2040 LONG RANGE TRANSPORTATION PLAN

TRANSPORTATION VISION 2040

Adopted on September 2, 2015

PREPARED BY AUGUSTA PLANNING AND DEVELOPMENT DEPARTMENT
TRANSPORTATION VISION 2040

Adopted on
September 2, 2015

Prepared By:
Augusta Planning and Development Department
AUTHORIZING RESOLUTION

AUGUSTA REGIONAL TRANSPORTATION STUDY

ENDORSEMENT OF ARTS

2040 LONG RANGE TRANSPORTATION PLAN

WHEREAS, federal regulations for urban transportation planning require that the Metropolitan Planning Organization, in cooperation with participants in the planning process, develop and update the 2040 Long Range Transportation Plan (LRTP); and

WHEREAS, the Augusta Planning and Development Department has been designated by the Governor as the Metropolitan Planning Organization for the Augusta urbanized area; and

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

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

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

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

NOW, THEREFORE, BE IT RESOLVED that the Augusta Regional Transportation Study Policy Committee endorses the attached Transportation Vision 2040 Long Range Transportation Plan in Georgia and in South Carolina; and

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

September 2, 2015

Ron Cross, Chairman
Augusta Regional Transportation Study
Policy Committee
ARTS Transportation Vision 2040 – Long Range Transportation Plan

A blueprint supporting Regional Population and Economic Growth

The Augusta Planning and Development Department (APDD) recently completed a 14-month transportation planning process – Transportation Vision 2040 updating the Long Range Transportation Plan (LRTP) for the Augusta Regional Transportation Study (ARTS). ARTS is the regional Metropolitan Planning Organization (MPO), serving Richmond and Columbia Counties in Georgia, and Aiken and Edgefield Counties in South Carolina. On September 2, 2015, local elected officials from Augusta-Richmond County, Columbia County, Blythe, Grovetown, Hephzibah in GA, City of Aiken, City of North Augusta, Burnettetown, New Ellenton and Aiken County in SC; along with the Georgia Department of Transportation and South Carolina Department of Transportation, as the ARTS Policy Committee, adopted this plan.

ARTS Transportation Vision 2040 LRTP, as a regional blueprint and policy guide for future transportation infrastructure, recommends multi-modal transportation capital improvements over the next twenty (20) years. With the relocation of National Cyber Command to Fort Gordon; UNISYS expansion in downtown Augusta; Medac Inc., headquarters moving to Aiken County; and the expected realization of Project Jackson in North Augusta, the Augusta-Richmond GA and Aiken, SC Metro Area is projected to grow 39% in population and 52% in employment opportunities over the next twenty years.

The region is estimated to receive over $1.8 billion in federal, state and local funds for transportation infrastructure over the next 20 years. Over $1.5 billion planned for transportation improvements in Richmond and Columbia Counties in Georgia, and Aiken and Edgefield Counties in South Carolina. The recommended transportation improvements include highways/roads, traffic safety and maintenance, traffic signal operations, bridge, freight and railroad, public transit, pedestrian and bike paths. During the planning process, APDD conducted a successful public participation process across the region reaching diverse groups of people, chambers of commerce, environmental, business, and non-profit organizations. A total of 1,987 persons participated in the transportation planning process.

The Augusta Planning and Development Department acknowledges the work of various departments within the City of Augusta, and participation of our regional partnerships with the U.S. Department of Transportation through the Federal Highway Administration, Federal Transit Administration, Georgia Department of Transportation, South Carolina Department of Transportation, Columbia County, Aiken County and Lower Savannah Council of Governments, the public and other agencies to develop this plan. This collaborative effort to ensure our regional transportation system provides safe and efficient mobility for all travelers, regional economic growth and enhance quality of life.

With Warmest Regards,

Melanie Wilson, ARTS MPO Director
# Table of Contents

A Note to Readers ...................................................................................................................................................... i  
Acknowledgements .................................................................................................................................................. ii  
List of Acronyms ................................................................................................................................................ v  

1 Introduction .......................................................................................................................................................... 1  
1.1 What is the Augusta Regional Transportation Study (ARTS)? ................................................................. 2  
1.1.1 History of Metropolitan Planning Organizations .................................................................................... 2  
1.1.2 ARTS ....................................................................................................................................................... 2  
1.2 Transportation Vision 2040 .......................................................................................................................... 5  
1.3 Addressing National Planning Factors ......................................................................................................... 5  
1.4 Augusta Regional MPO Structure .................................................................................................................. 9  
1.4.1 Policy Committee (PC) ............................................................................................................................ 9  
1.4.2 Technical Coordinating Committee (TCC) ............................................................................................... 10  
1.4.3 Citizens Advisory Committee (CAC) ......................................................................................................... 10  
1.4.4 The South Carolina Policy Subcommittee .............................................................................................. 10  

2 ARTS Planning Process ...................................................................................................................................... 11  
2.1 Guiding Principles ........................................................................................................................................ 12  
2.2 Vision, Goals and Objectives ......................................................................................................................... 13  
2.3 Legislative Mandates ..................................................................................................................................... 17  
2.3.1 Moving Ahead for Progress in the 21st Century ...................................................................................... 18  
2.3.2 Involvement of Federal, State and Local Agencies .................................................................................... 19  
2.4 Addressing National Planning Factors ......................................................................................................... 21  
2.5 Public Participation ....................................................................................................................................... 23  
2.5.1 Public Participation Process and Goal Setting ......................................................................................... 23  

3 Where Are We Now ........................................................................................................................................... 24  
3.1 Socio-Economic Overview ............................................................................................................................ 24  
3.2 Population, Housing, and Employment ........................................................................................................ 26  
3.2.1 How has the population in the four-county region been growing?......................................................... 27  
3.2.2 Where is population growth occurring? .................................................................................................. 28  
3.2.3 Age ......................................................................................................................................................... 34  
3.2.4 Housing Trends ....................................................................................................................................... 38  
3.2.5 How has employment in the ARTS planning area been growing? ....................................................... 41
ARTS Transportation Vision 2040

3.2.6 Future Employment in the Four County Region ........................................... 44

3.3 Environmental Justice .......................................................................................... 46

3.4 Analysis Methodology .......................................................................................... 47

3.4.1 Determine Disproportionate High and Adverse Effect .................................... 50

3.4.2 Effect Analysis .................................................................................................. 50

3.4.3 Needs Assessment ............................................................................................ 51

3.4.4 Findings ............................................................................................................ 53

3.5 Land Use Patterns, Growth & Development ....................................................... 54

3.5.1 Future Growth & Development ...................................................................... 60

3.6 Transportation System ......................................................................................... 67

3.6.1 Highways and Roads ...................................................................................... 67

3.6.2 Functional Classification of Highways ............................................................. 68

3.6.3 National Highway System .............................................................................. 70

3.7 Regional Travel and Commuting Patterns .......................................................... 71

3.7.1 Travel Time to Work ....................................................................................... 74

3.7.2 Journey to Work by Travel Mode ................................................................. 75

3.8 Traffic Safety ........................................................................................................ 78

3.8.1 Fatal Crashes .................................................................................................. 79

3.8.2 Pedestrian and Bicycle Crashes ................................................................. 79

3.8.3 High Crash Intersections ............................................................................. 83

3.8.4 High Crash Highway Links .......................................................................... 86

3.9 Security .................................................................................................................. 87

3.9.1 Georgia Emergency Operations Plan ............................................................ 87

3.9.2 South Carolina Emergency Operations Plan ............................................. 88

3.9.3 Augusta-Richmond County Emergency Operations Plan ..................... 88

3.9.4 Columbia County Emergency Operations Plan ..................................... 88

3.9.5 Aiken County Emergency Operations Plan ............................................ 89

3.9.6 Strategic Highway Network ........................................................................ 89

3.10 Congestion Management .................................................................................. 90

3.10.1 Seriously Congested Corridors ................................................................. 91

3.10.2 Congestion Measurement .......................................................................... 96
6.2.11 High Traffic Volumes ................................................................. 185
6.2.12 Bicycle and Pedestrian Crashes ........................................... 185
6.2.13 Inadequate Safety controls on major streets and railroad crossings ................................................................. 186
6.2.14 Pedestrian Accessibility and Safety ........................................ 186
6.2.15 Travel Behavior Survey ......................................................... 187
6.2.16 Freight Movement Issues and Needs .................................... 188

6.3 Multimodal Transportation Strategies ..................................... 190
6.3.1 Highway and Road .................................................................. 190
6.3.2 Airport Connectors ................................................................. 191
6.3.3 Public Transit ......................................................................... 193
6.3.4 Augusta Public Transit ........................................................... 194
6.3.5 Best Friend Express ............................................................... 196
6.3.6 Bike Racks on Buses ............................................................... 197
6.3.7 Regional Express Transit ....................................................... 197
6.3.8 Bicycle and Pedestrian Improvements ................................. 197
6.3.9 Congestion Management ...................................................... 198
6.3.10 High Occupancy Vehicle (HOV) lanes ............................... 199
6.3.11 Land Use and Transportation ...... ........................................ 199
6.3.12 Age-Friendly Design .......................................................... 200

6.4 Regional Transportation Improvements ................................. 201
6.4.1 Summary ................................................................................ 201

7 Financial Plans and Long Range Transportation Planning ............ 203
7.1 Federal Grant Programs and Revenue Sources for Transportation Improvements ................................................................. 204
  7.1.1 Federal Funds ....................................................................... 204
7.2 State Grant Programs and Revenue Sources for Transportation Improvements ................................................................. 207
7.3 Georgia ..................................................................................... 207
  7.3.1 Transportation Investment Act of 2010 .................................. 207
  7.3.2 Georgia House Bill 170 ......................................................... 208
  7.3.3 Georgia House Bill 106 ......................................................... 209
7.4 South Carolina
7.5 Projected Federal and State Revenues - Georgia
7.6 Projected Federal and State Revenues – South Carolina
7.7 Projected Local Revenues – Georgia
7.8 Projected Local Revenues – South Carolina
7.9 Projected Federal, State and Local Year-of-Expenditure Revenues for Transit

7.9.1 Projected Federal, State and Local Revenues Transit – Georgia

7.10 Projected Federal, State and Local Revenues Rural Transit – Georgia
7.11 Projected Federal, State and Local Revenues Transit – South Carolina
7.12 Projected Federal, State and Local Year-of-Expenditure Revenues – Georgia & South Carolina
7.13 Projected Expenditures

7.13.1 Expenditures by Improvement Type
7.13.2 Financially Constrained Capacity TDM Results
7.13.3 Projected Expenditures versus Projected Revenues

7.14 Financially Constrained Plan

7.14.1 Funding Priorities Tier 1 (2015-2018)/ Transportation Improvement Program
7.14.2 Funding Priorities Tier 2 (2019-2029)
7.14.3 Funding Priorities Tier 3 (2030-2040)
7.14.4 High Priority Unfunded Priority Projects

Appendix A
Appendix B
Appendix C
Appendix D
Appendix E
Appendix F
Appendix G
Appendix H
Appendix I
List of Tables

Table 1: Four County Area .................................................................................................................. 6
Table 2: ARTS Committee Meetings and LRTP Review Process ....................................................... 19
Table 3: ARTS Goal Matrix .............................................................................................................. 21
Table 4: Opportunities, Strengths, and Challenges ........................................................................ 24
Table 5: Four County Population 2010 ............................................................................................ 34
Table 6: Four County Household Size ............................................................................................ 38
Table 7: Environmental Justice Demographics ............................................................................... 48
Table 8: Planning Organizations in ARTS ...................................................................................... 54
Table 9: Total Land Use ................................................................................................................... 58
Table 10: Land Use by County ......................................................................................................... 58
Table 11: Functional Classifications ............................................................................................... 69
Table 12: Road Miles by Functional Classifications (in miles) .......................................................... 70
Table 13: County to Work by County of Residence ....................................................................... 71
Table 14: Mean Travel Times to Work ............................................................................................. 74
Table 15: Fatal Crashes in the ARTS planning area ......................................................................... 79
Table 16: Bicycle Crashes and Fatalities (2013) .............................................................................. 79
Table 17: Pedestrian Crashes and Fatalities (2013) ......................................................................... 83
Table 18: Top Traffic Crash Intersections Aiken County (2013) ....................................................... 83
Table 19: Top Traffic Crash Intersections Columbia County (2013) ............................................... 84
Table 20: Top Traffic Crash Intersections Edgefield County (2013) ............................................... 84
Table 21: Top Traffic Crash Intersections Richmond County (2013) .............................................. 85
Table 22: Top Ranked Road Links for Crash Incidents ARTS planning area 2013 ......................... 86
Table 23: ARTS Congestion Management Process Corridors ......................................................... 91
Table 24: Congestion Management Process Speed Deviation Thresholds ................................... 96
Table 25: Seriously Congested Corridors CMP Surveys 2010-2014 ............................................. 98
Table 26: Top 10 Seriously Congested Links Aiken County CMP 2014 Survey ............................. 100
Table 27: Top 10 Seriously Congested Links Columbia County CMP 2014 Survey .................... 100
Table 28: Top 10 Seriously Congested Links Richmond County CMP 2014 Survey .................... 101
Table 29: Augusta Public Transit Schedule ..................................................................................... 116
Table 30: Persons Riding Bicycle to Work ....................................................................................... 122
Table 31: Public Outreach Best Practices ....................................................................................... 151
Table 32: Transportation Vision 2040 Community Meeting Venues and Environmental Justice .................. .......................................................................................... 153
Table 33: Media Outlets Receiving Press Release ......................................................................... 154
Table 34: Local Newspapers Advertising Community Meeting Notices .................................................. 155
Table 35: Transportation Vision 2040 Speakers Bureau Meetings January - May 2015 ............... 162
Table 36: Community Meeting Schedule and Number of Attendees ................................................. 165
Table 37: Goal Setting Overall Results ................................................................................................ 175
Table 38: Goal Setting Rating of Responses ....................................................................................... 176
Table 39: Key Findings based on Needs Recommendations ............................................................... 202
Table 40: Columbia and Richmond Counties SPLOST Collections 2013-2015 ............................... 208
Table 41: Year-on-Year Federal and State Estimates for Georgia ......................................................... 212
Table 42: Year-on-Year Federal and State Estimates for South Carolina .......................................... 214
Table 43: Year-on-Year Federal Funding Estimates Georgia and Anticipated Local Match ... 216
Table 44: Year-on-Year Local Revenue Estimates for Georgia - Columbia County ....................... 217
Table 45: Year-on-Year Local Revenue Estimates for Georgia - Richmond County ....................... 219
Table 46: Year-on-Year Local Revenue Estimates for South Carolina .............................................. 221
Table 47: Year-on-Year Transit Funding Federal and State Estimates for Georgia (Augusta Public Transit) ................................................................................................................................. 223
Table 48: Year-on-Year Federal Funding Estimates for Georgia (Rural Transit) .............................. 226
Table 49: Year-on-Year Transit Funding State and Local Estimates for Georgia (Rural Transit) .................................................................................................................................................. 228
Table 50: Year-on-Year Funding Federal, State and Local Estimates for Georgia (Summary) .................................................................................................................................................. 230
Table 51: Year-on-Year Transit Funding Federal Estimates for South Carolina ......................... 232
Table 52: Year-on-Year Transit Funding State and Local Estimates for South Carolina .......... 234
Table 53: Projected Year-of-Expenditure Revenues (2015-2040) ....................................................... 235
Table 54: Inflation Factors According to Tier ...................................................................................... 238
Table 55: Year-of-Expenditures by Tier and State .............................................................................. 240
Table 56: Georgia Total Projected Expenditures by Improvement Type .......................................... 242
Table 57: South Carolina Total Projected Expenditures by Improvement Type ............................. 242
Table 58: Summary of Results by Network ......................................................................................... 244
Table 59: Expenditures and Revenues by Tier and State ................................................................. 248
Table 60: Tier 1 (2015-2018) Program of Projects Georgia .............................................................. 250
Table 61: Tier 1 (2015-2018) Program of Projects South Carolina .................................................... 253
Table 62: Tier 2 (2019-2029) Program of Projects Georgia .............................................................. 257
Table 63: Tier 2 (2019-2029) Program of Projects South Carolina .................................................... 262
Table 64: Tier 3 (2030-2040) Program of Projects Georgia .............................................................. 266
Table 65: Tier 3 (2030-2040) Program of Projects South Carolina .................................................... 270
Table 66: Unfunded High Priority Projects Georgia ............................................................................ 274
Table 67: Unfunded High Priority Projects South Carolina .............................................................. 277
List of Figures

Figure 1: ARTS Planning Area........................................................................................................... 7
Figure 2: ARTS Cities........................................................................................................................... 8
Figure 3: ARTS Committee Structure and Framework................................................................. 9
Figure 4: Population Change 1990-2010....................................................................................... 27
Figure 5: Four County Population Growth.................................................................................... 28
Figure 6: Four County Population Share ....................................................................................... 29
Figure 7: Population Change............................................................................................................ 31
Figure 8: Population 2010................................................................................................................ 32
Figure 9: Population 2040................................................................................................................. 33
Figure 10: Four County Population Cohorts.................................................................................. 35
Figure 11: Elderly Population .......................................................................................................... 36
Figure 12: Young Adult Population................................................................................................ 37
Figure 13: Occupied Housing Unit Density 2010.......................................................................... 39
Figure 14: Occupied Housing Unit Density 2040......................................................................... 40
Figure 15: Employment Density and Cluster 2010....................................................................... 42
Figure 16: Employment by Sector 2010......................................................................................... 43
Figure 17: Four County Employment 2010-2040......................................................................... 44
Figure 18: Employment Density and Cluster 2040....................................................................... 45
Figure 19: Environmental Justice.................................................................................................. 49
Figure 20: Land Use........................................................................................................................ 57
Figure 21: Commuting Patterns...................................................................................................... 73
Figure 22: Individual County Commuter Flow 2010.................................................................... 74
Figure 23: Journey to Work by Travel Mode................................................................................ 75
Figure 24: Journey to Work by Travel Mode - Income................................................................ 76
Figure 25: Journey to Work by Travel Mode - Age..................................................................... 77
Figure 26: Non-intersection Crashes.............................................................................................. 80
Figure 27: Traffic Crashes in the ARTS Planning Area................................................................. 81
Figure 28: Fatal Bicycle and Pedestrian Crashes in the ARTS Planning Area 2013............... 82
Figure 29: ARTS Congested Management Program..................................................................... 94
Figure 30: ARTS Congestion Management Program................................................................. 95
Figure 31: Freight and Railroad Network...................................................................................... 106
Figure 32: Airport.......................................................................................................................... 109
Figure 33: Augusta Regional Airport Passengers 2000-2013..................................................... 111
Figure 34: Public Transit................................................................................................................. 117
Figure 35: Augusta Public Transit Ridership................................................................................ 118
Figure 36: Bicycle and Pedestrian Plan......................................................................................... 124
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A Note to Readers

The geographic information system (GIS) maps are created as visual aids to spatially display regional transportation facilities in which we plan to invest and their relationship to the existing and future populations and jobs that the facilities are designed to serve to foster regional economic growth. However, the maps in this document are for illustrative purposes only and are subject to change and interpretation.

This version of the plan is a draft technical report designed to include transportation data compilation, analysis, and key findings that is the foundation of the final 2040 Long Range Transportation Plan Update. Some parts of the document, such as some of the appendices, will not be completed until the final draft. In addition, some of the graphics in this version of the document are drafts or lower-resolution images that will be upgraded in the final version.
Acknowledgements

The ARTS Transportation Vision 2040 LRTP was developed in collaboration with the following Metropolitan Planning Organization (MPO) committees, local, state, regional and federal entities:

**ARTS MPO Policy Committee:**

*Voting Members*

- Ron Cross, Chairman Columbia County Commission (Chairman)
- Hardie Davis, Mayor of Augusta (Vice-Chairman)
- Fred Cavanaugh, Mayor of Aiken
- Brent Weir, Mayor of Blythe
- Lark Jones, Mayor of North Augusta
- Robert Buchwitz, Chairman Hephzibah Commission
- George James, Mayor of Grovetown
- COL Samuel Anderson, Garrison Commander Fort Gordon
- Jonathan Dicks, Mayor of Burnettown
- Vernon Dunbar, Mayor of New Ellenton
- Ronnie Young, Chairman Aiken County Council
- Janet Oakley – Secretary of Transportation South Carolina Department of Transportation
- Russell McMurry, Commissioner, Georgia Department of Transportation
- Dana Luttrull, Lower Savannah Council of Governments, Best Friend’s Express
- Patrick Stephens, Director, Augusta Public Transit Department
- John N. Hardee – 2nd Congressional District Commissioner (1/2 vote)
- Ben H. Davis Jr.– 3rd Congressional District Commissioner (1/2 vote)

*Non-Voting Members:*

- Don Grantham, Georgia State Transportation Board
- Rodney Barry, Division Administrator Federal Highways Administration – GA
- Les Morton, Chairman ARTS Citizens Advisory Committee
- Melanie Wilson, ARTS Project Director, Augusta Planning & Development Dept.

**South Carolina ARTS Policy Subcommittee:**

*Voting Members:*

- Fred Cavanaugh, Mayor of Aiken (Chairman)
- Lark Jones, Mayor of North Augusta (Vice-Chairman)
Dick Dewar, Aiken City Council member
Camilla Furgiuele, Aiken County Council member
Ronnie Young, Chairman, Aiken County Council
Ken McDowell, North Augusta Council member
Jonathan Dicks, Mayor of Burnettown
Noelle Shealy, Burnettown Town Council
Vernon Dunbar, Mayor of New Ellenton

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Clay Killian, County Administrator, Aiken
Stephen Strohminger, Director, Aiken Co Planning and Development (Secretary)
Tommy Paradise, Planning & Development Director, City of Aiken
B. Todd Glover, City Administrator of North Augusta
Mike Sullivan, Planning Chief, SC DOT
Ben H. Davis – 3rd Congressional District Commissioner
Robert Lee, FHWA Division Administrator
John N. Harde – 2nd Congressional District Commissioner

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Patrick Stephens, Director, Augusta Public Transit Department
Glenn Bollinger, Traffic Engineer, Augusta Richmond County
Thomas Zeaser, City Engineer, City of North Augusta, SC
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Joe Berry, County Engineer, Aiken County, SC
Stephen Strohminger, Director, Aiken County Planning & Development Dept.
Connie Shade, Executive Director, LSCOG Aiken Co. Transit, Best Friend Express
Melanie Wilson, Director, APDD; Project Director, ARTS
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Andrew Strickland, Director, Planning & Development Services, Columbia County
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Les Morton, Chairman ARTS Citizens Advisory Committee
Kyle Mote, Georgia DOT Planning Division
Ronald Price, Chief of Engineering, Fort Gordon

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- Eileen Schwartz-Washington, Transit Planner, Section 5303 Program
- Ann-Marie Day, Community Planner, FHWA – GA
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- Carletta Singleton, Strategic Planning Manager, Augusta Planning & Development Department
- Oliver Page, Principal Transportation Planner, Augusta Planning & Development Department
- Andrew Uhlir, Planner I, Augusta Planning and Development Department
- Andy Crosson, Executive Director CSRA Regional Development Center
- Glenn Bowman, Environmental Location, GA DOT

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- Vernon Dunbar, Mayor of New Ellenton
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- Scott Sterling, Director, Planning and Development Department, City of North Augusta
- Stephen Strohminger, Director, Aiken County Planning and Development
- Gerald Jefferson, Transportation Planner, Aiken County Planning and Development
- Daniel Moore, City of North Augusta, Administrative Coordinator
- George Grinton, City of Aiken, Director of Engineering & Utilities

ARTS Citizen Advisory Committee:
Voting Members:
- Augusta-Richmond County
  Les Morton, Chairman
  Wilbert “Butch” Gallop, Jr., Vice Chairman
- Columbia County
  Frank Plumley
  Joe Collins
  Russell Foster
  Hafeez Chaudhry
- Aiken County
  Willie Bell, Aiken County
  Martin Cochran, City of North Augusta
## List of Acronyms

<table>
<thead>
<tr>
<th>Acronym</th>
<th>Description</th>
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<tbody>
<tr>
<td>AACOA</td>
<td>Aiken Area Council on Aging</td>
</tr>
<tr>
<td>AADI</td>
<td>Augusta Area Diversification Initiative</td>
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<tr>
<td>AARP</td>
<td>American Association of Retired Persons</td>
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<td>ABRA</td>
<td>Augusta Bus Riders Association</td>
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<td>ACPDD</td>
<td>Aiken County Planning &amp; Development Department</td>
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<tr>
<td>ACS</td>
<td>American Community Survey</td>
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<td>ADA</td>
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<td>AHCDD</td>
<td>Augusta Housing and Community Development Department</td>
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<td>FTA</td>
<td>Federal Transit Administration</td>
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<tr>
<td>GA</td>
<td>Georgia</td>
</tr>
<tr>
<td>GAC</td>
<td>General Aviation Commission</td>
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<tr>
<td>GCIL</td>
<td>Georgia Center of Innovation and Logistics</td>
</tr>
<tr>
<td>GDOT</td>
<td>Georgia Department of Transportation</td>
</tr>
<tr>
<td>GHPD</td>
<td>Georgia Historic Preservation Division</td>
</tr>
<tr>
<td>GIS</td>
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<tr>
<td>GPBO</td>
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<td>Governors Road Improvement Program</td>
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<td>GTIB</td>
<td>Georgia Transportation Infrastructure Bank</td>
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<td>Land Based Classification Standard</td>
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<td>Long Range Transportation Plan</td>
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<td>LSCOG</td>
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<td>Moving Ahead for Progress in the 21st Century Act</td>
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<td>Medical College of Georgia</td>
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<td>Metropolitan Statistical Area</td>
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<td>National Association for the Advancement of Colored People</td>
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<td>NAGPRA</td>
<td>Native American Graves Protection and Repatriation Act</td>
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<tr>
<td>Abbreviation</td>
<td>Full Form</td>
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<td>Regionally Important Resources Plan</td>
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<td>RUCEST</td>
<td>Right-of-Way Utility Cost Estimation Tool</td>
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<td>SPLOST</td>
<td>Special-Purpose Local-Option Sales Tax</td>
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<td>SRS</td>
<td>Savannah River Site</td>
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<td>SRTA</td>
<td>State Road and Tollway Authority</td>
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<td>Safe Routes to School</td>
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<td>State Transportation Improvement Plan</td>
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<td>Strategic Highway Network</td>
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<tr>
<td>SWM</td>
<td>Statewide Model</td>
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<td>TAP</td>
<td>Transportation Alternatives Program</td>
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<td>Traffic Analysis Zone</td>
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<td>TCAC</td>
<td>Transit Citizens Advisory Committee</td>
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<td>TCC</td>
<td>Technical Coordinating Committee</td>
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<tr>
<td>TDM</td>
<td>Travel Demand Model</td>
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<td>Travel Demand Management</td>
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<td>Acronym</td>
<td>Description</td>
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<td>Transportation Investment Act (Georgia)</td>
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<td>TIP</td>
<td>Transportation Improvement Program</td>
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<td>TMA</td>
<td>Transportation Management Area</td>
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<td>TOD</td>
<td>Transit-Oriented Development</td>
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<td>TTI</td>
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<td>UPWP</td>
<td>Unified Planning Work Plan</td>
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<td>USC-A</td>
<td>University of South Carolina Aiken</td>
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<td>U.S. Department of Transportation</td>
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<td>WHO</td>
<td>World Health Organization</td>
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<td>YOE</td>
<td>Year-of-Expenditure</td>
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1 Introduction

The Augusta Regional Transportation Study (ARTS), as the Metropolitan Planning Organization (MPO) is the designated bi-state regional planning entity responsible for long-range transportation planning and project selection for programming federal-aid funds in the Augusta GA – Aiken SC Metropolitan Area. ARTS is comprised of elected and appointed officials from four (4) counties; Richmond and Columbia Counties in Georgia (GA); and Aiken and Edgefield Counties in South Carolina (SC). Other key partners in ARTS include representatives from local, state, and federal agencies who are jointly responsible for long-range transportation planning in the region. The ARTS is the forum for regional cooperation and coordination in the discussion and decision-making process for programming federal aid funds for transportation investments in the ARTS planning area over the next 20 years.

ARTS is centrally located in the Central Savannah Regional Area (CSRA) in the principal jurisdiction of the City of Augusta. The region bisects the banks of the Savannah River bordering the States of Georgia and South Carolina. The region is home to the Augusta National Golf Course, which plays host to the Augusta Masters Golf Tournament each year. This historic world-renowned sporting event draws thousands of golfing fans and tourists to the region. The region is also home of the famed musician James Brown. President Woodrow Wilson’s boyhood home is located in the Augusta Downtown Historic District.

According to the 2010 Decennial Census, the ARTS Metropolitan Statistical Area (MSA) is the second largest in the State of Georgia with a population of 511,686. Based on the 2013 American Community Survey, the population has grown to approximately 523,656 persons. Some of the leading employers in the region include national companies such as Starbucks, Kellogg’s, Proctor & Gamble, and International Paper Company, as well as Fort Gordon Military Base and Savannah River Site (SRS). The ARTS planning area is projected to grow 39% in population and 52% in employment over the next 20 years. The relocation of National Cyber Command to Fort Gordon; UNISYS expansion in downtown Augusta; Medac Inc., headquarters moving to Aiken County; and the expected realization of Project Jackson in North Augusta are driving economic development in the region.
1.1 What is the Augusta Regional Transportation Study (ARTS)?

1.1.1 History of Metropolitan Planning Organizations

The 1974 Federal-Aid Highway Act further formalized the planning process by mandating the creation of Metropolitan Planning Organizations (MPOs). The Act also required governors of each state to formally designate local government entities to make up a MPO in each urbanized area with a population of 50,000 persons or more. The 1974 Act further reinforced the process by providing grants to the MPOs for transportation planning.

A Memorandum of Understanding (MOU) established the local ARTS MPO in 1970 based on provisions in the Federal-Aid Highway Act of 1962. Since then, ARTS has grown and evolved to keep pace with federal transportation regulations and economic growth. The MOU was subsequently updated in 1972 and 1996. The first ARTS LRTP adopted in 1969, and maintained continuously through project amendments and periodic comprehensive updates.

1.1.2 ARTS

The ARTS is one of 16 Metropolitan Planning Organizations in the state of Georgia. ARTS was designated as a Metropolitan Planning Organization (MPO) in 1970 through the Federal-Aid Highway Act of 1962. MPO is defined as a transportation policy-making body made up of representatives from local government and transportation agencies with authority and responsibility in metropolitan planning areas. This Act requires the formation of a MPO for any urbanized area with a population greater than 50,000 persons. MPOs have several core functions, which are listed as:

- Program and allocate federal funds to transportation projects and infrastructure investments through identifying and evaluating alternative transportation improvement options.
- Create and coordinate policy that guides transportation planning in its area of jurisdiction. A key element of policy development is that is it data driven, goal focused and anticipated outputs are measureable.
- Establish and manage a fair and impartial setting for effective regional decision making in the metropolitan area. Transparent decision making through active public involvement is a key requirement. Successful existing and future transportation plans seek to incorporate and sustain a significant level of public input.
- Prepare and maintain a Long Range Transportation Plan (LRTP). Preparation of this document usually occurs once every 5 years and has a typical planning horizon between 20 to 30 years.
• Develop a Transportation Improvement Program (TIP) which is similar to the LRTP but with a much shorter planning horizon, e.g., four years. Transportation projects presented in the TIP are also included in the LRTP.

MPOs do not implement transportation projects but facilitate their construction or initiation through the allocation of federal funds or by the creation of a policy environment conducive to transportation planning, outcomes monitoring and/or land use development. MPOs assist local jurisdictions to access federal and state financial resources by ensuring their transportation planning efforts meet federal and state regulations.

ARTS works cooperatively with several regional, state and local agencies in order to fulfill its federal mandate. ARTS collaborate with the following agencies in addition to local stakeholder groups and planning authorities:

State: Georgia Department of Transportation (GDOT)
South Carolina Department of Transportation (SCDOT)
Regional: Lower Savannah Council of Governments (LSCOG)
Central Savannah River Area Regional Commission (CSRA-RC)
County: Aiken County Planning & Development Department (ACPDD)
Columbia County Planning Department (CCPD)
Edgefield County Building & Planning Department (ECBPD)
City/County: Augusta Planning & Development Department (APDD)
City of Aiken Planning Department
City of North Augusta Planning and Development Department
City of Blythe
City of Burnettown
City of Hephzibah
City of Grovetown
City of New Ellenton

Collaborating with state and/or county agencies, Augusta Regional MPO provides the public and interested stakeholders reasonable and meaningful opportunities to participate in the transportation planning process. Maintaining its federal mandate throughout the planning process, ARTS applies the ‘3-C’ Planning Principles (Continuous, Cooperative and Comprehensive) to accomplish its work. The metropolitan transportation planning process shall be continuous, cooperative, and comprehensive, and provide for consideration and implementation of projects,
strategies, and services that will address the eight planning factors. The 3-C planning principals are defined as:

- **Continuous**: Planning as a continuous and iterative activity addressing short and long-term needs while making sure the best decisions made in the prevailing environment.
- **Cooperative**: Working in partnership with the public, interest and advocacy groups, or other stakeholders throughout the planning process. Genuine public participation and cooperation will include listening to all concerns and the consideration of all opinions before a decision is made.
- **Comprehensive**: The inclusion of all transportation modes such as, air, rail, road and maritime including non-motorized mobility options (e.g., walking, biking). The process considers not only immediate transportation planning impacts of these modes but to the broader socio-economic, political, financial, land use and environmental justice implications.

Applying the ‘3-C’ Planning Principles ensures that transportation planning processes, plans, programs, and projects are greatly improved and reflect the planning needs, aspirations and values of constituents within ARTS jurisdiction. The eight (8) National Planning Factors are defined as:

- **Economic Vitality**: Support the economic vitality of the metropolitan area, especially by enabling global competitiveness, productivity, and efficiency.
- **Safety**: Increase the safety of the transportation system for motorized and non-motorized users.
- **Security**: Increase the security of the transportation system for motorized and non-motorized users.
- **Access and Mobility**: Increase the accessibility and mobility of people and for freight.
- **Natural and Human Environment**: Protect and enhance the environment, promote energy conservation, improve the quality of life, and promote consistency between transportation improvements and State and local planned growth and economic development patterns.
- **Integration and Connectivity**: Enhance the integration and connectivity of the transportation system, across and between modes, people and freight.
- **Management and Operations**: Promote efficient system management and operation.
- **System Preservation**: Emphasize the preservation of the existing transportation system.
1.2 **Transportation Vision 2040**

The catch phrase “Transportation Vision 2040” for this LRTP study represents what the regional transportation system in the ARTS aims to become by the year 2040. Recognizing the interconnection of multimodal transportation, land use and economic growth; collectively, citizens, elected officials, public agencies and interest groups, provided valuable input creating a shared vision for a prosperous, safe and healthy future. Therefore, the LRTP study catch phrase “Transportation Vision 2040” defines: what’s possible, what the ARTS may become, and what needs to be done to realize the vision.

1.3 **Addressing National Planning Factors**

Developing a multimodal transportation plan that meets the needs and aspirations of ARTS citizens, Transportation Vision 2040 goals aim to mirror the national planning framework as defined by the Moving Ahead for Progress in the 21st Century Act (2012). Planning factors from this framework facilitate the development of measures that allows ARTS to gauge progress towards achieving the goals.

As we move closer to the year 2040, there will be a need to measure how efficiently the recommended transportation improvements align with the goals established at the beginning of the process. Such measures ensure decisions affecting transportation investments or infrastructure improvements are data driven, goal focused and anticipated outputs are quantifiable. MAP-21 Planning Factors and Transportation Vision 2040 goals, and suggested measures of effectiveness.

Augusta Regional MPO is one of three bi-state MPOs in Georgia and the only bi-state MPO in South Carolina. Augusta Regional MPO assists local counties to improve regional transportation in both Georgia and South Carolina as depicted in Table 1 and illustrated in Figure 1 (i.e., ARTS in a regional context). In this technical report the term ‘four-county region’ represents the entirety of Richmond, Columbia, Edgefield and Aiken counties; whereas the term ‘ARTS’ includes all of Richmond, and portions of Columbia counties in Georgia; and portions of Edgefield and Aiken counties in South Carolina that are exclusively within the Augusta Regional MPO boundary.
Table 1: Four County Area

<table>
<thead>
<tr>
<th>County</th>
<th>Total Area (sq. mi)</th>
<th>ARTS (sq. mi)</th>
<th>ARTS %</th>
</tr>
</thead>
<tbody>
<tr>
<td>Richmond</td>
<td>346</td>
<td>346</td>
<td>100%</td>
</tr>
<tr>
<td>Columbia</td>
<td>307</td>
<td>137</td>
<td>45%</td>
</tr>
<tr>
<td>Aiken</td>
<td>1080</td>
<td>298</td>
<td>28%</td>
</tr>
<tr>
<td>Edgefield</td>
<td>506</td>
<td>12</td>
<td>2%</td>
</tr>
<tr>
<td>Total</td>
<td>2239</td>
<td>793</td>
<td>35%</td>
</tr>
</tbody>
</table>

Source: ARTS

ARTS four-county region covers a total surface area of approximately 2,239 sq. miles of which the area within the Augusta Regional MPO boundary amounts to 793 sq. miles (35% of the four-county land area). Cities in the ARTS include; Augusta, Grovetown, Hephzibah, and Blythe in Georgia; and Aiken, North Augusta, New Ellenton and Burnetown in South Carolina, all illustrated in Figure 2.

The ARTS is situated along I-20 midway between two state capitals (Atlanta GA and Columbia SC), and is bisected by the Savannah River which serves as a common link merging the two states. The I-20 transects the study area in an east-west/west-east direction and provides connections to the I-75 and I-85 in Atlanta; I-26 and I-77 in Columbia, South Carolina; and I-95 in Florence, South Carolina.
Figure 1: ARTS Planning Area
Figure 2: ARTS Cities
1.4 *Augusta Regional MPO Structure*

Augusta Regional MPO functions through a four committee structure: Policy Committee (PC); South Carolina Policy Subcommittee; Technical Coordinating Committee (TCC), and Citizens Advisory Committee (CAC). Each of these four committees convenes independently or jointly several times per year. The committee structure (or framework) of Augusta Regional MPO is presented in *Figure 3*.

![Figure 3: ARTS Committee Structure and Framework](image)

*Source: ARTS*

1.4.1 **Policy Committee (PC)**

PC has overall responsibility for review and approval of study goals, study objectives, plans, programs and resulting conclusions. PC makes sure that study deliverables are financially constrained, timely, and up-to-date allowing the public to be continually informed of study developments. Providing oversight to Augusta Regional MPO, PC ensures proposed plans are functionally sound and financially feasible; reflecting state, county and local planning goals and objectives. A program or project can be feasible but may be outside budget constraints.
1.4.2 Technical Coordinating Committee (TCC)
TCC is made of individuals possessing the technical capabilities and understanding to undertake in-depth analysis, evaluation, and project development. Possession of these skills is necessary in the preparation and review of studies and projects relating to the transportation systems in the ARTS. TCC also acts as a link between the PC and CAC in the timely provision of information and technical oversight and advice to these committees.

TCC as a committee of technically minded individuals serves in an advisory capacity to the PC and CAC. As Transportation Vision 2040 is a continuous study, recommendations for changes in any aspect of the plan are made to TCC. TCC provides the initial determination in the appropriateness of a recommendation. If a change is deemed appropriate, it is shared with the CAC then forwarded to the PC and legislative authorities.

1.4.3 Citizens Advisory Committee (CAC)
A key component of the Transportation Vision 2040 study process is public involvement. CAC was created to provide the study process with public input through the dissemination of information and review of public comment. CAC consists of a diverse group of nine (9) citizen volunteers from the ARTS, reflective of a broad spectrum of social, cultural, and economic backgrounds. The diverse membership base improves public awareness of the Transportation Vision 2040 LRTP as CAC members interact with their respective communities.

The role of CAC and other public involvement activities is significant in the Augusta Regional MPO planning process as consideration by CAC of the social, economic, environmental, and financial impacts of proposed plans. By facilitating and sustaining open and effective communication CAC ensures citizens’ views, needs, values, and interests are reflected throughout the transportation planning process. The result is a balanced regional transportation study that is accepted by Augusta Regional MPO constituents, and citizens feel that their needs and issues have been adequately addressed.

1.4.4 The South Carolina Policy Subcommittee
The SC Policy Subcommittee was formed in 1995 and functions as an advisory committee to the PC. In fulfilling its advisory function the SC Policy Subcommittee ensures that the South Carolina portion of Augusta Regional MPO is kept up-to-date on information pertaining to plans, programs and projects. This information is disseminated in a timely fashion to interested stakeholders. The committee is comprised of federal and state representatives (non-voting) and locally elected officials (voting). Meetings of the SC Policy Subcommittee are held quarterly or on an as needed basis.
2 ARTS Planning Process

To set the framework for our regional communitywide discussion on regional growth, transportation issues, needs, and program infrastructure investments. ARTS selected *Transportation Vision 2040* as the central theme to drive our long range transportation planning and public participation process. Leading the ARTS metropolitan planning process is the Augusta Planning and Development Department (APDD), which serve as the technical MPO transportation planning staff funded by Augusta-Richmond County.

The federal Metropolitan transportation planning regulations requires that the LRTP be updated once every four to five years. The regulations state that “The MPO shall review and update the transportation plan at least every four years in air quality non-attainment and maintenance areas and at least every five years in attainment areas.” The ARTS 2035 LRTP was last updated in 2010. This update enables ARTS to gain a better understanding of community needs and priorities, and to plan accordingly.

The Transportation Vision 2040 Long Range Transportation Plan (LRTP) will serve as a regional blueprint and policy guide for comprehensive, cooperative, and continuing metropolitan transportation planning process throughout the ARTS planning area. The purpose of the LRTP is to identify existing and anticipated transportation problems to devise solutions that are both financially feasible and supportive of regional vision, goals, and objectives. These regional transportation solutions will seek to enhance regional mobility, economic vitality, and livability.

The planning process guiding the development of the Transportation Vision 2040 LRTP update incorporates a multimodal approach to transportation planning. This includes planning for highways, intermodal and freight movement, public transportation, pedestrian and bike paths. This type of planning focuses on the users of motorized vehicles; in addition to pedestrians, bicyclists and other users of non-motorized transportation modes, such as the elderly, veterans and persons with disabilities. Transportation Vision 2040 sets out the improvements to the transportation system needed over a 20-year horizon for the mobility needs of all users across the region regardless of race, national origin, ethnicity, age, religion, or income.

This strategic planning approach encompass an examination of existing transportation conditions to identify deficiencies and other impediments to safe travel and transport of people goods/freight and services across the region; conducting a data analysis of existing and future socio-economic demographic trends in population, housing, employment, economic growth and location of land development; developing and conducting the regional travel demand model to
gauge existing and future traffic volumes across the system; and as well as conducting a transportation system needs assessment to determine both short and long-term improvements. Finally, the planning process will develop a financial plan to fund recommended transportation improvements proposed in the ARTS planning area.

Other planning considerations addressed through this planning process include land use and transportation linkages, community health, traffic safety and security.

2.1 Guiding Principles
The Transportation Vision 2040 Long Range Transportation Plan (LRTP) will serve as a regional blueprint and policy guide for comprehensive, cooperative, and continuing metropolitan transportation planning process throughout the ARTS planning area. The purpose of the LRTP is to identify existing and anticipated transportation problems and to devise solutions that are both financially feasible and supportive of the regional vision, goals, and objectives. These regional transportation solutions will seek to enhance regional mobility, economic vitality and livability.

Guiding principles in the development of the Transportation Vision 2040 LRTP were founded on:
- MAP-21 National Goals (7 national goals)
- FHWA Planning Factors (8 planning factors)
- Georgia’s Statewide Strategic Transportation Plan (4 statewide goals)
- South Carolina’s 2040 Multimodal Transportation Plan (6 statewide goals)
- FHWA Livability Principles (6 livability principles)

Economic Vitality
Support the economic vitality of the ARTS planning area, especially by enabling regional and national competitiveness, productivity, and efficiency.

Safety
Increase the safety of the transportation system in the ARTS planning area for motorized and non-motorized users.

Security
Increase the security of the transportation system for motorized and non-motorized users.
Accessibility and Mobility
Increase accessibility and mobility of people and freight.

Environmental Stewardship
Protect and enhance the environment, promote energy conservation, improve the quality of life, and promote consistency between transportation improvements and State and local planned growth and economic development patterns.

Connectivity
Enhance the integration and connectivity of the transportation system across and between modes, people and freight.

Operational Efficiency
Promote efficient system management and operation.

System Preservation
Emphasize the preservation of the existing transportation system.

2.2 Vision, Goals and Objectives
Recognizing the interconnection of multimodal transportation, land use and economic growth; collectively, citizens, elected officials, public agencies and interest groups, provided valuable input creating a shared vision for a prosperous, safe and healthy future. Therefore, the LRTP study catch phrase “Transportation Vision 2040” defines: what’s possible, what the ARTS may become, and what needs to be done to realize the vision. The shared vision is defined as “sustain regional economic growth through a transportation system that reduces congestion, improves traffic safety; and provides road maintenance, public transit, sidewalks, bike and pedestrian paths; linking that provide access to jobs, education, healthcare, and recreational facilities for all citizens and tourists in ARTS region”.

ARTS transportation goals and objectives contained in the Unified Planning Work Program (UPWP) have also influenced the strategic direction of Transportation Vision 2040 LRTP. Over the years UPWP goals and objectives emphasize safety, multimodalism, mobility, congestion reduction and economic vitality; all of which align with the FHWA planning factors.Goals and objectives enable greater focus on the strategies that need to be developed in order to achieve the desired end state. The seven (7) goals and supporting objectives of the Transportation Vision 2040 LRTP are described.
2.2.1.1  Congestion
Develop a multimodal transportation system that promotes strategies to reduce traffic congestion and delay.

Objectives:
- Promote street networks that reduce travel delays and congestion.
- Continue to implement and promote strategies and polices such as system preservation, access management, managed lanes, travel demand management, mass transit, complete streets, and alternative transportation to reduce congestion conditions.
- Make the best use of existing transportation facilities by implementing measures that actively manage and integrate systems, improve traffic operations and safety, provide accurate real-time information and reduce the demand for single-occupant motor vehicle travel.

2.2.1.2  Mobility, Accessibility and Connectivity
Develop a multimodal transportation system that promotes strategies that improve mobility and accessibility for motorized and non-motorized users of the transportation network including freight and goods movement.

Objectives:
- Provide a plan which addresses the needs of the local freight industry and the intermodal movement of goods via rail and truck.
- Promote revitalization of the urban core through improved accessibility and connectivity.
- Provide a plan that positions public transportation as a viable alternative to single occupant vehicles, through routing and scheduling changes and other system improvements.
- Provide a plan that addresses the mobility considerations of non-motorized modes such as bicycles and pedestrians.

2.2.1.3  Safety and Security
Develop a multimodal transportation system that increases the security of the transportation system and promotes strategies to reduce traffic crashes and injury outcomes.

- Improve safety for all users of the transportation network including motorized vehicles, bicyclists, pedestrians and those with disabilities.
- Improve transportation network security benefitting all users.
- Develop a plan that coordinates safety improvements with planning initiatives.
2.2.1.4  Maintenance, System Preservation and Operational Efficiency
Develop a transportation system that will allow mobility throughout the region by improving the physical condition and maintenance of the transportation network, and provide efficient and safe movement of persons and goods/freight.

Objectives:
- Provide a plan that realizes the importance of maintaining and preserving the existing highway system and facilities.
- Provide a plan that strengthens the maintenance and preservation of existing bridges and facilities.
- Provide public transit service improvements as a viable option to meet daily travel needs.

2.2.1.5  Economic Vitality and Environmental Stewardship
Develop a transportation system that will enhance the economic, social, and environmental fabric of the region through coordinated transportation and planned land use.

Objectives:
- Provide a plan that increases job accessibility through improved transportation systems.
- Provide a plan that strives to minimize disruption or displacement of residential or commercial areas from restructured or new transportation facilities.
- Provide a plan that works to ensure that transportation facilities avoid historic areas and structures, and other environmentally sensitive areas, while providing access when desired.
- Provide a plan to enhance the appearance of transportation facilities whenever possible.
- Provide a plan that reduces mobile emissions and meets air quality standards.
- Provide a plan that promotes strategies to reduce mobile source emissions in an effort to improve air quality.
2.2.1.6 Land Use and Transportation Integration
Promote efficient land use and development patterns to improve safety and economic vitality to meet existing and future multimodal transportation needs.

Objectives:
- Promote orderly development of the region by providing transportation services to those areas where growth is planned.
- Discourage development in conservation or preservation areas by limiting access to those areas.
- Promote redevelopment of the urban fringe through improved accessibility.
- Promote the concentration of future employment and other activity centers along existing and planned major travel corridors.
- Protect adequate right-of-ways in newly developing and redeveloping areas for pedestrian, bicycle, transit, and roadway facilities.
- Promote new developments that provide efficient, balanced movement of pedestrian, bicyclists, busses and motor vehicles within, to and through the area.
- Preserve and enhance the natural and built environments through context sensitive solutions that exercise flexibility and creativity to shape effective transportation solutions.

2.2.1.7 Financial Feasibility
Develop a transportation system that is financially and politically feasible and has broad support by increasing the safety and security of the transportation system for all users.

Objectives:
- Provide a financially balanced plan based on realistic funding availability and opportunities.
- Provide a plan that works to preserve existing facilities and operate them more efficiently.
- Prepare a plan where total benefits exceed costs.
- Provide a plan that includes public participation from all groups, with special emphasis in reaching environmental justice populations.
2.3 Legislative Mandates

Providing and coordinating alternative transportation options (often initiated by federal legislation) has decreased the demand for fossil fuels and improved overall transportation efficiency. The local region has not been exempt from the effects of these developments. Recently there has been a small incremental shift in transportation focus away from land use patterns driven by the use of the private single-operated vehicles as people seek to live, work and play in close proximity. For example, the rejuvenation and densification of downtown Augusta, GA, and North Augusta, SC, are driven by the establishment of boutique retail stores and multi-family homes, condominiums, lofts etc. Simultaneously, in the ARTS a variety of multimodal transportation options are available; these include: public transit, paratransit, bicycling, multiuse trails and enhanced pedestrian facilities.

Creating an environment for sustained economic growth, efficient resource consumption, modal safety and multimodal transportation planning, the Moving Ahead for Progress in the 21st Century Act (MAP-21) was signed into law on July 6, 2012. Building on the legacy of the previous federal Acts governing surface transportation funding, MAP-21 reinforces the 3-C principles of planning, e.g., cooperative, continuous, and comprehensive. Federal transportation legislation has significantly influenced the transportation planning and policy environment for MPOs decision making.

The MAP-21 national goals are: Safety; Infrastructure Condition; Congestion Reduction; System Reliability; Freight Movement and Economic Vitality; Environmental Sustainability; and Reduced Project Delivery Delays.

- Safety: To achieve a significant reduction in traffic fatalities and serious injuries on all public roads.
- Infrastructure Condition: To maintain the highway infrastructure asset system in a state of good repair.
- Congestion Reduction: To achieve a significant reduction in congestion on the National Highway System.
- System Reliability: To improve the efficiency of the surface transportation system.
- Freight Movement and Economic Vitality: To improve the national freight network, strengthen the ability of rural communities to access national and international trade markets, and support regional economic development.
• Environmental Sustainability: To enhance the performance of the transportation system while protecting and enhancing the natural environment.

• Reduced Project Delivery Delays: To reduce project costs, promote jobs and the economy, and expedite the movement of people and goods by accelerating project completion through eliminating delays in the project development and delivery process, including reducing regulatory burdens and improving agencies’ work practices.

Transportation Vision 2040 LRTP seek to address all MAP-21 planning requirements as provided by the Federal Transit Administration (FTA) and Federal Highways Administration (FHWA).

2.3.1 Moving Ahead for Progress in the 21st Century
The Moving Ahead for Progress in the 21st Century Act (MAP-21) was signed into law on July 6, 2012. MAP-21 ushered in performance and outcome-based programs that would support the ability of transportation improvements and address identified transportation needs. MAP-21 also strengthened the need for public involvement in the transportation planning process. Indeed, “Each metropolitan planning organization shall provide citizens, affected public agencies, representatives of public transportation employees, freight shippers, providers of freight transportation services, private providers of transportation, representatives of users of public transportation, representatives of users of pedestrian walkways and bicycle transportation facilities, representatives of the disabled, and other interested parties with a reasonable opportunity to comment on the transportation plan.”

The primary reason for public involvement is to develop a transportation system that meets the needs of the communities it serves. ARTS residents rely on the transportation system to fulfill their travel needs, and by contributing to the transportation system in some way, e.g., through taxes, become direct stakeholders of the regional transportation system. In order for the transportation system to continue to meet current and future needs while enhancing livability and the environment; having direct input into the transportation planning process will result in the development of a transportation system that meets the needs and aspirations of the ARTS community. The ARTS Public Participation Plan sets out the strategies to achieve these efforts.

______________________________

1 Moving Ahead for Progress in the 21st Century Act, 2012
2.3.2 Involvement of Federal, State and Local Agencies

ARTS actively engaged federal, state and local agencies in the transportation planning and LRTP review process. Over several months ARTS committee meetings updated members and sought their input and review on the progression of the LRTP update. The progression of the Transportation Vision 2040 LRTP update through the ARTS committees, including, the Policy Committee (PC), Technical Coordinating Committee (TCC), Citizens Advisory Committee (CAC) and Test Network Subcommittee (TNS) are presented in Table 2.

Table 2: ARTS Committee Meetings and LRTP Review Process

<table>
<thead>
<tr>
<th>Date</th>
<th>Committee(s)</th>
<th>Agenda Item/Action</th>
</tr>
</thead>
<tbody>
<tr>
<td>Thursday, June 5, 2014</td>
<td>PC</td>
<td>Members informed 2040 LRTP update start date</td>
</tr>
<tr>
<td>Thursday, July 10, 2014</td>
<td>PC, TCC &amp; CAC</td>
<td>General Information</td>
</tr>
<tr>
<td>Wednesday, August 13, 2014</td>
<td>CAC &amp; TCC</td>
<td>General Information</td>
</tr>
<tr>
<td>Thursday, September 4, 2014</td>
<td>PC</td>
<td>Current status of the ARTS LRTP update</td>
</tr>
<tr>
<td>Wednesday, December 17, 2014</td>
<td>PC, TCC &amp; CAC</td>
<td>Current Status of the ARTS LRTP update</td>
</tr>
<tr>
<td>Wednesday February 11, 2015</td>
<td>PC, TCC &amp; CAC</td>
<td>Current Status of the ARTS LRTP update</td>
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<td>Public Involvement initiatives for LRTP update</td>
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<tr>
<td></td>
<td></td>
<td>Review &amp; comment LRTP Performance Measures</td>
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<tr>
<td>Wednesday April 29, 2015</td>
<td>CAC</td>
<td>Current Status of the ARTS LRTP update</td>
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<td></td>
<td>Public Involvement initiatives for LRTP update</td>
</tr>
<tr>
<td></td>
<td></td>
<td>Review &amp; comment LRTP Performance Measures</td>
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<tr>
<td>Thursday, March 5, 2015</td>
<td>PC</td>
<td>Transportation Vision 2040 – Regional Travel Model</td>
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<tr>
<td></td>
<td></td>
<td>Presentation by GDOT</td>
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<tr>
<td></td>
<td></td>
<td>Review and adopt the 2040 Regional Travel Model</td>
</tr>
<tr>
<td></td>
<td></td>
<td>Presentation by GDOT</td>
</tr>
<tr>
<td></td>
<td></td>
<td>Public Involvement – Announcement of Community Meetings</td>
</tr>
<tr>
<td></td>
<td></td>
<td>Review Level of Service (LOS) of existing and future road networks</td>
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<tr>
<td>Friday, May 1, 2015</td>
<td>TNS</td>
<td>Review regional travel demand model</td>
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<td></td>
<td>Identify new projects for Transportation Vision 2040</td>
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<tr>
<td></td>
<td></td>
<td>Review LRTP 2035 projects</td>
</tr>
<tr>
<td>Wednesday, May 13, 2015</td>
<td>TCC</td>
<td>Review &amp; comment Community Meetings Report – Executive Summary</td>
</tr>
<tr>
<td></td>
<td></td>
<td>Review &amp; comment Road Capacity Levels and Potential Projects</td>
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<tr>
<td></td>
<td></td>
<td>Review and comment Congestion Management System Report – Executive Summary</td>
</tr>
<tr>
<td>Thursday, June 4, 2015</td>
<td>PC</td>
<td>Review &amp; comment on draft Community Meetings Report – Executive Summary</td>
</tr>
<tr>
<td></td>
<td></td>
<td>Review &amp; comment on draft Road Capacity Levels and Potential Projects</td>
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<tr>
<td></td>
<td></td>
<td>Demonstration of ARTS Interactive Project Mapping and Information Tool</td>
</tr>
</tbody>
</table>

Source: ARTS
Since June 2014 ARTS committee members have become aware of the Transportation Vision 2040 LRTP update process. From that time discussions and presentations have provided a forum for members to review, provide comment and adopt LRTP draft documents. All ARTS committee members have had ample opportunity to become involved in the LRTP delivery and update process.

In the development of the ARTS network models and recommended projects, ARTS staff members have developed two innovative online project review and comment methods.

**GoToMeeting**
GoToMeeting is an online meeting, desktop sharing, and video conferencing software tool that enable users to meet with other users online in real time. The GoToMeeting tool was used by TNS to review and accept the capacity needs for the 6th Network. TNS members work for various state and local agencies in the ARTS planning area and beyond. Using GoToMeeting allowed members who could not be physically present at the May 1, 2015 meeting to participate in the ‘virtual’ meeting discussions.

**Interactive Project Mapping and Information Tool**
ARTS together with the City of Augusta GIS Department developed an interactive project mapping and information tool. Users of the online tool can easily identify Transportation Improvement Program (TIP), Transportation Investment Act (TIA), or other LRTP projects, in the ARTS planning area. By clicking on a project, a new window opens giving further information about the project such as, estimated cost, project ID, type of project, e.g., widening, etc. The tool also allows the user to submit any comment or concern about a project directly to ARTS. This new tool will enable users to find out more about transportation improvement projects in their community or the ARTS planning area. Public outreach initiatives such as the Interactive Project Mapping and Information Tool will contribute to a greater involvement through discussion and consultation of the public in the transportation planning process.
2.4 Addressing National Planning Factors

Developing a multimodal transportation plan that meets the needs and aspirations of ARTS citizens, Transportation Vision 2040 goals aim to mirror the national planning framework as defined by the Moving Ahead for Progress in the 21st Century Act (2012). The eight (8) national planning factors\(^2\) from this framework are presented in Table 3. This table illustrates the relationship between the eight (8) MAP-21 planning factors and the five (5) Transportation Vision 2040 goals. Consistency with the Transportation Vision 2040 goals and the MAP-21 planning factors helped guide the development of appropriate strategies and transportation improvements for the ARTS planning area. A selection of strategies and transportation improvements are presented in Table 3 and further discussed later in this plan. Critical success factors identify potential outcomes that confirm the effectiveness of the transportation improvement or strategy. The implementation of proposed strategies and transportation improvements will contribute to achieving the Transportation Vision 2040 goals while supporting the eight (8) national planning factors.

**Table 3: ARTS Goal Matrix**

<table>
<thead>
<tr>
<th>MAP-21 Goal</th>
<th>FHWA Planning Factor</th>
<th>Transportation Vision 2040 Goal</th>
<th>Suggested Transportation Strategy/Improvement*</th>
<th>Evaluation Criteria</th>
</tr>
</thead>
<tbody>
<tr>
<td>Freight Movement and Economic Vitality</td>
<td>Economic Vitality</td>
<td>· Mobility, Accessibility and Connectivity</td>
<td>· Intermodal and Freight Planning</td>
<td>· Dedicated freight routes that may lessen travel delay to all roadway users.</td>
</tr>
<tr>
<td>Environmental Sustainability</td>
<td>Environmental Protection and Quality of Life</td>
<td>· Economic Vitality and Environment</td>
<td>· Context Sensitive Solutions</td>
<td>· Managing traffic flow and congestion while minimizing impacts on communities and land use.</td>
</tr>
<tr>
<td>Reduced Project Delivery Delays</td>
<td>Efficient System Management and Operations</td>
<td>· Financial Feasibility</td>
<td>· Positioning of transportation improvements with greatest positive impacts in Tier #1 of Transportation Improvement Program</td>
<td>· Continuous implementation of programmed projects achieving Transportation Vision 2040 goals</td>
</tr>
<tr>
<td>System Reliability</td>
<td>Transportation System Integration and Connectivity</td>
<td>· Land Use and Transportation Integration</td>
<td>· Land use and Transportation Integration</td>
<td>· Reduced conflicts between transportation improvements and land use plans.</td>
</tr>
</tbody>
</table>

\(^2\) 23 CFR 450.206 - Scope of the statewide transportation planning process
### Table 3: ARTS Goal Matrix (Continued)

<table>
<thead>
<tr>
<th>MAP-21 Goal</th>
<th>FHWA Planning Factor</th>
<th>Transportation Vision 2040 Goal</th>
<th>Suggested Transportation Strategy/Improvement*</th>
<th>Evaluation Criteria</th>
</tr>
</thead>
<tbody>
<tr>
<td>Safety</td>
<td>Safety of Transportation System</td>
<td>Safety and Security</td>
<td>Complete Streets</td>
<td>Safer places to walk, ride and cross roadways (for all age cohorts), improves safety and decreases pedestrian/bicycle related crashes</td>
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<td></td>
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<td></td>
<td>Age-Friendly Design</td>
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<td>Traffic Calming</td>
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<td></td>
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<td></td>
<td>Capital investments in roadway safety</td>
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</tr>
<tr>
<td>Infrastructure Condition</td>
<td>System Preservation</td>
<td>Maintenance</td>
<td>Adequate resources for Roadway Maintenance</td>
<td>Availability of maintenance funds permitting programmed maintenance regimen to be sustained</td>
</tr>
<tr>
<td>Congestion Reduction</td>
<td>Increased Access and Mobility</td>
<td>Congestion</td>
<td>Geometric, Widening or Capacity Improvement</td>
<td>Sustained reductions in roadway or intersection Level of Service post capacity improvements</td>
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<td></td>
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<td></td>
<td>Public Transit &amp; Paratransit Service Expansion</td>
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<td>Access Management</td>
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<td>High Occupancy Vehicle Lanes</td>
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<td></td>
<td>Bicycle and Pedestrian Facilities</td>
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<tr>
<td></td>
<td></td>
<td></td>
<td>Congestion Management</td>
<td></td>
</tr>
<tr>
<td>System Reliability</td>
<td>Security of Transportation System</td>
<td>Safety and Security</td>
<td>Bridge Repair and Upgrade</td>
<td>Decreasing numbers of bridges classified in critical condition</td>
</tr>
<tr>
<td></td>
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<td>Evolving Transportation Security Strategies</td>
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</tr>
</tbody>
</table>

*Presented in later sections of the LRTP*

Source: ARTS
2.5 Public Participation

The ARTS MPO recognizes that continuous and active public participation by the entire region, in addition to the ARTS’s Policy, Technical Coordinating, Test Network, Citizens Advisory Committee members, is paramount to good transportation planning. Public comments are valued because they shape the direction of a particular transportation study or planning activity, and may help to identify existing transportation deficiencies, travel needs, innovative strategies, and solutions to define new transportation projects that are important to citizens of the region. Additionally, ARTS relies on the Transit Citizens Advisory Committee (TCAC) for the Augusta Public Transit Department to assist with public outreach and engagement efforts on the LRTP and TIP. The Augusta-Richmond County Commission appoints the 10-member committee, which represent each district within the county. The TCAC has been very instrumental in increasing public participation during the LRTP planning process.

For ARTS transportation planning activities, the current Public Participation Plan sets the framework for the public involvement opportunities that will be available throughout the course of the LRTP planning process. This process is further explained in detail in the “Public Participation section of this plan.

2.5.1 Public Participation Process and Goal Setting

Developing and refining the Transportation Vision 2040 goals involved extensive public outreach and involvement. The goal setting process involved public input gained from community meetings, Speaker Bureaus, one-on-one discussions with various individuals, and online surveys. Overall, more than 1,000 persons provided direct and indirect input into the goal setting process. Goal setting methodology and outcomes are discussed in greater detail in section 5.8 of this plan.