AUGUSTA REGIONAL TRANSPORTATION STUDY

TRANSPORTATION IMPROVEMENT PROGRAM

FY 2011 - 2014

PREPARED BY:

AUGUSTA-RICHMOND COUNTY PLANNING COMMISSION

IN COOPERATION WITH:

AIKEN COUNTY PLANNING AND DEVELOPMENT DEPARTMENT
FEDERAL HIGHWAY ADMINISTRATION
FEDERAL TRANSIT ADMINISTRATION
GEORGIA DEPARTMENT OF TRANSPORTATION
SOUTH CAROLINA DEPARTMENT OF TRANSPORTATION

OCTOBER 2010

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The contents of this report reflect the views of the persons preparing the document and those individuals are responsible for the facts and the accuracy of the data presented herein. The contents of this report do not necessarily reflect the views or policies of the Georgia Department of Transportation, South Carolina Department of Transportation, the Federal Highway Administration, or the Federal Transit Administration. This report does not constitute a standard, specification, or regulation.

AUGUSTA REGIONAL TRANSPORTATION STUDY
TRANSPORTATION IMPROVEMENT PROGRAM, FY 2011 - 2014
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I. **AUTHORIZING RESOLUTION**

AUGUSTA REGIONAL TRANSPORTATION STUDY

ENDORSEMENT OF ARTS

TRANSPORTATION IMPROVEMENT PROGRAM

WHEREAS, federal regulations for urban transportation planning require that the Metropolitan Planning Organization, in cooperation with participants in the planning process, develop and update the Transportation Improvement Program (TIP); and

WHEREAS, the Augusta-Richmond County Planning Commission has been designated by the Governor as the Metropolitan Planning Organization for the Augusta urbanized area; and

WHEREAS, the Transportation Improvement Program is consistent with all plans, goals, and objectives of the Augusta Regional Transportation Study, and shall be updated with revision to reflect changes in program emphasis and funding availability; and

WHEREAS, the urban transportation planing regulations require that the TIP be a product of a planning process certified as in conformance with all applicable requirements of law and regulation; and

WHEREAS, the locally developed and adopted processes for private sector participation and public involvement have been followed in the development of the TIP; and

WHEREAS, the Augusta-Richmond County Planning Commission, the Georgia Department of Transportation, and the South Carolina Department of Transportation have reviewed the organization and activities of the planning process and found them to be in conformance with the requirements of law and regulation; and

NOW, THEREFORE, BE IT RESOLVED that the Augusta Regional Transportation Study Policy Committee endorses the attached three-year Transportation Improvement Program for the period FY 2011 - 2014 in Georgia and in South Carolina; and

BE IT FURTHER RESOLVED that the Augusta Regional Transportation Study Policy Committee finds that the requirements of applicable law and regulation regarding urban transportation planning have been met and its Chairman is authorized to execute a joint endorsement to this effect with the Georgia Department of Transportation and the South Carolina Department of Transportation.

September 2, 2010
Date

Deke Copenhaver, Chairman
Augusta Regional Transportation Study
Policy Committee

II. INTRODUCTION

a. OVERVIEW OF TRANSPORTATION IMPROVEMENT PROGRAM

The Augusta Regional Transportation Study (ARTS) was established in response to transportation planning requirements included in the Federal Aid Highway Act of 1962. This Act required urbanized areas with populations of 50,000 or more persons to have a cooperative, comprehensive, and continuing transportation planning process in order to qualify for Federal funding for highway projects. Subsequent transportation legislation has continued this requirement and expanded it somewhat to include all surface transportation projects. The most recent federal transportation law affecting ARTS is the Safe, Accountable, Flexible Transportation Equity Act: A Legacy for Users (SAFETEA-LU), enacted on August 10, 2005.

The Transportation Improvement Program (TIP) is a staged, multi-year intermodal program of transportation projects consistent with the Augusta Regional Transportation Study (ARTS) area long range transportation plan. The TIP is the link between planning for trasportation needs and addressing those needs.

The ARTS TIP covers a four-year period for the Georgia portion of the study area and a five-year period for the South Carolina part. The TIP is updated each year with input from the general public, the ARTS committees and other stakeholders. The TIP is adopted by the ARTS Policy Committee and then approved by the governors of Georgia and South Carolina. Projects in the ARTS TIP are then included in the Georgia and South Carolina State TIPs.

The ARTS TIP includes all transportation projects, or identified phases of a project, proposed for financing with federal funds. Whether a project is scheduled to be completed in one year or phased over several years, it must advance to the TIP in order to be eligible for federal funding. The following information is included in the TIP for each project: description, estimated total cost, amount of federal funds allocated each program year, proposed sources of funding, and responsible implementing agencies. Funding for road and bridge projects is allocated for one or more of the three major phases of such projects: preliminary engineering, right-of-way acquisition and construction. A project is removed from the TIP once it advances to the construction phase.

The TIP must be financially constrained for each program year. The TIP financial plan must demonstrate that the identified projects can be implemented using current and expected revenue sources. The TIP also lists projects from the previous TIP that have moved to construction and identifies any significant delays in the implementation of projects remaining in the TIP.

When projects are added to the TIP, they are prioritized based on area-wide needs and safety and security benefits. Criteria used to establish area-wide needs include a project's inclusion in the ARTS Long Range Transportation Plan, its compatibility with other local and regional plans, the project's readiness and the availability of funds. In addition to area–wide needs, consideration is given to projects that demonstrate safety, and security benefits to one or more user groups (e.g. motorists, pedestrians, bicyclists, transit users and freight carriers). The need and purpose for the project must clearly identify the safety and security issues that will be corrected as a result of the project. Projects in the South Carolina part of the ARTS area are subject to ranking criteria developed as a result of the passage of South Carolina Act 114 in 2007.

b. PUBLIC PARTICIPATION SCHEDULE – FY 2011 - 2014 TIP

DATE	ACTION
April 27, 2010	ARTS Test Network Subcommittee meeting to review projects and expected funding for the FY 2011 - 2014 TIP
May 26, 2010	Draft TIP recommended for approval by the Citizens Advisoty Committee and the Technical Coordinating Committee
June 3, 2010	Draft TIP adopted by the Policy Committee
June 24, 2010	Draft TIP sent to particpating agencies / departments for posting for public review.
June 25, 2010	Begin thirty day public review and comment period on draft TIP.
June 25, 30,& July 1, 2010	Published "TIP Public Review and Comment Period" notice in Aiken Standard, North Augusta Star, Augusta Chronicle, Augusta Focus; Metro Spirit; and Hola Augusta and on the Augusta-Richmond County Planning Commission website.
July 7, 2010	Public Information Meeting on the TIP at the Columbia County Evans Government Complex in Columbia County.
July 14 & 15, 2010	Published second "TIP Public Information Meetings" notice in Aiken Standard, North Augusta Star, Augusta Chronicle, Augusta Focus; Spirit (in conjunction with Long Range Transportation Plan meetings); and posted on the Augusta-Richmond County Planning Commission website.
July 14, 2010	Public Information Meeting on the draft TIP held at the Municipal Building in Augusta Richmond County.
July 15, 2010	Public Information Meeting on the draft TIP held at the City of Aiken Conference Center
July 26, 2010	End of 30-Day Comment Period for the Draft TIP
August 5, 2010	Agendas sent out forAugust 11th meeting of ARTS Technical Coordinating Committee and the Citizens Advisory Committee
August 11, 2010	Final TIP recommended for approval by the Citizens Advisoty Committee and the Technical Coordinating Committee
August 24. 2010	Agendas sent out for November 2nd meeting of ARTS Policy Committee
September 2, 2010	Final TIP approved by the ARTS Policy Coordinating Committee
October 12, 2010	FY 2011-2014 ARTS TIP printed and distributed to participating agencies and other stakeholders

c. PUBLIC COMMENTS RECEIVED
ARTS FY 2011 - 2014
TRANSPORTATION IMPROVEMENT PROGRAM
PUBLIC INFORMATION MEETINGS

Background

Three public information meetings were held to review and receive comments on the draft ARTS 2011-14 Transportation Improvement Program (TIP). The draft 2035 ARTS Long Range Transportation Plan (LRTP) was discussed at the same meetings. Information displayed and distributed at the meeting included a seven-page summary of the draft TIP projects, with funding amounts, and a map of the ARTS area showing the location of proposed TIP and Long range projects. Additional information (e.g. maps, boards) was on display regarding the draft LRTP. ARTS staff members, as well as consultants from Wilbur Smith Associates, were present to discuss the TIP and LRTP and to answer questions from the public.

Public Notice

Newspaper display ads, announcements at ARTS committee meetings, postings on the ARTS website and emails were the principal means used to notify the public about the TIP/LRTP public information meetings and to display information used at the meetings. One example is the meeting advertisement shown at the end of this section, which was published in the following six local newspapers in the ARTS study area:

1. Augusta Chronicle
2. North Augusta Star
3. Aiken Standard
4. Spirit
5. Hola Augusta
6. Metro Courier

Public Meeting # 1

Date: **July 7, 2010**
Location: **Columbia County Municipal Building**
Commission Chambers
650 Ronald Reagan Drive
Evans, GA 30901
Time: **5:00 to 7:00 PM**

Public Meeting #1 Summary

The first public meeting for the the draft ARTS 2011-14 TIP and the draft 2035 LRTP was held on July 7th, from 5:00 to 7:00 pm at the Columbia County Commission Chambers in Evans, Georgia. The purpose of the meeting was to provide the public an overview of the TIP and LRTP, an update on the multimodal needs in the study area and receive input on both documents and related transportation issues or concerns. No persons other than staff and consultants attended the meeting.

The two hour meeting was designed as an open house format, with boards and maps placed around the meeting room. The boards included the LRTP project goals and objectives, a study area map, base year (2006) level of service map, future year (2035) level of service maps, capacity projects map and a map of the proposed TIP projects. The handouts included a seven-page summary of the draft TIP and the LRTP PowerPoint presentation. Both the TIP summary and PowerPoint presentation were posted to the MPO website for the public to review.

Questions, Comments and Discussion Items – None

Public Meeting # 2

Date: **July 14, 2010**
Location: **Superior Court Room #1**
Augusta-Richmond County Municipal Building
530 Greene Street
Augusta, GA 30901
Time: **5:00 to 7:00 PM**

Public Meeting #2 Summary

The second public meeting for the draft ARTS 2011-14 TIP and the 2035 LRTP was held on July 14th, from 5:00 to 7:00 pm at the Municipal Government Center in Augusta, Georgia. The purpose of the meeting was to provide the public an overview of the TIP and LRTP, an update on the multimodal needs in the study area and receive input on both documents and related transportation issues or concerns. Six persons other than staff and consultants attended the meeting.

Paul DeCamp, AICP, Planning Director for the Augusta-Richmond County Planning Commission, opened the meeting and welcomed everyone. Mr. DeCamp provided an overview of the work that has been completed thus far on the draft TIP and Draft ARTS LRTP and explained the purpose of this meeting. The two hour meeting was designed as an open house format, with boards and maps placed around the meeting room. The boards included the LRTP project goals and objectives, a study area map, base year (2006) level of service map, future year (2035) level of service maps, capacity projects map and a map of the proposed TIP projects. The handouts included a seven-page summary of the draft TIP and the LRTP PowerPoint presentation. Both the TIP summary and PowerPoint presentation were posted to the MPO website for the public to review. At 5:15 pm a formal PowerPoint presentation on the 2035 LRTP was delivered by Steve Brown from Wilbur Smith Associates.

Questions, Comments and Discussion Items

- Question: What progress has been made since last LRTP?
    - Answer: Enhanced coordination with Best Friends-transit connection to South Carolina is more seamless. Significant projects-Greeneway, I-20/I-520 interchange, I-20 widening, Palmetto Parkway (I-520 in Aiken County) St. Sebastian Greene Street Extension, Alexander Drive improvements, Wrightsboro Road right-of-way acquisition.

- Comment: My overall concerns are related to multimodal connectivity:
    - It is difficult to access Daniel Village and Augusta Mall on bicycle.
    - "Bicycle lane to nowhere" on Wheeler Road
- Comment: Access to schools is important. Too many parents driving children to schools.
- Question: What is status of CSX promise to prevent trains from traveling through downtown during peak hour?
    - Answer: There is no clear answer but trains have been witnessed paused until 8:30 am.
- Question: What is the progress on the Butler Creek Multiuse Trail?
    - Answer: ROW acquisition is underway
- Question: What is status of the St. Sebastian Way/Greene Street Extension project to overpass the CSX railway line?
    - Answer: An explanation was provided.
- Comment: We'd like to see more sidewalk connectivity.
    - Answer: Safe Routes to School Program was described as a potential solution.
- Question: Will there be more bicycle lanes on major corridors in particular Wrightsboro Road?
    - Answer: We will continue to add bike lanes as new location and widening projects are conducted.
- Comment: We need to push for alternatives to personal vehicle usage. Maybe issue a plea for action.
- Question: What are the underlying assumptions for recommended projects, specifically air quality concerns? Maybe funding earmarked for capacity projects can be reallocated if non-conformity is determined.
    - Answer: Of course, we did not assume air quality non-conformance. Our assumptions were generated by our study of demographic growth, YOEs based on 4% inflation, GDOT-recommended revenue forecasts, and other appropriate assumptions. The LRTP is a "living document" built upon some flexibility to adapt to changing conditions.

Public Meeting #3 Summary

The third public meeting for the draft ARTS 2011-14 TIP and the 2035 LRTP was held on July 15th, from 5:00 to 7:00 at the Aiken County Municipal Building Conference Center in Aiken, SC. The purpose of the meeting was to provide the public an overview of the TIP and LRTP, an update on the multimodal needs in the study area and receive input on both documents and related transportation issues or concerns. No local citizens attended the meeting, but representatives from Best Friends Express (Aiken County transit provider), Aiken County, and the MPO attended the meeting (total of five attendees).

The two hour meeting was designed as an open house format, with boards and maps placed around the meeting room. The boards included the LRTP project goals and objectives, a study area map, base year (2006) level of service map, future year (2035) level of service maps, capacity projects map and a map of the proposed TIP projects. The handouts included a seven-page summary of the draft TIP and the LRTP PowerPoint presentation. Both the TIP summary and PowerPoint presentation were posted to the MPO website for the public to review.

Questions, Comments and Discussion Items - None

Notice of Public Meetings
Augusta Regional Transportation Study

You are invited to upcoming public meetings to review and comment on the draft 2035 Long Range Transportation Plan (LRTP) and the draft FY 2011-14 Transportation Improvement Program (TIP) for the Augusta Regional Transportation Study (ARTS). The public meeting schedule is as follows:

Wednesday July 7, 2010
Columbia County Municipal Building
Commission Chambers
630 Ronald Reagan Drive, Evans, GA 30809
5:00 to 7:00 PM

Wednesday July 14, 2010
Augusta-Richmond County Municipal Building
Court Room 1 - 2nd Floor
530 Greene Street, Augusta, GA 30901
5:00 to 7:00 PM

Thursday July 15, 2010
City of Aiken Municipal Building
Conference Center
214 Park Avenue SW, Aiken, SC 29801
5:00 to 7:00 PM
(Conference Center guests should use the entrance located at 215 The Alley located at the rear of the Municipal Building)

The draft 2035 LRTP includes a vision for satisfying existing and anticipated travel demands on the multimodal (highway, bridge, transit, bicycle and pedestrian) transportation system serving the ARTS area through the year 2035. The TIP includes federally-financed transportation projects (road, bridge, transit, bike/pedestrian, and enhancement) scheduled to be implemented over the next four to six years.

At each meeting, a formal presentation will be given at 5:30 to update the public on the projects and programs identified in the draft LRTP. Information will also be available on the draft TIP. The TIP and LRTP will shape our region's highway, transit, bicycle and pedestrian transportation systems and your comments are important

This announcement shall serve to fulfill the public activities and time requirements for the Section 5307 Program of Projects developed for the Augusta Public Transit as well as Aiken County Transit (a project funded in part through Section 5307 of the Urbanized Area Formula Grant Program of the FTA, and managed by Lower Savannah Council of Governments).

For more information, contact: Marya Moultrie at the Augusta-Richmond County Planning Commission, at (706) 821-1796 or mmoultrie@augustaga.gov.

III. TRANSPORTATION IMPROVEMENT PROGRAM:

FY 2011 - 2014

a. INDEX

b. PROJECT PAGES

c. FINANCIAL PLAN

d. PUBLIC TRANSPORTATION

- **i. AUGUSTA PUBLIC TRANSIT**
- **ii. COLUMBIA COUNTY TRANSIT**
- **iii. BEST FRIEND'S EXPRESS**

TRANSPORTATION IMPROVEMENT PROGRAM FY 2011 - 2014
INDEX OF PROJECTS

PI#	FUNDING	PROJECT TITLE	DESCRIPTION	FY CST	PAGE
Lump Sum	LO10	Lump	Repairs and Maintenance	2011-2014	1
Lump Sum	LO10	Bridge	Painting	2011-2014	1
Lump Sum	LO50	Lump	Repairs and Maintenance	2011-2014	1
Lump Sum	LO50	Lump	Roadway Lighting	2011-2014	1
210327	LO10	Interstate 20	Widen bridge shoulders at Savannah River	Long Range	2
222710	LO50	Gordon Highway / US 78	Construct median barrier on US 78 from US 25 to Walton Way	Long Range	3
0010193	LO50	I-20 Noise Barrier Wall	Construct Barrier Wall along I-20 from east of Warren Road to SR 28 & near I-20/I-520 interchange	FY 2011	4
0010193	LO50	I-20 @ SR 28 Lighting	Install lighting at I-20 and SR 28	FY 2011	5
227810 227805 227800	LO50	ATMS	Construct Regional TCC I-20 Communications / Surveillance CCT, CMS & Electronics	Long Range	6
0008345	LO10	Interstate 20	Widen to six lanes from McDuffie County Line to SR 383 (Belair Road)	Long Range	7
210700	LO20	Bobby Jones Expressway	Widen from US1/SR4 to Gordon Highway. Includes bridges.	Long Range	8
0007167	L1C0	SR 232 @ Walton Branch	Reconstruct / rehabilitate bridge at SR 232 @ Walton Branch	2014	9
245325	L1C0	Windsor Spring Rd @ NS Railroad	Reconstruct / rehabilitate bridge at Windsor Spring Rd & NS Railroad	Long Range	10
250615	L110	Windsor Spring @ Spirit Creek	Construct bridge over Spirit Creek	2013	11
Lump Sum	L230	TEA Enhancement	TEA Enhancement Projects	2011-2014	12
Lump Sum	LS30 / L230 L240 / LZ20	Lump	Safety; R & M; bridge painting; signals; Plan Mgmt; FA Maint; Wetland Mitigation; RW Pbuy; Cst. Mgmt; Op Imp.; CST Mgmt.	2011-2014	13
250600	L230	Flowing Wells Road	Widen to 4 thru lanes with turn lanes as needed from Washington Rd to I-20.	Long Range	14
250470 25R470	L230 / L240	Old Petersburg Road	Widen to 4 thru lanes with turn lanes as needed, from Old Evans Road to Baton Road. Extend from Old Evans on new alignment to Washington Road.	Long Range	15
232020	L230	Riverwatch Parkway	Construct median barrier from I-20 to Jones Street	Long Range	16
0006431	L230	SR 56 / Mike Padgett Hwy	Widen from Old Waynesboro Road to Bennock Mill Road	Long Range	17
231440	L230	SR 232	Widen to 4 thru lanes just west of Crawford Creek to CR 223.	Long Range	18
SC-17	STP	SC 126	Widen to five lanes from end of I-530 to US 1 / US 78	Long Range	19
SC-12	STP	Hitchcock Parkway (SC-118)	Phase I - widen to 4 through lanes from Silver Bluff Rd to Jefferson Davis Highway	Long Range	20
250620	L230	William Few Parkway	Extend William Few Parkway from Washington Road to Hardy McManus Rd.	2012	21
221790	L240	Gordon Highway (US 278/78, SR 10)	Widen to 4 thru lanes with turn lanes as needed from SR 223 to four lane in Harlem	Long Range	22
0009171 0009172 0004019	l240	Oversight	Oversight Services for L230 and CMAQ funded projects	2012	23
0008350	L240	Lewiston Road (SR 388)	Widen to 4 thru lanes with turn lanes as needed from I-20 to SR 232 (Columbia Rd)	Long Range	24
0008346	L240	SR 28 (Fury's Ferry Road)	Widen to 4 lanes from South Carolina to SR 1236 (Evans-to-Locks Road)	Long Range	25
250610	L240	Windsor Spring Road Phase IV	Widen to 4 thru lanes with turn lanes as needed from Willis Foreman Rd to Tobacco Road.	2013	26
245320	L240	Windsor Spring Road Phase V	Widen to 4 thru lanes with turn lanes as needed from SR 88 to Willis Foreman Rd	Long Range	27
250510	L230	Wrightsboro Road	Widen to 4 thru lanes with turn lanes as needed, from Jimmie Dyess	Long Range	28
221805	L240	Washington Road (SR 104)	Widen to 4 thru lanes with turn lanes as needed, from south of CR 515 to south of CR 80.	Long Range	29
SC-16	STP	US 25	Widen to seven lanes from end of I-520 to Walnut Lane	2011	30

0007558	LY20S	Special Studies	Study for new Interstate I-3 from Savannah to Knoxville	2011	32
0008824	LY10S	Special Studies	Study for new Interstate I-14 from Augusta to Natchez	2011	32
0008825	LY10S	Special Studies	Study for new Interstate I-14 from Savannah to Knoxville	2011	32
262080	LY10/LY20	Washington Road (SR 104)	Widen to 4 thru lanes with turn lanes as needed, from Cumberland Dr / CR 515 to CR 383 / Belair Rd	Long Range	33
Lump Sum	LS50/LS40	Lump	Various lump sum minor improvement projects	2011-2014	34
Lump Sum	L940	DNR Rec. Trails	Recreation trails; consulting services; contract cst mgmt; misc	2011-2014	35
	SIB	Park & Ride	200 Vehicle Capacity Facility to be constructed at Exit 5 off I-20	2011	35
SC-19	SIB	Robert M. Bell Pkwy / University Pkwy	Widen to four lanes from US 1 / US 78 to SC 19.	Long Range	37
SC-21	SIB	Dougherty Road	Install curb and gutter and a third lane from Whiskey Road to Silver Bluff Road	Long Range	38
SC-20	SIB	University Parkway	Widen to five lanes with sidewalks from Richland Avenue to SC 118.	Long Range	39
SC-18	SIB	Whiskey Rd / Powder House Rd Connector	Install new two lane connector road.	Long Range	40
Lump Sum	LU10 / LU20 LU30	Safe Route to School Programs	Various lump sums for Safe Route to School Program, Infrastructure, Misc.	2011-2014	41
0006694	Earmarked	RR Relocation Projects	Relocate NS Mainline RR through downtown & North Augusta Riverfront; construction turnout at CSX yard to allow access to former GA RR	Long Range	42
	Local	Local Funds	Local Funds for various transportation and enhancement projects	2011 - 2014	43

c. FINANCIAL PLAN

i. Georgia

ii. South Carolina

ARTS TRANSPORTATION IMPROVEMENT PROGRAM, FY 2011-14
COLUMBIA AND RICHMOND COUNTIES

LUMP SUMS FOR VARIOUS TYPES OF PROJECTS
REPAIR, MAINTENANCE, LIGHTING, SAFETY, ETC.

CODE	TYPE OF PROJECT	2011	2012	2013	2014	TOTAL
L010	Repair / Maintenance - Interstates	$305,000	$305,000	$305,000	$305,000	$1,220,000
L010	Bridge Painting - Interstates	$305,000	$305,000	$305,000	$305,000	$1,220,000
L050	Repair / Maintenance - National Highway System	$1,068,000	$1,068,000	$1,068,000	$1,068,000	$4,272,000
L050	Roadway Lighting	$31,000	$31,000	$31,000	$31,000	$124,000
LU10	Safe Route to School Program	$8,000	$8,000	$8,000	$8,000	$32,000
LU20	Safe Route to School Program - Infrastructure	$71,000	$71,000	$71,000	$71,000	$284,000
LU30	Safe Route to School - Any	$17,000	$17,000	$17,000	$17,000	$68,000
LS20	Highway Risk Rural Roads	$112,000	$115,000	$117,000	$120,000	$464,000
LS30	Safety Improvements	$1,851,000	$1,895,000	$1,939,000	$1,983,000	$7,668,000
L220	Transportation Enhancement Projects	$793,000	$793,000	$793,000	$793,000	$3,172,000
L230	Road Maintenance - STP	$445,000	$445,000	$445,000	$445,000	$1,780,000
L240	Operational - STP	$153,000	$153,000	$153,000	$153,000	$612,000
L240	Road Maintenance	$2,745,000	$2,745,000	$2,745,000	$2,745,000	$10,980,000
L240	Bridge Painting	$153,000	$153,000	$153,000	$153,000	$612,000
L240	Traffic Signals	$305,000	$305,000	$305,000	$305,000	$1,220,000
L240	Planning and Management	$31,000	$92,000	$92,000	$92,000	$307,000
L240	Facility Maintenance	$458,000	$458,000	$458,000	$458,000	$1,832,000
L240	Right-of-Way	$76,000	$76,000	$76,000	$76,000	$304,000
LS40	Railroad Hazard Elimination	$128,000	$132,000	$135,000	$138,000	$533,000
LS50	Railroad Protection Devices	$128,000	$132,000	$135,000	$138,000	$533,000
LZ20	Construction Management	$885,000	$473,000	$885,000	$885,000	$3,128,000
L940	DNR Recreation Trails	$38,000	$38,000	$38,000	$38,000	$152,000
TOTAL		$10,106,000	$9,810,000	$10,274,000	$10,327,000	$40,517,000

ROAD / BRIDGE WIDENING & NEW CONSTRUCTION

CODE	TYPE OF PROJECT	2011	2012	2013	2014	TOTAL
LO20	Interstates	$0	$790,400	$0	$0	$790,400
L050	National Highway System	$ 453,166	$ 24,462,451	$0	$ 2,940,000	$27,855,617
L1C0	Bridge (On/OffSystem)	$ 762,821	$0	$ 138,879	$ 11,579,450	$12,481,150
L110	Bridge (Off System)	$0	$0	$ 2,046,151	$0	$2,046,151
L230	Surface Transp. Program	$ 11,962,207	$ 6,810,010	$ 6,982,740	$ 7,155,469	$32,910,426
L240	Surface Transp. Program	$ 3,007,000	$ 8,103	$ 58,741,221	$ 11,402	$61,767,726
LY10	High Priority Projects	$ 3,621,859	$ 4,499,501	$0	$0	$8,121,360
LY20	High Priority Projects	$ 2,362,237	$0	$0	$0	$2,362,237
H170	Earmark (Rail Relocation)	$2,000,000	$0	$0	$0	$2,000,000
TOTAL		$24,169,290	$36,570,465	$67,908,991	$21,686,321	$150,335,067

AUGUSTA REGIONAL TRANSPORTATION STUDY
FY 2011-14 TRANSPORTATION INPROVEMENT PROGRAM (DRAFT)
FINAL ALLOCATION OF L230 FUNDS

PI#	FUND CODE	PROJECT NAME	PROJECT DESCRIPTION	PHASE	2011	2012	2013	2014
250610	L230	Windsor Spring Road, Phase IV	Widen to four lanes with turn lanes as needed from Willis Foreman Rd to Tobacco Rd.	**ROW**	**$2,697,815.00**	**$0.00**	**$0.00**	**$0.00**
231440	L230	Columbia Road (SR 232)	Widen to four lanes with turn lanes as needed from Crawford Creek to CR 223	**ROW**	**$1,910,000.00**	**$0.00**	**$0.00**	**$0.00**
250470	L230	Old Petersburg Road	Widen to four lanes with turn lanes as needed from Old Evans Road to Baston Road. Extend from Old Evans Road on new alignment to Washington Road.	**ROW**	**$4,119,927.00**	**$0.00**	**$0.00**	**$0.00**
250600	L230	Flowing Wells Road	Widen to four lanes with turn lanes as needed from Washington Road to I-20.	**ROW**	**$0.00**	**$0.00**	**$0.00**	**$0.00**
0006431	L230	SR 56 / Mike Padgett Hwy.	Widen and add center turn lane from Old Waynesboro Road to Bennock Mill Road. Includes bridges.	**ROW**	**$1,149,660.00**	**$1,655,815.00**	**$5,469,525.00**	**$0.00**
250620	L230	William Few Parkway	Extend from Washington Road to Hardy-McManus Road.	**CST**	**$0.00**	**$7,239,000.00**	**$0.00**	**$0.00**
250600	L230	Flowing Wells Road	Widen from I-20 to SR 104 Washington Road	**ROW**	**$0.00**	**$0.00**	**$0.00**	**$8,668,684.00**
TOTAL					**$9,877,402.00**	**$8,894,815.00**	**$5,469,525.00**	**$8,668,684.00**

KEY TO PROJECT PHASES:
SCP = SCOPING
PE = PRELIMINARY ENGINEERING
ROW = RIGHT-OF-WAY ACQUISITION
CST = CONSTRUCTION

Available L230 Funds	$11,962,207.00	$8,894,815.00	$6,982,740.00	$8,668,684.00
Expenditures of L230 Funds Per Year	$9,877,402.00	$8,894,815.00	$5,469,525.00	$8,668,684.00
Balance of L230 Funds to Rollover	$2,084,805.00	$0.00	$1,513,215.00	**$0.00**

AUGUSTA REGIONAL TRANSPORTATION STUDY
FY 2011-14 TRANSPORTATION INPROVEMENT PROGRAM (DRAFT)
FINAL ALLOCATION OF L240 FUNDS

PI#	FUND CODE	PROJECT NAME	PROJECT DESCRIPTION	PHASE	2011	2012	2013	2014
6431	L240	SR 56 / Mike Padgett Hwy.	Widen and add center turn lane from Old Waynesboro Road to Bennock Mill Road. Includes bridges.	**CST**	**$0.00**	**$0.00**	**$20,764,615.00**	**$0.00**
0008346	L240	SR 28	Widen from SC line to CR 1236 / Evans to Locks Road	**SCP**	**$2,000,000.00**	**$0.00**	**$0.00**	**$0.00**
0008350	L240	SR 388 / Lewiston Road	Widen from I-20 to SR 232 / Columbia Road	**SCP**	**$1,000,000.00**	**$0.00**	**$0.00**	**$0.00**
250610	L240	Windsor Spring Road, Phase IV	Widen to four lanes with turn lanes as needed from Willis Foreman Rd to Tobacco Rd.	**CST**	**$0.00**	**$0.00**	**$37,968,097.00**	**$0.00**
9170, 9171, 9172, 4019	L240	Oversight	Services for L230 & CMAQ funded projects	**PE**	$7,000.00	$8,103.00	$8,509.00	$11,402.00
TOTAL					**$3,007,000.00**	**$8,103.00**	**$58,741,221.00**	**$11,402.00**

KEY TO PROJECT PHASES:
SCP = SCOPING
PE = PRELIMINARY ENGINEERING
ROW = RIGHT-OF-WAY ACQUISITION
CST = CONSTRUCTION

ARTS TRANSPORTATION IMPROVEMENT PROGRAM

AIKEN COUNTY, FY 2010-15

AS UPDATED - AUGUST 12, 2010

TYPE OF PROJECT	2009	2010	2011	2012	2013	2014	2015	TOTAL
GUIDESHARE PROJECTS (Includes Carryover)	$300,000	$2,900,000	$6,778,000	$8,000,000	$2,300,000	$3,550,000	$8,750,000	$32,578,000
STATE INFRASTRUCTURE BANK	$0	$0	$0	$0	$0	$0	$0	$0
ARRA PROJECTS (Federal Aid Program Funding)	**$0**	**$9,028,000**	**$0**	**$0**	**$0**	**$0**	**$0**	**$9,028,000**
SAFETEA-LU EARMARK PROJECTS	$0	$0	$0	$0	$0	$0	$0	$0
ENHANCEMENT PROJECTS	$486,000	$162,000	$0	$0	$0	$0	$0	$648,000
SAFETY PROJECTS	SEE 2010 STATE TRANSPORTATION IMPROVEMENT PROGRAM SUMMARIES							
SIGNING AND PAVEMENT MARKING	SEE 2010 STATE TRANSPORTATION IMPROVEMENT PROGRAM SUMMARIES							
RESURFACING PROJECTS	SEE 2010 STATE TRANSPORTATION IMPROVEMENT PROGRAM SUMMARIES							
BRIDGE REPLACEMENT	SEE 2010 STATE TRANSPORTATION IMPROVEMENT PROGRAM SUMMARIES							

Projects in bold print funded under the American Recovery and Reinvestment Act (i. e. The Stimulus Program)

ARTS FINANCIAL STATEMENT

(COST IN THOUSANDS)

PIN #	PRIORITY	GUIDESHARE PROJECTS	FY 2009	FY 2010	FY 2011	FY 2012	FY 2013	FY 2014	FY 2015	TIP COST (2010-2015)	REMAINING COST (2016+)	FUNDING
34516		INTERSECTION IMPROVEMENTS DOUGHERTY / SILVER BLUFF - RIGHT TURN LANE		$600 C						600		STP
34290		SILVER BLUFF ROAD (INDIAN CREEK TRAIL TO RICHARDSON'S LAKE RD) CORRIDOR IMPROVEMENTS		$100 P	$528 R	$4,000 C				$4,628		STP
		EAST BUENA VISTA RD & ATOMIC RD CORRIDOR IMPROVEMENTS & WIDENING	$300 P	$500 R	$250 R $2,000 C	$2,500 C				$5,250		STP
		*** HITCHCOCK PARKWAY WIDEN TO 4 LANES - PHASE 1			$1,000 P	$1,000 P	$1,000 R	$2,000 C	$8,000 C	$13,000		STP
		US 25 (END OF I-520 TO WALNUT LN PROJ - INTERSECTION IMPROVEMENTS BUT INCLUDES WIDENING TO 7 LANES		$100 P $600 R	$3,000 C					$3,700		Enhancements and Local Funds
		SC 126 (OLD SUDLOW LAKE RD TO US 1/7 WIDEN TO 5 LANES				$500 P	$500 P	$750 R	$750 R	$2,500	$8,250	STP
		PARK AND RIDE FACILITY		$1,000 P,C						$1,000		STP
		SC 19 (SC 118 TO I-20)								$0		STP
		INTERSECTION IMPROVEMENTS								$0		STP
		OPERATIONAL IMPROVEMENTS								$0		
		LOAN PAYBACK					$800	$800		$1,600		
		GUIDESHARE SUBTOTALS	$300	$2,900	$6,778	$8,000	$2,300	$3,550	$8,750	$32,278	$8,250	
		GUIDESHARE ALLOCATION	$3,205	$3,205	$3,639	$3,639	$3,639	$3,639	$3,639	$21,400		
		CARRYOVER AVAILABLE	$3,562	$6,467	$6,772	$3,633	$872	$2,211	$2,300	$22,253		
		LOAN AMOUNT				$1,600				$1,600		
		GUIDESHARE SUBTOTALS	-$300	-$2,900	-$6,778	-$8,000	-$2,300	-$3,550	-$8,750	-$32,278		
		BALANCE	6,467	6,772	3,633	872	2,211	2,300	-2,811	12,975		

*** - PE FOR ENTIRE PROJECT, PHASE 1 - SC 302 TO HUNTSMAN DR, PHASE 2 - HUNTSMAN DR. TO US 1; REMAINING COST FOR PHASE 2 CONSTRUCTION UNKNOWN.

$278,000 in ROW for FY 2008 for Silver Bluff was never programmed. This money has now moved forward to FY 2011. The new amount is $250K plus this $278 K to make $528K in FY 2011
Change Loan Amount in 2012 from $597,000 to $1,600,000 and Loan Payback in 2013 from $597,000 to $800,00 in 2013 and $800,000 in 2014
Per the City of North Augusta, a small amount of the Park & Ride project includes "Preliminary Engineering" as well as "Construction."

	ARRA PROJECTS											
	RESURFACING PROJECTS THROUGHOUT AIKEN COUNTY ARTS BOUNDARY		$6,064							$6,064		ARRA; FEDERAL AID PROGRAM
	NORTH AUGUSTA RESURFACING PROJECTS		$1,482							$1,482		ARRA (TMA SUB-ALLOCATION)
	WHISKEY ROAD SIGNAL UPGRADES (17 intersections total) and RICHLAND AVENUE WEST RESURFACING		$1,482							$1,482		ARRA (TMA SUB-ALLOCATION)
	ARRA SUBTOTALS		$9,028							$9,028		

	ENHANCEMENT PROJECTS											
	ARTS ENHANCEMENT PROGRAM	$486	$162							$648		STP TOTAL - $810,000 MATCH - $162,000
	ENHANCEMENT SUBTOTALS	$486	$162	$0	$0					$648	$0	
	GRAND TOTAL	$786	$12,090	$6,778	$8,000	$2,300	$3,550	$8,750		$41,954	$8,250	

d. PUBLIC TRANSPORTATION

i. Augusta Public Transit

ii. Columbia County Transit

iii. Best Friend's Express

Georgia Public Transportation Section

I. Financial Capacity Assessment.

II. Capital Schedule – APT

III. Capital Item Justification

IV. Bus Replacement Schedule

V. Section 5309-Augusta Public Transit

VI Section 5310-Richmond County Services

.

VII. Section 5311- Rural Richmond County – Capital
- Operating

VIII. Section 5311- Rural Columbia County - Capital
- Operating

FINANCIAL PLAN
FOR
AUGUSTA PUBLIC TRANSIT PROGRAM OF PROJECTS

PURPOSE

The purpose of this section is to address Augusta Public Transit's financial capacity to implement its four year program of projects listed in the Transportation Improvement Program (TIP). This is a requirement of FTA to insure that the local transit entity has the financial capacity to carry out the program for which federal assistance is being requested.

SCOPE

The FTA Circular provides that this assessment address two specific aspects of financial capacity. These are (1) the financial condition of APT and (2) the financial capacity of APT. This assessment includes the funding sources which support the APT system.

SYSTEM OVERVIEW

The City of Augusta purchased the Augusta Coach Company, a privately-owned company, in October of 1973 and began operating its routes and schedules. Later that same year, the City submitted an application to FTA to purchase twenty-one new buses. These new buses were used to replace the age old fleet of 1952 model buses that were purchased from the Augusta Coach Company. The 1974 model buses that were purchased to replace the 1952 models have also been replaced under the transit department's bus replacement program. Currently there are thirty five transit vehicles in APT's fleet. 100 percent of the total fleet is now handicapped accessible. Financial assistance from FTA, Georgia DOT and the City of Augusta was used to purchase these vehicles.

APT operates its routes from a transfer facility located at 1546 Broad Street, just west of downtown Augusta. Opened in 1991, the Transfer Facility includes a large indoor waiting area with benches, an information desk, restrooms, water fountains, soft drink vending machine, and a work area for APT staff. Covered breezeways flank either side of building, and eight sawtooth parking bays provide space for the loading and unloading of bus riders. There are also parking spaces for 20 vehicles.

APT’s offices and maintenance garage are housed in a facility located at 1535 Fenwick Street, about four blocks from the Transfer Facility. There are six maintenance bays and a detached building for vehicle cleaning at the garage. APT administrative and operations staff is housed in a 5,000 square foot building erected in 1993 as part of a renovation project. The property includes parking spaces for buses, paratransit vans, and staff and visitor vehicles. During the spring of 2002, the vehicle parking area was expanded to accommodate the paratransit vehicles.

In January 1996 the City of Augusta and Richmond County consolidated to form one government and one entity. The urbanized area population is 335,630, and Augusta Public Transit serves approximately forty-one percent of this population.

FINANCIAL IMPACT OF THE 2011 TRANSPORTATION IMPROVEMENT PROGRAM

The proposed FY 2011 TIP reflects the purchase of the following items: Renovation of Administration and Maintenance Buildings, preventive maintenance, ADA expenses, tire leasing, shop equipment, management training, capital maintenance items, bus shelters and bus stops.

FINANCIAL CONDITION

Augusta Public Transit is a department of the Augusta, Georgia consolidated government. The financial condition of Augusta Public Transit continues to be stable based on the consolidated government's continued commitment to provide financial support.

The non-federal share of the projected transit capital and operating projects listed in the TIP will be provided from revenues, the general funds of the consolidated government, and the Georgia Department of Transportation. A distribution of the projected FY 2011 non-federal sources of funding is as follows:

Non-Federal Operating Funds

Entity		2011
State of Georgia	$	
System Revenue	$	750,000*
Local General Funds	$	
TOTAL	$	750,000

Non-Federal Capital Funds

State of Georgia	$	247,475
System Revenue	$	750,000
Local General Funds	$	247,475
TOTAL	$	1,244,950

*Estimated revenue for 2011

FINANCIAL CAPACITY

Based on several key factors, Augusta Public Transit will continue to have the financial resources necessary to provide public transportation. These factors are dependent upon the continuing upward trend of revenues and the consolidated government's commitment to provide financial support for the provision of public transportation.

The Non-federal funding for the projects listed in the FY 2011-2014 Transportation Improvement Program will be provided by the consolidated government.The total four year capital schedule is $13,432,250. A State of Georgia match is four year match $1,343,225. The total local funds needed to carry out the four year program is $1,343,225. The remaining $10,745,800 is anticipated funding from the Federal Transit Administration (FTA).

TRANSPORTATION IMPROVEMENT PROGRAM
FY 2011 - 2014

PROJECT DESCRIPTION:

CAPITAL SCHEDULE FOR PUBLIC TRANSIT AT 80/10/10 SPLIT ***AUGUSTA PUBLIC TRANSIT***

FUNDING	*PI #*	*TIP #*	*PROJECT #*	*CAPITAL ITEM/DESCRIPTION*	*UNIT COST*	*FY 11*	*FY 12*	*FY 13*	*FY 14*	*TOTAL*
SEC 5307	N/A		N/A	Transit Vehicles < 35 ft	$400,000		$1,050,000		$1,800,000	$2,850,000
SEC 5307	N/A		N/A	Paratransit Vehicles	Varies			$250,000		$250,000
SEC 5307	N/A		N/A	Preventive Maintenance	Varies	$1,000,000	$1,000,000	$1,000,000	$1,000,000	$4,000,000
SEC 5307	N/A		N/A	ADA Expenses	Varies	$262,250	$265,000	$270,000	$275,000	$1,072,250
SEC 5307	N/A		N/A	Shop Equipment	Varies	$12,500	$12,500	$12,500	$12,500	$50,000
SEC 5307	N/A		N/A	Tire Leasing	Varies	$30,000	$30,000	$30,000	$30,000	$120,000
SEC 5307	N/A		N/A	Management Training	Varies	$25,000	$25,000	$25,000	$25,000	$100,000
SEC 5307	N/A		N/A	Capital Maintenance Items	Varies	$100,000	$100,000	$100,000	$100,000	$400,000
SEC 5307	N/A		N/A	Bus Shelters/Benches	Varies	$25,000		$25,000		$50,000
SEC 5307	N/A		N/A	Bus Stop Signs	Varies	$20,000		$20,000		$40,000
SEC 5307	N/A		N/A	South Augusta Transfer Facility	Varies				$1,500,000	$1,500,000
SEC 5307	N/A		N/A	Administration & Maintenance Building	Varies	$1,000,000				$1,000,000
SEC 5307	N/A		N/A	Downtown Transfer Facility	Varies		$2,000,000			$2,000,000
				PROJECT COST		**$2,474,750.00**	**$4,482,500.00**	**$1,732,500.00**	**$4,742,500.00**	**$13,432,250.00**
				FEDERAL COST		$1,979,800.00	$3,586,000.00	$1,386,000.00	$3,794,000.00	$10,745,800.00
				STATE COST		$247,475.00	$448,250.00	$173,250.00	$474,250.00	$1,343,225.00
				LOCAL COST		$247,475.00	$448,250.00	$173,250.00	$474,250.00	$1,343,225.00
				DOT DISTRICT #:	**2**	***CONG. DIST.:***	**10 & 12**		***RDC:***	**CSR**

FY 2011
TRANSPORTATION IMPROVEMENT PROGRAM
AUGUSTA PUBLIC TRANSIT
CAPITAL ITEM JUSTIFICATION

CAPITAL ITEM	JUSTIFICATION
Preventive Maintenance	This will be used for mechanics' salaries, mechanics' training and other mechanical related activities.
ADA Expenses	This will be used to cover ADA salaries, ADA training and other miscellaneous ADA expenses.
Management Training	This will be used to attend various transit conferences and meetings.
Tire Leasing	Tire leasing is being continued as a capital expense for FY 11 because it is less expensive than direct purchase.
Capital Maintenance Items	This project includes the rebuilding of engines, transmissions and other major capital items that may occur.
Shop Equipment	This will be ongoing expenses to replace miscellaneous shop equipment.
Bus Shelters/Benches	This will be ongoing expenses used to purchase new bus shelters and benches where needed.
Bus Stop Signs	Augusta Public Transit will continue to place bus stop signs along routes that's needed.
Administration & Maintenance Building	Augusta Public Transit Administration and Maintenance Buildings are scheduled to re-locate to a new South Augusta Facility. The existing buildings will be renovated and funds from this grant will be used for that purpose.

TRANSPORTATION IMPROVEMENT PROGRAM

2011-2014

PROJECT DESCRIPTION:

BUS REPLACEMENT SCHEDULE FOR PUBLIC TRANSIT ***AUGUSTA PUBLIC TRANSIT***

BUS MODEL	*13 YEAR SCHEDULE* *2011*	*2012*	*2013*	*2014*	*2015*	*2016*	*2017*	*2018*	*2019*	*2020*	*2021*	*2022*	*2023*
2000	3												
2001													
2002	5	5											
2003													
2004	3	3	3										
2005	5	5	5	5	3	3							
2006	2	2	2	2	2	2							
2007													
2008													
2009													
2010	3	3	3	3	3	3							
2011	2	2	2	2	2	2							
2012		2	2	2	2	2							
2013			2	2	2	2							
2014				3	3	3							
2015					3	3							
2016													
2017													
2018													
2019													
2020													
2021													
TOTAL VEH.	23	22	19	19	20	20							
PEAK USAGE	12	14	14	14	14	14							
SPARES	8	8	5	5	6	6							
SPARE RATIO	67%	57%	36%	36%	43%	43%							
VEH. RETIRED	0	4	0	3	5	3							
VEH. PURCH.	3	0	0	3	3	0							

TRANSPORTATION IMPROVEMENT PROGRAM
FY 2011- 2014

PROJECT DESCRIPTION:

CAPITAL SCHEDULE FOR PUBLIC TRANSIT AT 80/10/10 SPLIT ***AUGUSTA PUBLIC TRANSIT***

FUNDING	*PI #*	*TIP #*	*PROJECT #*	*CAPITAL ITEM/DESCRIPTION*	*UNIT COST*	*FY 11*	*FY 12*	*FY 13*	*FY 14*	*TOTAL*
SEC 5309	N/A		N/A	Transit Vehicles	Varies	$500,000				$500,000
SEC 5309	N/A		N/A	Transit Vehicles	Varies		$500,000			$500,000
SEC 5309	N/A		N/A	Transit Vehicles	Varies			$500,000		$500,000
SEC 5309	N/A		N/A	Transit Vehicles	Varies				$500,000	$500,000
				PROJECT COST		**$500,000.00**	**$500,000.00**	**$500,000.00**	**$500,000.00**	**$2,000,000.00**
				FEDERAL COST		$400,000.00	$400,000.00	$400,000.00	$400,000.00	$2,000,000.00
				STATE COST		$50,000.00	$50,000.00	$50,000.00	$50,000.00	$200,000.00
				LOCAL COST		$50,000.00	$50,000.00	$50,000.00	$50,000.00	$200,000.00
				DOT DISTRICT #:	**2**	***CONG. DIST.:***	**10 & 12**	***RDC:***		**CSR**

TRANSPORTATION IMPROVEMENT PROGRAM
FY 2011 - 2014

PROJECT DESCRIPTION:

CAPITAL SCHEDULE FOR PUBLIC TRANSIT AT 80/20 SPLIT ***RICHMOND CO. SERVICE AGENCIES***

FUNDING	*PI #*	*TIP #*	*PROJECT #*	*CAPITAL ITEM/DESCRIPTION*	*UNIT COST*	*FY 11*	*FY 12*	*FY 13*	*FY 14*	*TOTAL*
SEC 5310	N/A		N/A	For Purchase Of Services		$116,499				$116,499
SEC 5310	N/A		N/A	For Purchase Of Services			$122,324			$122,324
SEC 5310	N/A		N/A	For Purchase Of Services				$122,936		$122,936
SEC 5310	N/A		N/A	For Purchases Of Services					$129,082	$129,082
				PROJECT COST		**$116,499**	**$122,324**	**$122,936**	**$129,082**	**$490,841**
				FEDERAL COST		$93,199	$97,859	$98,349	$103,266	$299,474
				STATE COST		$23,300	$24,465	$24,587	$25,816	$98,168
				DOT DISTRICT #:	**2**	***CONG. DIST.:***	**10 & 12**	***RDC:***		**CSR**

TRANSPORTATION IMPROVEMENT PROGRAM
FY 2011 - 2014

PROJECT DESCRIPTION:

CAPITAL SCHEDULE FOR PUBLIC TRANSIT AT 80/10/10 SPLIT ***RURAL RICHMOND COUNTY***

FUNDING	*PI #*	*TIP #*	*PROJECT #*	*CAPITAL ITEM/DESCRIPTION*	*UNIT COST*	*FY 11*	*FY 12*	*FY 13*	*FY 14*	*TOTAL*
SEC 5311	N/A		N/A	Shuttle Van w/lift		$42,800				$42,800
SEC 5311	N/A		N/A	Shuttle Van w/lift						
SEC 5311	N/A		N/A	Shuttle Van w/lift				$101,500		$101,500
SEC 5311	N/A		N/A	Shuttle Bus w/lift						
				PROJECT COST		**$42,800.00**	**$0.00**	**$101,500.00**	**$0.00**	**$144,300.00**
				FEDERAL COST		$34,240.00	$0.00	$81,200.00	$0.00	$115,440.00
				STATE COST		$4,280.00	$0.00	$10,150.00	$0.00	$14,430.00
				LOCAL COST		$4,280.00	$0.00	$10,150.00	$0.00	$14,430.00
				DOT DISTRICT #:	2	*CONG. DIST.:*	10 & 12		*RDC:*	CSR

TRANSPORTATION IMPROVEMENT PROGRAM
FY 2011- 2014

PROJECT DESCRIPTION:

OPERATING ASSISTANCE SCHEDULE FOR PUBLIC TRANSIT AT 50/50 SPLIT ***RURAL RICHMOND COUNTY***

OPERATING PERIOD	*TIP#*	*FUNDING*	*OPERATING*	*FY 11*	*FY 12*	*FY 13*	*FY 14*	*TOTAL*
FISCAL YEAR 2011		SEC 5311		$203,175				$203,175
FISCAL YEAR 2012		SEC 5311			$222,000			$222,000
FISCAL YEAR 2013		SEC 5311				$222,800		$222,800
FISCAL YEAR 2014		SEC 5311					$268,744	$268,744
			PROJECT COST	**$203,175**	**$222,000**	**$222,800**	**$268,744**	**$916,719**
			FEDERAL COST	$101,588	$111,000	$111,400	$134,372	$458,360
			LOCAL COST	$101,588	$111,000	$111,400	$134,372	$458,360
			DOT DISTRICT #	***2***	***RESSIONAL DISTRICT #***			***10 & 12***

TRANSPORTATION IMPROVEMENT PROGRAM
FY 2011 - 2014

PROJECT DESCRIPTION:

OPERATING ASSISTANCE SCHEDULE FOR PUBLIC TRANSIT AT 50/50 SPLIT ***RURAL COLUMBIA COUNTY***

OPERATING PERIOD	*TIP#*	*FUNDING*	*OPERATING*	*FY 11*	*FY 12*	*FY 13*	*FY 14*	*TOTAL*
FISCAL YEAR 2011		SEC 5311		$139,179				$139,179
FISCAL YEAR 2012		SEC 5311			$149,138			$149,138
FISCAL YEAR 2013		SEC 5311				$153,445		$153,445
FISCAL YEAR 2014		SEC 5311					$161,117	$161,117
			PROJECT COST	**$139,179**	**$149,138**	**$153,445**	**$161,117**	**$602,879**
			FEDERAL COST	$69,590	$74,569	$76,723	$80,559	$301,440
			LOCAL COST	$0	$0	$0	$0	$0
			SUPPLEMENT	$69,590	$74,569	$76,723	$80,559	$301,440
			DOT DISTRICT #	***2***	***CONG. DISTRICT #***			***10***

TRANSPORTATION IMPROVEMENT PROGRAM
FY 2011 - 2014

PROJECT DESCRIPTION:

CAPITAL SCHEDULE FOR PUBLIC TRANSIT AT 80/10/10 SPLIT ***RURAL COLUMBIA COUNTY***

FUNDING	*PI #*	*TIP #*	*PROJECT #*	*CAPITAL ITEM/DESCRIPTION*	*UNIT COST*	*FY 11*	*FY 12*	*FY 13*	*FY 14*	*TOTAL*
SEC 5311	N/A		N/A							$0
SEC 5311	N/A		N/A				$0			$0
SEC 5311	N/A		N/A	Four Shuttle Vans				$22,500		$22,500
SEC 5311	N/A		N/A						$0	$0
				PROJECT COST		**$0**	**$0**	**$22,500**	**$0**	**$22,500**
				FEDERAL COST		$0	$0	$18,000	$0	$18,000
				STATE COST		$0	$0	$2,250	$0	$2,250
				LOCAL COST		$0	$0	$2,250	$0	$2,250
				DOT DISTRICT #:	**2**	***CONG. DIST.:***	**10**		***RDC:***	**CSR**

SOUTH CAROLINA PUBLIC TRANSPORTATION SECTION

I. Financial Plan

II. Description of Projects

III. TIP Information for Projects

FY 2008-2014
Transportation Improvement Program
For Aiken County Transit System
Managed by Lower Savannah Council of Governments

Financial Plan

Purpose

The purpose of this section is to address the Aiken County Transit System's (Best Friend Express), managed by the Lower Savannah Council of Governments, financial capacity to implement its five-year program of projects listed in the Transportation Improvement Program (TIP). The Financial Plan is required by Federal transportation planning regulations as a means of demonstrating that the program of projects is financially constrained and that the local transit agency has the financial capacity to carry out the program for which Federal assistance is required.

Scope

Guidance from the Federal Transit Administration requires that this assessment address two specific aspects of financial capacity. These are: (1) the financial condition of Aiken County Transit System and (2) the financial capacity of Aiken County Transit System. This assessment includes the Federal Transit Administration Section 5307 (including ARRA funding) and 5303 funding and South Carolina State Mass Transit Funding, which, along with other federal transit funds, support the operating, planning, and capital needs of Aiken County Transit System.

System Overview

The Aiken County Council established the Aiken County Transit System in 1990. The fixed route service, known as the Best Friend Express, began operating in October 1990. The complementary paratransit service, known as the Best Friend Dial-A-Ride, began providing service in February 1991. The Transit System's 47 square mile service area is estimated to have a population of 86,786 (2000 Census). Aiken County Council managed the system for many years and contracted the actual operations to the Aiken Area Council on Aging. During November 2004, Aiken County Council transferred the management responsibility for the system to the Lower Savannah Council of Governments. The system is still operated under contract between the Lower Savannah Council of Governments and the Aiken Area Council on Aging. The system currently provides fixed route and complementary paratransit service in and between the Cities of Aiken and North Augusta and through the Midland Valley area of Aiken County.

The Transit System streamlined its routes in 2006 as plans were made to improve the wait times and access points. The new routes and schedules were the first changes to the system since 1990. Due to significant budget cuts from Aiken County Council for FY 2010, Saturday service was eliminated in October of 2009. This drew considerable public outcry, but no better option for reducing costs to stay within budget was identified.

There is now a transfer point between the Aiken and North Augusta system, currently at Aiken Technical College. The system also connects riders with the Augusta Public Transit System several times a day.

There is one route that serves the south side of Aiken three times a day. In 2010, the Green Route was revised to include more of Hwy 421 through Midland Valley and to include stops at the Margaret J. Weston medical clinic, county mental health offices, and an alcohol/drug abuse counseling center. These changes better serve a transit dependent target population and did not cause significant deviation from original routing or operational expenses. It is our hope and goal to secure additional funding to enhance the system with more service and better routing, especially for seniors and people going to school and work.

The rural transit service provider, Aiken Area Council on Aging has developed a system of rural routes, using Section 5311 funds from the SC Department of Transportation, which can connect to the urban system at several points along the urban area's fixed route. As it is important to have a safe and appropriate means for passengers to wait for the bus, LSCOG is working and planning with both the City of Aiken and The City of North Augusta on potential locations for shelters, transfer points and possible service from park and ride areas. A goal is to work more closely with the Aiken Area Council on Aging to better coordinate sharing of service information from the rural transit system with the LSCOG Regional Travel Management Coordination Center, which provides information and assistance to people seeking transportation in both the urban and rural areas, and with the scheduling and routing of the Best Friend Express.

LSCOG is one of three national grantees under the United We Ride/Mobility Services for All Americans initiative for the purpose of implementing and testing a one-call transportation information, assistance and coordination center, which we expect to have fully operational by August, 2010. This center provides major support and benefit to the urbanized transit system and to citizens living in the area, as it helps to provide mobility management services to the public, helps to link people seeking transportation and other information to available resources, and helps to better coordinate and streamline the use of transit resources. It will also be the place to call for ADA eligibility, travel training for people who need special assistance and will work to help plan for, develop and enhance transportation services in the area to meet un-met needs.

Financial Impact of the FY 2008-14 Transportation Improvement Program

The proposed Fiscal Year 2008-2014 TIP contains federal funds for both Section 5303 and 5307 planning and project administration and Section 5307, 5316, 5317, USDOT Mobility Services for All Americans grant and American Recovery and Reinvestment Act (ARRA) capital funding. State and local funds to cover operations and matching funds for these projects will be provided from allowable grants, contracts and other local funding sources. These projects will fund anticipated operating, planning, and capital needs of the Transit System in Fiscal Years 2010 and part of 2011. Because during this time period there will be a substantial outlay for the purchase of capital equipment and a building expansion to help support the implementation of a national demonstration project that will include the Aiken County Transit System and residents of the urbanized area, expenditures are expected to peak during Fiscal Years 2009 and 2010 and 2011, and to reduce in subsequent years to a maintenance level for the Travel Management and Coordination Center. Additionally, ARRA funds are making it possible to add on to the LSCOG's current building. The additional space will accommodate the mobility management center staff and equipment that is to be integrated with the existing staff who are giving information and assistance on other resources and benefits. This new center will be named the Lower Savannah Aging, Disability and Transportation Resource Center (ADTRC) LSCOG is working toward the goal of resources and expenditures for transit services, transit system enhancements, and continuing capital needs in the Best Friend Express system will grow as the system improves and develops to meet area needs.

It should be noted that some of the above referenced funding amounts comes to the LSCOG on an annual fiscal year basis. One-time funds for the MSAA Travel Management and Coordination Center project and ARRA capital funds will cross Fiscal Years 2009, 2010 and into 2011.

Financial Condition

The Lower Savannah Council of Governments manages the Aiken County Transit System. The Lower Savannah Council of Governments, hereinafter referred to as "Council", was originally established in January 1968 and was officially reorganized under the authority of ACT 487 of the 1967 Acts of the South Carolina General Assembly as amended on June 4, 1971. The Council of Governments is a 501c(4) (public, non-profit) agency. As such, the Transit System is a program of Lower Savannah Council of Governments and operates within a budget approved annually by the Council's Board of Directors. Approval of the Transit System budget assures the commitment of Lower Savannah Council of Governments to provide the local funding necessary to meet the matching requirements of Federal and South Carolina funding programs.

The matching share of the projected operating, planning, and capital projects listed in the FY 2008-2014 TIP will come from allowable non-FTA grant funds, the South Carolina Department of Transportation, and local sources, which includes but is not limited to Aiken County Government, Aiken City Government, North Augusta City Government and Lower Savannah Council of Governments.

Financial Capacity

The Lower Savannah Council of Governments has the financial capacity to adequately fund the current operating, planning, and capital funding needs of the Aiken County Transit System. Within the reliability constraints of estimating the availability of funding over the five-year period covered by the TIP, it is expected that funding will continue to be adequate. In addition, since programmed use of FTA Section 5303 and Section 5307 (including ARRA funds), and SCDOT funding is within the amounts expected to be available, the TIP is financially constrained. Funding for mobility management, and enhancements to the transportation service in the urbanized area, such as employment and enhanced transportation services for people with disabilities, also comes to LSCOG from FTA Region IV, via arrangements worked out with Augusta Transit.

Section 5307, 5316 and 5317 Funds

A portion of the FTA Section 5307, 5316 and 5317 funds, including ARRA funds, apportioned to the Augusta-Aiken, GA-SC urbanized area are sub apportioned by the recipient, Augusta-Richmond County, GA, to Lower Savannah Council of Governments for use in funding the Aiken County Transit System and related enhancements of service. The 5316 and 5317 sub apportionment cannot be used for regular general public fixed route operating assistance but can be used for capital or operations to provide employment transportation or transportation that provides services for people with disabilities that is above and beyond the ADA.

South Carolina Department of Transportation Funding

The State of South Carolina provides local funds for operations to local transit systems through the State Mass Transit Fund Program (SMTF).

Local Funds

The amount of local funds available for funding operating, planning, and capital assistance projects is determined year-to-year in the Lower Savannah's budgetary process. The amount of local funding included in the FY 2010-11 portion of this Financial Plan is consistent with available local funding. For the purpose of this Financial Plan, it was assumed that at least enough local funding would continue to be approved each year to meet the matching requirements of Federal and State programs.

FY 2011-2014

Transportation Improvement Program for Aiken County Public Transit System

Description of Projects

The Transportation Improvement Program for the Aiken County Public Transit System includes operating, planning, and capital projects that are partially funded with Federal Transit Administration Section 5303, 5307(including ARRA funds), 5316, 5317 and Mobility Services for All Americans funds provided directly to the LSCOG from the USDOT. Additionally, in the future, LSCOG could apply for Section 5309 capital funds, or other funds available through FTA. Current projects are described below:

Projects

The TIP includes all annual projects; however, no operating funds are available through FTA Section **5303 / 5307 programs**. Section 5307 capital funds may be used to help provide mobility management services to members of the public, and the Council has already and plans to continue to incorporate mobility management services into its services offered during the current and future fiscal years. LSCOG is in the process of purchasing two additional vehicles to enhance the capacity of the system. **ARRA funds under Section 5307** are being used to purchase two replacement fixed route vehicles and to expand and enhance the Travel Management and Coordination Center, to be integrated with LSCOG's Aging and Disability Resource Center to become known as the LSCOG Aging, Disability, and Transportation Resource Center. The following section will list other projects Lower Savannah may pursue over the specified time period.

5316 - Job Access and Reverse Commute
Lower Savannah COG will utilize this program to provide Mobility Management services to the public, enhance both the Travel Management and Coordination Center and the transit system and provide more opportunities for local citizens to access jobs. The 20% match for capital projects, including technology equipment and Mobility Management Services and the 50% match for operation of transit services will be provided though local contracts and other non-FTA resources. LSCOG will plan for increased demand response transportation for employment, on the job training, and educational locations for area employees, and potentially in partnership with Workforce Development (WIA) participants using JARC funds.

5317 – New Freedom:
This project will be used to enhance and expand the ADA Demand Response component of the Best Friend Express and to provide mobility management services to people with disabilities through the Travel Management and Coordination Center, integrated within the Lower Savannah Aging, Disability and Transportation Resource Center, opening in August of 2010. These funds will also be used to enhance transportation opportunities, services and resources. This project will require a 20% match for capital projects, including technology equipment and mobility management services, and a 50% match for operation of services, which will be provided by grant and other contracts and revenues and local funds.

USDOT United We Ride/Mobility Services for All Americans Initiative Funds
As mentioned in an earlier section of this document, Lower Savannah COG is one of three national recipients of funding under this initiative, through the Office of Joint Programs in USDOT. The grant is for implementation of a design developed during an earlier technology planning grant from the USDOT, that

will provide a Travel Management and Coordination Center project located in Aiken. This center will utilize ITS technology purchased by LSCOG, with grant funds through several FTA programs, in which the technology will be placed with the providers of transit services, to help them to operate more efficiently and to provide better customer service. Mobility Management services will be provided from the center to local citizens to learn about transit resources, to access transit and to address problems and issues with transit service. Travel training and coordination services will be a part of the Mobility Management services provided in the center. A federal grant of $680,000, matched with $170,000 in non-FTA funding from the Centers for Medicare and Medicaid Services will help in the implementation of this project. Additional funding from other FTA sources will also contribute substantially to the implementation and sustainability of the project.

Capital Cost of Contracting

Capital Cost of Contracting is provided through this project in accordance with FTA Circulars. Any maintenance not covered by Capital Cost of Contracting provisions is included as other maintenance costs.

Transit Buses

Two additional fixed route vehicles are being replaced, using Section 5307 (including ARRA) funds. The system currently owns no vehicles to be used in paratransit Dial-A-Ride services. The Council is considering the enhancement of transit services for passengers with disabilities, and the expansion of employment transportation – the two identified top-priority un-addressed needs in the urbanized area.

Project Administration

In accordance with SAFETEA-LU a portion of the cost to manage transit contracts may be charged to capital funding.

Non-fixed route ADA paratransit service

In accordance with SAFETEA-LU 20% of paratransit service cost may be charged to capital funding.

Facility Expansion and Improvements

Using ARRA funds directed to the Aiken urbanized area, the Council is in the process of expanding its facilities to provide space to accommodate the Travel Management and Coordination Center. ARRA funds to provide the building expansion, will be used in conjunction with grants from the Centers for Medicare and Medicaid Services, through the Office of the Lt. Governor of SC; Sections 5316 and 5317 funds through SCDOT and a United We Ride/Mobility Services for All Americans Implementation grant through the USDOT to equip and sustain the center and the mobility management services provided therein.

Enhancements

Transit Enhancement Funds will be dedicated to amenities that enhance current services. Several bus shelters will be placed in strategic locations within the City of Aiken, and in other locations within the urbanized area, in partnership with local governments, and organizations in the area.

Travel Management Coordination Center/ Aging, Disability and Transportation Resource Center

Mobility Management activities and the use of Intelligent Transportation System technologies to enhance and improve service operations, management, coordination among systems and to increase customer access to mobility and self-sufficiency will be offered through this center, to be located in Aiken. The mobility management center is one of three national models. The LSCOG model integrates the functions of the

Travel Management Coordination Center, with their Aging and Disability Resource Center, to offer the public information and assistance with a wide variety of issues and to provide coordination services to transportation providers serving the area. The Center will be known as the LSCOG Aging, Disability and Transportation Resource Center. The services of the new integrated center will be funded and sustained with Mobility Management funds available through all applicable FTA sections and Titles, along with other SCDOT and non-FTA funds.

Planning Projects

The TIP includes work elements that are designed to address the eight Planning Focus Areas included in the Safe, Accountable, Flexible Transportation Equity Act: A Legacy for Users (SAFETEA-LU) enacted on August 10, 2005. Section 5307 and 5303 planing funds will be used in this endeavor. The eight Planning Focus Area applicable to each work element are listed below.

- Support the economic vitality of the Aiken County area;
- Increase the safety of the transportation system for motorized and non-motorized users;
- Increase the security of the transportation system for motorized and non-motorized users;
- Increase the accessibility and mobility to the citizens of the area;
- 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;
- Enhance the integration and connectivity of the transportation system, across and between modes, for local citizens;
- Promote efficient system management and operation; and
- Emphasize the preservation of the existing Aiken County Transportation system.

The TIP includes annual projects, which address anticipated transit-planning needs of the Transit System. The planning project funding included for FY 2010-11 will be used to fund the Transit System's seven work elements in the FY 2009-10 Unified Planning Work Program for the Augusta Regional Transportation Study (ARTS). These work elements are:

4.2.3 Administration Public Transportation Program-South Carolina (SC)
4.2.5 Transit Project Administration-SC
4.2.6 Update of Complementary Para-transit Plan
4.2.7 Marketing and Public Information-SC
4.2.8 Short-Range Transit Planning
4.2.9 Long-Range Transit Planning
4.2.10 Transit Financial Planning-SC

Lower Savannah Council of Governments
TIP Information for Projects

5307 Program (in thousands)	FY 2008	FY 2009	FY 2010	FY 2011	FY 2012	FY 2013	6 YR Program (2008-2013)	FY 2014+
Operating	200	200	265	200	210	220	1295	230
Capital	342	308	351	330	340	350	2021	360
Planning	100	140	80	165	170	180	835	190
Total 5307	642	648	696	695	720	750	4151	780

5310 Program (in thousands)	FY 2008	FY 2009	FY 2010	FY 2011	FY 2012	FY 2013	6 YR Program (2007-2012)	FY 2014+
Operating	0	0	0	0	0	0	0	0
Capital	0	0	0	0	0	0	0	0
Planning	0	0	0	0	0	0	0	0
Total 5310	0	0	0	0	0	0	0	0

5303 Program (in thousands)	FY 2008	FY 2009	FY 2010	FY 2011	FY 2012	FY 2013	6 YR Program (2007-2012)	FY 2014+
Operating	0	0	0	0	0	0	0	0
Capital	0	0	0	0	0	0	0	0
Planning	48	48	48	48	48	48	288	48
Total 5303	48	48	48	48	48	48	288	48

5316 Program (in thousands)	FY 2008	FY 2009	FY 2010	FY 2011	FY 2012	FY 2013	6 YR Program (2007-2012)	FY 2014+
Operating	0	0	158	100	110	120	488	120
Capital	171	181	50	100	110	120	732	120
Planning	20	20	10	20	22	25	117	25
Total 5316	191	201	218	220	242	265	1337	265

5317 Program (in thousands)	FY 2008	FY 2009	FY 2010	FY 2011	FY 2012	FY 2013	6 YR Program (2007-2012)	FY 2014+
Operating	0	0	0	80	95	105	280	105
Capital	92	98	50	28	30	35	333	35
Planning	10	11	6	12	15	20	74	20
Total 5317	102	109	56	120	140	160	687	160

ARRA (in thousands)	FY 2008	FY 2009	FY 2010	FY 2011	FY 2012	FY 2013	6 YR Program (2007-2012)	FY 2014+
Operating	0	0	0	0	0	0	0	0
Capital	0	565	0	565	0	0	1130	0
Planning	0	0	0	0	0	0	0	0
Total ARRA	0	565	0	565	0	0	1130	0

MSAA (in thousands)	FY 2008	FY 2009	FY 2010	FY 2011	FY 2012	FY 2013	6 YR Program (2007-2012)	FY 2014+
Operating	0	0	0	0	0	0	0	0
Capital	680	0	0	0	0	0	680	0
Planning	0	0	0	0	0	0	0	0
Total MSAA	680	0	0	0	0	0	680	0

IV. PROJECTS AUTHORIZED OR UNDER CONSTRUCTION

IV. PROJECTS AUTHORIZED OR UNDER CONSTRUCTION

Project Accounting Code	Project ID (PI Number)	County	Phase	Construction Authorized Date	Bid Award Amt
BRST0-0217-01(001)	232306-	Columbia	CST	6/16/2009	$2,188,193
CSNHSM00300973	M003973	Richmond	CST	4/16/2009	$4,028,597
CSNHS-M003-00(888)	M003888	All	CST	8/13/2009	$297,700
CSSTP-M003-00(935)	M003935	Richmond	CST	4/23/2009	$1,295,805
CSSTPM00300993	M003993	Richmond	CST	9/16/2009	$3,576,407
CSSTPM00400012	M004012	Richmond	CST	9/17/2009	$151,609
CSSTPM00400013	M004013	Richmond	CST	9/17/2009	$144,883
STP00-0001-00(794)	0001794	Richmond	CST	8/20/2009	$7,725,407
CSSFT-0008-00(876)	0008876	Richmond	CST	4/21/2008	$406,726
	0009484	Richmond	CST	11/17/2009	$352,490
	0009621	Columbia	CST	2/8/2010	$263,209
	0009622	Columbia	CST	2/8/2010	$522,585
	0009623	Columbia	CST	2/8/2010	$444,962
	0009624	Columbia	CST	2/8/2010	$369,756
	0009625	Columbia	CST	2/8/2010	$680,440
	0009610	Richmond	CST	2/18/2010	$2,689,349
	0009606	Richmond	CST	2/8/2010	$587,083
	0009607	Richmond	CST	2/8/2010	$543,821
	0009608	Richmond	CST	2/8/2010	$667,430
	0009609	Richmond	CST	2/8/2010	$831,563
NH000-0520-01(017)	210700-	Richmond	ROW	4/15/2010	
STP00-7007-00(006)	250610-	Richmond	ROW	6/30/2010	
	M004191	All	PE	4/20/2010	
CSSTP-0009-00(169)	9169	All	PE	9/21/2009	

V. APPENDIX

A. Carryover and Lump Sums

B. Newspaper Articles

C. Maps

i. Percentage of Households with No Vehicles

ii. Percent Population in Poverty

iii. Percent Minority Population

A. CARRYOVER AND LUMP SUMS

Where Carryover Funds come from:

Carryover funding describes two types of federal funds not obligated in the year appropriated. The first type of these funds results when a State is unable to fully access the annual distribution of funds due to a congressional budgetary restriction call of "obligation authority". Obligation authority restricts a state from spending total appropriated funds. Unobligated balances of appropriated funds may be utilized to fund projects in the following ways:

1. A State may choose to advance fund the construction authorization of a federal-aid project by temporarily funding the federal share with nonfederal funds. Multi-year Transportation Acts allow states to advance construct up to the contract authority provided in the Act. Advance construction is a method of "Pre-financing" the federal share of project costs. These costs are later converted to regular federal highway funds as Congress provides new appropriation and/or obligation authority.

2. A State can use carryover funds when obligation authority is redistributed from other states. Near the end of each federal fiscal year, the Federal Highway Administration redistributes obligation authority from states that return unused spending authority.

3. A State can use unobligated balances to fund a project if Congress appropriates additional obligation authority.

The second type of carryover funds results when a State does not fully obligate special federal-aid funding categories such as minimum guarantee, highway demonstration projects, and high priority projects. For these types of funding categories, Appropriations Acts provide obligation authority for each appropriated dollar.

How Carryover Funds are used:

The following describes how the STIP Financial Plan (SFP) is developed. The SFP is the spending plan for allocating transportation funding to state and local projects. It addresses a time period of four years, and, by law, is financially constrained by forecasted funding levels. Forecasted funding levels are based on the historical spending authority provided to the State in the last available year. These levels are adjusted to funding estimates provided in the current multi-year transportation bill. Added to the adjusted funding ceiling are the previously appropriated / allocated Federal funds (carryover) that are unexpended and available. Both types of carryover funds are assigned to projects. However, type 2 carryover funds are not used until all the current year obligation authority has been utilized. If the advanced construction method is used, type 1 carryover funds, a conversion project is set up in the STIP for the year that federal funds are going to be used to reimburse project costs.

How Carryover Funds are shown for fiscal constraint:

The Transportation Equity Act for the 21st Century (TEA-21) requires that the State Transportation Improvement Program (STIP)" ...include a project, or an identified phase of a project, only if full funding can reasonably be anticipated to be available". Since both types of carryover funds can be used to fund projects in a year different than the year funds were received, they are considered reasonably available and are added to the annual estimated appropriated funds for the period covered by the STIP.

The STIP financial plan fully documents the amount of carryover funds by year and category of funding, as well as, estimates of future revenues.

Lump Sum Funding

A portion of the STIP funding is set aside for seven groups of projects that do not affect the capacity of the roadway. Funds are set up in lump sum categories to undertake projects that are developed after the STIP is approved. These lump sums are listed in a number of funding types for each year for the Department's convenience in managing and accounting for the funding. Funds are drawn from these lump sums during the year and individual projects are programmed. The individual projects may include work at one or several locations for letting and accounting purposes. Listed below are these seven groups and information about them. Except for groups for preliminary engineering and rights of way protective buying, the total available funds are shown as construction for easy accounting, but preliminary engineering and rights-of-way may be drawn from this amount when needed in that category.

Group: maintenance
Criteria: maintenance only

This group has six funding/work types: two are for bridge painting/maintenance and the other four are for roadway maintenance. Major types of work undertaken are: resurfacing, pavement rehabilitation, median work, impact attenuators, signing, fencing, pavement markings, landscaping, rest areas, walls, guardrail and shoulder work. Also included is preliminary engineering necessary to prepare plans and rights-of-way needed for work such as landslide repair, sewer hookups and erosion control.

Group: safety
Criteria: work qualifying for the High Hazard Safety Program

This group has four funding/work types: signal installation/upgrades, guardrail installation, sign installation, railroad protection devices, railroad crossing hazard elimination, roadway hazard elimination and special safety studies and programs.

Group: preliminary engineering
Criteria: planning, management systems and consultant design services
This group has two funding/work types: planning/management systems and consultant design services

Group: wetland mitigation
Criteria: site restoration for projects already under construction/complete and wetland banks

This group is a single item.

Group: roadway/interchange lighting
Criteria: lighting

This group is a single item.

Group: rights of way - protective buying and hardship acquisitions
Criteria: purchase of parcel(s) of rights of way (RW) for future projects that are in jeopardy of development and for hardship acquisition. Qualifying projects are those that have preliminary engineering (PE) underway or have a PE, RW or construction phase in the STIP. For counties that are not in conformance for air quality the only qualifying projects are those that have a RW phase in the STIP. This group is a single item.

Group: transportation enhancement
Criteria: projects qualifying for the Transportation Enhancement program (TEA).

TEA projects shown in the STIP will be funded on a first come, first served basis. When a project is funded it is drawn down from the lump sum. When all funds are exhausted, no other projects can be funded until the next fiscal year, which begins on July 1.

This group is a single item.

B. NEWSPAPERS ARTICLES DURING FISCAL YEARS 2010

2010 NEWSPAPER ARTICLES

Date of Article	Newspaper	Name of Article
November 12, 2009	Augusta Chronicle	Columbia County invests $25,000 in trails plan
November 13, 2009		Ribbon cutting marks end to I-20 construction
Novmber 14, 2009		Passengers from Augusta coupld surpass 200,000
November 15, 2009		Augusta Regional sees increase in passengers
December 4, 2009		St. Sebastian Way to speed downtown traffic
December 16, 2009		Palmetto Parkway will open to traffic Thursday
January 12, 2010		Road project funds failed to add jobs
January 22, 2010		More than 200,000 travelers boarded at Augusta airport
January 30, 2010		Getting a good look; Roads due for improvements ; Columbia County roads due for improvements
February 25, 2010		Aiken's 2-hour parking defies fix
March 8, 2010		Augusta lands third airline
March 10, 2010		Runway competition: Third airlines haven't survived for very long at Augusta Regional Airport
March 12, 2010		Summer will be test of compliance
March 18, 2010		Aiken drops recent traffic light changes
March 29, 2010		Crashes common at some intersections
April 13, 2010		Butt Memorial Bridge will soon see less traffic
April 20, 2010		Skinner Mill Road is sinking
April 21, 2010		Few issues as closure begins; Cameras will monitor flow of traffic

Date of Article	Newspaper	Name of Article
April 22, 2010	Augusta Chronicle	Historic road and rail funding bill approved
April 23, 2010		Alexander Drive will become straighter, four-lane roadway ; Powderhouse widening to curb accidents; Talks resume on new interstate linking Augusta-Knoxville
April 24, 2010		New lanes could help cut traffic
April 26, 2010		Analysis: Transportation bill triggers complex machinations
April 28, 2010		Pollution lands city in report
May 5, 2010		Biking experts gather in Agusuta to discuss sport; Opportunities to ride in Augusta area increase as mountain biking gains popularity
May 19, 2010		Drain work to close section of Walton Way
May 21, 2010		DOT to seek funds for high-speed rail project
May 25, 2010		Aiken City Council approves 2 bus stop shelters Augusta Gets Grant for Beautification; Passenger rail fans in Georgia inspired by release of funding study
May 26, 2010		Aiken City Council approves 2 bus stop shelters
May 27, 2010		Bus route losing riders to end;
May 28, 2010		Bridge could be named for former Mayor Hamilton
June 2, 2010		Perdue signs transportation bill
June 10, 2010		Airport salutese Eagle's arrival
June 16, 2010		Columbia County officials OK road extension bid
June 25, 2010		Road work has made for easy riding
July 10, 2010		Work to close Walton Way
July 18, 2010		North Belair Road project Gains Sidewalks

Date of Article	**Newspaper**	**Name of Article**
July 19, 2010	Augusta Chronicle	SC may curb stimulus signage
July 23, 2010		Augusta Public Transit must fix problems
August 19, 2010		St. Sebastian -Only bridge work remains
August 29, 2010		Augusta plans changes on 15th Street
August 30, 2010		Local air quality determination delayed
August 31, 2010		Car stickers might add emissions grade; New limits for Ozone postponed ; Commuters rave about new route to work
September 1, 2010		Commuters rave about new route to work; Trolley idea on back burner, not forgotten
September 13, 2010		Commissioners approve parking enforcement
October 6, 2010		Bicycle crash sparks debate

C. Maps

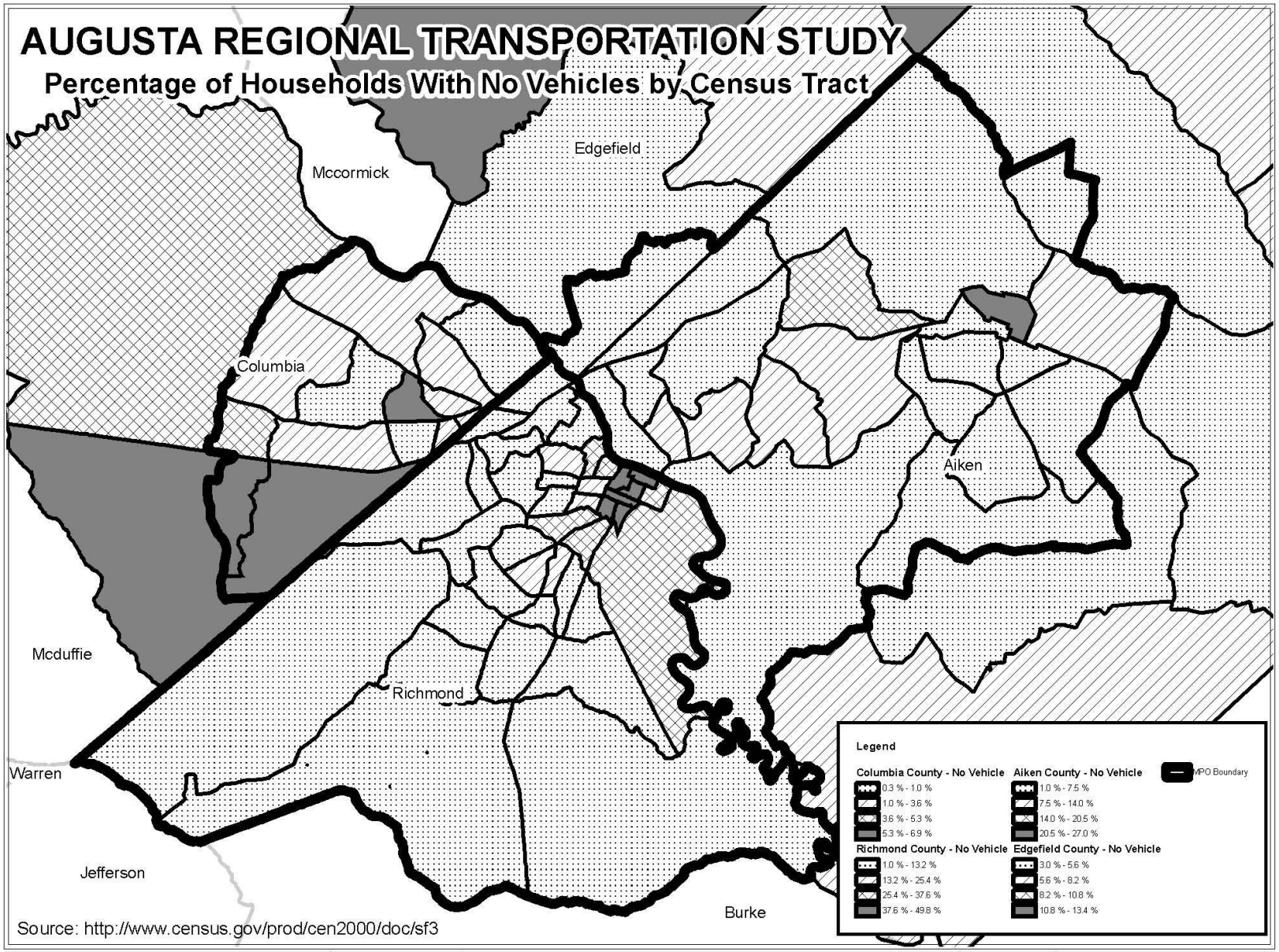
i. Percentage of Households with No Vehicle

ii. Percent Population in Poverty

iii. Percent Minority Population

AUGUSTA REGIONAL TRANSPORTATION STUDY

Percentage of Households With No Vehicles by Census Tract



Source: http://www.census.gov/prod/cen2000/doc/sf3

N W E S

0 6,250 12,500 25,000 37,500 50,000 Feet

Augusta GEORGIA

PLANNING & ZONING
Augusta Richmond County

Projection Stateplane
Zone 3651
Units Feet

Augusta, GA Disclaimer

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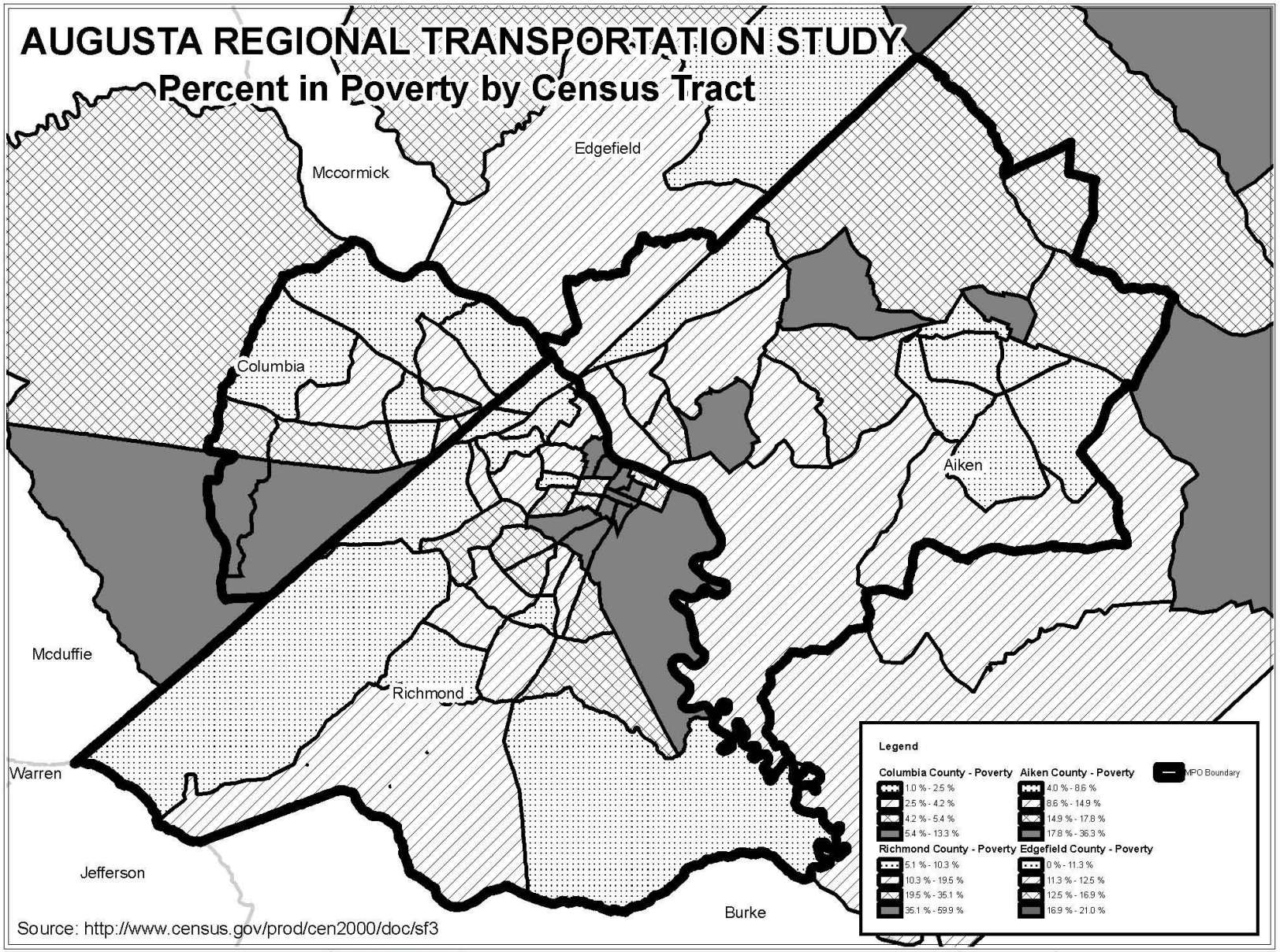
AUGUSTA REGIONAL TRANSPORTATION STUDY

Percent in Poverty by Census Tract



Source: http://www.census.gov/prod/cen2000/doc/sf3

N W E S

0 5,500 11,000 22,000 33,000 44,000 Feet

Augusta GEORGIA

PLANNING & ZONING
Augusta Richmond County

Projection	Stateplane
Zone	3651
Units	Feet

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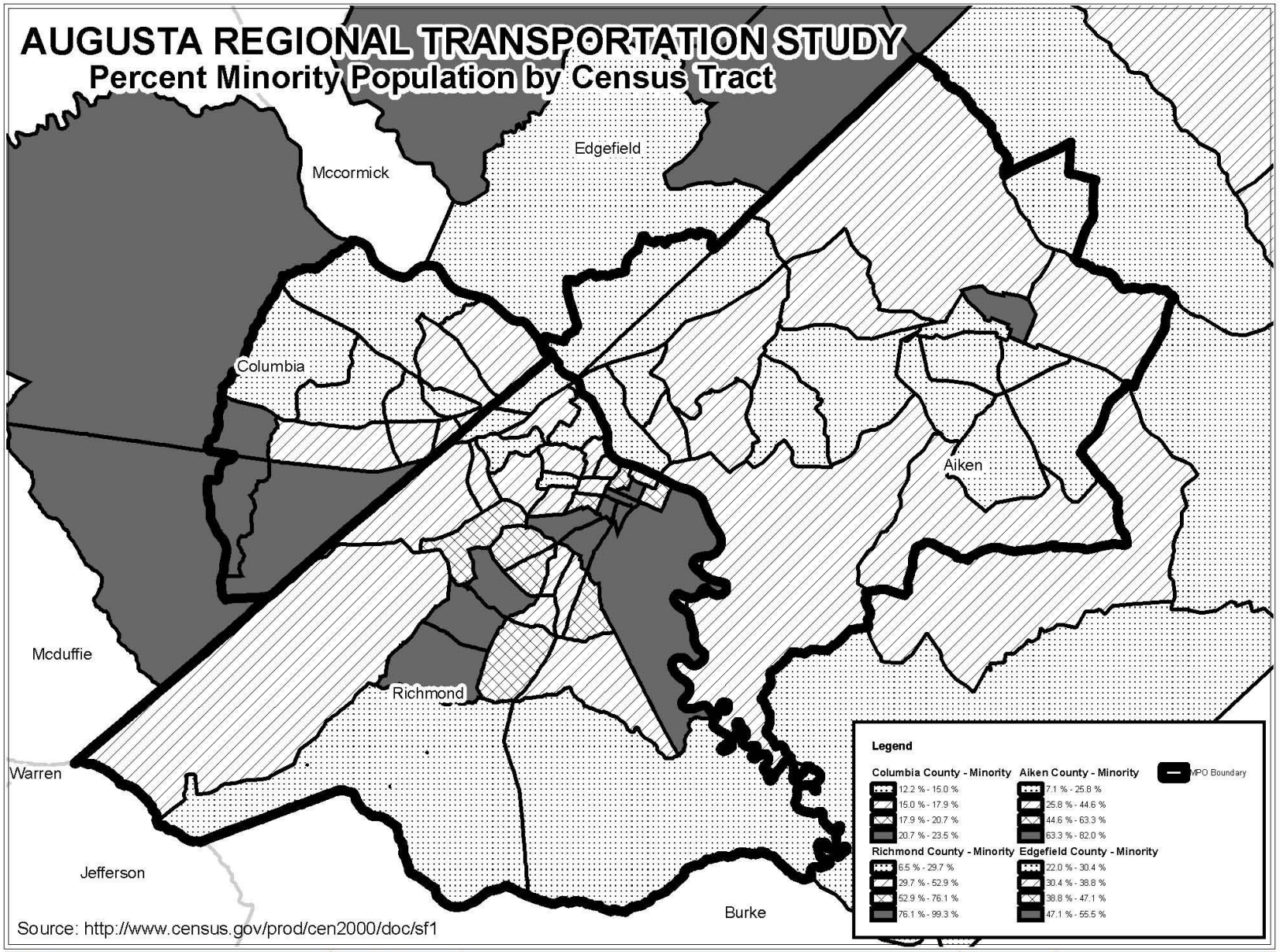
AUGUSTA REGIONAL TRANSPORTATION STUDY

Percent Minority Population by Census Tract



Source: http://www.census.gov/prod/cen2000/doc/sf1

N W E S

0 6,000 12,000 24,000 36,000 48,000 Feet

Augusta GEORGIA

PLANNING & ZONING
Augusta Richmond County

Projection	Stateplane
Zone	3651
Units	Feet

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