



**AUGUSTA REGIONAL TRANSPORTATION STUDY**

535 Telfair Street • Suite 300 Augusta, Georgia 30901

**AUGUSTA REGIONAL TRANSPORTATION STUDY (ARTS)  
POLICY COMMITTEE MEETING  
THURSDAY, MARCH 7, 2019 AT 11:00 A.M.  
AUGUSTA RICHMOND COUNTY MUNICIPAL BUILDING  
535 TELFAIR STREET, 2<sup>nd</sup> FLOOR COUNCIL CHAMBERS  
AUGUSTA, GEORGIA 30901**

**MEETING MINUTES**

<b>ARTS POLICY COMMITTEE</b>	
<b><i>VOTING MEMBERS ATTENDING:</i></b>	<b><i>VOTING MEMBERS ABSENT:</i></b>
<b>Dr. William Molnar</b> , CHAIRMAN of POLICY COMMITTEE <b>Gary Bunker</b> , VICE CHAIR of POLICY COMMITTEE <b>Sharon Dottery</b> , Interim Transit Director represented by <b>Burshunda Harden</b> <b>Marcus Campbell</b> , representing <b>Hardie Davis, Jr.</b> , Mayor of Augusta <b>Edward Hicks</b> representing <b>Radney Simpson</b> , representing Commissioner Georgia Department of Transportation <b>Russell McMurry</b> <b>Scott Cooper</b> , Edgefield County Chairman	<b>Gary Jones</b> , Mayor City of Grovetown <b>Robert Buchwitz</b> , Chairman City of Hephzibah <b>John B. Morrison</b> , Garrison Commander USASC & Fort Gordon <b>Robert Pettit</b> , Mayor City of North Augusta <b>Jonathan Dicks</b> , Mayor City of Burnetown <b>Phillip Stewart</b> , Mayor City of Blythe <b>Doug Duncan</b> , Columbia County Commission <b>Christy Hall</b> , Secretary of Transportation SC <b>Vernon Dunbar</b> , Mayor City of New Ellenton <b>Tommy Paradise</b> representing <b>Dean Campbell</b> , Chairman Edgefield County, SC <b>Rick Osbon</b> , Mayor City of Aiken
<b><i>NON-VOTING MEMBERS ATTENDING:</i></b>	<b><i>NON-VOTING MEMBERS ABSENT:</i></b>
	<b>Vacant</b> , Chairman ARTS Citizens Advisory Committee <b>Ben Davis, Jr.</b> , 3rd Congressional District Commissioner, SC <b>John Burriss</b> , 2nd Congressional District Commissioner, SC <b>Emily O. Lawton</b> , SC FHWA Division Administrator <b>Jamie Buswell</b> , Congressional Representative District 10 <b>Don Grantham</b> , GA State Transportation Board <b>Tamara Christion</b> , FHWA, Transportation Planner <b>Rob Sherman</b> , ARTS Project Director
<b><i>OTHERS ATTENDING:</i></b>	
<b>Rick Toole</b> , Alfred Benesch & Company <b>Olen Daelhousen</b> , VHB Inc. <b>Lauren Leary</b> , VHB Inc. <b>Keith Smith</b> , VHB Inc.	<b>Augusta – Richmond County</b> <b>Marques Jacobs</b> , Augusta Engineering Dept. <b>Christa Jordan</b> , Parks & Recreation <b>John Ussery</b> , Engineering <b>Adrienne Ayers-Allen</b> , Augusta Regional Airport

<b>ARTS POLICY COMMITTEE</b>	
<b><i>OTHERS ATTENDING:</i></b>	
<b>SCDOT – Planning</b> <b>Kenny Larimore, SCDOT – Planning</b> <b>Adam Humphries, Preconstruction</b> <b>Seth Leslie, SCDOT</b> <b>Alex Bennett, SCDOT</b> <b>Pat Smooten, Pond Co.</b> <b>Eric Lusher, Pond Co.</b>	<b>GDOT</b> <b>Ellen Wright, Tennille Office</b> <b>Todd Price, Tennille Office</b> <b>Lower Savannah Council of Government</b> <b>Dana Luttrell, LSCOG</b>
<b>Augusta Planning and Development Dept.</b> <b>Carla Delaney</b> <b>Mary Elizabeth Burgess</b> <b>Dr. Oliver Page</b> <b>Udomekong Udoko</b> <b>Mariah Harris</b> <b>Warren Richard</b> <b>Lynn Russell</b> <b>Erik Engle</b>	<b>Go-To-Meeting:</b> <b>Frank Childs</b> <b>Aviance Webb (FTA)</b>
<b>Aiken County Planning &amp; Development</b> <b>LJ Peterson, Transportation Planner</b> <b>Joel Duke, Director</b>	

**1. Welcome and Introductions (*Acknowledge Go-To-Meeting*)**

**2. Approve the minutes of the Policy Committee meeting December 6, 2018.**

A motion to approve was made by Gary Bunker, seconded by Scott Cooper and unanimously approved by all committee members present.

**3. Consider approving the *FINAL* FY 2020 Unified Planning Work Program (see attached).**

Approval tabled until Lower Savannah Council of Government’s comments are recorded properly. Approval will be decided via an email vote.

**4. Joel Duke presented this item.**

**Consider adopting the Transportation Alternatives Set-aside (TAP) FY 2019-2020 Application Process. (Approved by the ARTS South Carolina Policy Subcommittee on 1/31/2019)**

Please see the attached application process.

**5. Ratify email vote taken from February 14 through February 26, 2019 adopting the Safety Performance Management Targets (PM1) approved by the Georgia Department of Transportation and South Carolina Department of Transportation (see attached).**

A motion to approve was made by Gary Bunker, seconded by Scott Cooper and unanimously approved by all committee members present.

**6. Dr. Oliver Page presented this item.**

**Presentation by Dr. Oliver Page on the highlights from ARTS 2011-2017 Annual Traffic Crash Analysis.** In keeping with the Federal and State Safety Performance Measure (PM 1) ARTS undertakes annually an analysis of traffic crash data. The purpose of this task is to identify locations and rates of traffic fatalities and serious injury, hazardous locations and crash frequency. The multimodal nature

of traffic safety also includes identifying non-motorized crashes. The importance of an annual review of crash data determines whether progress towards safety targets, is achieved. Outcomes from this analysis can provide input to recommend interventions that improve the safety of all roadway users.

Gary Bunker asked if there was an explanation as to why the fatalities declined up until 2013-2014 and then increased after that point.

Dr. Page explained that it could be due to the downturn in the economy (declining vehicle miles travelled) followed by an economic upturn (increase in vehicle miles travelled and exposure to traffic crashes) or distracted driving due to the increasing use of cellphones and technology present in vehicles.

Dr. Molnar stated that Secretary of Transportation, Christy Hall, is focusing on decreasing the number of driving fatalities in South Carolina.

Please see the attached presentation. This item was for information purposes only.

**7. Olen Daelhousen presented this item.**

**Presentation by VHB Inc., on the Congestion Management Process deliverable.** (See attached)

Mr. Daelhousen explained that the next steps of the Congestion Management Process will be programming and implementation strategies, evaluating the effectiveness of the strategies and submitting the draft and final Congestion Management Reports.

No questions or comments were made after this presentation. This item was for information purposes only.

**8. Status of Regional Transportation Projects:**

**a. Georgia Highways**

Please see the attached handout.

**b. South Carolina Highways**

Please see the attached handout.

**c. Presented by Udomekong Udoko**

**Augusta Public Transit**

Mr. Udoko explained that Augusta Public Transit (APT) is working with Engineering Dept., and the Americans with Disabilities Act (ADA) staff to complete an assessment of bus stops along the fixed route system. APT is evaluating where new bus shelters can be installed.

**d. Presented by Dana Luttrell**

**Best Friend Express**

South Carolina Department of Transportation (SCDOT) and Office of Public Transit have released a call for projects for FTA section 5310 funds. Rural 5310 serves seniors and persons with a disability. Agencies can apply for a transit vehicle or purchase a service agreement under the 5310 program. Agencies can also apply for mobility management funding if they have an existing mobility management program in place. Funding is available in all Council of Government (COG) regions in the state for the next fiscal year. Each COG will rank projects they received from their region and SCDOT will consider these rankings when they award funding. In October 2018, APT placed an order for a new 14-passenger cut away for the BFE fleet. The vehicle has arrived and will be placed in rotation.

**e. Presented by Adrienne Ayers-Allen  
Augusta Regional Airport**

Ms. Ayers-Allen explained that the Augusta Regional Airport has received \$14 million in funding from FAA/GDOT (90% FAA, 5% GDOT & 5% Local Match) for Airport Improvement Program (AIP) projects. Currently the Augusta Regional Airport is on the Ramp Rehabilitation Project program, which consists of fixing all pavement projects that have deteriorated over the years on both the north and south side of the ramps. Augusta Regional Airport is currently building a new electrical building on the southeast portion of the estate to house all of the electrical equipment.

Augusta Regional Airport is working on access control upgrades both inside and outside the terminal. The installation of two passenger-boarding bridges are now complete. The direct flight to Dallas, TX has official started.

Dr. Molnar asked if there were any other direct flights coming to Augusta.

Ms. Ayers-Allen explained that Augusta Regional Airport is working extremely hard to communicate with different carriers and bring more direct flights to Augusta.

**9. Other Business**

**10. Adjourn**



## Meeting Minutes Attachment for Item#4

# AUGUSTA REGIONAL TRANSPORTATION STUDY (ARTS)

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## **SURFACE TRANSPORTATION BLOCK GRANT PROGRAM - TRANSPORTATION ALTERNATIVES GUIDELINES**

### **Program Overview:**

Transportation Alternatives Set-aside (TA) funding is available through set-aside funds in the Surface Transportation Block Grant (STBG) program authorized in the Fixing America's Surface Transportation Act (FAST) ACT on December 4, 2015. (FAST Act § 1109; 23 U.S.C. 133(h)). These set-aside funds include all projects and activities that were previously eligible under the Transportation Alternatives Program (TAP) program. The STBGP Set-Aside provides funds "for projects or activities described in section 101(a)(29) or 213, as such provisions were in effect on the day before the date of enactment of the FAST Act." Transportation projects funded under this grant program must originate through a competitive grant project selection process in consultation with State DOTs.

The Moving Ahead for Progress in the 21st Century Act (MAP-21) codified the TAP under sections 213(b) and 101(a)(29) of title 23, United States Code (U.S.C.). The FAST Act repealed section 213, removed the former 101(a)(29), and re-codified the program (STBG Program - TA Set-aside) under 23 U.S.C. 133(h).

STBG TA Set-aside funds for alternative transportation encompass a variety of smaller-scale transportation projects such as pedestrian and bicycle facilities, recreational trails, safe routes to school projects, safe routes for non-drivers to access daily needs, community improvements such as historic preservation and vegetation management, construction of turnouts, overlooks, and viewing areas, and environmental mitigation related to stormwater and habitat connectivity.

### **Program Management:**

The statutory authority and implementation responsibility for the Transportation Alternatives (TA) funding as outlined in the FAST Act funding legislation authorizes Metropolitan Planning Organizations in Transportation Management Areas (TMAs), areas with population of 200,000, to manage the program funds and select projects through a competitive process in consultation with the state (23 USC 133(h)(4)). The MPOs, in consultation with the Federal Highway Administration and state-level Department of Transportation (DOTs), are responsible for carrying out the federal transportation planning process for federal-aid projects and programs. Additionally, projects and/or programs selected for funding must be included in the Metropolitan Long Range Transportation Plan (LRTP) and the Transportation Improvement Program (TIP).

The Augusta-Richmond County Planning and Development Department serves as the Metropolitan Planning Organization (MPO) for the urbanized areas of Augusta-Richmond County



and parts of Columbia County in Georgia; as well as parts of Aiken and Edgefield Counties in South Carolina. This includes the local municipalities of Augusta, Grovetown, Hephzibah and Blythe in Georgia; and Aiken, North Augusta, New Ellenton and Burnetown in South Carolina. The MPO, in consultation with the Georgia Department of Transportation (GDOT), Federal Highway Administration (FHWA) and the Federal Transit Administration (FTA), is responsible for developing the twenty (20) year long range transportation plan and Transportation Improvement Program pursuant to the federal transportation planning regulations. The Augusta Regional Transportation Study (ARTS) identifies highways, roads, public transit, bicycle/pedestrian and other multimodal alternative transportation projects and programs eligible for federal-aid funding. The ARTS focuses on regional transportation issues such as, but not limited to, congestion management, traffic safety, air quality, freight and rail, public transit, paratransit, bicycle and pedestrian facilities to build a multimodal transportation system for all users.

ARTS is governed by three MPO committees; the policy committee, technical coordinating committee and citizens' advisory committee. These committees are responsible for reviewing and approving projects and programs included in the ARTS. The decision-making process for transportation planning and programming transportation capital infrastructure projects is guided by a set of transportation goals for the ARTS. These goals include the following:

- Develop a Transportation System Integration with Planned Land use,
- Develop a Transportation System that is Financially and Political Feasible and has broad support,
- Develop a Transportation System that will allow Effective Mobility Throughout the Region and Provide Efficient Movement of Persons and Goods,
- Develop a Transportation System that will Enhance the Economic Social and Environmental Fabric of the Area, using resources wisely while minimizing adverse impacts,
- Promote efficient land use and development patterns to improve safety and economic vitality to meet existing and future multimodal transportation needs,
- Increase the safety and security of the transportation system for motorized and non-motorized users, and
- Develop a multimodal transportation network that utilizes strategies for addressing congestion management and air quality issues in the ARTS region.

## **Program Guidelines:**

### **Who Can Submit An Application?**

**Eligible Project Sponsors:** Under 23 USC 133(h) (4) (B), the eligible project sponsors to receive TA Set-aside funds and implement projects are:

- Local governments within the Georgia portion of the MPO study area boundaries;
- Regional transportation authorities;
- Transit agencies;
- Natural resource or public land agencies;



- School districts, local education agencies, or schools;
- Tribal governments; and
- Other local or regional governmental entities with responsibility for oversight of transportation or recreational trails (other than a metropolitan planning organization or a State agency) that the GDOT determines to be eligible, consistent with the goals of subsection (c) of section 213 of title 23.

Under TAP, States, MPOs and nonprofits are not eligible as direct grant recipients of the funds. Nonprofits are eligible to partner with any eligible entity on an eligible TAP project, if State or local requirements permit.

In Georgia, eligible project sponsors should be familiar and have experience with the GDOT's process for locally administered projects. The local project sponsor must be certified under GDOT's locally administered projects program at the time that the TA Set-aside funds application is submitted. The current list of Local Public Agencies (LPA's) with LAP Certification within the ARTS MPO area is included as an attachment to this document. For more information relative to this process, refer to <http://www.dot.ga.gov/PS/Local/LAP>.

An eligible project sponsor must have the fiscal, managerial and engineering capabilities to manage project delivery consistent with FHWA, and/or GDOT's project development process, procurement and construction contract requirements pursuant to state policies and procedures, as well as federal regulations. A project sponsor must demonstrate financial stewardship and commitment to provide the required local matching funds.

## What Types of Projects Can Be Funded?

**Eligible Projects:** TA Set-aside funds may be obligated for projects or activities described in 23 USC 101(a)(29) or 213, as such provisions were in effect on the day before the date of enactment of the FAST Act. Former 23 USC 213 (b)(1) is as follows:

- 1) Transportation Alternatives as defined in section 101 [former 23 U.S.C. 101(a)(29)]: The term "transportation alternatives" means any of the following activities when carried out as part of any program or project authorized or funded under this title, or as an independent program or project related to surface transportation:
  - a. Construction, planning, and design of on-road and off-road trail facilities for pedestrians, bicyclists, and other non-motorized forms of transportation, including sidewalks, bicycle infrastructure, pedestrian and bicycle signals, traffic calming techniques, lighting and other safety-related infrastructure, and transportation projects to achieve compliance with the Americans with Disabilities Act of 1990 (42 U.S.C. 12101 et seq.).
  - b. Construction, planning, and design of infrastructure-related projects and systems that will provide safe routes for non-drivers, including children, older adults, and individuals with disabilities to access daily needs.
  - c. Conversion and use of abandoned railroad corridors for trails for pedestrians, bicyclists, or other non-motorized transportation users.
  - d. Construction of turnouts, overlooks, and viewing areas.



- e. Community improvement activities, which include but are not limited to:
    - i. Inventory, control, or removal of outdoor advertising;
    - ii. Historic preservation and rehabilitation of historic transportation facilities;
    - iii. Vegetation management practices in transportation rights-of-way to improve roadway safety, prevent against invasive species, and provide erosion control; and
    - iv. Archaeological activities relating to impacts from implementation of a transportation project eligible under title 23.
  - f. Any environmental mitigation activity, including pollution prevention and pollution abatement activities and mitigation to:
    - i. Address stormwater management, control, and water pollution prevention or abatement related to highway construction or due to highway runoff, including activities described in sections 23 U.S.C. 133(b)(3) [as amended under the FAST Act], 328(a), and 329 of title 23; or
    - ii. Reduce vehicle-caused wildlife mortality or to restore and maintain connectivity among terrestrial or aquatic habitats (Former 23 U.S.C. 213(b)(2)-(4)).
- 2) The recreational trails program under 23 U.S.C. 206 of title 23.
  - 3) The safe routes to school program eligible projects and activities listed at section 1404(f) of the SAFETEA-LU.
  - 4) Planning, designing, or constructing boulevards and other roadways largely in the right-of-way of former Interstate System routes or other divided highways.

### Limitations

TA Set-aside funds cannot be used for the following activities:

- State or MPO administrative purposes. Exceptions:
  - See FHWA's Memo Allocating Indirect Costs to Projects, dated September 4, 2015.
  - Region Transportation Plan (RTP) administrative costs of the State for RTP set-aside funds.
- Promotional activities, except as permitted under the SRTS (200 CFR 200.421(e)(3)).
- Routine maintenance and operations, except trail maintenance as permitted under the RTP.
- General recreation and park facilities, playground equipment, sports fields, campgrounds, picnic areas and pavilions, etc.

### Treatment of projects

Projects funded under the TA Set-aside (excluding RTP projects) shall be treated as projects on a Federal-aid Highway Program. [23 USC 133(i)] and as such is subject to **ALL** applicable federal laws. TA Set-aside funded projects and/or activities must be for public use. Program income generated from these projects in the form of "user fees" are discouraged, however are allowed if such income is utilized to fund routine maintenance of eligible facilities.

### Youth Conservation Corps

States and regional transportation planning agencies are encouraged to enter into contracts and cooperative agreements with qualified youth service or conservation corps to perform appropriate projects. Such contracts and cooperative agreements are exempt from some Federal-aid highway program contracting requirements. [§1524]



## Program Funding:

The Federal share is 80% for most projects as determined in accordance with 23 USC 120. The TA Set-aside is part of the Federal-aid Highway Program and as such is subject to **ALL** applicable federal regulations. The project sponsor after receiving authorization from the GDOT and concurrence by FHWA, covers **ALL** project and/or program cost and is then reimbursed with federal funds.

The local match requirement is 20% and may not consist of any other US DOT funds, nor funds awarded from any other federal agency. However, there are exceptions for projects that are within, adjacent to, or provide access to federal lands. There is no allowance for use of donated property or in-kind services as the local share.

### “Standard” Federal share

23 USC 120 establishes a Federal share that applies to the entire Federal-aid highway program (except where other statutory language establishes a different and more specific share):

- ✓ Up to 80% of the total project cost for eligible projects.
- ✓ Project sponsor(s) must provide a minimum 20% local match of the total project cost except where applicable in accordance with federal legislation. 23 USC 104. [§1508(1); 23 USC 120; 23 USC 120(c)(1)]; 23 USC 120(c)(3); [§1528(c)]; [§52004(4)(A)(i); 23 USC 504(e)]
- ✓ TA Set-aside funds are cost reimbursable.
- ✓ Up to 90% for projects on the Interstate System (including projects to add high occupancy vehicle lanes or auxiliary lanes but excluding projects to add other lanes).

### ARTS MPO STBG TA Set-aside Available Federal Funds:

STBG	FY 2019 – 2020
GDOT	(Federal amount)
<b>TOTAL</b>	

The maximum amount of federal STBG TA Set-aside funds for any proposed project is \$450,000. The local project sponsor must include a fee of \$50,000 or less in the project budget for project oversight review by GDOT. TAP funds are available for obligation within a period of three years after the last day of the fiscal year for which the funds are authorized.

The Innovative Financing option that was available for Transportation Enhancements in previous transportation legislation is **not** available for TAP funded projects under MAP-21. This means the federal /local proportion will be applied to each invoice submitted by the project sponsor to GDOT. The Advance Payment Option that was available for Transportation Enhancements in previous transportation legislation is **not** available for TAP funded projects under MAP-21.



Any work started or completed before the applicant receives an executed contract with notice to proceed **shall not** be reimbursed with federal-aid funds and cannot count as local matching funds.

A TA Set-aside funded project must be procured through a competitive bid process unless prior approval is obtained from FHWA, or GDOT to use another method of construction procurement.

## **Project Screening and Selection:**

TA Set-aside funds must be obligated for eligible projects submitted by eligible local project sponsors through a competitive grant project selection process.

The ARTS MPO's policy committee will approve projects for funding and subsequent inclusion in the Transportation Improvement Program (TIP). The MPO's technical coordinating committee and citizen advisory committee will evaluate and select eligible projects to recommend to the MPO policy committee. The MPO staff will screen applications to be sure that funding requests meet the federal eligibility requirements and to insure that sufficient detail information is provided to evaluate the project worthiness and completeness.

Priority will be given to projects that assist the MPO in achieving ARTS goals and provide system-wide network connectivity and access to the regional transportation system. There must be a transportation linkage to the project for it to be considered for funding. Projects must be located within the Georgia portion of the MPO boundaries (refer to map on page 12). The public must have community input in the selection of eligible projects receiving TA Set-aside funds. Thus, projects should originate from a comprehensive, continuous and cooperative planning process, and be included in one or more of the following types of plans, in which public participation is documented as part of the planning and project development process:

- ✓ Metropolitan Transportation Plan – ARTS 2040 LRTP
- ✓ Transit Development Plan
- ✓ Regional Bicycle and Pedestrian Plan
- ✓ Congestion Management System Plan
- ✓ Comprehensive Plan
- ✓ Growth Management Plan
- ✓ Capital Improvement Program
- ✓ Master Plans
- ✓ Redevelopment Plans
- ✓ Sustainable Development Plans, or
- ✓ CDBG Consolidated Plan

Additionally, eligible projects will also be evaluated based on several competitive factors including:



1. Financial = 5 points
  - a. Project Sponsor's experience with locally administered projects funded under GDOT and its project development process
  - b. Realistic expectations and cost derived from a preliminary project cost estimation or planning process
  - c. A high level of local match funding and ability to pay
  - d. Right-of-way not included in funding request
  - e. Non-participating work that is determined to be a benefit to the project
  - f. Project sponsor's ability to cover additional costs for project cost overruns
2. Public input = 5 points
  - a. Consistency with adopted capital improvement budget, plans, policies, or other infrastructure investments tools
  - b. Opportunity and evidence of public involvement and/or public hearing
3. Safety = 5 points
  - a. Improves pedestrian and/or bicycle safety access
  - b. Minimizes vehicular traffic conflicts with pedestrians and cyclists
4. Livability and Quality of Life = 5 points
  - a. Enhances livability, demonstrates quality of life, and improves population health
  - b. Total population served and level of exposure or access including the amount or density of nearby population or employment
  - c. Supports active transportation and encourages physical activity, helping to improve public health and reduce health care costs.
5. Coordinated efforts = 5 points
  - a. Project supporting a community's Complete Streets policy and context sensitive design is on a designated local, regional, state or national bicycle trail, or is part of a regional plan, provides connectivity among other facilities or regions of activity, adds to or enhances existing network
  - b. Completes planned corridors, fills gaps
  - c. Paired with other infrastructure work
  - d. Part of an economic development or community improvement initiative
6. Constructability = 5 points
  - a. No environmental issues
  - b. Limited or no right-of-way acquisition
  - c. Technical Merit including feasibility, adherence to design standards, realistic scope/schedule/budget and project readiness
7. Transportation Mobility and Access = 5 points
  - a. Proximity of project to public transit bus stop
  - b. Provides access or fill a gap linking to transit bus shelter
8. Maintenance factors = 5 points
  - a. Evidence of a maintenance plan that includes tasks, schedule, cost, source of maintenance funding, and responsible parties
9. Previous Transportation Enhancement (TE), TAP, and TA Set-aside funding = 5 points
  - a. Number and scale of previously awarded projects
  - b. Timely implementation and appropriate maintenance on previous projects

The competitive factors will be given a maximum score of five (5) for meeting the requirements. Maximum total score is 45 points.



## Funding Application

The funding application should include the following items and attachments. Explanations should be complete and concise.

1. Cover Letter;
2. Application Cover Page with applicant contact information;
3. General Project Description with location maps, project boundary, site plan, project length, and photographs of existing site or facility;
4. Statement of Purpose and Need;
5. Itemized Budget of all project elements and their costs, including quantity, unit prices, and so on;
6. Provide a list of the source(s) for matching funds and amounts;
7. Documentation showing local support (letters of commitment and resolution, etc.);
8. Identify ownership of all property and if property is to be acquired, the values of the property;
9. Provide description of plans for maintenance and management of the project including maintenance costs and the sources of funding;
10. Provide any previously prepared assessments of the impacts of the project. (If none have been prepared, but are required, these impact assessments, such as environmental, archaeological, and so on, must be completed before the project is implemented);
11. Provide notarized signature of an individual authorized to commit the applicant to a contract;
12. Other Attachments e.g. copy of supporting planning document or project profile sheet (Attachments larger than 8½" x 11" must be folded to the 8½" x 11").
13. Application should be fifteen (15) pages maximum; this does not include attachments.

## What's the ARTS Transportation Alternatives Program application schedule?

- Summer 2019 (June): TA application period opens Monday, June 3, 2019 (Call for TA applications)
- Friday, July 12, 2019: Last day for TA applications to be submitted to ARTS
- Monday, July 15, 2019: ARTS staff will screen applications, review and evaluation period.
- Week of July 22, 2019: ARTS review committee meets to rank and recommend proposed TA Set-aside projects for funding
- August 14, 2019: Technical Committee will review and endorse TA project selection
- August 14, 2019: Citizen Advisory Committee will review and endorse TA project selection
- September 5, 2019: Policy Committee will review and endorse TA project selection
- October 2019: TIP Amendment process: Public review and comment meeting subject to 21-day comment period.
- December 5, 2019: ARTS MPO Policy Committee scheduled to adopt the TAP projects and submit to GDOT for approval and inclusion in the State's TIP.
- December 9, 2019: ARTS Project Director issues notice of grant award.



- Final Award will be made by GDOT upon execution of contract and issuance of notice-to-proceed.

**Applicants are encouraged to seek clarification from MPO staff prior to submitting an application. Applications received after the deadline will not be considered for funding. Incomplete applications will not be considered for funding. Applications can be mailed or delivered to the Augusta Planning and Development Department.**

**Submit: Two (2) Originals, three (3) copies and One (1) electronic scanned copy of the complete application and attachments to:**

Robert Sherman III, Director  
Augusta Planning and Development Department  
535 Telfair Street, Suite 300  
Augusta, GA 30901  
Email: [arts@augustaga.gov](mailto:arts@augustaga.gov)  
Office: (706) 821-1796  
Fax: (706) 821-1806



## Supplemental Information

Applicable Federal Laws and Regulations as well as design guidelines for consideration in project development:

- Americans with Disabilities Act
- Title VI of the Civil Rights Act of 1964
- Letting/Procurement Procedures
- Davis-Bacon Wage Requirements
- Disadvantaged and Minority Business Enterprises
- National Environmental Policy Act
- Section 106 of the National Historic Preservation Act
- Uniform Relocation Property Assistance and Real Property Acquisition Policies Act

Sample Design Guidelines:

- Accessible Public Rights-of-Way, Planning and Designing for Alterations, Public Rights-of-Way Access Advisory Committee, 2007.
- Context Sensitive Design Manual, GDOT, ROADS web page.
- Designing Walkable Urban Thoroughfares: A Context Sensitive Approach, Institute of Transportation Engineers (ITE) and Congress for the New Urbanization (CNU), 2010.
- Geometric Design of Highways and Streets, AASHTO, 2011.
- Guide for the Development of Bicycle Facilities, AASHTO, 2012.
- Guide for the Planning, Design, and Operation of Pedestrian Facilities, AASHTO, 2004.
- Manual on Uniform Traffic Control Devices (MUTCD), FHWA, 2009.
- Pedestrian and Streetscape Guide, GDOT, ROADS web page.
- Proposed Guidelines for Public Rights-of-Way (PROWAG) 2, United States Access Board, 2011.
- Urban Bikeway Design Guide, NACTO, 2012.



## GDOT List of Certified Local Public Agencies 2019



**TRANSPORTATION ALTERNATIVES SET-ASIDE PROGRAM  
(TA-Set Aside Program)  
GRANT APPLICATION EVALUATION SHEET**

Type of Project: \_\_\_\_\_

Project Location: \_\_\_\_\_

Project Cost: _____	TAP Funds Requested: _____
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Applicant: \_\_\_\_\_

Contact Info: \_\_\_\_\_

Office Phone: _____	Email: _____
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**PART I: Application Screening:** Is the Application Complete? Circle One YES or NO  
If yes, refer application to Evaluation Committee.

Application Content	Circle only one.	
1. Application Cover Page with applicant contact information.	<input checked="" type="radio"/> YES	NO
2. Provide notarized signature of an individual authorized to commit the applicant to a contract.	YES	NO
3. General Project Description with location maps, project boundary, site plan, project length, and photographs of existing site or facility.	YES	NO
4. Statement of Purpose and Need	YES	NO
5. Itemized Budget of all project elements and their costs.	YES	NO
6. Provide a list of the source(s) for matching funds and amounts.	YES	NO
7. Documentation showing local support (letters of commitment and resolution. etc.)	YES	NO
8. Identify ownership of all property and if property is to be acquired, the values of the property.	YES	NO
9. Provide description of plans for maintenance and management of the project including maintenance costs and the sources of funding.	YES	NO



10. Provide any previously prepared assessments of the impacts of the project. (If none have been prepared, but are required, these impact assessments, such as environmental, archaeological, and so on, must be completed before the project is implemented).	YES	NO
11. Is the Proposed Project work eligible?	YES	NO
12. Has this project received prior federal-aid funds? If yes, list TIP project #.	YES	NO
Amount:		When?
13. Is the project in the ARTS LRTP?	YES	NO
14. Is the project in the ARTS TIP?	YES	NO
15. Is the project in the ARTS Bicycle and Pedestrian Plan?	YES	NO



**PART II Evaluation Factors - Score between 1 – 5  
(Maximum Total Score = 45 points).**

<b>EVALUATION FACTORS</b>	<b>SCORE</b>
<p>1. Financial = 5 points</p> <ul style="list-style-type: none"> <li>a. Project Sponsor’s experience with locally administered projects funded under GDOT and its project development process</li> <li>b. Realistic expectations and cost derived from a preliminary project cost estimation or planning process</li> <li>c. A high level of local match funding and ability to pay</li> <li>d. Right-of-way not included in funding request</li> <li>e. Non-participating work that is determined to be a benefit to the TAP project</li> <li>f. Project sponsor’s ability to cover additional costs for project cost overruns</li> </ul>	
<p>2. Public input = 5 points</p> <ul style="list-style-type: none"> <li>a. Consistency with adopted capital improvement budget, plans, policies, or other infrastructure investments tools</li> <li>b. Opportunity and evidence of public involvement and/or public hearing</li> </ul>	
<p>3. Safety = 5 points</p> <ul style="list-style-type: none"> <li>a. Improves pedestrian and/or bicycle safety access</li> <li>b. Minimizes vehicular traffic conflicts with pedestrians and cyclists</li> </ul>	
<p>4. Livability and Quality of Life = 5 points</p> <ul style="list-style-type: none"> <li>a. Enhances livability, demonstrates quality of life, and improves population health</li> <li>b. Total population served and level of exposure or access including the amount or density of nearby population or employment</li> </ul>	



EVALUATION FACTORS	SCORE
5. Coordinated efforts = 5 points <ul style="list-style-type: none"> <li>a. Project supporting a community's Complete Streets policy, is on a designated local, regional, state or national bicycle trail, or is part of a regional plan, provides connectivity among other facilities or regions of activity, adds to or enhances existing network</li> <li>b. Completes planned corridors, fills gaps</li> <li>c. Paired with other infrastructure work</li> <li>d. Part of an economic development or community improvement initiative</li> </ul>	
6. Constructability = 5 points <ul style="list-style-type: none"> <li>a. No environmental issues</li> <li>b. Limited or no right-of-way acquisition</li> <li>c. Technical Merit including feasibility, adherence to design standards, realistic scope/schedule/budget and project readiness</li> </ul>	
7. Transportation Mobility and Access = 5 points <ul style="list-style-type: none"> <li>a. Proximity of project to public transit bus stop</li> <li>b. Provides access or fill a gap linking to transit bus shelter.</li> </ul>	
8. Maintenance factors = 5 points <ul style="list-style-type: none"> <li>a. Evidence of a maintenance plan that includes tasks, schedule, cost, source of maintenance funding, and responsible parties</li> </ul>	
9. Previous Transportation Enhancement (TE) or TAP funding = 5 points <ul style="list-style-type: none"> <li>a. Number and scale of previously awarded projects</li> <li>b. Timely implementation and appropriate maintenance on previous projects</li> </ul>	
<b>TOTAL</b>	



TAP Applications received.....

Applicant	Date Submitted	Project Location	Grant Amount	Project Cost
Total TAP federal-aid funds requested (Maximum \$450,000 per project)				



**TRANSPORTATION ALTERNATIVES SET-ASIDE PROGRAM  
(TA-Set Aside Program)  
GRANT APPLICATION EVALUATION SCORE SHEET**

**PART I: Application Screening:** Is the Application Complete?

<b>Application Content</b>	<b>Project</b>	<b>Project</b>	<b>Project</b>	<b>Project</b>
1. Application Cover Page with applicant contact information.				
2. Provide notarized signature of an individual authorized to commit the applicant to a contract.				
3. General Project Description with location maps, project boundary, site plan, project length, and photographs of existing site or facility.				
4. Statement of Purpose and Need				
5. Itemized Budget of all project elements and their costs.				
6. Provide a list of the source(s) for matching funds and amounts.				
7. Documentation showing local support (letters of commitment and resolution. etc.)				
8. Identify ownership of all property and if property is to be acquired, the values of the property.				
9. Provide description of plans for maintenance and management of the project including maintenance costs and the sources of funding.				



	<b>Evans to Lock Rd</b>	<b>Walton Way</b>	<b>Kissingbower</b>	<b>August Medical</b>
10. Provide any previously prepared assessments of the impacts of the project. (If none have been prepared, but are required, these impact assessments, such as environmental, archaeological, and so on, must be completed before the project is implemented).				
11. Is the Proposed Project work eligible?				
12. Has this project received prior federal-aid funds? If yes, list TIP project #.				
Amount:				
13. Is the project in the ARTS LRTP?				
14. Is the project in the ARTS TIP?				
15. Is the project in the ARTS Bicycle and Pedestrian Plan?				





**PART II Evaluation Factors - Score between 1 - 5  
(Maximum Total Score = 45 points).**



EVALUATION FACTORS	Evans to Lock Rd	Walton Way	Kissingbower	August Medical
1. Financial = 5 points <ul style="list-style-type: none"> <li>a. Project Sponsor's experience with locally administered projects funded under GDOT and its project development process</li> <li>b. Realistic expectations and cost derived from a preliminary project cost estimation or planning process</li> <li>c. A high level of local match funding and ability to pay</li> <li>d. Right-of-way not included in funding request</li> <li>e. Non-participating work that is determined to be a benefit to the TAP project</li> <li>f. Project sponsor's ability to cover additional costs for project cost overruns</li> </ul>				
2. Public input = 5 points <ul style="list-style-type: none"> <li>a. Consistency with adopted capital improvement budget, plans, policies, or other infrastructure investments tools</li> <li>b. Opportunity and evidence of public involvement and/or public hearing</li> </ul>				
3. Safety = 5 points <ul style="list-style-type: none"> <li>a. Improves pedestrian and/or bicycle safety access</li> <li>b. Minimizes vehicular traffic conflicts with pedestrians and cyclists</li> </ul>				
EVALUATION FACTORS	Evans to Lock Rd	Walton Way	Kissingbower	August Medical



<p>4. Livability and Quality of Life = 5 points</p> <ul style="list-style-type: none"> <li>a. Enhances livability, demonstrates quality of life, and improves population health</li> <li>b. Total population served and level of exposure or access including the amount or density of nearby population or employment</li> </ul>				
<p>5. Coordinated efforts = 5 points</p> <ul style="list-style-type: none"> <li>a. Project supporting a community's Complete Streets policy, is on a designated local, regional, state or national bicycle trail, or is part of a regional plan, provides connectivity among other facilities or regions of activity, adds to or enhances existing network</li> <li>b. Completes planned corridors, fills gaps</li> <li>c. Paired with other infrastructure work</li> <li>d. Part of an economic development or community improvement initiative</li> </ul>				
<p>6. Constructability = 5 points</p> <ul style="list-style-type: none"> <li>a. No environmental issues</li> <li>b. Limited or no right-of-way acquisition</li> <li>c. Technical Merit including feasibility, adherence to design standards, realistic scope/schedule/budget and project readiness</li> </ul>				



EVALUATION FACTORS	Evans to Lock Rd	Walton Way	Kissingbower	August Medical
7. Transportation Mobility and Access = 5 points a. Proximity of project to public transit bus stop b. Provides access or fill a gap linking to transit bus shelter.				
8. Maintenance factors = 5 points a. Evidence of a maintenance plan that includes tasks, schedule, cost, source of maintenance funding, and responsible parties				
9. Previous Transportation Enhancement (TE) or TAP funding = 5 points a. Number and scale of previously awarded projects b. Timely implementation and appropriate maintenance on previous projects				
<b>TOTAL</b>				



TAP Applications received.....

<b>Applicant</b>	<b>Date Submitted</b>	<b>Project Location</b>	<b>Grant Amount</b>	<b>Local Match</b>	<b>Total Cost</b>
Columbia County	1/5/2018	Evans to Lock Rd Multi-Use Trail Between N Belair Rd & Hunterdale	\$450,000.00	\$1,677,685.00	\$2,127,685.00
Augusta Richmond County	1/5/2018	Walton Way Accessible Sidewalk Renovation – b/w 7 <sup>th</sup> & 11 <sup>th</sup> Sts	\$440,000.00	\$119,461.11	\$559,461.11
	1/5/2018	Sidewalk Installation along Kissingbower Rd b/w Marschalk & White Rds.	\$240,000.00	\$60,000.00	\$300,000.00
	1/5/2018	Street Lighting in Augusta Medical District – Interior Streets	\$340,000.00	\$85,000.00	\$425,000.00
Total TAP federal-aid funds requested (Maximum \$450,000 per project)			<b>\$1,470,000.00</b>	<b>\$1,942,146.11</b>	<b>\$3,412,146.11</b>

**MEETING MINUTES ATTACHMENT FOR ITEM #5**

Augusta Regional Transportation Study (ARTS)  
2019 Safety Performance Management Targets (PM1)

Federal regulations require state departments of transportations (DOTs) to establish and report annual safety performance targets by August 31 of each year. MPOs are required to either adopt and support their DOT's statewide safety targets or set their own safety targets specific to their areas. The South Carolina Department of Transportation (SCDOT) established its first set of safety targets on August 31, 2017, requiring the same compliance by COGs beginning with the fiscal year 2019 establishment of targets.

Annual targets are expressed as five-year rolling averages. SCDOT, in coordination with the South Carolina Department of Public Safety, has established statewide targets for the number of fatalities, number of serious injuries, and rate of fatalities. In addition, SCDOT established statewide targets for the rate of serious injuries and the number of non-motorized fatalities and serious injuries. The following table outlines South Carolina's 2015-2019 Statewide Safety Targets.

**2019 SOUTH CAROLINA PERFORMANCE MEASURES**

<b>Performance Measure</b>	<b>2015-2019 Targets</b>
Number of Fatalities	988
Fatality Rate	1.79
Number of Serious Injuries	2,986
Serious Injury Rate	5.42
Number of Non-motorized Fatalities and Serious Injuries	380

**2019 GEORGIA PERFORMANCE MEASURES**

- Number of Fatalities - To maintain the 5-year rolling average for traffic fatalities under the projected 1,655 (2015-2019) 5-year average by December 2019.
- Rate of Fatalities per 100 million vehicle miles traveled (VMT) - To maintain the 5-year rolling average for the rate of traffic fatalities per 100 million VMT under the projected 1.31 (2015-2019) 5-year by December 2019.
- Number of Serious Injuries - To maintain the 5-year rolling average for serious injuries under the projected 24,324 (2015-2019) 5-year average by December 2019.
- Rate of Serious injuries per 100 million VMT - To reduce the 5-year moving average serious traffic injuries for every 100 million-vehicle miles traveled by 3% from baseline 19.6 (2015-2019) 5-year average to 18.9 (2015-2019) 5-year average by December 2019.
- Number of Non-motorized Fatalities and Serious Injuries - To maintain the 5-year rolling average for non-motorized fatalities and serious injuries under the projected 1,126 (2015-2019) 5-year average by December 2019.

MEETING MINUTES ATTACHMENT FOR ITEM #6

## Performance Management 1 – Safety Targets

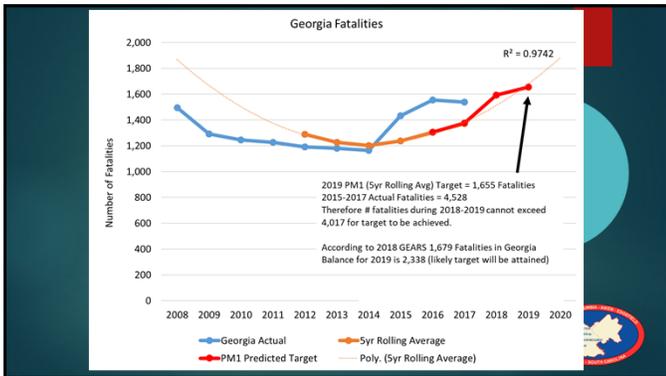
### What do they mean?

ARTS TECHNICAL ADVISORY COMMITTEE MEETING  
 ARTS CITIZENS ADVISORY COMMITTEE MEETING  
 FEBRUARY 13, 2019



## PM1 – 2015-2019 Targets

Performance Measure	Georgia 2015-2019 Targets	South Carolina 2015-2019 Targets
Number of Fatalities	1,655	988
Fatality Rate per 100 million VMT	1.31	1.79
Number of Serious Injuries	24,324	2,986
Serious Injury Rate per 100 million VMT	18.9	5.42
Number of Non-motorized Fatalities and Serious Injuries	1,126	380

## Highlights from the ARTS Annual Traffic Crash and Intersection Analysis: 2011-2017 Report

ARTS TECHNICAL ADVISORY COMMITTEE MEETING  
 ARTS CITIZENS ADVISORY COMMITTEE MEETING  
 FEBRUARY 13, 2019

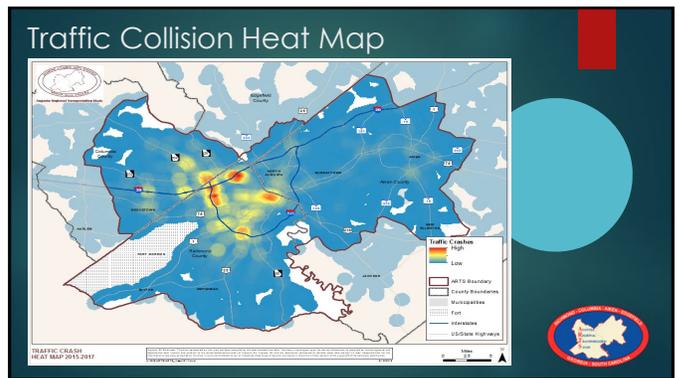
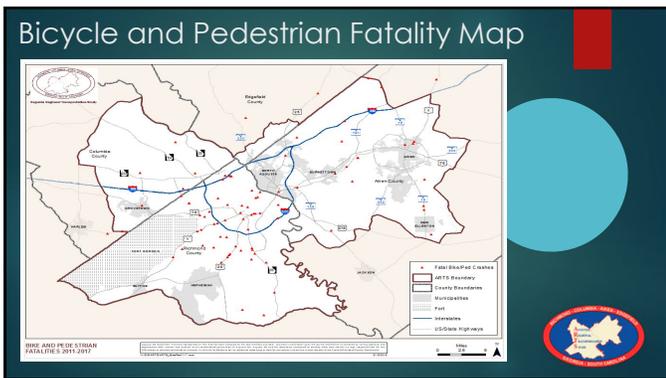
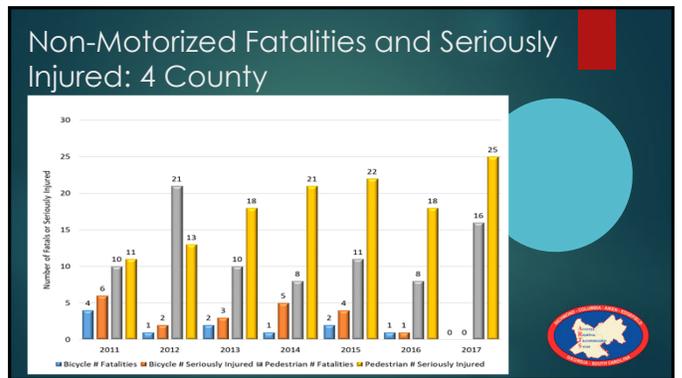
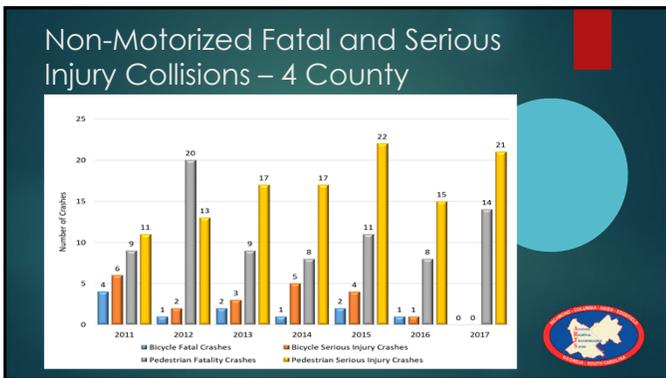
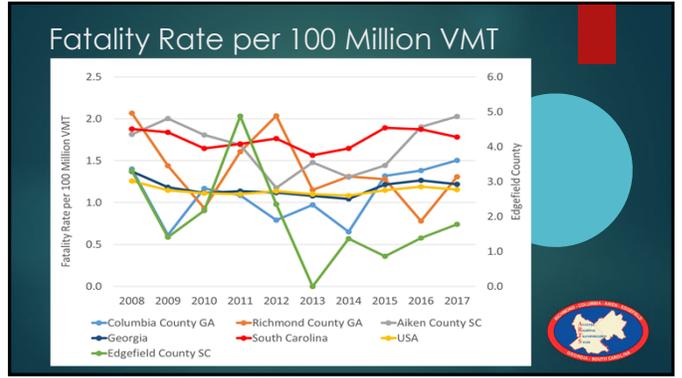
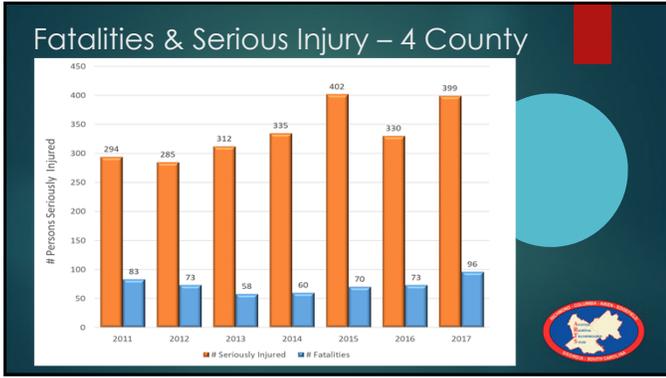


## Objectives

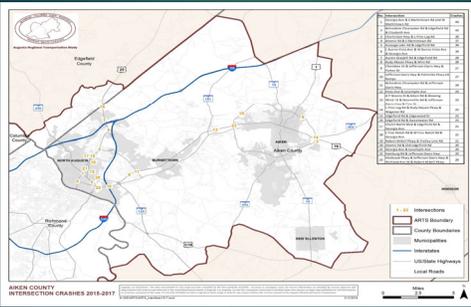
- Informs and Educates stakeholders and public
- Identifies crash trends, high crash intersections and roadway segments
- Assists in the siting and recommendation of safety improvements
- Validates attainment of safety targets and remediation success of interventions







### Crash Prone Intersections



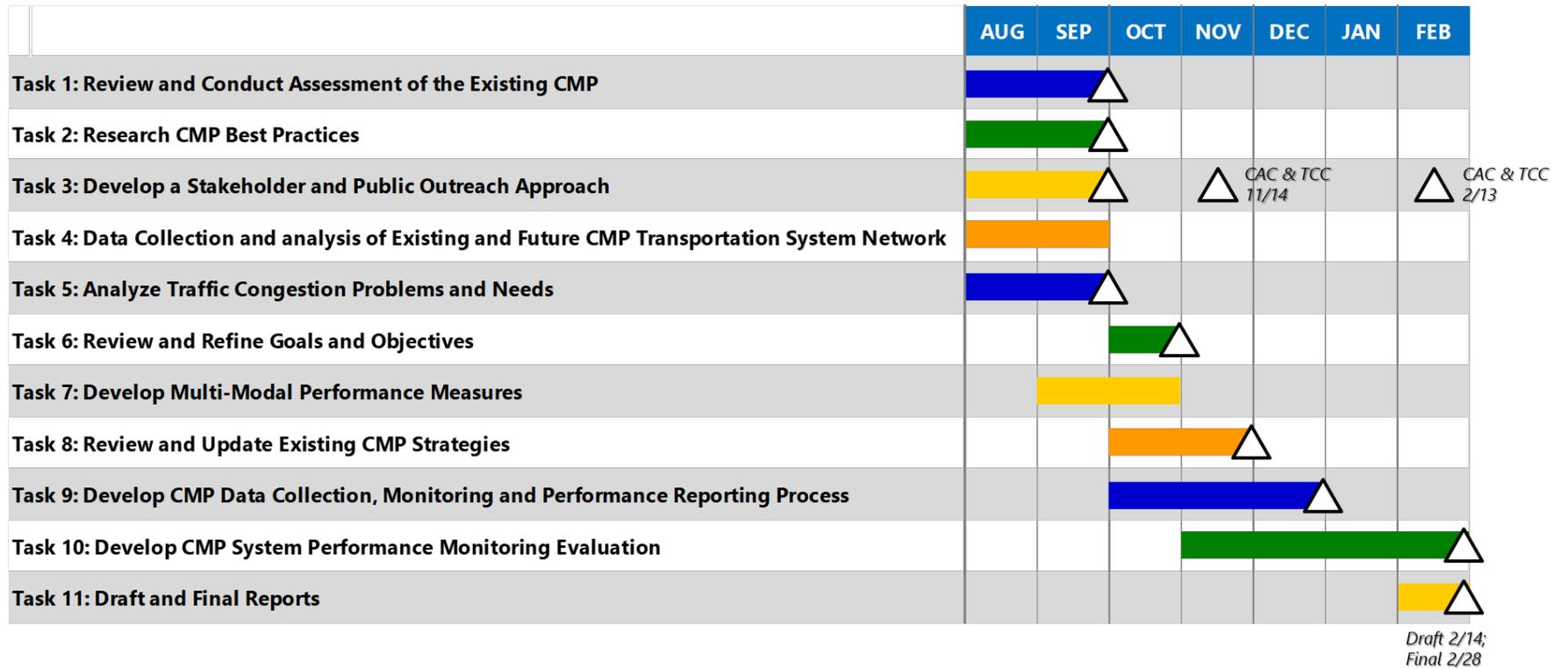
### Top 20 Intersection Crash Locations 2015-2017 (Ranked by Crash Severity)

Rank	County	Intersection	Crashes	Property Damage Crashes	Injury Crashes	Fatality Crashes	Crash Severity Index
1	Edgefield	W Five Notch Rd & Murrah Rd & Murrah Rd Ext	10	2	8	0	2.66
2	Edgefield	Briggs Ln & Briggs Rd	7	3	4	0	2.14
3	Edgefield	Callison Hwy & Hwy 378 W & Walker Rd	6	3	3	0	2.00
4	Edgefield	Augusta Rd & Edgefield Rd & Hwy 19 & Pine House Rd	12	7	5	0	1.83
5	Aiken	Cherokee Dr & Jefferson Davis Hwy & Parker Dr	27	16	11	0	1.81
6	Richmond	Tobacco Rd & Windsor Spring Rd	160	106	54	0	1.68
7	Edgefield	Airport Rd & Hwy 191 & Old Plank Rd	6	4	2	0	1.67
8	Aiken	Robert M Bell Pkwy & Trolley Line Rd	21	14	7	0	1.67
9	Columbia	Bobby Jones Expy & Old Evans Rd & Washington Rd	153	104	49	0	1.64
10	Aiken	Atomic Rd & Old Edgefield Rd	20	14	6	0	1.60

Any Questions



Meeting Minutes for Agenda Item #7  
**VHB Inc., Presentation**



**GOAL 1: Encourage alternative modes of transportation such as transit, bicycle, and pedestrian to enhance mobility and increase air quality.**

Objectives:

1. Expand and maintain a network of bicycle, pedestrian, and transit facilities that connects homes, activity centers, and complementary amenities.
2. Provide a transportation system that promotes the safe and efficient movement of freight within and through the ARTS region.
3. Support a fully integrated multimodal network that advances the concept of complete streets.

ID	Performance Measures	Data Provider(s)	Data Source/Type	Scope of Measure		
				Regional	County	Corridor
1	Incorporation of Complete Streets principals in roadway projects	GDOT/SCDOT/MPO/Counties/Local Jurisdictions	Project Review - Yes/No and Number			X
2	Incorporation of land use recommendations in projects that are aligned with local Comprehensive Plans	MPO/Counties/Local Jurisdictions	Local Plan Review - Yes/No and Number			X
3	Track the level of emissions to increase air quality	GDOT/SCDOT	Air Quality Modeling	X		
4	Miles of state routes that accommodate bicycles by having a designated bike lane	GDOT/SCDOT	DOT road centerline file with road characteristics attributes	X	X	
5	Transit ridership by route	Transit agency	National Transit Database		X	X
6	Transit weekday boardings in the AM and PM peaks by route	Transit agency	National Transit Database		X	X
7	Number of alternative fuel vehicles registered in the region	County	License tag databases	X		

**GOAL 2: Promote a safe and secure transportation system by reducing crashes, increasing travel reliability and predictability, and improving emergency response.**

Objectives:

1. Improve transportation system safety and security by alleviating potential conflicts and delays at high-crash locations and rail crossing sites.
2. Improve the safety of the transportation system for all user groups.
3. Increase the reliability, predictability, and efficiency of the transportation experience through system improvements and enhanced communication.

ID	Performance Measures	Data Sources	Data Type	Scope of Measure		
				Regional	County	Corridor
8	Number and rate of crashes (injury and fatal) region-wide and on mobility corridors	GDOT/SCDOT	Georgia Electronic Accident Reporting System (GEARS), SC Accident Reporting System, and Traffic Analysis and Data Application (TADA)	X	X	X
9	Percentage of roadway miles at a certain travel time index (TTI) region-wide and on mobility corridors	FHWA	Travel demand model	X	X	X
10	Roadway peak hour Travel Time Index data on mobility corridors	FHWA	HERE Data	X	X	X
11	Coordination of governmental agencies to address incident clearance	GDOT/SCDOT/MPO	Yes/No	X		

**GOAL 3: Maximize the life of the existing transportation system infrastructure by promoting fiscal responsibility through an emphasis on maintenance and operational efficiency.**

Objectives:

1. Identify and prioritize infrastructure preservation and rehabilitation projects such as pavement management and signal system upgrades.
2. Use innovative transportation technology to enhance the efficiency of the existing transportation system and to be better prepared for emerging vehicle technologies.
3. Increase the lifespan of existing infrastructure and ensure the optimal use of transportation facilities.

ID	Performance Measures	Data Sources	Data Type	Scope of Measure		
				Regional	County	Corridor
12	Percentage of NHS Bridges in Good and Poor condition as a percent of the total bridge deck area	GDOT/SCDOT	Bridge inventory system	X	X	X
13	Percentage of pavement in Good and Poor condition on mobility corridors	GDOT/SCDOT	Pavement management system	X	X	X
14	Percentage of state routes meeting DOT maintenance standards	GDOT/SCDOT	Maintenance system	X	X	
15	Number of new and upgraded signal systems per year region-wide and on mobility corridors	GDOT/SCDOT/MPO/Counties/Local Jurisdictions	Signal maintenance program	X	X	X
16	Average age of transit fleet (in years)	Transit Agency	National Transit Database	X	X	

**GOAL 4: Create a transportation system that efficiently moves people and goods in support of local and regional economic development.**

Objectives:

1. Increase the accessibility and mobility of people and freight within the region and to other areas.
2. Highlight transportation recommendations that enable global competitiveness, productivity, and efficiency.

ID	Performance Measures	Data Sources	Data Type	Scope of Measure		
				Regional	County	Corridor
17	Percentage of roadway miles at a certain travel time index (TTI) region-wide and on mobility corridors	FHWA	Travel demand model	X	X	X
18	Truck Reliability Index	FHWA/GDOT/SCDOT	National Performance Management Research Data Set (NMPRDS) or statewide truck travel time dataset	X	X	X
19	Interstate AM peak hour average speed - region-wide	FHWA/GDOT/SCDOT NMPRDS or statewide truck travel time dataset	HERE Data	X	X	X
20	Interstate PM peak hour average speed - region-wide	FHWA/GDOT/SCDOT NMPRDS or statewide truck travel time dataset	HERE Data	X	X	X
21	Regional projects that enhance connections with other GA/SC/Southeast/US cities	GDOT/SCDOT/MPO	Project Review - Yes/No and Number	X	X	X

CMP Corridors by Congestion Status With Potential Strategies					TDM	Arterial Mgmt.	Freight Mgmt.	ITS	Growth Mgmt.	Job Access	Traffic Ops	Work Zone / Special Event Mgmt. / Traveler Info	Access Mgmt.	Incident Mgmt.	Build or Expand Transit Systems	Public Transit Ops. Imps.	Build or Widen Roads and Fwys.	Build or Widen Bike/ Ped Infrastr.
ID	Congestion Management Process Corridor	Current Travel Time Index (2018)	Current Congestion Status	2015 CMP Status	1	2	3	4	5	6	7	8	9	10	11	12	13	14
1	SR 126 (BELVEDERE-CLEARWATER RD) between US 25 (EDGEFIELD RD) and US 1	GOOGLE	NOT CONGESTED	AT RISK OF CONGESTION	Y	N	N	N	Y	Y	Y	Y	Y	N	N	Y	Y	Y
2	BETTIS ACADEMY RD between ASCAUGA LAKE RD and FIELDS CEMETARY RD	GOOGLE	NOT CONGESTED	AT RISK OF CONGESTION	Y	N	N	N	Y	Y	Y	Y	Y	N	N	Y	Y	Y
3	SR 125 (BUENA VISTA AVE) between MARTINTOWN RD and GEORGIA AVE	1.03	BORDERLINE CONGESTED	AT RISK OF CONGESTION	Y	N	N	N	Y	Y	Y	Y	Y	N	N	Y	Y	Y
4	DOUGHERTY RD between SR 19 (WHISKEY RD) and SR 302 (SILVER BLUFF RD)	GOOGLE	MARGINALLY CONGESTED	SERIOUSLY CONGESTED	Y	N	Y	N	Y	Y	Y	Y	Y	N	N	Y	Y	Y
5	US 25 (GEORGIA AVE/ EDGEFIELD RD) between SAVANNAH RIVER and I-20	1.00	AT RISK OF CONGESTION	BORDERLINE CONGESTED	Y	Y	Y	N	Y	Y	Y	Y	Y	N	Y	Y	Y	Y
6	KNOX AVE between MARTINTOWN RD and GEORGIA AVE	1.15	SERIOUSLY CONGESTED	MARGINALLY CONGESTED	Y	Y	Y	N	Y	Y	Y	Y	Y	N	N	Y	Y	Y
7	SC 19 (LAURENS ST) between SOUTH BOUNDARY ST and I-20	1.05	MARGINALLY CONGESTED	AT RISK OF CONGESTION	Y	N	N	N	Y	Y	Y	Y	Y	N	N	Y	Y	Y
8	SR 230 (MARTINTOWN RD) between E. BUENA VISTA AVE and I -20	1.26	SERIOUSLY CONGESTED	MARGINALLY CONGESTED	Y	Y	Y	N	Y	Y	Y	Y	Y	N	N	Y	Y	Y
9	SR 302 (E. PINE LOG RD) between US 78 and SILVER BLUFF RD	1.13	SERIOUSLY CONGESTED	BORDERLINE CONGESTED	Y	Y	Y	N	Y	Y	Y	Y	Y	N	N	Y	Y	Y
10	US 78 (RICHLAND AVE) between BEAUFORT ST and VAUCLUSE RD	1.12	SERIOUSLY CONGESTED	SERIOUSLY CONGESTED	Y	N	Y	N	Y	Y	Y	Y	Y	N	N	Y	Y	Y
11	SC 118 (HITCHCOCK PKWY) between US 1/US 78 and SILVER BLUFF RD	0.95	AT RISK OF CONGESTION	AT RISK OF CONGESTION	Y	N	N	N	Y	Y	Y	Y	Y	N	N	Y	Y	Y
12	SR 302 (SILVER BLUFF RD) between SR 19 (WHISKEY RD) and SAVANNAH DR	0.88	NOT CONGESTED	SERIOUSLY CONGESTED	Y	N	Y	N	Y	Y	Y	Y	Y	N	N	Y	Y	Y



**Project Status Report for Augusta Regional Transportation Study  
(ARTS)  
Policy Committee Meeting**

**Date: March 7, 2019**

**Columbia County**

- **M005753 – SR 383 From North of I-20 to SR 104**
  - .Withdrawn from November letting. New let date moved to April 2019
- **0008350 – SR 388 From I-20 to SR 232 - TIA**
  - Widening (1.59 miles)
  - Scheduled for November 2019 let
  - ROW acquisition is underway and on schedule

**Richmond County**

- **210327 – I-20 at Savannah River and Augusta Canal**
  - Bridge replacement to include widening (0.65 miles)
  - Contractor completed geotechnical investigations. Survey efforts and pavement evaluations along the interstate initiated. Final design ongoing.
- **220680 – SR 4 From Milledgeville Road to Government Street - TIA**
  - Widening (1.59 miles)
  - Scheduled for June 2019 let
  - ROW acquisition still underway
- **0013927 - SR 4/US 25 BU at Savannah River at South Carolina Line**
  - Bridge Replacement (0.20 miles)
  - Scheduled for let June 2021
  - Stakeholder meeting held January 17, 2019. PCRf submitted to OPD for signature. Holding baseline schedule

# ARTS POLICY COMMITTEE MEETING

March 7, 2019

## SCDOT Project Update

1. **0034300 - SC 125 (East Buena Vista Avenue/Atomic Road) Corridor Improvement –ARTS**
  - Current Budget - \$800,000 PE, \$2,527,000 ROW, \$38,000 UTIL, \$8,694,172.58 CONST
  - Construction is now complete, with the final inspection was held Monday, October 15, 2018
  - Contractor has completed all punch list items
  
2. **0034292 - SC 302 (Silver Bluff Road) Corridor Improvement – Aiken County - ARTS**
  - Current Budget - \$920,000 PE, \$1,700,000 R/W, \$73,781 UTIL, \$6,198,935.63 CONST
  - Improvements include widening corridor to 3 lanes, addition of turn lanes, curb and gutter and signalization of three intersections
  - Construction Phase is currently underway (work began on March 29, 2016)
  - SCDOT and Eagle Construction have negotiated a new construction completion date of July 31, 2019.
  - To accelerate construction, and reduce impacts to the traveling public, SCDOT is offering incentives to the contractor to potentially finish up to 120 days before July 31.
  
3. **0041446 - SC 126 (Belvedere-Clearwater Road) Widening - ARTS**
  - Current Budget - \$1,300,000 PE, \$2,139,600 ROW, \$12,000,000 CONST
  - Preliminary Engineering Phase has been completed, including Environmental Studies and Final Right-of-Way Plans
  - Environmental Document/Public Hearing Certification was approved on April 26, 2016
  - Environmental Permitting Coordination is currently underway
  - Right-of-Way Phase is underway (86 tracts) -- Right-of-Way Consultant (PRIMACQ) is in the process of securing right of way for the project (83 tracts secured).
  - Current Schedule
    - Construction Obligation – 12/2019
    - Letting – 02/2020
  
4. **0040695 - SC 118 (Hitchcock Parkway) Corridor Improvement - ARTS**
  - Current Budget – \$3,300,000 PE (per obligation from widening carried over), \$1,496,800 ROW, \$12,200,000 CONST (Federal Resurfacing fund to pay for resurfacing of Hitchcock Parkway)
  - Right-of-Way obligated in December 2018 with initial property owner contact beginning Quarter 1 of 2019.
  - Current Schedule
    - Construction Obligation – 4/2020
    - Letting – 6/2020
  
5. **P037361 – SC 19 (Whiskey Road)Intersection with Eagle Road and S-447 (Old Whiskey Road) - ARTS**
  - Current Budget - \$450,000 PE, \$400,000 ROW, \$1,250,000
  - Surveys and traffic study have been completed.
  - SCDOT is currently negotiating a contract with Parrish and Partners to provide design services, Consultant working under a Limited Notice to Proceed to begin plan development while contract negotiations are finalized.
  - Current Schedule
    - Right of Way – Q3 2019
    - Construction – Q1 2021