2040 LONG RANGE TRANSPORTATION PLAN APPENDICES

Transportation Vision 2040

Adopted on September 2, 2015

PREPARED BY AUGusta PlANNING AND DeVELOPMENT DEPARTMENT
TRANSPORTATION VISION 2040

2040 Long Range Transportation Plan
Appendices

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Prepared By:
Augusta Planning and Development Department
Appendices

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Appendix A

Population and Employment Estimation and Projections Methodology
AUTHORIZING RESOLUTION
AUGUSTA REGIONAL TRANSPORTATION STUDY
ENDORSEMENT OF BASE YEAR (2010) TRAFFIC DEMAND MODEL
FOR THE
LONG RANGE TRANSPORTATION PLAN (LRTP) - TRANSPORTATION VISION 2040

WHEREAS, Federal law requires that every Urbanized Area be represented by a Metropolitan Planning Organization (MPO), such as the Augusta Regional Transportation Study (ARTS), which carries out the metropolitan transportation planning process for the Urbanized Area and its surrounding areas as defined by the U.S. Bureau of Census, and

WHEREAS, based on Federal regulations, the ARTS MPO must expand its Metropolitan Planning Area (MPA) to include the existing Urbanized Area and any contiguous area expected to become urbanized within 20-year forecast period; and

WHEREAS, it is necessary to project the long-term population growth patterns and resulting traffic volumes using existing traffic counts for 2010 for the purpose of calibrating the findings for the regional traffic model for the future year 2040; and

NOW, THEREFORE, BE IT RESOLVED THAT, the ARTS MPO Policy Committee endorses the base year regional traffic model for the ARTS MPO as developed jointly by the ARTS MPO staff in partnership with the Georgia Department of Transportation, as it was presented before the ARTS MPO Policy Committee on this date; and

IT IS FURTHER RESOLVED, that the ARTS MPO Policy Committee finds that the requirements of laws and regulations regarding urban transportation planning have been met and authorizes its Chairman to execute a joint certification of this fact with the Georgian Department of Transportation, the Federal Transit Administration, and the Federal Highway Administration.

I HEREBY CERTIFY that the ARTS MPO Policy Committee adopted the foregoing resolution, on this 5th day of March 2015.

Ron Cross, Chairman
ARTS MPO Policy Committee

ATTEST:

Notary:

ASHLEY P. LENCEFORD
NOTARY PUBLIC
McDuffie County
State of Georgia
My Comm. Expires Dec. 8, 2018
One of the first steps in the LRTP process is to analyze socioeconomic data to develop current and forecast future conditions for the four counties within the MPO. The socioeconomic data is then modeled and used to predict travel patterns. The outputs of this model help in creating the future vision and transportation needs of our region.

The four counties were tasked with developing their own socioeconomic data for both the Base Year of 2010 and the Plan Year of 2040. The data is combined to fit into one regional model that is then checked for its reasonableness. Although each county individually created their Base Year data and Plan Year projections, many of the data sources and methodology followed is consistent. The majority of socioeconomic data came from the US Census Bureau and various state sources.

Both Aiken County and Edgefield County provided data at the Traffic Analysis Zone (TAZ) level from the South Carolina Statewide Model (SWM) through the South Carolina State Data Center. This data was provided for both 2010 and 2040. The data was then reviewed and manually edited by local planning staff in order to create a more accurate result.

2010 Base Year Data
The selected base year for the model is 2010. Although the LRTP is written in the current timeframe of 2014-2015, 2010 provides the most accurate data available at the smallest geographic scale possible through the 2010 Decennial Census. Table E.1 below provides the main sources for the various socioeconomic categories.
Socioeconomic data in TAZs was rounded off if any fractions were found. This created a slight difference from the overall control totals. After county-created data tables were completed, the data was combined for the region and reviewed for reasonableness by GDOT. Data variables reviewed included the following:

A regional level review of:
- Total Population.
- Total Households.
- Total Employees and Employees by Category.
- Total Students.
- Persons per Household Ratio.
- Household Density.
- Population Density.
- Student to Service Employment Ratio.
- Employment Relative to Acreage.
- School Enrollment.

Individual TAZ-level review of:
- TAZs with no socioeconomic data.
Any flagged TAZs were reviewed by local planning staff to determine reasonableness. Flagged TAZs were left as is with a reason noted; or manually edited to reflect a more reasonable value.

2040 Plan Year Data
Forecasts at the individual county level used data from state provided sources. These sources include the Georgia Planning and Budget Office (GPBO), Regional Economic Models Incorporated (REMI) regional forecasts provided from GDOT, South Carolina State Data Center, and Woods and Poole. A breakdown of the sources associated with each county is provided in Table A.2.

Table A.2: Plan Year Socioeconomic Data Source

<table>
<thead>
<tr>
<th>County</th>
<th>Data</th>
<th>Source</th>
</tr>
</thead>
<tbody>
<tr>
<td>Columbia</td>
<td>Population and Housing</td>
<td>Combination of Georgia Office of Planning and Budget and constant share growth trends using REMI regional model</td>
</tr>
<tr>
<td></td>
<td>Employment</td>
<td>Constant share industry growth trends using REMI regional model</td>
</tr>
<tr>
<td></td>
<td>School Enrollment</td>
<td>Ratio based off of population growth</td>
</tr>
<tr>
<td></td>
<td>Median Income</td>
<td>Same as 2010 - American Community Survey 5 year data</td>
</tr>
<tr>
<td></td>
<td>Population and Housing</td>
<td>Combination of Georgia Office of Planning and Budget and constant share growth trends using REMI regional model</td>
</tr>
<tr>
<td>Richmond</td>
<td>Employment</td>
<td>Constant share industry growth trends using REMI regional model</td>
</tr>
<tr>
<td></td>
<td>School Enrollment</td>
<td>Ratio based off of population growth</td>
</tr>
<tr>
<td></td>
<td>Median Income</td>
<td>Same as 2010 - American Community Survey 5 year data</td>
</tr>
<tr>
<td>Aiken and Edgefield</td>
<td>Population and Housing</td>
<td>South Carolina Statewide Model (SWM) from SC State Data Center</td>
</tr>
<tr>
<td></td>
<td>Employment</td>
<td>Woods and Poole forecasts</td>
</tr>
<tr>
<td></td>
<td>School Enrollment</td>
<td>Ratio based off of population growth</td>
</tr>
<tr>
<td></td>
<td>Median Income</td>
<td>Same as 2010 - American Community Survey 5 year data</td>
</tr>
</tbody>
</table>

Each county individually created their own forecasts. However, it was important to use consistent sources when possible in order to provide for a growth model that reflects the region as a whole. The South Carolina model provided a consistent methodology for both Aiken and Edgefield Counties. For the Georgia methodology, a combination of two state sources was used to create the population projections. GPBO population projections appeared high for the local area while the REMI projections were more conservative. A combination of the two sources provides a reasonable growth assumption for the area.

The methodology used for the projections was reviewed by GDOT before allocations were made to the individual TAZs. Once approved, the socioeconomic data was allocated to the TAZs based on historical growth patterns, open land, and local knowledge.
The allocated socioeconomic data was again reviewed by GDOT based on similar checks done in the Base Year review process. The review included the following:

- A regional level review of:
  - Total Population and Growth Rate from 2010 to 2040.
  - Total Households and Growth Rate from 2010 to 2040.
  - Total Employees and Employees by Category and Growth Rates from 2010 to 2040.
  - Total Students and Growth Rate from 2010 to 2040.
- Density Ratios

- Individual TAZ-level review of:
  - TAZs with No 2040 socioeconomic data.
  - Growth Rates between 2010 and 2040 socioeconomic Data.
  - Persons per Household Ratios.
  - Household Density.
  - Population Density.
  - Available Employment Acres.
  - Student to Service Employment Ratios.
  - Student Enrollment.

Any flagged TAZs were reviewed by local planning staff to determine reasonableness. Flagged TAZs were left as is with a reason noted; or either provided a reason for the particular value or manually edited to reflect a more reasonable value.

**Aiken and Edgefield Forecast Year Socioeconomic Data**

*Provided by Aiken County through South Carolina DOT*

Forecasts at the county level are developed from the SC State Data Center for population and Woods and Poole for employment. The adjustment to the employment control values was done based on higher confidence in the SC State Data Center population forecasts.

**County Level Projections**

County level forecasts were estimated for population and employment. The control totals for population were projected to the SC Statewide Model (SWM) forecast year of 2040 based on the SC State Data Center estimates. A growth rate was developed from the 2000 to 2035 SC State Data Center population estimates. Then, this growth rate was projected from the SC State Data Center 2035 population to estimate the 2040 population for the SC SWM.

Secondly, Woods and Poole year 2040 forecasts were used at the county level for determination of the total employment county control totals. The last step of the process was to ensure that the forecasted numbers for population and employment are in sync with each other. Synchronization consists of comparing the population-to-employment ratios at the county level and checking for consistency between the base year and forecast year. If that consistency is off, adjustments to the employment numbers are made to get the ratios in proper alignment.
Validation of the demographic data includes checking the zonal inputs used in the model to aggregate control totals to ensure consistency between the SC SWM and data sources. The projected 2040 population from the SC State Data Center and 2040 employment estimates from Woods and Poole by county area can be seen in the following Appendix.

**Appendix**

This appendix presents the 2010 and 2040 socio-economic data for Aiken County and Edgefield County. **Table A-1** lists the total population (including household and group quarter population) and total employment developed for the SC SWM.

<table>
<thead>
<tr>
<th>County</th>
<th>Population (HH+GQ POP)</th>
<th>Employment</th>
<th>Annual Growth</th>
<th>Annual Growth</th>
</tr>
</thead>
<tbody>
<tr>
<td></td>
<td>2010</td>
<td>2040</td>
<td>2010</td>
<td>2040</td>
</tr>
<tr>
<td>Aiken</td>
<td>160,100</td>
<td>219,100</td>
<td>1.20%</td>
<td>54,146</td>
</tr>
<tr>
<td>Edgefield</td>
<td>26,974</td>
<td>37,300</td>
<td>1.30%</td>
<td>9,245</td>
</tr>
</tbody>
</table>

The county level population and household values are based on year 2010 Census figures which were forecast to year 2040 using growth rates from the South Carolina State Data Center. The county level employment values are derived from year 2010 Dun & Bradstreet data which were forecast to year 2040 using growth rates from the Woods & Poole database and adjusted for reasonable county level population-to-employment ratios.

The detailed methodology on allocating the forecast year 2040 county control totals to the TAZ are as follows:

**Background**

The purpose of this task was to incorporate the socio-economic data of the various MPO/COG travel demand models into the SC SWM. Most MPO/COG travel demand models in the state use different base and future years and different housing and employment categories than those used by the statewide model.

In order to consolidate these data into a common and consistent database, it was necessary to adjust the housing, population and employment values for the individual models to match the requirements of the SC SWM. The basic process consisted of the following steps:

1) Calculate annual growth rates from MPO/COG models
2) Apply annual growth rates to the SC SWM 2010 base year data to obtain 2040 values
3) Estimate employment distributions by employment category
4) Adjust the 2040 values to match county control totals

This section describes the methodologies that were used to perform these adjustments. The methodology used for rural areas is the same as that used for the MPO/COG models. However, the rural areas use annual growth rates developed from the county level Woods and Poole data and applied at the corresponding zonal level since so other refined data were readily available.
Notes

The following abbreviations and terminology will be used in the following discussion:
“BY” refers to Base Year
“FY” refers to Future Year
“Category Value” refers to the value of any of the household, population or 10 employment categories.

Step 1 – Calculate Annual Growth Rates from MPO/COG Models

For each of the MPO/COG models, the yearly growth rates from the BY to the FY were calculated for housing, population and employment categories for each TAZ. In cases where the BY value was 0, the future year MPO/COG value was used directly.

The following is the formula for calculating the growth rates:

If the BY Category Value = 0 then

\[
\text{Growth Rate (\%) = 0; use MPO/COG FY values directly}
\]

If the BY Category Value > 0 then

\[
\frac{(\text{FY Category Value} - \text{BY Category Value})}{\text{BY Category Value}} \times 100 = \text{Growth Rate (\%)}
\]

The result is a yearly growth rate for population, housing, and employment for each TAZ in each of the MPO/COG models.

Step 2 – Apply Annual Growth Rates to the SC SWM 2010 Base Year Data to Obtain 2040 Values

The MPO/COG model growth rates derived in Step 1 were applied to the SC SWM base year 2010 socio-economic data in order to calculate 2040 forecast values for each TAZ.

For each TAZ, the forecast value was obtained by multiplying the BY value from the SWM by the yearly growth rate and by the number of years (30 years for the SC SWM) by land use category. This was done for the population, dwelling unit and major employment categories (Retail, Services, Other).

There are two important variations to this calculation:

- Because the preceding calculation fails if the SC SWM base year 2010 value is 0, in these cases, the future year value from the MPO/COG model was used as the SWM 2040 value.

- Zones that have experienced heavy growth may have high growth rates which are not realistic or sustainable in the long term. In order to prevent the calculation of unrealistic future year values, annual growth rates were capped at 3 percent. For zones having a growth rate equal to or exceeding 3 percent, instead of a growth rate application the difference between the FY and BY data of the MPO/COG model is adding to the 2010 value from the SC SWM.
Below are the formulas in more detail:

*If the BY 2010 SC SWM Category Value = 0 then*

\[ \text{FY 2040 SC SWM Category Value} = \frac{\text{MPO/COG FY Value}}{8} \]

*If the BY 2010 SC SWM Category Value > 0 and the Annual Growth Rate < 3% then*

\[ \text{FY 2040 SC SWM Category Value} = (\text{SWM 2010 Category Value}) \times (1 + (\text{Zonal Annual Growth Rate} \times (\text{FY} - \text{BY}))) \]

*If the BY 2010 SC SWM Category Value > 0 and the Annual Growth Rate <= 3% then*

\[ \text{FY 2040 SC SWM Category Value} = (\text{SWM 2010 Category Value}) + (\text{FY Value} - \text{BY Value}) \]

**Step 3 – Estimate Employment Distributions by Employment Category**

The previous step calculated estimates for the major employment categories (retail, services, other). However, the SWM also contains various employment subcategories of the “Other” category which differ from those found in the SC SWM that includes Aiken County and Edgefield County.

In order to merge the various MPO/COG model employment data into a single statewide dataset for the SC SWM, it is necessary to distribute the FY employment values in the MPO/COG models into the categories used by the SC SWM.

Since each of the employment subcategories (agriculture, mining, construction, manufacturing, transportation, wholesale, FIRE, public administration) are part of the “Other” category, it is possible to calculate each subcategory’s percentage of the “Other” category based on the BY 2010 SC SWM subcategory distribution, and then multiply this distribution value by the FY 2040 SC SWM “Other” value to estimate the FY 2040 SC SWM subcategory value. If the BY “Other” value is 0, the FY subcategory value is simply the value of the SWM FY “Other” category divided by 8 (the number of subcategories). In this case, an equal distribution of employment is assumed between all “Other” subcategories.

Below are the formulas in more detail:

*If the BY 2010 SC SWM “Other” Category Value = 0 then*

\[ \text{FY 2040 SC SWM Subcategory Value} = \frac{(\text{SWM 2040 “Other” Category Value})}{8} \]

*If the BY 2010 SC SWM “Other” Category Value > 0 then*

\[ \text{FY 2040 SC SWM Subcategory Value} = \frac{(\text{SWM 2040 “Other” Category Value}) \times ((\text{SWM 2010 Subcategory Value}) / (\text{SWM 2010 “Other” Category Value}))}{8} \]

**Step 4 – Adjust the 2040 Values to Match County Control Totals**
The final step consists of adjusting the FY estimates from the previous steps so that they match the control totals projected for each county. This is done by generating a weighting factor which is applied to the estimates to generate the final forecast year 2040 values for the SC SWM. This process is described in the following steps:

1. **Calculate Weighting Factor:** For each TAZ, divide the FY 2040 SC SWM forecast values from Step 2 by the corresponding 2040 county control values for each TAZ within the county.

2. **Calculate Adjusted Values:** For each TAZ, multiply the weighting factor by the FY projected category values.

The following example describes Steps 1 and 2 for population:

\[
\text{Adjusted 2040 Pop. Value} = \frac{\text{Control Total County Pop.} \times \text{TAZ FY Value}}{\text{Total County Pop.}}
\]

3. **Verify:** For each county, sum the adjusted zonal values by county and verify that they match the county control total values by land use category.

Once the final numbers were verified for each land use category and subcategory the data were transferred to the format required by the SC SWM.

**Richmond County Socioeconomic Data Methodology**

_provided by Augusta Planning and Development Department_

**2010 Base Year and 2040 Plan Year**

Socioeconomic data is allocated into various Traffic Analysis Zones (TAZ). The zones are created based off of Census data. The TAZs are meant to reflect contiguous groups and geographies, creating an assumption that all of the travel behavior in the zone is similar. These TAZs create the framework for the transportation model, helping to determine how people will travel zone to zone on the network. The Georgia Department of Transportation (GDOT) uses population, occupied housing, income, employment, and school enrollment in their model to determine transportation demands on the network. The travel modeling is done for both a base year (2010) and a plan year (2040).

**County-wide Data Methodology**

The first step in creating the data for the Traffic Analysis Zones is to determine the overall county-wide numbers for population, housing, and employment both for the base year (2010) and plan year (2040). The selected base year for the model is the year 2010. The 2010 Decennial Census provides a unit of observation for population and housing numbers that is of a smaller geographical scale than other data sources (data by Census Block). Other socioeconomic data used are from sources that are also gathered data around the year 2010. Below is a summary table of the sources used for Richmond County.
Population and Housing

The base year data was taken from the 2010 Decennial Census, which provides the most accurate numbers available. These numbers are also available at a small scale (Census Blocks) which allows for an accurate allocation to the various Traffic Analysis Zones. In 2010, Richmond County’s population was 200,549. This number reflects all people living in Richmond County, including those within group quarters (institutional, prison, etc.) The majority of this population will be reflected in the transportation model excluding prison populations. The following graph shows the population growth from 1960 to 2010 as well as the projected growth moving forward into 2040.

Two sources were combined for Richmond County to determine future growth projections. The Georgia Office of Planning and Budget (OPB) provides projections up until the year 2030. The remaining 10 years until 2040 was stratified assuming linear growth. However, based on the slow growth from 2000 until 2010, and previous Richmond County plans that assumed relatively slow growth, the OPB numbers were found to be on the upper end of the population projections.

The Georgia Department of Transportation (GDOT) provides ARTS regional growth projections from REMI. By assuming Richmond County has a constant share (16%) of the ARTS regional growth until 2040, these numbers provide a second outcome for the year 2040. The 16% was determined based on Richmond’s share of growth for the region from previous decades. These projections could be assumed to be on the low end of potential population growth. The chosen population projections for the model averaged these two sources to yield a medium range projection.

For modeling purposes, average household size was kept similar between 2010 to 2040.
Every Census Block population and occupied housing units is summed into a Traffic Analysis Zone. Prison populations are taken out since they do not make trips on the network. Each dormitory for other group quarters populations are considered an occupied housing unit.

Future: 242,905 persons, 100,078 housing units

Residential population and housing growth was allocated based on where residential land is available and where it is expected to occur. The available acreage for residential land was allocated to each TAZ to determine where there is capacity to add growth. Additionally, historic population trends and building permits factored into which TAZs were allocated growth for 2040.

Where is growth allocated in model?
The highest growth locations for the model include:

- Areas near Fort Gordon
- South Augusta near I-520
- Near Columbia County line
- Georgia Regents University area
- Downtown Augusta

EMPLOYMENT COUNTY-WIDE
Baseline: 2010 Department of Labor - Quarterly Census of Employment and Wages (QCEW)
Future: REMI ARTS Regional Projections assuming Richmond County industries grow at same pace

Department of Labor data provides a breakdown of employment numbers by industry for 2010. These industries are simplified into four (4) categories for the transportation model: Service, Retail, Manufacturing, and Wholesale. GDOT provides REMI regional employment projections which were used to find Richmond County employment growth for the 2040 plan year. However, the numbers were justified based on local trends. REMI projected a loss of manufacturing jobs. Local sources predict a manufacturing increase for Richmond County. Additionally, the total employment number was decreased from the REMI projections to better correlate with population trends.

<table>
<thead>
<tr>
<th>Sector</th>
<th>2010</th>
<th>2040 REMI</th>
<th>2040 Travel Demand Model</th>
</tr>
</thead>
<tbody>
<tr>
<td>Service</td>
<td>65,951</td>
<td>110,231</td>
<td>103,749</td>
</tr>
<tr>
<td>Retail</td>
<td>19,015</td>
<td>23,810</td>
<td>23,810</td>
</tr>
<tr>
<td>Manufacturing</td>
<td>7,359</td>
<td>7,132</td>
<td>9,605</td>
</tr>
<tr>
<td>Wholesale</td>
<td>4,967</td>
<td>8,246</td>
<td>8,246</td>
</tr>
<tr>
<td>Total</td>
<td>97,292</td>
<td>149,419</td>
<td>145,410</td>
</tr>
</tbody>
</table>
EMPLOYMENT TRAFFIC ANALYSIS ZONES

Baseline: 97,292 jobs

A variety of sources were combined to create a best estimate for employment location. These sources include the previous employment data from the 2006 TAZ model, Census “OnTheMap” Longitudinal Employer-Household Dynamics that provides data at the Census Block level, Augusta Georgia Economic Development Authority mapping provided by GISPlanning, and Business Location data provided by Nielsen.

Future: 145,410 jobs

Similar to population and housing allocation, employment was allocated to various TAZs based on the historic trends of new businesses and the availability of land within commercial and industrial land use categories. Allocation looked into commercial building permits, location of new businesses, and where land is available.

Where is growth allocated in model?

Growth locations include:
- Fort Gordon and surrounding area
- Medical District
- Downtown Augusta
- Industrial Park in South Augusta
- Major corridors near Columbia County line

Where is growth occurring?
Columbia County Socioeconomic Data Methodology
Provided by Columbia County Planning Department

2010 Socioeconomic Data, Methodology

Population
The base year matches that of a US Census year, therefore population data were downloaded directly via American FactFinder for each census block in Columbia County. The census blocks were then assigned to the geographically matching TAZ and the populations for the blocks summed to arrive at the total population for the TAZ.

Households
The base year matches that of a US Census year, therefore household data were downloaded directly via American FactFinder for each census block in Columbia County. The census blocks were then assigned to the geographically matching TAZ and the numbers of households in each block summed to arrive at the total number of households in the TAZ.


**Median Household Income**
The 2010 countywide median income value was found using data from the American Community Survey. This data was not available at the census block level.

**Employment**
The US Census Bureau LEHD Origin-Destination Employment Statistics dataset was used to calculate employment by industry at the TAZ level. The Workplace Area Characteristics (WAC) data was chosen as the most representative of the jobs within the county. The data was downloaded for the state at the census block level and the data relevant to Columbia County was extracted based on matching the census block IDs. The employment categories were then grouped as suggested in the GDOT guide and the totals aggregated by TAZ. This data does appear to overestimate the number of jobs in the county but this was the only source located for employment data at geographic areas smaller than the county.

**School Enrollment**
School enrollment data was downloaded from the Georgia Department of Education. This site provided total enrollment by school for the Columbia County school district. This data was expanded by use of the website schooldigger.com which allowed for a map-based search of schools in the county and allowed private schools to be included in the enrollment totals. The individual schools were mapped using ArcGIS and assigned to the appropriate TAZ.

**Acres**
The areas of the census blocks contained in each TAZ were summed to provide the total area of the TAZ.

---

**2040 Socioeconomic Data, Methodology**

**NOTE:** Due to the rounding of fractions, the sum of all traffic zones varies slightly from projected county-wide totals.

**County Population**
REMI projections were used as a baseline for county population projections. Historical census data was used to establish the relationship between regional and county growth; this share of growth was then used to separate the county population from the regional projection. Columbia County is forecast to grow to 214,006 people.

**TAZ-Level Population**
Building permit data demonstrates residential growth best fits the concentric ring model; modest growth in the urban core, substantial growth in the area adjacent to the core, with growth tapering off the further out one goes. In general, development is spreading west and north from the county’s urban core. Therefore, most population growth is expected in TAZ’s adjacent to currently-urbanized areas.
The population is projected to increase 89,965 between 2010 and 2040. It is expected 50 percent, or 44,982, of the new residents will locate in the semi-urban traffic zones. The full distribution of new residents is projected to be 15% in the urban core, 50% in semi-urban areas, 25% in the rural fringe, and 10% in rural areas. Each TAZ was categorized as either urban core, semi-urban, rural fringe or rural for the year 2040 based on existing household densities. The population growth for each category was then allocated to each TAZ based on its land area.

**Households**
The change in the number of households can be estimated based on a projection of household size. Historic census data was used to compile a trend in household size, which was extended beyond existing census data using the Excel Forecast tool. This projection resulted in an average household size of 2.52 people by 2040. The expected population can then be divided by the average household size to estimate the total number of households in 2040. Based on this mathematical projection, by 2040, Columbia County is expected to have 84,923 households.

For TAZs that were occupied in 2010, the 2010 average household size was used to project the number of households in 2040. For TAZs that had no population or households in 2010 but did have population in 2040, the County average household size was used to determine the number of households.

**TAZ-Level Households**
The projected population of each TAZ was divided by the county-wide average household size (2.52) for the year 2040 to determine the number of households in each TAZ.

**Employment**
In 2010, the total employment in Columbia County was 30,354 with an unemployment rate of 7.0%. This equates to 0.24 jobs per person in the County. Based on the growth in employment projected by REMI Columbia County will have 48,041 jobs in 2040. This equates to 0.22 jobs per person. This ratio can also be used to assign jobs to each TAZ.
**Employment Type**
The percentage of employment by type between retail, service, manufacturing, etc. within each TAZ was calculated for the year 2010 base data. Since there is no reliable method to project changes in these figures, it is assumed they will not change. The year 2010 distribution was applied to the year 2040 employment projection within each TAZ. In TAZ’s where employment increased from zero in 2010 to at least one in 2040, the average county-wide employment distribution was applied.

**School Enrollment**
Columbia County had 0.20 students per resident in the year 2010. This ratio was determined based on the 2010 Census data and 2010 school enrollment data for the County. In 2040, the county will have 42081 total students if this ratio remains constant. This total was used to allocate students to the TAZs with schools based on the percentage of the student population each school had in 2010.

**Income**
The average household income was proposed to remain the same from 2010 to 2040.
Appendix B

ARTS Composite Land Use Map
Methodology
Introduction

A composite GIS land use map was produced for the 2040 LRTP. Prior to this land use map (created in 2014), three out of four counties (i.e., Aiken, Edgefield, and Columbia Counties) relied on zoning maps and aerial photography to determine their current land use. Richmond County hosted a dedicated land use map (i.e., based on the American Planning Association (APA) Land Based Classification Standard (LBCS) (2007).

The purpose of a land use map is to represent current land uses. Zoning maps are used to regulate Land Use, size, and building placement. Comprehensive plans are used to project desired future land use and represent what the physical landscape might become. Since each of the four counties and five municipalities vary in classifying land use by zone, a simplified classification system based on the LBCS was applied when creating the base LRTP 2040 Land Use Map.

The ARTS hosts four-county and five (5) municipal planning authorities as presented in Table 1. Each agency listed in Table B.1 adheres to its own land use and zoning regulations. Combining them into one map enables: 1) uniform classification of land uses; 2) visual understanding of land uses; 3) identification of development trends; and the, 4) creation of a tool to enhance decision making affecting transportation and land use coordination in the study area. The methodology of consolidating four-county land use maps into one aggregate map representing current land uses in the study area is described in the following sections.

Table B.1: Planning Organizations in the ARTS

<table>
<thead>
<tr>
<th>Jurisdiction</th>
<th>County/City</th>
<th>Organization</th>
</tr>
</thead>
<tbody>
<tr>
<td>County</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Aiken</td>
<td></td>
<td>Aiken County Planning and Development</td>
</tr>
<tr>
<td>Edgefield</td>
<td></td>
<td>Edgefield County Planning Department</td>
</tr>
<tr>
<td>Richmond</td>
<td></td>
<td>Augusta Planning and Development</td>
</tr>
<tr>
<td>Columbia</td>
<td></td>
<td>Columbia Planning Department</td>
</tr>
<tr>
<td>City</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Aiken</td>
<td></td>
<td>City of Aiken Planning Department</td>
</tr>
<tr>
<td>Blythe</td>
<td></td>
<td>Blythe Planning Commission</td>
</tr>
<tr>
<td>Burnetton</td>
<td></td>
<td>Aiken County Planning and Development</td>
</tr>
<tr>
<td>Grovetown</td>
<td></td>
<td>Grovetown Planning and Zoning</td>
</tr>
<tr>
<td>Hephzibah</td>
<td></td>
<td>City Clerk</td>
</tr>
<tr>
<td>New Ellenton</td>
<td></td>
<td>New Ellenton Planning Commission</td>
</tr>
<tr>
<td>City</td>
<td></td>
<td></td>
</tr>
<tr>
<td>North Augusta</td>
<td></td>
<td>Planning &amp; Development</td>
</tr>
<tr>
<td>Census Designated Place</td>
<td>Evans</td>
<td>Columbia Planning Department</td>
</tr>
</tbody>
</table>
Method

The ARTS land use map (as a shapefile) was created primarily from zoning data obtained from three of the four ARTS counties. A shapefile depicting land use in Richmond County was readily available. Combining and transforming the zoning data into land use from the three counties involved either one of two methods: 1) correlate the zoning code to land use (as in the case with Columbia County); or, 2) using aerial photography and professional judgment to determine what was observed (as were the cases in Aiken and Edgefield Counties).

**Table B.2: Columbia County Zonal Classification and APA Zonal Classifications**

<table>
<thead>
<tr>
<th>Zoning Classification</th>
<th>Description</th>
<th>Land Use Classification</th>
<th>Simplified APA Classification &amp; Color Scheme</th>
</tr>
</thead>
<tbody>
<tr>
<td>A-R10, A-R</td>
<td>Apartment Residential</td>
<td>High-Density-Residential</td>
<td>Residential</td>
</tr>
<tr>
<td>T-R</td>
<td>Townhouse Residential</td>
<td>High-Density Residential</td>
<td>Residential</td>
</tr>
<tr>
<td>R-A</td>
<td>Residential Agriculture</td>
<td>Agriculture</td>
<td>Agriculture</td>
</tr>
<tr>
<td>R-1-R-4</td>
<td>Single and Multi family Residential</td>
<td>Low-Density Residential</td>
<td>Residential</td>
</tr>
<tr>
<td>C-C, C-1- C-3</td>
<td>Commercial</td>
<td>Commercial</td>
<td>Commercial</td>
</tr>
<tr>
<td>P-1</td>
<td>Professional Office</td>
<td>Professional</td>
<td>Professional</td>
</tr>
<tr>
<td>M-1, M-2</td>
<td>Industrial</td>
<td>Industrial</td>
<td>Industrial</td>
</tr>
</tbody>
</table>

In the case of direct interpretation of land use from zoning, the following steps were taken.

1. Sorting the zoning file by the different land use zone classifications
2. Examining zoning files to determine which zone classifications had a direct match with the LCBS. In Columbia County where this method was used the following classifications had direct matches, presented in *Table B.2*.
3. For the special zoning districts (Planned Development Districts (PDD), Planned Unit Districts (PUD), and Special Districts (S-1)), aerial photography was used to determine the type of land use existing on that parcel. Table B.3 depicts Columbia County special zoning districts and the corresponding APA classification.
4. All other parcels where no development was evident, a classification of undeveloped/Unused (UU) land was assigned.

For the two counties (including city zoning administrations) in South Carolina the zoning classifications were based on general zoning districts without specific reference to the individual parcels. In Aiken County, these districts included:
Table B.3: Columbia County Special Zoning and APA Classifications

<table>
<thead>
<tr>
<th>Columbia Zoning</th>
<th>Description</th>
<th>APA Land-use Classifications used</th>
<th>Simplified APA Classification &amp; Color Scheme</th>
</tr>
</thead>
<tbody>
<tr>
<td>S-1</td>
<td>Special Use Zoning</td>
<td>Public Institutional</td>
<td>Public Institutional</td>
</tr>
<tr>
<td></td>
<td></td>
<td>Residential (low density)</td>
<td>Parks, Recreation, Conservation</td>
</tr>
<tr>
<td></td>
<td></td>
<td>Parks, Recreation, &amp; conservation</td>
<td>Transportation, Communication,</td>
</tr>
<tr>
<td></td>
<td></td>
<td>Transportation</td>
<td>Utility</td>
</tr>
<tr>
<td></td>
<td></td>
<td>Communication</td>
<td></td>
</tr>
<tr>
<td>PUD</td>
<td>Planned Unit Development</td>
<td>Residential (both high and low density)</td>
<td>Residential</td>
</tr>
<tr>
<td></td>
<td></td>
<td>Commercial</td>
<td>Commercial</td>
</tr>
<tr>
<td></td>
<td></td>
<td>Parks, recreation &amp; conservation</td>
<td>Parks, recreation &amp; Conservation</td>
</tr>
<tr>
<td></td>
<td></td>
<td>Office</td>
<td>Office</td>
</tr>
<tr>
<td>PDD</td>
<td>Planned Development District</td>
<td>Low density residential</td>
<td>Residential</td>
</tr>
<tr>
<td></td>
<td></td>
<td>Commercial</td>
<td>Commercial</td>
</tr>
<tr>
<td></td>
<td></td>
<td>Offices</td>
<td>Office</td>
</tr>
</tbody>
</table>

- AP – Agricultural Preservation
- IND – Industrial Development
- LD – Limited development
- CITY – Cities in Aiken county that had their own zoning classification systems (e.g., North Augusta, Aiken, New Ellenton)
- NC – Neighborhood Commercial
- OR – Office Residential
- RC – Residential Single Family Conversion
- RRC – Residential Rural Commercial
- RH5, RH5B – Residential – Horse 5 and Horse Business District
- RM – Residential Limited Mixed Use
- RUD – Rural Development
- UD – Urban District

In Edgefield County (i.e., the portion within the ARTS boundary), the zoning classification was a further simplified version of Aiken County’s zoning, having the following zoning classes.

- GD – General Development
- ID – Industrial
- LC – Light Commercial
- RD – Residential
- RRD – Rural Residential
The zoning districts in both Edgefield and Aiken Counties cover a wide variety of land uses. For example, in Edgefield County the General Development zoning classification could cover a multiple of land uses; whereas in Aiken County the zoning classification RH5 – Horse 5 (i.e., residential horse 5) is very specific. In these cases, it was decided to use aerial imagery and make a professional judgment in order to create a specific land use map that would resemble its counterparts in the ARTS in Georgia.

In order to replicate the standard land use classifications applicable in Georgia, the same steps (i.e., governing special land use descriptions (i.e., Planned Districts) as in Aiken and Edgefield Counties described above) were used in classifying the special zoning cases, i.e., mixed use, in Columbia County. In this case the land use layer (i.e., created for this exercise) was placed on top of an aerial image and what was observed from the composite map was recorded as the land use. In some cases to ensure accuracy, the tax parcel ownership records were used to determine the land use for tracts of land, if this could not be determined by aerial photography.

Classifying land use in the study area from zoning records followed the LBCS. The following classification and color schemes were ultimately confirmed and used in the ARTS land use map:

- Agriculture (A) – Light Green
- Commercial (COM) – Red
- Residential (RES) – Yellow
- Industrial (I) – Purple
- Public Institutional (PI) – Royal Blue
- Forestry (F) – Green
- Parks, Recreation, & Conservation (PR) – Dark Green
- Transportation, Communication, & Utility (TCU) – Grey
- Undeveloped, Unused (UU) – White

Table B.4 presents each of the land uses by area. It is evident from Table 4 that 36% of the study area is classified as residential. Having a strong, uniform and accurate land use map for the study area region is important in understanding current and managing potential development and growth. Furthermore, an accurate land use map is one of the key data elements used in understanding existing traffic demand and projecting future demands.
<table>
<thead>
<tr>
<th>Land Use</th>
<th>Sq. Miles</th>
<th>%</th>
</tr>
</thead>
<tbody>
<tr>
<td>Agriculture</td>
<td>161.3</td>
<td>20%</td>
</tr>
<tr>
<td>Commercial</td>
<td>25.5</td>
<td>3%</td>
</tr>
<tr>
<td>Forestry</td>
<td>108.8</td>
<td>14%</td>
</tr>
<tr>
<td>Industrial</td>
<td>59</td>
<td>7%</td>
</tr>
<tr>
<td>Office</td>
<td>1.4</td>
<td>0%</td>
</tr>
<tr>
<td>Parks, Recreation, &amp; Conservation</td>
<td>40.7</td>
<td>5%</td>
</tr>
<tr>
<td>Public Institutional</td>
<td>95.3</td>
<td>12%</td>
</tr>
<tr>
<td>Residential</td>
<td>282.2</td>
<td>36%</td>
</tr>
<tr>
<td>Transportation/Communication/Utility</td>
<td>14.6</td>
<td>2%</td>
</tr>
<tr>
<td>Municipal Specific Land Use zones, e.g., Grovetown</td>
<td>4.8</td>
<td>1%</td>
</tr>
<tr>
<td>Total</td>
<td>793.6</td>
<td>100%</td>
</tr>
</tbody>
</table>
Appendix C
List of Stakeholders
<table>
<thead>
<tr>
<th>ORGANIZATION</th>
<th>ADDRESS</th>
<th>PHONE</th>
<th>WEBSITE</th>
<th>INFORMATION AVAILABLE</th>
</tr>
</thead>
<tbody>
<tr>
<td>DHEC, Office of Environmental Quality Control</td>
<td>2600 Bull Street, Columbia, SC 29201</td>
<td>(803) 898-4123</td>
<td><a href="http://www.scdhec.gov/environment/baq/about.aspx">http://www.scdhec.gov/environment/baq/about.aspx</a></td>
<td>Data, maps and regulations on air quality</td>
</tr>
<tr>
<td>DHEC, Office of Environmental Quality Control</td>
<td>Main Office, 1362 McMillan Avenue, Suite 400, Charleston, SC</td>
<td>(843) 953-0200</td>
<td><a href="http://www.scdhec.gov/environment/ocrm/">http://www.scdhec.gov/environment/ocrm/</a></td>
<td>Data, maps and regulations on ocean &amp; coastal resources</td>
</tr>
<tr>
<td>Bureau of Water</td>
<td>2600 Bull Street, Columbia, SC 29201</td>
<td>(803) 896-4000</td>
<td><a href="http://www.scdhec.gov/environment/water/">http://www.scdhec.gov/environment/water/</a></td>
<td>Data, maps and regulations on hazardous waste sites, USTs, Superfund sites, and Brownsfield sites</td>
</tr>
<tr>
<td>Bureau of Land and Waste Management</td>
<td>2600 Bull Street, Columbia, SC 29201</td>
<td>(803) 896-4000</td>
<td>Data, maps and regulations on hazardous waste sites, USTs, Superfund sites, and Brownsfield sites</td>
<td>Data, maps and regulations on ocean &amp; coastal resources</td>
</tr>
<tr>
<td>South Carolina Department of Natural Resources</td>
<td>Rembert C. Dennis Building, 1000 Assembly Street, Columbia, SC 29201</td>
<td>General Information</td>
<td>(803) 734-9100</td>
<td><a href="http://www.dor-sc.gov/index.html">http://www.dor-sc.gov/index.html</a></td>
</tr>
<tr>
<td>South Carolina Department of Archives and History</td>
<td>8301 Parklane Road, Columbia, SC 29223</td>
<td>(803) 896-6100</td>
<td><a href="http://www.state.sc.us/crdth/">http://www.state.sc.us/crdth/</a></td>
<td>List of National Register Properties, archealogical sites, statewide survey of historic properties</td>
</tr>
<tr>
<td>South Carolina Department of Transportation</td>
<td>955 Park Street, PO Box 191, Columbia, SC 29202-0191</td>
<td>(803) 737-2314</td>
<td><a href="http://www.scdot.org/default.shtml">http://www.scdot.org/default.shtml</a></td>
<td>Transportation plans, multimodal transpotation</td>
</tr>
<tr>
<td>South Carolina Department of Parks, Recreation and Tourism</td>
<td>1205 Pendleton St, Columbia, SC 29201</td>
<td>(803) 734-0156</td>
<td><a href="http://www.discoversouthcarolina.com/">http://www.discoversouthcarolina.com/</a></td>
<td>Maps and information on state parks</td>
</tr>
<tr>
<td>South Carolina Forestry Commission</td>
<td>5500 Broad River Road, Columbia, SC 29212</td>
<td>803-896-8800</td>
<td><a href="http://www.state.sc.us/forest/">http://www.state.sc.us/forest/</a></td>
<td>Maps &amp; information on forest management and enforcement</td>
</tr>
<tr>
<td>South Carolina Jobs - Economic Development Authority</td>
<td>1201 Main Street, Suite 1600, Columbia, SC 29201</td>
<td>(803) 737-0268</td>
<td><a href="http://www.scjeda.net/">http://www.scjeda.net/</a></td>
<td>Project financing for economic development projects</td>
</tr>
<tr>
<td>South Carolina State Housing Finance and Development Authority</td>
<td>300-C Outlet Pointe Blvd, Columbia, SC 29210</td>
<td>(803) 896-9001</td>
<td><a href="http://www.sha.state.sc.us/">http://www.sha.state.sc.us/</a></td>
<td>Information on financing and services for affordable housing projects</td>
</tr>
<tr>
<td>Chamber of Commerce - North Augusta</td>
<td>302 Georgia Avenue, North Augusta, SC 29841</td>
<td>803-279-2523</td>
<td><a href="mailto:chamber@northaugusta.net">chamber@northaugusta.net</a></td>
<td>Maps, information on tourism, environment, business, manufacturing</td>
</tr>
<tr>
<td>Roni Geisert</td>
<td>302 Georgia Avenue, North Augusta, SC 29841</td>
<td>803-279-2523</td>
<td><a href="mailto:chamber@northaugusta.net">chamber@northaugusta.net</a></td>
<td>Maps, information on tourism, environment, business, manufacturing</td>
</tr>
<tr>
<td>Greater Aiken Chamber of Commerce</td>
<td>121 Richland Avenue E, Aiken, SC 29802</td>
<td>803-641-1111</td>
<td><a href="mailto:chamber@aienachamber.net">chamber@aienachamber.net</a></td>
<td>Maps, information on tourism, environment, business, manufacturing</td>
</tr>
<tr>
<td>Cindy DeLaney</td>
<td>121 Richland Avenue E, Aiken, SC 29802</td>
<td>803-641-1111</td>
<td><a href="mailto:chamber@aienachamber.net">chamber@aienachamber.net</a></td>
<td>Maps, information on tourism, environment, business, manufacturing</td>
</tr>
<tr>
<td>Edgefield County Chamber of Commerce</td>
<td>416 Calhoun Street, Johnston, SC 29832</td>
<td>803-275-9010</td>
<td>[info@edgefieldcounty chamber.org](info@edgefieldcounty chamber.org)</td>
<td>Maps, information on tourism, environment, business, manufacturing</td>
</tr>
<tr>
<td>ORGANIZATION</td>
<td>ADDRESS</td>
<td>PHONE</td>
<td>WEBSITE</td>
<td>INFORMATION AVAILABLE</td>
</tr>
<tr>
<td>--------------</td>
<td>---------</td>
<td>-------</td>
<td>---------</td>
<td>------------------------</td>
</tr>
<tr>
<td>Georgia Department of Natural Resources</td>
<td>2 Martin Luther King Jr. Drive Suite 1152, East Tower Atlanta, GA 30334</td>
<td>800-241-4113</td>
<td><a href="http://www.gaepd.org">http://www.gaepd.org</a></td>
<td>Data, maps and regulations on air quality</td>
</tr>
<tr>
<td>Environmental Protection Division</td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Georgia Department of Transportation</td>
<td>One Georgia Center 600 W Peachtree St NW Atlanta, GA 30308, US</td>
<td>404-657-6698</td>
<td><a href="http://www.dot.ga.gov">www.dot.ga.gov</a></td>
<td>Transportation plans, multimodal transportation</td>
</tr>
<tr>
<td>Georgia Department of Transportation</td>
<td>One Georgia Center 600 W Peachtree St NW Atlanta, GA 30308, US</td>
<td>404-651-9200</td>
<td><a href="http://www.dot.ga.gov">www.dot.ga.gov</a></td>
<td>Data, maps and regulations on congestion mitigation and air quality improvement</td>
</tr>
<tr>
<td>Air Quality Branch</td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Georgia Department of Transportation</td>
<td>One Georgia Center 600 W Peachtree St NW Atlanta, GA 30308, US</td>
<td>404-651-9200</td>
<td><a href="http://www.dot.ga.gov">www.dot.ga.gov</a></td>
<td>Data, maps and regulations on Georgia's aviation, rail, transit, and waterways</td>
</tr>
<tr>
<td>Office of Intermodal Programs</td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Georgia Government</td>
<td>254 Washington Street SW Ground Level Atlanta, GA 30324</td>
<td>404-656-2840</td>
<td><a href="http://www.gashpo.org">www.gashpo.org</a></td>
<td>Data and information on historic and archeological sites</td>
</tr>
<tr>
<td>Georgia Department of Natural Resources, Historic Preservation Division</td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Georgia Department of Parks and Historic Sites</td>
<td>2 MLK Jr. Dr., Suite 1352 East Atlanta, GA 30334</td>
<td>800-864-7275</td>
<td><a href="http://www.gastateparks.org/">www.gastateparks.org/</a></td>
<td>Maps and information on state parks</td>
</tr>
<tr>
<td>Georgia Forestry Commission</td>
<td>2615 Tobacco Road Hephzibah, GA 30815</td>
<td>706-771-4922</td>
<td><a href="mailto:richmondunit@gfc.state.ga.us">richmondunit@gfc.state.ga.us</a></td>
<td>Maps &amp; information on forest management and enforcement</td>
</tr>
<tr>
<td>Georgia Government</td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>ORGANIZATION</td>
<td>ADDRESS</td>
<td>PHONE</td>
<td>WEBSITE / EMAIL</td>
<td>INFORMATION AVAILABLE</td>
</tr>
<tr>
<td>--------------</td>
<td>---------</td>
<td>-------</td>
<td>-----------------</td>
<td>-----------------------</td>
</tr>
<tr>
<td>Walton Options for Independent Living</td>
<td>411 15th Street, Augusta, GA 30901</td>
<td>706-724-6262</td>
<td></td>
<td>Information on the Needs of the Disabled</td>
</tr>
<tr>
<td>Savannah Riverkeepers</td>
<td>1226 River Ridge Road, Augusta, GA 30909</td>
<td>706-364-5253</td>
<td><a href="mailto:Frank.Carl@savannahriverkeeper.org">Frank.Carl@savannahriverkeeper.org</a>, <a href="http://www.savannahriverkeeper.org">www.savannahriverkeeper.org</a></td>
<td>Regulations and information on river / water pollution</td>
</tr>
<tr>
<td>CSRA Land Trust</td>
<td>PO Box 148, Augusta, GA 30903</td>
<td>706-312-5263</td>
<td><a href="http://www.carl.org/aboutus.htm">www.carl.org/aboutus.htm</a>, <a href="mailto:info@carl.org">info@carl.org</a></td>
<td>Data, maps and regulations on preserving wetlands, forests and open spaces</td>
</tr>
<tr>
<td>Briar Creek Soil and Water</td>
<td>501 Greene Street, Ste. 309, Augusta, GA 30901</td>
<td>706-724-2247</td>
<td><a href="mailto:cread.brown@ga.usda.gov">cread.brown@ga.usda.gov</a></td>
<td>Data, maps, and regulations for soil conservation, waterways, wetlands</td>
</tr>
<tr>
<td>Sierra Club - The Savannah River Group</td>
<td>4387 Roswell Drive, Martinez, GA 30907</td>
<td>706-863-2324</td>
<td><a href="http://www.georgia.sierrclub.org/srg">www.georgia.sierrclub.org/srg</a>, <a href="mailto:shoobee@aol.com">shoobee@aol.com</a></td>
<td>Data, information on protecting the environment</td>
</tr>
<tr>
<td>Historic Augusta</td>
<td>415 Seventh Street, Augusta, GA 30903</td>
<td>706-724-0436</td>
<td><a href="mailto:erick@historicaugusta.org">erick@historicaugusta.org</a></td>
<td>Data, maps and information on historic resources</td>
</tr>
<tr>
<td>CSRA Regional Commission</td>
<td>3023 Riverwatch Parkway, Ste A, Augusta, GA 30907-2016</td>
<td>706-210-2000 x 130</td>
<td><a href="http://www.csracr.org">www.csracr.org</a>, <a href="mailto:shaskin@csracr.org">shaskin@csracr.org</a></td>
<td>Data, maps and information on transportation, transit, planning, environmental &amp; landuse management.</td>
</tr>
<tr>
<td>Augusta Metro Chamber of Commerce</td>
<td>701 Greene Street, Augusta, GA 30903</td>
<td>706-821-1308</td>
<td><a href="http://www.augustachamber.net">www.augustachamber.net</a>, <a href="mailto:mkeown@augustaga.gov">mkeown@augustaga.gov</a></td>
<td>Maps, information on tourism, environment, business, manufacturing</td>
</tr>
<tr>
<td>Chamber of Commerce - Columbia County</td>
<td>4424 Evans to Locks Road, Evans, GA 30809</td>
<td>803-651-0018</td>
<td><a href="mailto:Tammy@columbiacountychamber.com">Tammy@columbiacountychamber.com</a></td>
<td>Maps, information on tourism, environment, business, manufacturing</td>
</tr>
<tr>
<td>Destination 20/20 Task Force</td>
<td>701 Greene Street, Augusta GA 30903</td>
<td>706-821-1300</td>
<td><a href="mailto:nshaef@augustaga.gov">nshaef@augustaga.gov</a></td>
<td>Maps, information on environment, business, cultural</td>
</tr>
<tr>
<td>Augusta Housing Authority</td>
<td>1425 Walton Way, P. O. Box 3246, Augusta, GA 30903</td>
<td>706-312-3112</td>
<td><a href="http://www.augustapha.org">www.augustapha.org</a></td>
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</tr>
<tr>
<td>Easter Seals of East Georgia</td>
<td>1500 Wrightboro Road, Augusta, GA 30904</td>
<td>706-667-9695</td>
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Appendix D

Grant Funding Sources and Eligible Projects
<table>
<thead>
<tr>
<th>Revenue Source</th>
<th>Transportation Improvement Projects Eligible for funding</th>
</tr>
</thead>
</table>
| 5303 Federal Transit Administration  | · New vehicles; and  
· Radios and communication equipment, computer hardware/software;  
· Planning, engineering design and evaluation of transit projects;  
· Capital investments in bus and bus-related activities, including preventive maintenance, computer hardware and software, and ADA paratransit service costs;  
· Replacement of buses, overhaul of buses and rebuilding of buses;  
· Installation of crime prevention and security equipment;  
· Construction of maintenance and passenger facilities;  
· Transit enhancement activities, e.g., historic preservation, landscaping, public art, pedestrian access, bicycle access, and enhanced access for persons with disabilities. |
| 5307 Federal Transit Administration  | · Capital expenses supporting transportation to meet the special needs of older adults and persons with disabilities, e.g., new vehicles, or retrofitting vehicles with wheelchair lifts.  
· Congestion mitigation initiatives  
· Air quality improvement initiatives (in areas of non-attainment)  
· Traffic monitoring, management, and control facilities  
· Traffic flow improvement initiatives, e.g., signalization, intersection redesign, turning lanes  
· Incident and emergency response systems  
· Mobility improvement initiatives, e.g., real-time traffic, transit, and multimodal traveler information systems  
· Travel demand management initiatives, e.g., HOV lanes |
| Congestion Mitigation Air Quality    | · Roadway capacity, e.g., widening.  
· Intersections, e.g., new or upgrade; and  
· Bridges, e.g., new or upgrade.  
· Construction, reconstruction, resurfacing, restoration, rehabilitation, and preservation of highways and bridges  
· Construction, rehabilitation, or replacement of existing ferry boats and facilities, including approaches, that connect road segments  
· Bridge and tunnel inspection and evaluation as well as the training of bridge and tunnel inspectors  
· Safety projects  
· Transit capital projects (only under certain conditions)  
· Federal aid highway improvements (only under certain conditions)  
· Environmental restoration and mitigation  
· Intelligent transportation systems (ITS)  
· Bicycle and pedestrian infrastructure |
<table>
<thead>
<tr>
<th>Revenue Source</th>
<th>Transportation Improvement Projects Eligible for funding</th>
</tr>
</thead>
</table>
| Special Purpose Local Option Sales Tax | · Acquisition of ROW for roads, streets, bridges, sidewalks and bicycle paths.  
· New construction of roads, streets, bridges, sidewalks and bicycle paths.  
· Renovation and improvement of roads, streets, bridges, sidewalks and bicycle paths, including resurfacing;  
· Relocation of utilities for roads, streets, bridges, sidewalks and bicycle paths;  
· Improvement of surface water drainage for roads, streets, bridges, sidewalks and bicycle paths; and  
· Patching, leveling, milling, welding, shoulder preparation, culvert repair, and other repairs necessary for the preservation of roads, streets, bridges, sidewalks and bicycle paths. |
| State Infrastructure Banks             | · Transportation Improvement Projects;  
· Statewide Bridge Replacement Projects; and  
· Statewide Interstate Median Barrier Program.                                                                                                                                                                                                      |
| Surface Transportation Program (STP)   | · Public transit capital improvements;  
· Car and vanpool projects;  
· Fringe and corridor parking facilities;  
· Bicycle and pedestrian facilities;  
· Intercity or intra-city bus terminals and bus facilities;  
· Wetland mitigation;  
· Transit research and development;  
· Environmental analysis; and  
· Transit safety improvements.                                                                                                                                                                                                                   |
| Transportation Alternative Programs    | · Planning, design and construction of on-road and off-road trail facilities for pedestrians, bicyclists, and other non-motorized forms of transportation.  
· Planning, design and construction of infrastructure-related projects and systems that will provide safe routes for non-drivers, children, older adults, and individuals with disabilities.  
· Rails-to-Trails Programs  
· Construction of turnouts, overlooks, and viewing areas.  
· Community improvement activities, including, 1) historic preservation and rehabilitation of historic transportation facilities; and 2) vegetation management practices in transportation right-of-way to improve roadway safety, prevent against invasive species, and provide erosion control. |
Appendix E

Tier Inflation Factor Calculations
**Figure E.2: Determination of Tier Inflation Factors Georgia**

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**Figure F.2:** Determination of Tier Inflation Factors South Carolina

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Appendix F
Community Transportation Survey Form
Transportation Vision 2040

Augusta-Richmond Transportation Study (ARTS)
Existing Transportation System and Travel Behavior Questionnaire

The Augusta Planning & Development Department (APDD), which serves as the Metropolitan Planning Organization (MPO) for the Augusta-Richmond, GA - Aiken, South Carolina urbanized area, is in the process of developing the 2040 Long Range Transportation Plan (LRTP) for the region. To create a plan that accurately reflects the needs of our region; we need your input to determine how you utilize the transportation system and how well it performs. Your response to this survey will help us determine what transportation goals, objectives and implementation strategies to use in the transportation planning process to develop this plan. Please take a few minutes to answer the questions below, and remember, your opinion counts!

1. What is your primary mode of transportation? (Check one)
   - ☐ Car/Truck/Van
   - ☐ Motorcycle
   - ☐ Bicycle
   - ☐ Public Transportation
   - ☐ Walking
   - ☐ Other

2. Do you have access to sidewalks, bike lanes/multiuse trails or public transit services within two blocks of where you live? (Please check the appropriate box)
   - Sidewalks: ☐ Yes    ☐ No
   - Bike Paths: ☐ Yes    ☐ No
   - Public Transit Bus: ☐ Yes    ☐ No

3. Have you traveled on a bus operated by Augusta Public Transit (Richmond County) during the past 12 months?
   - ☐ Yes    ☐ No
   - If yes how satisfied were you with the service?
     - ☐ Very Satisfied    ☐ Satisfied    ☐ Neutral    ☐ Dissatisfied    ☐ Very Dissatisfied

4. Have you traveled on a bus operated by Best Friend Express (Aiken County) in the past 12 months?
   - ☐ Yes    ☐ No
If yes how satisfied were you with the service?

- Very Satisfied
- Satisfied
- Neutral
- Dissatisfied
- Very Dissatisfied

5. Have you traveled on a bus operated by Columbia County Transit (Columbia County) in the past 12 months?

- Yes
- No

If yes how satisfied were you with the service?

- Very Satisfied
- Satisfied
- Neutral
- Dissatisfied
- Very Dissatisfied

6. How satisfied are you with the regional transportation system in terms of ease of getting around, congestion, road condition, travel cost, availability of public transit, etc.

- Very Satisfied
- Satisfied
- Neutral
- Dissatisfied
- Very Dissatisfied

7. How satisfied are you with the following transportation issues in your community today?

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<tr>
<th>Community Transportation Issue</th>
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<th>Satisfied</th>
<th>Neutral</th>
<th>Dissatisfied</th>
<th>Very Dissatisfied</th>
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<tbody>
<tr>
<td>Lack of bike lanes</td>
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<tr>
<td>Lack of crosswalks</td>
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<tr>
<td>Lack of highways or road networks</td>
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<td>Lack of public transit services</td>
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<tr>
<td>Lack of sidewalks</td>
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<td>Land use and transportation coordination</td>
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<td>Local Traffic congestion</td>
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<td>Traffic Safety issues (i.e. speeding, red light running, lack of turn lanes)</td>
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<td>Other:</td>
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</table>
8. What transportation improvements do you think are needed in your community?

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<tr>
<th>Community Transportation Improvement</th>
<th>Strongly Agree</th>
<th>Agree</th>
<th>Disagree</th>
<th>Strongly Disagree</th>
<th>No Preference</th>
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<td>Bike Lanes</td>
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<td>Public Transit Service</td>
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<td>Other:</td>
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9. Should the following issues be important for the ARTS transportation system?

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<th>Agree</th>
<th>Disagree</th>
<th>Strongly Disagree</th>
<th>No Preference</th>
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</thead>
<tbody>
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<td>Ability to use another mode of transportation, i.e., carpool, vanpool, public transit, express bus or transit shuttle to get from your home to work</td>
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<td>Access to sidewalks and crosswalk areas</td>
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<td>Availability of On-Street Parking at your place of employment</td>
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<tr>
<td>Availability of public transit services</td>
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<td>Day-to-day predictability of your commute travel time</td>
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<td>Flow of traffic on major streets during morning or afternoon peak times</td>
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<td>Time it takes you to commute from your home to place of employment</td>
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<td>Truck Traffic and Speeds on Local Roads</td>
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<td>Other:</td>
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Page 3 of 4
10. General Information (please check)

Gender  □ Male  □ Female

State where you live  □ Georgia  □ South Carolina

The year you were born  ........................................ Your Zip Code  ........................................

11. What is your ethnic background? (check one)

□ Asian  □ Black/African American  □ Hispanic  □ Native American  □ White

□ Other

For questions, comments or more information, please contact: Melanie Wilson, Director, Augusta Regional Transportation Study (ARTS). Tel: (706) 821-1796 ART5@augustasp.gov or www.augustasp.gov/arts
Appendix G
Community Meeting Evaluation Form
Transportation Vision 2040

COMMUNITY MEETINGS MARCH 2015
MEETING EVALUATION AND COMMENT FORM

1. How did you hear of these community meetings?
   □ Flyer  □ Radio  □ Television  □ Internet  □ Bus
   □ Social Media, e.g., Facebook, Twitter  □ Word of mouth
   □ Newspaper, which?  □ Other

2. Was the meeting location easy to locate?  □ Yes  □ No

3. Was the meeting room comfortable and accessible?  □ Yes  □ No

4. Did you find the presentation, displays and materials visually appealing?
   □ Yes  □ Somewhat  □ No  Which worked best for you?  ________________
   If No, what could we have done better?

5. Did you find the presentations, map displays and materials easy to understand?
   □ Yes  □ Somewhat  □ No  Which worked best for you?  ________________
   If No, what could we have done better?

6. Were your questions answered by the Staff at the community meeting?
   □ Yes  □ Somewhat  □ No  □ Did not ask question
   If No, what could we have done better? (Please write your question in the comments section below)

7. How would you rate the community meeting overall?
   □ Excellent  □ Very Good  □ Good  □ Poor  □ Very poor

Comments:  ____________________________________________________________
   ____________________________________________________________
   ____________________________________________________________

Would you like to be added to our mailing list?  □ Yes  □ No  If, yes, please provide an email address  ____________________________________________

Comments can be mailed to Lynn Russell at the Augusta Planning and Development Department, 525 Telfair Street, Augusta, Georgia 30901. Tel: (706) 821-1796 or emailed to ARTS@augusta.gov

Transportation Vision 2040 Community Meeting Evaluation and Comment Form
Appendix H
Public Transit Survey
Best Friend Express Rider Survey

Dear Rider: Please take a few minutes to complete this survey during your bus ride today. Your answers will be used to help us improve service. Please add any comments on the back. Thank you! The Best Friend Express (BFE) Survey Team.

1. Where did you come from before starting this trip? (check only one)
   - Home
   - Visiting Friend/Relative
   - Recreation/Social
   - Work
   - Shopping/Errands
   - Personal Business
   - School/College
   - Medical Appointment (doctor/dentist/therapist)
   - Other (specify)

2. Where is that (i.e., the location)?
   (Nearest street corner, address, or landmark; for example: 9th and Walton Way)

3. How did you get to the bus stop where you got on this bus? (check only one)
   - Walked
   - Rode with someone
   - Transferred from another bus (specify route)
   - Bike
   - Drove myself
   - Other (specify)

4. Where are you going on this trip?
   - Home
   - Visiting Friend/Relative
   - Recreation/Social
   - Work
   - Shopping/Errands
   - Personal Business
   - School/College
   - Medical Appointment (doctor/dentist/therapist)
   - Other (specify)

Page 1 of 4
5. Where will you get OFF this bus?
(Nearest street corner, address, or landmark, for example: 15th and Broad St.)

6. How will you get from the bus stop to your final destination? (check all that apply)
   □ Walk
   □ Bicycle
   □ Ride with someone
   □ Drive myself
   □ Transfer to another bus (specify route) ______
   □ Other (specify) ____________________________________________________________

7. Did you have a vehicle available to make this trip?
   □ Yes
   □ No

8. How long does it take you to get to your final destination using the bus?
   □ Up to 15 minutes
   □ 16 to 30 minutes
   □ 31 to 59 minutes
   □ 1 hour or more

9. How long have you spent waiting for the bus to arrive on this trip?
   □ Up to 15 minutes
   □ 16 to 30 minutes
   □ 31 to 59 minutes
   □ 1 hour or more

10. How do you rate your current BFE bus services?

    | On-time Performance | Very Good | Good | Neutral | Fair | Poor |
    |---------------------|-----------|------|---------|------|------|
    |                     |           |      |         |      |      |

    | Driver Courtesy     |           |      |         |      |      |
    |                     |           |      |         |      |      |

    | Transfer Convenience|           |      |         |      |      |
    |                     |           |      |         |      |      |

    | Cleanliness         |           |      |         |      |      |
    |                     |           |      |         |      |      |

    | Personal Safety while riding | |      |         |      |      |
    |                               |           |      |         |      |      |

    | Condition of Buses    |           |      |         |      |      |
    |                        |           |      |         |      |      |

    | Fare Price             |           |      |         |      |      |
    |                       |           |      |         |      |      |

    | Convenience of routes |           |      |         |      |      |
    |                       |           |      |         |      |      |

    | Time waiting for the bus | |      |         |      |      |
    |                            |           |      |         |      |      |

    | Overall Service Quality |           |      |         |      |      |
    |                        |           |      |         |      |      |
11. The bus currently arrives once every two hours. What bus frequency would be most helpful for your trip? (Check one)

☐ Every 45 mins  ☐ Every 60 mins  ☐ Every 90 mins  ☐ Fine the way it is

12. What new destinations could Best Friend Express serve?


13. Do you have a valid driver's license?

☐ Yes  ☐ No

14. On average how many days per week do you use BFE buses?

☐ 1 day  ☐ 2 days  ☐ 3 days  ☐ 4 days  ☐ 5 or more

15. What is your gender?

☐ Male  ☐ Female  ☐ Decline to Answer

16. In which year were you born? _________  ☐ Decline to Answer

17. What is your ethnicity?

☐ American Indian/Alaskan Native  ☐ Asian

☐ Black/African American  ☐ Hispanic/Latino

☐ White  ☐ Decline to Answer

☐ Other (specify) ………………………………………

18. What is your total annual (per year) household income (from all members)?

☐ Less than $10,000  ☐ $10,000-$20,000

☐ $20,001-$40,000  ☐ $40,001-$60,000

☐ $60,000-$75,000  ☐ Decline to answer

☐ $75,000 or more

Page 3 of 4
19. What more could Best Friend Express do to serve you better?

THANK YOU!
Appendix I

South Carolina Code of Law Title 57-1-1 (Act 114)
Title 57 - Highways, Bridges and Ferries

CHAPTER 1

General Provisions

ARTICLE 1

Department of Transportation

SECTION 57-1-10. Definitions.

For the purposes of this title, the following words, phrases, and terms are defined as follows:

(1) "Commission" means the administrative and governing authority of the Department of Transportation.

(2) "Department" means the Department of Transportation (DOT).

(3) "Secretary of Transportation" means the Chief Administrative Officer of the Department of Transportation.


SECTION 57-1-20. Establishment of Department of Transportation; divisions.

The Department of Transportation is established as an administrative agency of state government which is comprised of a Division of Intermodal and Freight Programs, a Division of Construction Engineering and Planning, and a Division of Finance and Administration. Each division of the Department of Transportation shall have such functions and powers as provided for by law.

SECTION 57-1-30. Functions and purposes of department.

(A) The department shall have as its functions and purposes the systematic planning, construction, maintenance, and operation of the state highway system and the development of a statewide intermodal and freight system that is consistent with the needs and desires of the public.

(B) The department shall coordinate all state and federal programs relating to highways among all departments, agencies, and other bodies politic and legally constituted agencies of this State and the performance of such other duties and matters as may be delegated to it pursuant to law. The goal of the department is to provide adequate, safe, and efficient transportation services for the movement of people and goods.


SECTION 57-1-40. Prohibited acts; penalties.

(A) It is unlawful for a member of the commission or an engineer, agent, or other employee, acting for or on behalf of the department or commission, to accept or agree to accept, receive or agree to receive, or ask or solicit, either directly or indirectly, with the intent to have his decision or action on any question, matter, cause, or proceeding which at the time may be pending or which by law may be brought before him in his official capacity or in his place of trust or profit influenced, any:

1. money;

2. contract, promise, undertaking, obligation, gratuity, or security for the payment of money or for the delivery or conveyance of anything of value;

3. political appointment or influence, present, or reward;

4. employment; or

5. other thing of value.
A person violating the provisions of subsection (A) is guilty of a felony and, upon conviction, must be imprisoned not more than five years and is disqualified forever from holding any office of trust or profit under the Constitution or laws of this State.

(B) It is unlawful for a person to give or offer to give, promise, or cause or procure to be promised, offered, or given, either directly or indirectly, to a member of the commission or an engineer, agent, or other employee acting for or on behalf of the commission or department with the intent to have his decision or action on any question, matter, cause, or proceeding which at the time may be pending or which by law may be brought before him in his official capacity or in his place of trust or profit influenced, any:

(1) money;

(2) contract, promise, undertaking, obligation, gratuity, or security for the payment of money or for the delivery or conveyance of anything of value;

(3) political appointment or influence, present, or reward;

(4) employment; or

(5) other thing of value.

A person violating the provisions of subsection (B) is guilty of a felony and, upon conviction, must be imprisoned not more than five years and is disqualified forever from holding any office of trust or profit under the Constitution or laws of this State.

(C) The members and employees of the commission and employees of the department are subject to the provisions of Chapter 13, Title 8, the State Ethics Act, and the provisions of Chapter 78, Title 15, the South Carolina Tort Claims Act.


SECTION 57-1-50. Assent to federal aid for construction of highways and related transportation projects.
The assent of the State is hereby given to the terms and provisions of any act providing for federal aid to the states for the construction of highways and other related transportation projects. The good faith of the State is hereby pledged to provide sufficient funds to meet the requirements of said federal act, so as to acquire the benefits thereof.


SECTION 57-1-60. Duties of Governor with respect to highway safety transportation programs and activities.

The Governor, in addition to other duties and responsibilities conferred upon him by the Constitution and laws of this State, is charged with the responsibility for the administration of the state’s highway safety programs and is further charged with the duty of contracting and doing all other things necessary on behalf of this State and, in so doing, to work with federal and state agencies, agencies private and public, interested organizations, and with individuals to effectuate that purpose. The Governor shall be the official of this State having the ultimate responsibility for dealing with the federal government with respect to highway safety transportation programs and activities. To that end the Governor shall coordinate the activities of any and all departments and agencies of this State and its subdivisions.


SECTION 57-1-70. Department to act in compliance with Federal Aid Highway Act.

It is the sense of the General Assembly that the Department of Transportation should comply with Section 105(f) of the Federal Aid Highway Act. The department is directed to effectuate and assure the compliance through contract documents and regulations as may be necessary and such input from the Office of the Governor (Office of Small and Minority Business Assistance) in the promulgation of the regulations.


SECTION 57-1-80. List of all public railroad crossings and upgrades; publication on website; installation of railroad signals and crossing arms.
The Department of Transportation shall publish on its website the list of all public railroad crossings. The department also shall publish on its website the list of railroad crossings programmed for upgrades and designate it on its website "John's Law". Contingent upon the receipt of additional funds for the installation of public railroad signals and gates, the department is directed to increase the number of installations of railroad signals or crossing arms, or both, utilizing all funds available for this type of work at dangerous railroad crossings throughout the State.

HISTORY: 2011 Act No. 54, Section 2, eff June 14, 2011.

SECTION 57-1-90. Motorcycles.

(A) In formulating transportation policy, promulgating regulations, allocating funds, and planning, designing, constructing, equipping, operating and maintaining transportation facilities, no action of the South Carolina Transportation Commission, or the South Carolina Department of Transportation shall have the effect of discriminating against motorcycles, motorcycle operators, or motorcycle passengers. No regulation or action of the commission, or department shall have the effect of enacting a prohibition or imposing a requirement that applies only to motorcycles or motorcyclists, and the principal purpose of which is to restrict or inhibit access or motorcycles and motorcyclists to any highway, bridge, tunnel, or other transportation facility.

(B) The allocation of parking space square footage specifically in transportation facilities, and other projects undertaken or operated by a political subdivision of this State where state or local source funds have been used in whole or in part to plan, design, construct, equip, operate, or maintain the facility must make reasonable accommodations for motorcycle parking. In carrying forward this requirement, among other options, the facility at its discretion may comply by sectioning portions of the area where the size configuration of the space does not meet code requirements for full-sized vehicles.

(C) As used in this section, "reasonable accommodations" shall not be interpreted to include, require, or otherwise mandate the structural or technological modification of parking structures constructed or substantially completed before July 1, 2014.

HISTORY: 2014 Act No. 148 (H.3231), Section 1, eff April 7, 2014.
Commission of the Department of Transportation

SECTION 57-1-310. Commission of the Department of Transportation; composition; screening; qualification.

(A) The congressional districts of this State are constituted and created Department of Transportation Districts of the State, designated by numbers corresponding to the numbers of the respective congressional districts. The Commission of the Department of Transportation shall be composed of one member from each transportation district elected by the delegations of the congressional district and one member appointed by the Governor from the State at large. Such elections or appointment, as the case may be, shall take into account race and gender so as to represent, to the greatest extent possible, all segments of the population of the State; however, consideration of these factors in making an appointment or in an election in no way creates a cause of action or basis for an employee grievance for a person appointed or elected or for a person who fails to be appointed or elected.

(B)(1) Candidates for election to the commission must be screened by the Joint Transportation Review Committee, as provided in Article 7 of this chapter, and determined to meet the qualifications contained in subsection (C) in order to be eligible for election.

(2) The at-large appointment made by the Governor must be transmitted to the Joint Transportation Review Committee. The Joint Transportation Review Committee must determine whether the at-large appointee meets the qualifications in subsection (C) and report its findings to the General Assembly and the Governor. Until the Joint Transportation Review Committee finds a gubernatorial appointee qualified, the appointee must not take the oath of office and the full rights and privileges and powers of the office shall not vest.

(C) The qualifications that each commission member must possess, include, but are not limited to:

(1) a baccalaureate or more advanced degree from:

(a) a recognized institution of higher learning requiring face-to-face contact between its students and instructors prior to completion of the academic program;
(b) an institution of higher learning that has been accredited by a regional or national accrediting body; or

c) an institution of higher learning chartered before 1962; or

(2) a background of at least five years in any combination of the following fields of expertise:

(a) transportation;

(b) construction;

(c) finance;

(d) law;

(e) environmental issues;

(f) management; or

(g) engineering.

(D) No member of the General Assembly or member of his immediate family shall be elected or appointed to the commission while the member is serving in the General Assembly; nor shall a member of the General Assembly or a member of his immediate family be elected or appointed to the commission for a period of four years after the member either:

(1) ceases to be a member of the General Assembly; or

(2) fails to file for election to the General Assembly in accordance with Section 7-11-15.


SECTION 57-1-320. County divided among two or more districts; consecutive terms limited; limit on commissioners from same county.
(A) A county that is divided among two or more Department of Transportation districts, for purposes of electing a commission member, is deemed to be considered in the district which contains the largest number of residents from that county.

(B) No county within a Department of Transportation district shall have a resident commission member for more than one consecutive term and in no event shall any two persons from the same county serve as a commission member simultaneously except as provided hereinafter.


SECTION 57-1-325. Meeting to elect district commissioner.

Legislators residing in the congressional district shall meet upon written call of a majority of the members of the delegation of each district at a time and place to be designated in the call for the purpose of electing a commissioner to represent the district. A majority present, either in person or by written proxy, of the delegation from a given congressional district constitutes a quorum for the purpose of electing a district commissioner. No person may be elected commissioner who fails to receive a majority vote of the members of the delegation.

The delegation must be organized by the election of a chairman and a secretary, and the delegations of each congressional district shall adopt such rules as they consider proper to govern the election. Any absentee may vote by written proxy. When the election is completed, the chairman and the secretary of the delegation shall immediately transmit the name of the person elected to the Secretary of State who shall issue to the person, after he has taken the usual oath of office, a certificate of election as commissioner. The Governor shall then issue a commission to the person, and pending the issuance of the commission, the certificate of election is sufficient warrant to the person to perform all of the duties and functions of his office as commissioner. Each commissioner shall serve until his successor is elected and qualified.


SECTION 57-1-330. Commissioners' terms.

(A) For the purposes of electing a commission member, a legislator shall vote only in the congressional district in which he resides. All commission members are elected to a term of office of four years which expires on February fifteenth of the appropriate year.
Commissioners shall continue to serve until their successors are elected and qualify, provided that a commissioner may only serve in a hold-over capacity for a period not to exceed six months. Any vacancy occurring in the office of commissioner shall be filled by election or appointment in the manner provided in this article for the unexpired term only. No person is eligible to serve as a commission member who is not a resident of that district at the time of his appointment. Failure by an elected commission member to maintain residency in the district for which he is elected shall result in the forfeiture of his office.

(B) The at-large commission member shall serve at the pleasure of the Governor. The at-large commission member may be appointed from any county in the State unless another commission member is serving from that county. Failure by the at-large commission member to maintain residence in the State shall result in a forfeiture of his office.

(C) All elected commission members may be removed from office as provided in Section 1-3-240(C)(1).

HISTORY: 1993 Act No. 181, Section 1504; 1995 Act No. 120, Section 1; 2007 Act No. 114, Section 5, eff June 27, 2007.


Each commission member, within thirty days after his election or appointment, and before entering upon the discharge of the duties of his office, shall take, subscribe, and file with the Secretary of State the oath of office prescribed by the Constitution of the State.


SECTION 57-1-350. Seal; rules and procedures; officers; expenses.

(A) The commission may adopt an official seal for use on official documents of the department.

(B) The commission shall elect a chairman and adopt its own rules and procedures and may select such additional officers to serve such terms as the commission may designate.

(C) Commissioners must be reimbursed for official expenses as provided by law for members of state boards and commissions as established in the annual general appropriations act.
(D) All commission members are eligible to vote on all matters that come before the commission.


SECTION 57-1-360. Chief internal auditor; term; removal from office; standards for audits; staff and office space.

(A) The commission must appoint a chief internal auditor and other professional, administrative, technical, and clerical personnel as the commission determines to be necessary in the proper discharge of the commission’s duties and responsibilities provided by law. The commission also must provide professional, administrative, technical, and clerical personnel, as the commission determines to be necessary, for the chief internal auditor to properly discharge his duties and responsibilities authorized by the commission or provided by law. Except as otherwise provided, any employees hired pursuant to this section shall serve at the pleasure of the commission.

(B)(1) The chief internal auditor shall serve for a term of four years and may be removed by the commission only for malfeasance, misfeasance, incompetency, absenteeism, conflicts of interest, misconduct, persistent neglect of duty in office, or incapacity. The chief internal auditor must be a Certified Public Accountant and possess any other experience the commission may require. The chief internal auditor must establish, implement, and maintain the exclusive internal audit function of all departmental activities. The commission shall set the salary for the chief internal auditor as allowed by statute or applicable law.

(2) The audits performed by the chief internal auditor must comply with recognized governmental auditing standards. The department and any entity contracting with the department must fully cooperate with the chief internal auditor in the discharge of his duties and responsibilities and must timely produce all books, papers, correspondence, memoranda, and other records considered necessary in connection with an internal audit. All final audit reports must be submitted to the commission and the chairman of the Senate Transportation Committee, the chairman of the Senate Finance Committee, the chairman of the House of Representatives Education and Public Works Committee, and the chairman of the House of Representatives Ways and Means Committee before being made public.
(3) The commission is vested with the exclusive management and control of the chief internal auditor.

(C) The department, at its own expense, must provide appropriate office space within its headquarters, building, and facility service, including janitorial, utility and telephone services, computer and technology services, and related supplies, for the chief internal auditor and his support staff.


SECTION 57-1-370. Development of long-range Statewide Transportation Plan and plan for preservation and improvement of existing system; federal enhancement grants; hearings.

(A) The commission must develop the long-range Statewide Transportation Plan, with a minimum twenty-year forecast period at the time of adoption, that provides for the development and implementation of the multimodal transportation system for the State. The plan must be developed in a manner consistent with all federal laws or regulations and in consultation with all interested parties, particularly the metropolitan planning organizations and the nonmetropolitan planning organization area local officials. The plan may be revised from time to time as permitted by and in the manner required by federal laws or regulations.

(B) Concerning the development, content, and implementation of the Statewide Transportation Improvement Program, the commission must:

(1) develop a process for consulting with nonmetropolitan local officials, with responsibility for transportation, that provides an opportunity for their participation in the development of the long-range Statewide Transportation Plan and the Statewide Transportation Improvement Program;

(2) approve the Statewide Transportation Improvement Program and ensure that it is developed pursuant to federal laws and regulations and approve an updated Statewide Transportation Improvement Program from time to time as permitted by and in the manner required by federal laws or regulations;

(3) develop and revise the transportation plan for inclusion in the Statewide Transportation Improvement Program, for each nonmetropolitan planning area in consultation with local officials with responsibility for transportation;
(4) work in consultation with each metropolitan planning organization to develop and revise a transportation improvement program for each metropolitan planning area;

(5) select from the approved Statewide Transportation Improvement Program the transportation projects undertaken in nonmetropolitan areas in consultation with the affected nonmetropolitan local officials with responsibility for transportation;

(6) select projects to be undertaken, in consultation with each metropolitan planning organization, from the metropolitan planning organization’s approved transportation improvement plan in metropolitan areas not designated as a transportation management area;

(7) consult with each metropolitan planning organization, in metropolitan areas designated as transportation management areas, concerning the projects selected to be undertaken from the approved transportation improvement program and in accordance with the priorities approved by the transportation improvement program; and

(8) when selecting projects to be undertaken from nontransportation management area metropolitan planning organizations' transportation improvement programs, or selecting the nonmetropolitan area projects to be undertaken that are included in the Statewide Transportation Improvement Program, and when consulting with metropolitan planning organizations designated as transportation management areas, the commission shall establish a priority list of projects to the extent permitted by federal laws or regulations, taking into consideration at least the following criteria:

(a) financial viability including a life cycle analysis of estimated maintenance and repair costs over the expected life of the project;

(b) public safety;

(c) potential for economic development;

(d) traffic volume and congestion;

(e) truck traffic;

(f) the pavement quality index;
(g) environmental impact;

(h) alternative transportation solutions; and

(i) consistency with local land use plans.

(C)(1) To the extent that state funds are available to address the needs of the state highway system, the commission must develop a comprehensive plan specifying objectives and performance measures for the preservation and improvement of the existing system. The projects included in this plan must be supported solely by state funds including the Nonfederal Aid Highway Fund or other state revenue source. When developing the plan required by this subsection, the commission must consider, but is not limited to considering, the criteria in subsection (B)(8).

(2) When state funding is programmed for a project selected from the plan to be undertaken, the department may use federal law, regulations, or guidelines relevant to the type of project being undertaken to be eligible for federal matching funds.

(D) To the extent permitted by federal laws or regulations, the commission has the authority to award all federal enhancement grants. Annually, the commission must submit a report to the chairman of the Senate Transportation Committee, the chairman of the Senate Finance Committee, the chairman of the House of Representatives Ways and Means Committee, and the chairman of the House of Representatives Education and Public Works Committee describing the number of federal enhancement grants that were awarded and the recipients of the federal enhancement grants.

(E) The commission must give its prior authorization to any consulting contracts advertised for or awarded by the department and authorize the selection of consultants by department personnel.

(F) Roads may not be added to or removed from the state highway system without prior authorization from the commission.

(G) The department shall conduct a public hearing in each county in which a public hearing is required by federal regulations to allow the department to share information regarding the project with the local community and to allow the local community to address its concerns with department officials. The hearing must include the opportunity for members
of the public to address a hearing officer in a format in which comments can be heard by the general public.

(H) The department shall promulgate, by regulation, procedures not inconsistent with federal laws for applying the criteria contained in subsection (B)(8) for prioritizing projects.

(I) The department may not sell surplus property without prior authorization from the commission.

(J) The commission must approve the department's annual budget.

(K) The department may not dedicate or name highway facilities without prior authorization from the commission.

(L) The department may not enter into any contract with a value in excess of five hundred thousand dollars without the prior authorization of the commission.

(M) The commission shall give prior approval to any additional contracts the department wishes to be entered into during a fiscal year with an entity that has already received individual contracts during that fiscal year that in the aggregate value are at least five hundred thousand dollars.

(N) Any request made for resurfacing, installation of new signals, curb cuts on primary roads, bike lanes, or construction projects under ten million dollars must be reviewed and approved by the commission who certify that the request is needed based upon objective and quantifiable factors before work may proceed.

(O) The commission shall have any other rights, duties, obligations, or responsibilities as provided by law.

ARTICLE 5

Secretary of Transportation and Other Employees of the Department of Transportation

SECTION 57-1-410. Appointment of Secretary of Transportation.
The Governor shall appoint, with the advice and consent of the Senate, a Secretary of Transportation who shall serve at the pleasure of the Governor. A person appointed to this position shall possess practical and successful business and executive ability and be knowledgeable in the field of transportation. The Secretary of Transportation shall receive such compensation as may be established under the provisions of Section 8-11-160 and for which funds have been authorized in the general appropriations act.


SECTION 57-1-430. Duties and powers; employment of personnel.

(A) The secretary is charged with the affirmative duty to carry out the policies of the commission, to administer the day-to-day affairs of the department, to direct the implementation of the Statewide Transportation Improvement Program and the Statewide Mass Transit Plan, and to ensure the timely completion of all projects undertaken by the department, and routine operation and maintenance requests, and emergency repairs. He must represent the department in its dealings with other state agencies, local governments, special districts, and the federal government. The secretary must prepare an annual budget for the department that must be approved by the commission before becoming effective.

(B) For each division, the secretary may employ such personnel and prescribe their duties, powers, and functions as he considers necessary and as may be authorized by statute and for which funds have been authorized in the annual general appropriations act.


SECTION 57-1-440. Chief counsel; staff attorneys; independent adjusters.

The secretary shall have the exclusive authority to employ a chief counsel and such staff attorneys and support staff as are necessary to represent the department in legal matters, condemnation procedures, and other such litigation. Any extra legal services that may be required shall be performed by attorneys selected by the secretary. The department is authorized to retain independent adjusters for purposes of investigating and adjusting claims and suits resulting from motor vehicle damage and personal injury damage programs involving department liability exposure and recovery potential. Expenses for the administration and implementation of this section shall be paid for from the state highway fund.
SECTION 57-1-450. Appointment of directors.

The secretary shall appoint a director for each division of the department who shall serve at the pleasure of the secretary and shall recommend the salary for each director as allowed by statute or applicable law.


SECTION 57-1-460. Evaluation and approval of routine operation and maintenance and emergency repairs by secretary; definitions.

(A)(1) For purposes of this section "routine operation and maintenance" includes, but is not limited to, signage of routes, pavement marking, replacement and installation of guard rails, repair and installation of signals, "chip seal" of existing roads, enhancement projects such as streetscaping, adopt an interchange, bike lanes, curb cuts, installation of overhead message boards and cameras, research projects funded with federal aid, and pavement management system mapping.

(2) For purposes of this section "emergency repairs" means, but is not limited to, unforeseen deterioration of roads, bridges, or equipment due to accidents, natural disasters, or other causes that could not have been expected or that pose an immediate danger to the public.

(B) The secretary is charged with evaluating and approving the routine operation and maintenance requests or emergency repairs that are needed for existing roads and bridges that are not included in the Statewide Transportation Improvement Program. However, requests made for resurfacing, installation of new signals, curb cuts on primary roads, bike lanes, or construction projects under ten million dollars must be approved by the commission pursuant to Section 57-1-370(N).


SECTION 57-1-470. Commission review of routine maintenance and emergency repair requests approved by secretary.
(A) At each commission meeting the secretary must provide a detailed written report of all:

(1) requests that he has received since the last commission meeting for routine operation and maintenance or emergency repairs, his decision concerning those requests, and a status report on all approved requests; and

(2) pending projects approved by the commission pursuant to Section 57-1-370(N) and the status of those projects, if there has been any material change in the status since the last commission meeting.

(B) The commission must review the report and make findings as to whether the requests approved by the secretary meet the needs of the public based upon objective and quantifiable factors.

(C) The commission may question the secretary concerning the approval or denial of any request and the process the secretary employed to reach his decision. The commission also may request additional information concerning any request and further investigate any request, approval, or denial of a project by the secretary. The secretary must fully cooperate with any request made of him or his office by the commission regarding any further investigation undertaken by the commission.

(D) The text of the secretary's written report and the findings made by the commission must be included in the commission meeting minutes. A list of all projects approved by the commission at its last meeting, together with its explanation of the objective and quantifiable factors used to justify its approval, also must be included in the commission meeting minutes.


SECTION 57-1-490. Annual audits.

(A) The department shall be audited by a certified public accountant or firm of certified public accountants once each year to be designated by the State Auditor. The designated accountant or firm of accountants shall issue audited financial statements in accordance with generally accepted accounting principles, and such financial statements shall be made available annually by October fifteenth to the General Assembly. The costs and expenses of the audit must be paid by the department out of its funds.
(B) The Materials Management Office of the State Budget and Control Board annually must audit the department’s internal procurement operation to ensure that the department has acted properly with regard to the department’s exemptions contained in Section 11-35-710. The audit must be performed in accordance with applicable state law, including, but not limited to, administrative penalties for violations found as a result of the audit. The results of the audit must be made available by October fifteenth to the Department of Transportation Commission, the Department of the Transportation’s chief internal auditor, the Governor, the chairmen of the Senate Finance and Transportation Committees, and the chairmen of the House of Representatives Ways and Means and Education and Public Works Committees. The costs and expenses of the audit must be paid by the department out of its funds.

(C) The Legislative Audit Council shall contract for an independent performance and compliance audit of the department’s finance and administration division, mass transit division, and construction engineering and planning division. This audit must be completed by January 15, 2010. The Legislative Audit Council may contract for follow-up audits or conduct follow-up audits as needed based upon the audit's initial findings. The costs of these audits, including related administrative and management expenses of the Legislative Audit Council, are an operating expense of the department. The department shall pay directly to the Legislative Audit Council the cost of the audits.

(D) Copies of every audit conducted pursuant to this section must be made available to the Department of Transportation Commission, the Department of Transportation chief internal auditor, the Governor, the chairmen of the Senate Finance and Transportation Committees, and the chairmen of the House of Representatives Ways and Means and Education and Public Works Committees.


SECTION 57-1-500. Ethics workshop.

The secretary must provide for a workshop of at least two biennial contact hours concerning ethics and the Administrative Procedures Act for the commissioners, the secretary, the chief internal auditor, and senior management employees of the Department of Transportation; and a biennial ethics workshop of at least two contact hours for all other department employees.

ARTICLE 7

Joint Transportation Review Committee

SECTION 57-1-710. Joint Transportation Review Committee established.

There is hereby established a committee to be known as the Joint Transportation Review Committee, hereinafter referred to as the review committee, which must exercise the powers and fulfill the duties described in this article.


SECTION 57-1-720. Membership.

(A) The review committee is composed of the following ten members.

(1) From the Senate:

(a) the chairman of the Finance Committee or his designee;

(b) the chairman of the Judiciary Committee or his designee;

(c) the chairman of the Transportation Committee or his designee; and

(d) two members appointed by the President Pro Tempore, one member upon the recommendation of the Senate Majority Leader and one member upon the recommendation of the Senate Minority Leader.

(2) From the House of Representatives:

(a) the chairman of the Ways and Means Committee or his designee;

(b) the chairman of the Education and Public Works Committee or his designee;

(c) one member of the House of Representatives appointed by the Speaker of the House of Representatives; and
(d) two members appointed by the Speaker of the House of Representatives from the state at large.

(B) In making appointments to the review committee, race, gender, and other demographic factors, such as residence in rural or urban areas, must be considered to assure nondiscrimination, inclusion, and representation to the greatest extent possible of all segments of the population of the State.

(C) The review committee must meet as soon as practicable after appointment and organize itself by electing one of its members as chairman and such other officers as the review committee may consider necessary. Thereafter, the review committee must meet as necessary to screen candidates for election to the commission and at the call of the chairman or by a majority of the members. A quorum consists of six members.


SECTION 57-1-730. Powers and duties.

The review committee has the following powers and duties:

(1) to screen each candidate applying for election to the commission;

(2) in screening candidates and making its findings, the review committee must give due consideration to:

(a) ability, area of expertise, dedication, compassion, common sense, and integrity of each candidate; and

(b) the impact that each candidate would have on the racial and gender composition of the commission, and each candidate's impact on other demographic factors represented on the commission, such as residence in rural or urban areas, to assure nondiscrimination to the greatest extent possible of all segments of the population of the State;

(3) to determine if each candidate is qualified and meets the requirements provided by law to serve as a member of the Department of Transportation Commission, make findings concerning whether each candidate is qualified, and deliver its findings to the Clerk of the Senate and the Clerk of the House of Representatives; and
(4) to submit the names of all qualified candidates to the congressional district delegation for election.


SECTION 57-1-740. Vacancies; election to fill vacancy.

(A) For purposes of this section, a vacancy is created on the commission when a term expires, a new congressional district is created, or a commission member resigns, dies, or is removed from office as provided in Section 57-1-330(C). If known in advance, the review committee may provide notice of a vacancy and begin screening prior to the actual date of the vacancy.

(B) Whenever a commission member must be elected to fill a vacancy:

(1) The review committee must forward a notice of the transportation commission district member vacancy to:

(a) a newspaper of general circulation within the congressional district from which a commission member must be elected with a request that it be published at least once a week for four consecutive weeks;

(b) any person who has informed the committee that he desires to be notified of the vacancy; and

(c) to each member of the congressional district delegation.

The committee may provide such additional notice that it deems appropriate.

(2) The review committee may not accept a notice of intention to seek the office from any candidate until the review committee certifies to the clerk of the Senate and the clerk of the House of Representatives that the proper notices, required by this section, have been requested to be published or provided as required in this subsection.

(3) The cost of the notification process required by this section must be absorbed and paid from the approved accounts of the Senate and the House of Representatives as contained in the annual appropriations act.
(C) Any person desiring to be a candidate for election to fill a vacancy on the commission must file a notice of intention with the review committee no later than five business days after the last date the published notice appeared in a newspaper of general circulation. Upon the expiration of the notice of intention filing period, the review committee must provide every member of the affected congressional district delegation with a complete list of the people who filed a notice.

(D)(1) When the notice of intention filing period closes, the review committee shall begin to conduct an investigation of candidates, as it considers appropriate, and may utilize the services of any agency of state government to assist in the investigation. Upon request of the review committee for assistance, an agency shall cooperate fully.

(2)(a)(i) Upon completion of the candidate investigations, the chairman of the review committee shall schedule a public hearing concerning the qualifications of the candidates. Any person who desires to testify at the hearing, including the candidates, must furnish a written statement of his proposed testimony to the chairman of the review committee. This statement shall be furnished no later than forty-eight hours prior to the date and time set for the hearing. The review committee shall determine the persons who shall testify at the hearing. All testimony, including documents furnished to the review committee, shall be submitted under oath and persons knowingly furnishing false information either orally or in writing shall be subject to the penalties provided by law for perjury and false swearing.

(ii) During the course of the investigation, the review committee may schedule an executive session at which the candidates, and other persons who the review committee wishes to interview, may be interviewed on matters pertinent to the candidate's qualification for the office to be filled.

(iii) The review committee shall render its tentative findings as to whether the candidates are qualified to serve on the commission as a district member and its reasons for making the findings within a reasonable time after the hearing. If only one person applies to fill a vacancy or if the review committee concludes there are fewer candidates qualified for a vacancy than those who initially filed, it shall submit to the congressional district delegation for election only the names and qualifications of those who are considered to be qualified. The nominations of the review committee for any candidate for the election to the commission are binding on the congressional district delegation, and it shall not elect a person not nominated by the review committee. Nothing shall prevent the congressional district delegation from rejecting all persons nominated. In this event, the review committee shall submit another group of names and qualifications for that position.
Further nominations in the manner required by this chapter must be made until the office is filled.

(b) As soon as possible after the completion of the hearing, a verbatim copy of the testimony, documents submitted at the hearing, and findings of fact shall be transcribed and published in the journals of both houses or otherwise made available in a reasonable number of copies to the members of both houses and a copy must be furnished to each candidate.

(c)(i) The review committee must transmit to the congressional district delegation the names of all qualified candidates.

(ii) No member of the congressional district delegation may pledge his vote to elect a candidate until the review committee has released its written report concerning the qualifications of the candidate to the members of the appropriate congressional district delegation. The release of the written report of qualifications shall occur no earlier than forty-eight hours after the names of the qualified candidates have been initially released to members of the appropriate congressional district delegation.

(iii) No candidate may directly or indirectly seek the pledge of a vote from a member of the candidate's congressional delegation or, directly or indirectly, contact a statewide constitutional officer, a member of the General Assembly, or the Joint Transportation Review Committee regarding screening for the commission until the review committee has released its written report as to the qualifications of all candidates in a particular congressional district. For purposes of this section, "indirectly seek the pledge" means the candidate, or someone acting on behalf of and at the request of the candidate, requests another person to contact a member of the General Assembly, a statewide constitutional officer, or a member of the review committee on behalf of the candidate before the review committee's release of the written report of qualifications.

(iv) The prohibitions of this section do not extend to an announcement of candidacy by the candidate and statements by the candidate detailing the candidate's qualifications.

(d) A candidate may withdraw at any stage of the proceedings, and in this event no further inquiry, report on, or consideration of his candidacy shall be made.

(3) All records, information, and other material that the review committee has obtained or used to make its findings of fact, except materials, records, and information presented
under oath at the public hearing, shall be kept strictly confidential. After the review committee has reported its findings of fact, or after a candidate withdraws his name from consideration, all records, information, and material required to be kept confidential must be destroyed.

(4)(a) The review committee may, in the discharge of its duties, administer oaths and affirmations, take depositions, and issue subpoenas to compel the attendance of witnesses and the production of books, papers, correspondence, memoranda, and other records considered necessary in connection with the investigation of the review committee.

(b) No person shall be excused from attending and testifying or from producing books, papers, correspondence, memoranda, or other records before the review committee on the ground that the testimony or evidence, documentary or otherwise, required of him may tend to incriminate him or subject him to a penalty or forfeiture. However, no individual shall be prosecuted or subjected to any criminal penalty based upon testimony or evidence submitted or forfeiture for or on account of any transaction, matter, or thing concerning which he is compelled, after having claimed his privilege against self-incrimination, to testify or produce evidence, documentary or otherwise, except that the individual so testifying shall not be exempt from prosecution and punishment for perjury and false swearing committed during testimony.

(c) In case of contumacy by any person or refusal to obey a subpoena issued to any person, any circuit court of this State or circuit judge thereof within the jurisdiction of which the person guilty of contumacy or refusal to obey is found, resides, or transacts business, upon application by the review committee, may issue to the person an order requiring him to appear before the review committee to produce evidence, if so ordered, or to give testimony concerning the matter under investigation. Any failure to obey an order of the court may be punished as contempt. Subpoenas shall be issued in the name of the review committee and shall be signed by the review committee chairman. Subpoenas shall be issued to those persons as the review committee may designate.

(5) The privilege of the floor in either house of the General Assembly may not be granted to a candidate, or any immediate family member of a candidate unless the family member is serving in the General Assembly, during the time the candidate’s application is pending before the review committee and during the time the candidate’s election is pending.

HISTORY: 2007 Act No. 114, Section 5, eff June 27, 2007; 2010 Act No. 253, Sections 1, 2, eff June 11, 2010.
SECTION 57-1-750. Compensation of members; expenses associated with review of candidates for Department of Transportation Commission.

(A) Committee members are entitled to such mileage, subsistence, and per diem as authorized by law for members of boards, committees, and commissions while in the performance of the duties for which appointed. These expenses shall be paid from the general fund of the State on warrants duly signed by the chairman of the review committee and payable by the authorities from which they are appointed.

(B) The expenses associated with the review committee’s duties to qualify and nominate candidates for the Department of Transportation Commission must be paid from the legislative appropriation of the general fund of the State.


SECTION 57-1-760. Clerical and professional staffing.

(A) The review committee must use clerical and professional employees of the General Assembly for its staff, who must be made available to the review committee.

(B) The review committee may employ or retain other professional staff, upon the determination of the necessity for other staff by the review committee and as may be funded in the legislative appropriation of the annual general appropriations act.

(C) The costs and expenses of the review committee must be funded in the legislative appropriation of the annual general appropriations act.
