvement, calling on MPOs such as FLATS to provide citizens, affected public agencies, representatives of transportation agencies, private providers of transportation and other stakeholders with a reasonable opportunity to participate and comment on plans and programs.

A variety of methods are used to solicit public input, including small group presentations, news releases, distribution of printed and electronic newsletters, surveys, public workshops, development of corridor studies and area plans and public hearings. Specific details regarding venues where the public can comment on any of the FLATS documents are noted in advertisements as the documents are updated and notification of presenting them to the Policy Committee for approval. These venues include:

- The Florence County Planning and Building Inspections Department located at 518 S. Irby Street, Florence, SC;
- The Florence County Planning and Building Inspections Department website located at <http://www.florenceco.org/offices/planning/flats/>;
- The Drs. Bruce and Lee Foundation Library located at 509 S. Dargan Street, Florence, SC.

The public comment period for each of the FLATS federal documents are:

- Long Range Transportation Plan (LRTP) - 30 days;
- Public Participation Process (PPP) - 15 days;
- Transportation Improvement Plan (TIP) - 10 days;
- Unified Planning Work Program (UPWP) - 10 days.

Conclusion

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

Certification

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

Previous TIP Financial Sheet Amendments

- November 10, 2008
- March 30, 2009
- February 19, 2010
- June 6, 2011
- July 23, 2012
- February 25, 2013
- June 10, 2013
- August 26, 2013
- June 12, 2014
- June 8, 2015

List of Acronyms

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

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* FLATS FY2017-FY2022 TIP FINANCIAL STATEMENT *

(ALL VALUES IN THOUSANDS)											
POLICY COMMITTEE APPROVED: June 27, 2016											
PIN #	GUIDESHARE PROJECTS	Previous STIP(s)	FY 2017	FY 2018	FY 2019	FY 2020	FY 2021	FY 2022	TIP COST (2017-2022)	REMAINING COST (2020+)	FUNDING
	South Cashua Widening From SC51 to S-103 (Knollwood Rd.)	1200 P 6300 R 15000 C							0		
GUIDESHARE PROJECT SUBTOTAL			0		0						
DEBT SERVICE SUBTOTAL			843	837	831	707	837	831	\$4,886		
ADVANCEMENT PAYBACK			\$2,264	\$2,270	\$2,276	200	\$1,718		\$8,728		
GUIDESHARE SUBTOTAL			\$3,107	\$3,107	\$3,107	\$907	\$2,555	\$831	\$13,614		
GUIDESHARE ALLOCATION			3,107	3,107	3,107	3,107	3,107	3,107	\$18,642		
CARRYOVER AVAILABLE							2,200	2,752			
ADVANCEMENT AMOUNT											
PROGRAM ADJUSTMENTS									\$0		
GUIDESHARE SUBTOTAL			(3,107)	(3,107)	(831)	(907)	(2,555)	(831)	(\$11,338)		
BALANCE			\$0	\$0	\$0	\$2,200	\$2,752	\$5,028	\$0		

TRANSPORTATION ALTERNATIVES PROGRAM PROJECTS - NO ACTION NECESSARY	Previous STIP(s)	FY 2017	FY 2018	FY 2019	FY 2020	FY 2021	FY 2022
Francis Marion University Highway SC 327	\$450,670						
Florence School District One	\$193,314						
Williamson Rd. Pedestrian & Mobility Impaired Pathway	\$314,727						

			Previous STIP(s)	FY 2017	FY 2018	FY 2019	FY 2020	FY 2021	FY 2022	TIP COST 2017-2022		
CAPITAL SALES TAX PROJECTS (Approximate Annual Allocations)												
		SC 577 (Pine Needles Road) Ebenezer to Southborough (WIDENING & BRIDGE REPLACEMENT) (Length 0.8) TOTAL Expenditures \$17,676,490) as of 4/30/11 \$1,398,449 (PE); \$2,293,829 (ROW); \$13,984,490 (Cons.)										
		US 378 (E. Myrtle Beach Highway (US 52 to SC 41) (Widen 2 lane rdwy to 5 lanes) (Length 18.20) EST. COST \$ 136,364,420 \$11.2M (PE); \$12.9M (ROW); \$112.3M (Cons.)	112,278 C									
		US 76 (W. Palmetto Street) (S-98 Honda Way to I-95/S-545 Meadors Rd.) (Widen 2 land rdwy to 5 lanes) (Length 4.00) EST. COST \$ 28,425,621 \$2.4M (PE); \$2.4M (ROW); \$23.7M (Cons.)	23,706 C									
		S-26 (TV Road) / S-343 (N. Irby Street) (S-952 (Wilson Rd. to I-95/S-1354 (Blanchard Rd.) (Widen 2 land rdwy to 5 lanes) (Length 3.80) EST. COST \$30,712,890 \$3M (PE); \$3M (ROW); \$24.7M (Cons.)	23,706 C									
		US 51 (Pamplico Highway) (S-57 (Claussen Rd. to US 378) (Widen 2 land rdwy to 5 lanes) (Length 24.20) EST. COST \$140,449,217 \$11.2M (PE); \$17.3M (ROW); \$112M (Cons.)	111,985 C									
		US 301 ByPass/S-107 Alligator Road (US 52 to US 76) (Widen 2 land rdwy to 5 lanes) (Length 7.50) EST. COST \$73,464,146 \$4.5M (PE); \$23.4M (ROW); \$45.5M (Cons.)		23,426 R		45,490 C				\$68,916		
CAPITAL PROJECT SALES TAX SUBTOTALS			\$271,675	\$23,426		\$45,490				\$68,916		

		FEDERAL TRANSIT ADMINISTRATION									
		PEE DEE REGIONAL TRANS AUTHORITY	861 CA 2,629 OP	495 CA 1,381 OP						\$495 \$1,381 \$0 \$0 \$0	5307 (Small Urban) 5307 5309 (Veh. Acquisition) 5316 (JARC) 5317 (New Freedom)
		FLORENCE SENIOR CITIZENS ASSOCIATION	143 OP	59 CA						\$59	5310
		FLORENCE COUNTY DSN BOARD	110 CA	43 CA						\$43	5310
		DARLINGTON COUNTY COUNCIL ON AGING	114 CA	50 CA						\$50	5310 5310
FTA SUBTOTALS			\$3,857	\$2,028						\$2,028	

			PREVIOUS STIPs	FY 2017	FY 2018	FY 2019	FY 2020	FY 2021	FY 2022	TIP COST (2017-2022)		
PROJECTS EXEMPT FROM GUIDESHARE (Administrative Change for Information Only - No Action Necessary)												Federal Program
	PROJECT	PROJECT AND LOCATION										
		BRIDGE REHABS										
	I-95 SB	Great Pee Dee River	169 P	4,328 C						4328		NHPP
	I-95 NB	Great Pee Dee River	169 P	4,328 C						4328		NHPP
	I-95 SB	CSX RR (Under \$1,000)										
	I-95	S-21-26 (Under \$1,000)										
	I-95 SB	Sparrow Swamp (Under \$1,000)										
	I-95 SB	Lynches River	65 P	1,404 C						1404		NHPP
		REHABS UNDER \$1,000										
	I-95 SB	Sparrow Swamp	42 P		912 C					912		NHPP
	I-95	S-21-26	11 P		365 C					365		NHPP
	I-95 SB	SCL RR	17 P		304 C					304		NHPP
		BRIDGE REPLACEMENT										
	I-95 NB	Great Pee Dee River	4,568 P									
		(S-16-49) High Hill Creek	312 P		1,715 C					1715		STGP
		" " " "	56 R									
	I-95 NB & SB	Great Pee Dee River										
	I-95 NB	Great Pee Dee Swamp Frontage Rd. 92)										
		(US 401) Bridges over Jefferies Creek, Lake	973 P	175 R	5,718 C					0		STGP
		Swamp, and High Hill Creek								3580		STGP
		US 52 Business over Swift Creek	895 P	50 R	3,530 C					14610		STGP
		US 76 Lynches River	1,456 P		50 R	14,560 C						STGP
		S-21-76 (Edisto Dr.) Jefferies Creek		56 R	2,044 C							STGP
		(S-21-12 CON) (James Jones Av.) Jefferies	322 P	56 R	2,482 C					2538		STGP
		Creek										
		PAVEMENT PRESERVATION										
		SC 340 (S-48{Syracuse Community Rd.} to	237							0		NHPP/STGP
	Flo. Cty.	S-407 {Turnpike Rd.})										
		S-105 (S-132 {Kennedy Haines Rd.} to S-57										
		{Old River Rd.})										
	Flo. Cty.	US 301 Clarendon Co. Line to US 52										
		S. Irby St.										
		PAVEMENT RESURFACING										
		US 76 (0.10 mi. W. of SC 327-N. Williston	2,952									NHHP/STGP
		Road) to S-24 (Old Marion Highway)										
		SC 341 (S-111 (Diamond Branch Rd.) to										NHPP/STGP
		S-24 (Old Marion Highway)										
		US 76 (US 301 Freedom Blvd) to 0.22 mi.										NHPP/STGP
		E. of US 301										
		US 76 (0.22 mi. E. of US 301 to mi. W. of										
		SC 327)										
	Dar. Cty.	SC 340 (SC 403 Oates Hwy) to (S-48										
		Syracse Community Rd)										

	Flo. Cty.	S-100 (US 52 S. Irby S)to (S-136 Stagecoach Road)										
	Flo. Cty.	US 20 (S-31 W. Evans St) to 0.03 Mi. W. of S-1060										
	Flo. Cty.	US 52 (SC-51 Second Loop Rd) to (US 76 E. Palmetto St.)										
	Flo. Cty.	US 76 Lee Cty. to SC 403 Cale Yarborough Highway										
		INTERSECTION IMPROVEMENTS										
		Intersection SC 340 with Rd. S-354 - Installation of Traffic Signal	109							0		HSIP
		US 52 with S-1343 Darlington St.)										HSIP
		SC 327 *Francis Marion Rd.) & S-57 (Old River Road) at Claussen Road	150 P	80 R	1,270 C					1350		STGP
	Dar. Cty.	US 52 (N. Govenor Williams Hwy) & S-528 (Wire Rd.) 2 mi NW of City of Darlington										HSIP
	Flo. Cty.	S-112 (N. Ebenezer Rd./Pisgah Rd.) & S-193 (N. Ebenezer Rd./W. Sumter St.) 4.5 mil NW of City of Florence										HSIP
		SECTION/CORRIDOR IMPROVEMENTS										
		S-13 (E. National Cemetery Rd.)										HSIP
		S-112 (Pisgah Rd./ Ebenezer Rd.)										HSIP
		S-918 (Old Wallace Gregg Rd.)										HSIP
	Dar. Cty.	S-14 (West/East Billy Farrow Hwy) MP 1.45 to MP 10.08		2,000 C								HSIP
	Dar. Cty.	S-524 (Greenfield Rd.) MP 0.00 to MP 1.77										HSIP
	Dar. Cty.	S-179 (E. Mclver Road)										
	Dar. Cty.	SC 151 Bus @ S-102 & S-10 & S-1040										
	Dar. Cty.	S-12 (Kelleytown Rd.) MP 1.64 to MP 3.84										
	Dar. Cty.	S-20 (Ruby Rd.) MP 0.00 to MP 4.16										
	Flo. Cty.	S-722 (Bannockburn Rd.) MP 0.00 to MP 1.74										HSIP
	Flo. Cty.	S-858 (John C. Calhoun Rd.) MP 0.00 to MP 1.19										HSIP
	Flo. Cty.	S-588 (Third Loop Rd.) MP 2.50 to MP 2.60										HSIP
	Flo. Cty.	S-925 (N. Williamson Rd.) MP 0.00 to MP 1.62										HSIP
		INTERSTATE SAFETY IMPROVEMENTS										
	Flo. Cty.	US 301 (N. Jones Rd.) and SC 403 (N. Bethel Rd.)			50 R	1000 C						
	Flo. Cty.	I-95 MP 164.00 to MP 165.00										HSIP
		INTERSTATE PAVEMENT PRESERVATION PROJECT GROUPING										
	Flo. Cty.	I-95 S. (Near MM 147 to near MM 161)	1,250 P		25,500 C							
	Cl. Cty.	I-95 S. (Near MM 119 to near MM 131) (Santee Lynches COG project - Cost \$4.1)										
	Flo. Cty.	I-95 N. (BMP 146.7 EMP 156) 9.3 length-concrete										
	Flo. Cty.	I-95 S. (BMP 146.77 EMP 156.8) 10.03 length-concrete										
		INTERSTATE PRESERVATION & RECONSTRUCTION										
	Flo/Dillon Cty	I-95 S. (Near MM 171 to near MM 193) (PDCOG & FLATS project - FLATS Cost \$4.7)	1,250 P			25,500 C						Interstate

	Flo/Dillon Cty	INTERSTATE PRESERVATION/OGFC GROUPING I-95 S. (Near MM 175 to near MM 178) I-95 S. (Near MM 182 to near MM 187) I-95 S. (Near MM 189 to near MM 191) (PDCOG & FLATS projects - FLATS Cost \$1M)	3,500 C									Interstate
		SAFETY SC 340 with Rd. 354 US 301 (N. Jones Rd.) and SC 403 (N. Bethea Rd.)										

P - PRELIMINARY ENGINEERING; R - RIGHT OF WAY; C - CONSTRUCTION; CA - CAPITAL PURCHASE; OP - OPERATIONS; PS - PURCHASE OF SERVICE CONTRACT; IM - INTERSTATE MAINTENANCE; AD - ADMINISTRATION; PM - PREVENTIVE MAINTENANCE

PUBLIC COMMENT PERIOD: June 13, 2016 through June 23, 2016

NHPP - National Highway Performance Program; STGP - Surface Transportation Grant Program; HSIP - Highway Safety Improvement Program