



# Unified Planning Work Program

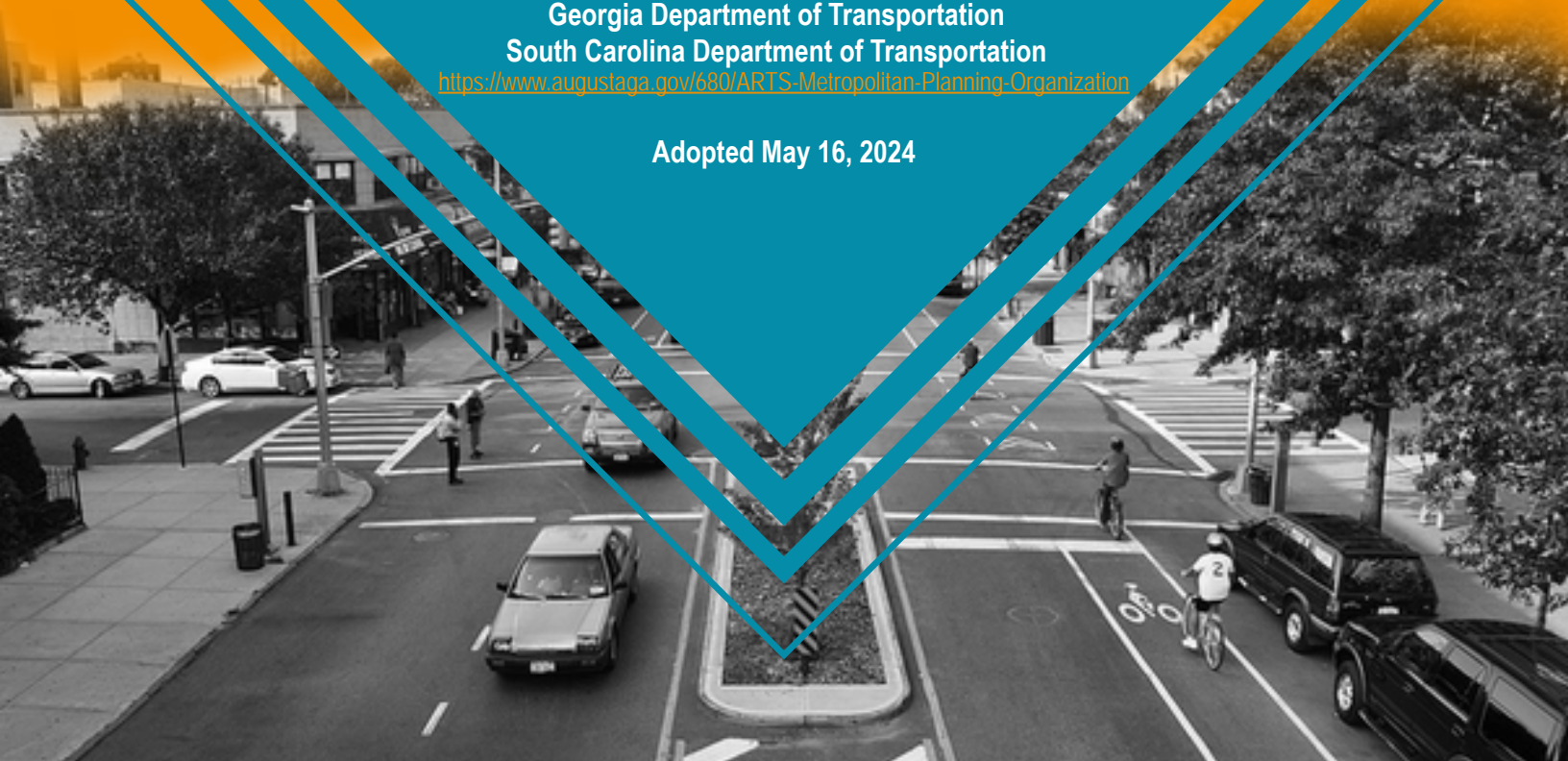
**FY 2025**

Prepared By:  
Augusta Planning & Development Department  
Carla Delaney, Director



In Cooperation With:  
Aiken County, Edgefield County, and Columbia County  
Federal Transit Administration  
Federal Highway Administration  
Georgia Department of Transportation  
South Carolina Department of Transportation  
<https://www.augustaga.gov/680/ARTS-Metropolitan-Planning-Organization>

Adopted May 16, 2024



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**FISCAL YEAR 2025**

**DRAFT UNIFIED PLANNING WORK PROGRAM  
FOR THE  
AUGUSTA REGIONAL TRANSPORTATION STUDY**

**PREPARED BY THE**

**AUGUSTA PLANNING AND DEVELOPMENT DEPARTMENT**

**IN COOPERATION WITH:**

**AIKEN COUNTY PLANNING AND DEVELOPMENT DEPT.**

**AUGUSTA TRANSIT**

**LOWER SAVANNAH COUNCIL OF GOVERNMENTS**

**GEORGIA DEPARTMENT OF TRANSPORTATION AND**

**SOUTH CAROLINA DEPARTMENT OF TRANSPORTATION**

**SERVICING**

**CITY OF BLYTHE, GA | CITY OF HEPHZIBAH, GA |**

**RICHMOND COUNTY, GA | CITY OF GROVETOWN, GA |**

**COLUMBIA COUNTY, GA | FORT EISENHOWER, GA | AUGUSTA TRANSIT |**

**CITY OF NORTH AUGUSTA, SC | CITY OF AIKEN, SC | AIKEN COUNTY, SC |**

**TOWN OF BURNETTOWN, SC | CITY OF NEW ELLENTON, SC | EDGEFIELD COUNTY, SC |**

**BEST FRIEND EXPRESS | LOWER SAVANNAH COUNCIL OF GOVERNMENTS**

**ADOPTED May 16, 2024**

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

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AUGUSTA REGIONAL TRANSPORTATION STUDY

535 Telfair Street • Suite 300 Augusta, Georgia 30901

**AUGUSTA REGIONAL TRANSPORTATION STUDY  
RESOLUTION OF THE POLICY COMMITTEE  
ADOPTION OF THE FY 2025 UNIFIED PLANNING WORK PROGRAM (UPWP)**

**WHEREAS**, in accordance with the joint Federal Transit Administration - Federal Highway Administration regulations on urban transportation planning (23 CFR Parts 420 and 450, and 49 CFR Part 613), a Unified Planning Work Program is required to be developed; and

**WHEREAS**, the Governors of Georgia and South Carolina have designated the Augusta Planning and Development Department as the Metropolitan Planning Organization (MPO) for the Augusta Regional Transportation Study, and;

**WHEREAS**, it is the objective of the Augusta Regional Transportation Study, hereinafter referred to as ARTS, to maintain a comprehensive transportation planning process which results in plans and programs consistent with the comprehensively planned development of the urbanized area; and

**WHEREAS**, the Unified Planning Work Program is an annual element of the ARTS process which outlines the transportation-related and other planning projects to be undertaken during the forthcoming fiscal year; and

**WHEREAS**, the ARTS Citizens Advisory and Technical Coordinating Committees on May 1, 2024, recommended that the Augusta Regional Transportation Study adopt the FY 2025 Unified Planning Work Program.

**WHEREAS**, the ARTS Policy Committee on May 16, 2024, adopted the FY 2025 Unified Planning Work Program.

**NOW THEREFORE BE IT RESOLVED**, ARTS Policy Committee hereby approves the adoption of the FY 2025 Unified Planning Work Program 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.

**CERTIFICATION**

I hereby certify that the above is a true and correct copy of a Resolution adopted by the Augusta Regional Transportation Study (ARTS) Policy Committee at a meeting held on May 16, 2024.

Sign *Carla Delaney*

Print Carla Delaney  
MPO Director

05/16/2024  
Date

Sign *William Molnar*

Print William Molnar  
MPO Chairman

May 16, 2024  
Date

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U.S. Department  
of Transportation  
**Federal Highway  
Administration**

**Georgia Division**

May 23, 2024

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In Reply Refer To:  
HIP-GA

Carla Delaney  
Director of Planning and Development  
Augusta Planning & Development Department  
535 Telfair Street  
Augusta, GA 30901

Dear Ms. Delaney:

The following is in response to our receipt of your final Fiscal Year (FY) 2025 Unified Planning Work Program (UPWP) adopted by the ARTS Board on May 16, 2024. Upon our review of the subject document, the Federal Highway Administration (FHWA) and Federal Transit Administration (FTA) have determined that the document satisfies the requirements of 23 U.S.C. 134, 49 U.S.C. 5303, 23 CFR Part 450 and 420, 2 CFR Part 200, and other pertinent legislation, regulations, and policies and hereby approve the FY 2025 UPWP.

The FY 2025 UPWP reflects \$478,766.51 of programmed PL Funds and an additional \$12,276.05 PL Set-aside for Safe and Accessible Transportation Options, totaling \$491,042.56. These funds are available upon an approved authorization. The FY 2025 UPWP 5303 funds are consistent with the distribution of FTA 5303 funds as identified by the Georgia Department of Transportation (GDOT) and are available upon award and execution by GDOT of a Transit Award Management System (TrAMS) planning grant.

Expenditure invoicing and progress reports should be submitted quarterly and/or annually, with copies to the FHWA and FTA. Expenditures incurred without prior authorization will not be reimbursed.

If you have any questions, please contact Ms. Olivia Lewis at 404-562-3639 or Ms. Aviance Webb at 404-865-5489.

Sincerely,

Olivia Lewis  
Transportation Specialist

## LIST OF ACRONYMS

<b>3C</b>	Cooperative, Continuous & Comprehensive planning	<b>DBE</b>	Disadvantaged Business Enterprise
<b>ACPDD</b>	Aiken County Planning & Development Department	<b>EJ</b>	Environmental Justice
<b>ADA</b>	Americans with Disabilities Act of 1990	<b>EMA</b>	Emergency Management Agency
<b>APA</b>	American Planning Association	<b>EPA</b>	Environmental Protection Agency
<b>APDD</b>	Augusta Planning & Development Department	<b>FAST Act</b>	Fixing America’s Surface Transportation Act
<b>ARP</b>	American Rescue Plan	<b>FFR</b>	Federal Financial Reports
<b>AT</b>	Augusta Transit	<b>FHWA</b>	Federal Highways Administration
<b>ARTS</b>	Augusta Regional Transportation Study	<b>FTA</b>	Federal Transit Administration
<b>BFE</b>	Best Friend Express	<b>GA</b>	Georgia
<b>BPAC</b>	South Carolina Bicycle and Pedestrian Advocacy Committee	<b>GAMPO</b>	Georgia Association of Metropolitan Planning Organizations
<b>CAC</b>	Citizens Advisory Committee	<b>GAPA</b>	Georgia Chapter of American Planning Association
<b>CCPD</b>	Columbia County Planning Division	<b>GDOT</b>	Georgia Department of Transportation
<b>CMP</b>	Congestion Management Process	<b>GIS</b>	Geographic Information Systems
<b>CHSP</b>	Coordinated Human Services Plan	<b>ITS</b>	Intelligent Transportation Systems
<b>CMS</b>	Congestion Management System	<b>LEP</b>	Limited English Proficiency
<b>COA</b>	Comprehensive Operations Analysis	<b>LOS</b>	Level of Service
<b>COG</b>	Council of Governments	<b>LSCOG</b>	Lower Savannah Council of Governments
<b>COOP</b>	Continuity of Operations Plan	<b>MOU</b>	Memorandum of Understanding
<b>CSRA-RC</b>	Central Savannah River Area – Regional Commission	<b>MPA</b>	Metropolitan Planning Area
<b>DAR</b>	Dial-A-Ride	<b>MPO</b>	Metropolitan Planning Organization
		<b>MPR</b>	Milestone Progress Reports



<b>MSA</b>	Metropolitan Statistical Area	<b>STIP</b>	State Transportation Improvement Program
<b>MTP</b>	Metropolitan Transportation Plan	<b>TA</b>	Transportation Alternatives (TA set-aside)
<b>NAPDD</b>	North Augusta Planning and Development Department	<b>TAM</b>	Transit Asset Management
<b>NHPMS</b>	National Highway Performance Monitoring System	<b>TAP</b>	Transportation Alternatives Program
<b>NHS</b>	National Highway System	<b>TASC</b>	Transportation Association of South Carolina
<b>NPMRDS</b>	National Performance Management Research Data Set	<b>TAZ</b>	Traffic Analysis Zone
<b>NTD</b>	National Transit Database	<b>TBD</b>	To be determined
<b>NTI</b>	National Transit Institute	<b>TCAC</b>	Transit Citizens Advisory Committee
<b>PBPP</b>	Performance-Based Planning and Programming	<b>TCC</b>	Technical Coordinating Committee
<b>PC</b>	Policy Committee	<b>TDP</b>	Transit Development Plan
<b>POP</b>	Program of Projects	<b>TIP</b>	Transportation Improvement Program
<b>PPP</b>	Public Participation Plan	<b>TNSC</b>	Test Network Subcommittee
<b>PTASP</b>	Public Transit Agency Safety Plan	<b>TrAMS</b>	Transit Award Management System
<b>RFP</b>	Request for Proposals	<b>TSIR</b>	Traffic Safety Improvement Report
<b>SC</b>	South Carolina	<b>TTI</b>	Travel Time Index
<b>SCDHEC</b>	South Carolina Department of Health and Environmental Control	<b>UPWP</b>	Unified Planning Work Plan
<b>SCDOT</b>	South Carolina Department of Transportation		
<b>SCDPS</b>	South Carolina Department of Public Safety		
<b>SETP</b>	Self-Evaluation and Transition Plan		
<b>SMTF</b>	State Mass Transit Funds		

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# INTRODUCTION

## 1. Purpose of the Unified Planning Work Program

The Unified Planning Work Program (UPWP) is the annual work program for transportation and transit planning activities in the Augusta Regional Transportation Study (ARTS) area. The UPWP includes an overview of the ARTS planning process and a description of each work element for Fiscal Year 2025 (July 1, 2024 – June 30, 2025).

Work elements, tasks, activities, programs, and projects are categorized into the following functional areas:

- Program Administration
- Public Involvement
- Transportation Data Collection and Analysis
- Transportation System Planning
- Public Transit and Paratransit
- Performance-Based Planning
- Transportation Improvement Program (TIP)

Special emphasis is placed on the following areas:

- Performance-based planning
- Update project prioritization tool(s)
- Stakeholder involvement in freight, safety, and security coordination
- Developing a regional transportation system database for monitoring and updating socioeconomic and land use data and the annual demographic and growth trends report.
- Updating the Geographic Information System (GIS) mapping database
- Corridor/area planning
- Developing a framework to identify needs and coordinate stakeholders relative to coordinated human services transportation
- Enhance public transit planning for fixed-route bus, paratransit, and demand response services and enhance mobility for seniors and persons with disabilities
- Implementing local and regional air quality initiatives
- Strengthening the public involvement process
- Other special studies

## 2. ARTS Metropolitan Planning Organization Overview

ARTS is a Metropolitan Planning Organization (MPO) established for urbanized areas in Columbia County, GA, Aiken and Edgefield County, SC, and all of Augusta-Richmond County, GA. The Federal-Aid Highway Act of 1962 established the requirement for transportation planning in urban areas throughout the country. Fixing America's Surface Transportation Act (FAST Act) passed on December 4, 2015, (Pub. L. No. 114-94) reauthorizing federal-aid funding and regulations for the metropolitan transportation planning process.

The FAST Act streamlines the federal surface transportation project delivery process. Its strengths include performance-based planning, intermodal and freight movement, and multimodal transportation planning, and addresses challenges facing the transportation system. The FAST Act also makes provisions for improving safety, maintaining infrastructure conditions, reducing traffic congestion, improving the efficiency of the system, protecting the environment, and reducing delays in project delivery. Project delivery focuses on four general categories to achieve streamlining:

- Adding new flexibilities to increase efficiencies
- Refining existing authorities
- Adding new tools to accelerate project delivery
- Building on existing activities of the Federal Highways Administration (FHWA) that accelerate project delivery

The FAST Act requires that the planning process considers projects/strategies to improve the resilience and reliability of the transportation system, storm-water mitigation, and enhance travel and tourism. This UPWP has been developed per the FAST Act regulations and guidelines.

The most recent federal transportation laws affecting ARTS are the Moving Ahead for Progress in the 21st Century Act (MAP-21), enacted on July 6, 2012, the Fixing America's Surface Transportation Act (FAST Act), enacted on December 4, 2015, and the Infrastructure Investment and Jobs Act (IIJA), aka the Bipartisan Infrastructure Law (BIL), enacted on November 12, 2021.

In keeping with the original federal mandate, the ARTS metropolitan transportation planning process is cooperative, continuous, and comprehensive (3C). The ARTS MPO planning process is "cooperative" because it brings together locally elected officials, state and federal transportation personnel, citizens, and other interested parties to plan and program transportation projects. ARTS participants "continuously" evaluate transportation needs and plan for long-term improvements. The ARTS process is "comprehensive" because it considers all modes of transportation, including cars, trucks, buses, airplanes, railroads, public transit, bicycles, and pedestrians.

The ARTS Metropolitan Planning Area (MPA) includes the urbanized area of Augusta-Richmond County, Georgia, Columbia County, Georgia, Aiken County, South Carolina and Edgefield County, South Carolina Metropolitan Statistical Area (MSA), as defined by the U. S. Bureau of Census, and the area expected to be urbanized over the next twenty years. The study area includes Richmond County and the urbanized area of Columbia County in Georgia; the Fort Eisenhower Military Base; and the urbanized area of Aiken and Edgefield Counties in South Carolina. Incorporated places within the study area include four (4) cities in Georgia: Augusta, Hephzibah, Blythe, and Grovetown; and four (4) cities in South Carolina: Aiken, North Augusta, Burnetown, and New Ellenton. The study area boundaries reflecting regional growth based on the 2010-2020 Decennial Census were modified and adopted by the Policy Committee on July 20, 2023 (Figure 2).

### **3. ARTS MPO Organizational Structure**

The ARTS MPO consists of several committees that review and approve all amendments to the TIP/Metropolitan Transportation Plan (MTP), technical documents, and special studies. The current structure of committee meetings is bi-monthly, with each committee meeting two to three weeks before the subsequent committee. The role of each committee is described below and schematically presented in Figure 1.

Technical Coordinating Committee (TCC) – comprised of planners and engineers from the two states, the local governments in the study area, and two regional planning agencies. The final draft and detailed information on a project are presented to the committee for recommended approval by the Policy Committee. The composition of the TCC can be found in Appendix Section C.

Citizens Advisory Committee (CAC) – made up of citizens representing the jurisdictions and communities in the study area. The CAC provides local knowledge and citizen input on the projects and makes recommendations to the Policy Committee. The composition of the CAC can be found in Appendix Section C.

South Carolina Technical Coordinating Committee – the subcommittee for the South Carolina portion of the ARTS area is made up of planners and engineers from the South Carolina Department of Transportation (SCDOT) and local governments. The final draft and detailed information on a project are presented to the committee for recommended approval to the other ARTS MPO committees and the South Carolina Policy Subcommittee.

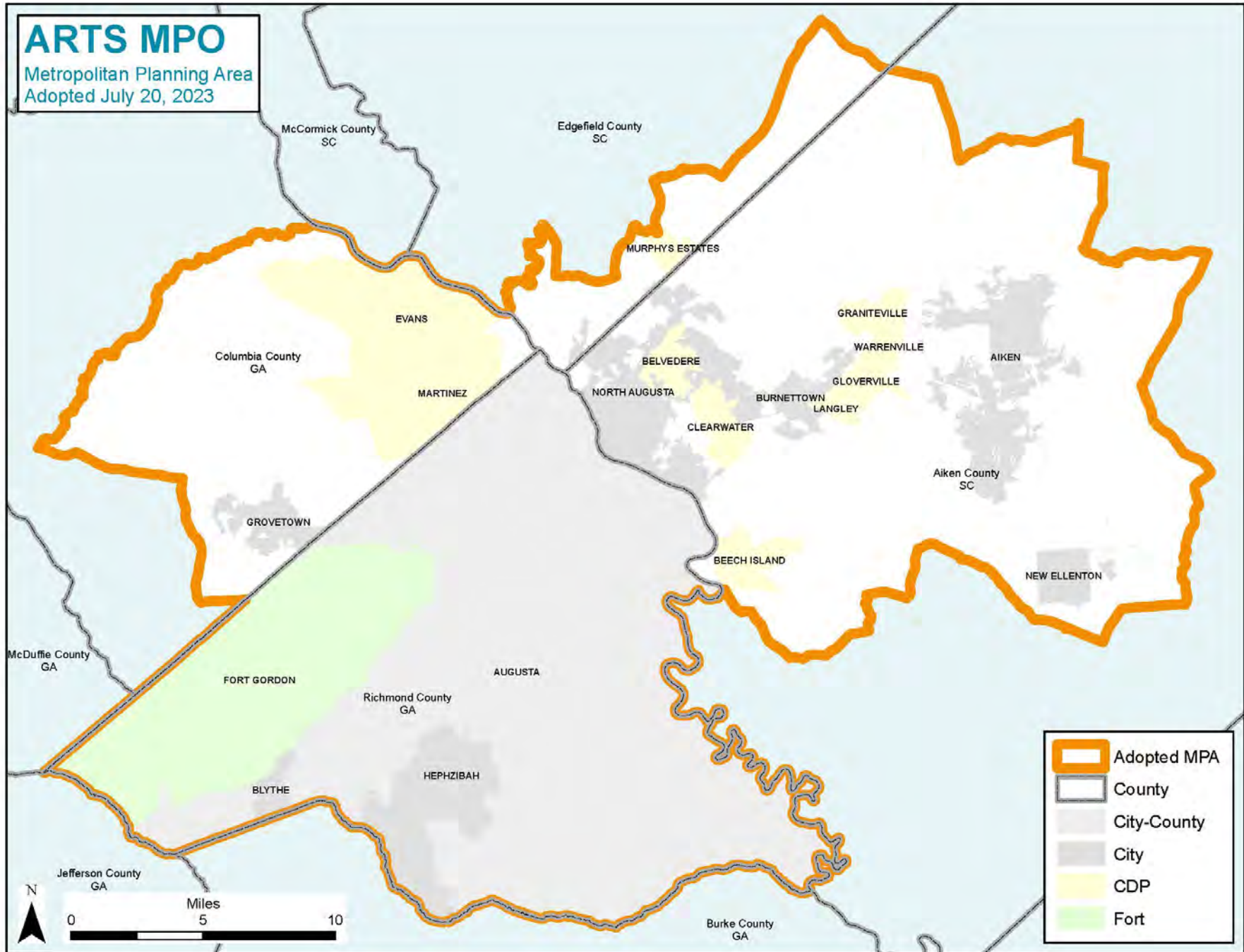
South Carolina Policy Subcommittee – includes local elected and appointed officials from the South Carolina portion of the ARTS area. The committee evaluates and endorses projects for inclusion in the TIP and MTP.

Policy Committee (PC) – voting members include elected officials from each local government in the study area, representatives from the Georgia and South Carolina Departments of Transportation, the Fort Eisenhower Garrison Commander, and representatives of providers of public transportation. The Policy Committee is responsible for making the final decision on ARTS planning and programming issues, including amendments to the MTP and TIP. The composition of the PC can be found in Appendix Section C.

Figure 1: ARTS MPO Committees



Figure 2: ARTS MPO Planning Area



#### 4. Federal Planning Factors

The FAST Act emphasizes performance-based planning as an integral component of the metropolitan planning process. Enabling this process, national planning factors were established as follows:

1. Support the economic vitality of the metropolitan area, especially by enabling global competitiveness, productivity, and efficiency.
2. Increase the safety of the transportation system for motorized and non-motorized users;
3. Increase the security of the transportation system for motorized and non-motorized users;
4. Increase the accessibility and mobility of people and freight;
5. Protect and enhance the environment, promote energy conservation, improve the quality of life, and promote consistency between transportation improvements and state and local planned growth and economic development patterns;
6. Enhance the integration and connectivity of the transportation system, across and between modes, for people and freight;
7. Promote efficient system management and operation;
8. Emphasize the preservation of the existing transportation system;
9. Improve transportation system resiliency and reliability, reduce (or mitigate) the stormwater impacts of surface transportation; and
10. Enhance travel and tourism.

#### 5. 2025 Planning Emphasis Areas:

##### **Tackling the Climate Crisis – Transition to a Clean Energy, Resilient Future – Work Element**

##### **4.4**

Federal Highway Administration (FHWA) divisions and Federal Transit Administration (FTA) regional offices should work with State departments of transportation (State DOT), metropolitan planning organizations (MPO), and providers of public transportation to ensure that our transportation plans and infrastructure investments help achieve the national greenhouse gas reduction goals of 50-52 percent below 2005 levels by 2030, and net-zero emissions by 2050, and increase resilience to extreme weather events and other disasters resulting from the increasing effects of climate change. Field offices should encourage State DOTs and MPOs to use the transportation planning process to accelerate the transition toward electric and other alternative-fueled vehicles, plan for a sustainable infrastructure system that works for all users, and undertake actions to prepare for and adapt to the impacts of climate change. Appropriate Unified Planning Work Program work tasks could include identifying the barriers to and opportunities for deployment of fueling and charging infrastructure; evaluating opportunities to reduce greenhouse gas emissions by reducing single-occupancy vehicle trips and increasing access to public transportation, shift to lower emission modes of transportation; and identifying transportation system vulnerabilities to climate change impacts and evaluating potential solutions. We encourage you to visit FHWA's Sustainable Transportation or FTA's Transit and Sustainability Webpages for more information.

*(See [EO 14008](#) on "Tackling the Climate Crisis at Home and Abroad," [EO 13990](#) on "Protecting Public Health and the Environment and Restoring Science to Tackle the Climate Crisis." [EO 14030](#) on "Climate-Related Financial Risk," See also [FHWA Order 5520](#) "Transportation System Preparedness and Resilience to Extreme Weather Events," FTA's "[Hazard Mitigation Cost Effectiveness Tool](#)," FTA's "[Emergency Relief Manual](#)," and "[TCRP Document 70: Improving the Resilience of Transit Systems Threatened by Natural Disasters](#)")*

##### **Equity and Justice<sup>40</sup> in Transportation Planning - Work Element 3.4**

FHWA Division and FTA regional offices should work with State DOTs, MPOs, and providers of public transportation to advance racial equity and support for underserved and disadvantaged communities. This will help ensure public involvement in the planning process and that plans and strategies reflect various perspectives, concerns, and priorities from impacted areas. We encourage the use of strategies that: (1)



improve infrastructure for non-motorized travel, public transportation access, and increased public transportation service in underserved communities; (2) plan for the safety of all road users, particularly those on arterials, through infrastructure improvements and advanced speed management; (3) reduce single-occupancy vehicle travel and associated air pollution in communities near high-volume corridors; (4) offer reduced public transportation fares as appropriate; (5) target demand-response service towards communities with higher concentrations of older adults and those with poor access to essential services; and (6) consider equitable and sustainable practices while developing transit-oriented development including affordable housing strategies and consideration of environmental justice populations.

[Executive Order 13985](#) (*Advancing Racial Equity and Support for Underserved Communities*) defines the term “equity” as the consistent and systematic fair, just, and impartial treatment of all individuals, including individuals who belong to underserved communities that have been denied such treatment, such as Black, Latino, and Indigenous and Native American persons, Asian Americans and Pacific Islanders and other persons of color; members of religious minorities; lesbian, gay, bisexual, transgender, and queer (LGBTQ+) persons; persons with disabilities; persons who live in rural areas; and persons otherwise adversely affected by persistent poverty or inequality. The term “underserved communities” refers to populations sharing a particular characteristic, as well as geographic communities, that have been systematically denied a full opportunity to participate in aspects of economic, social, and civic life, as exemplified by the list in the preceding definition of “equity.” In addition, [Executive Order 14008](#) and [M-21-28](#) provide a whole-of-government approach to advancing environmental justice by stating that 40 percent of Federal investments flow to disadvantaged communities. FHWA Division and FTA regional offices should work with State DOTs, MPOs, and providers of public transportation to review current and new metropolitan transportation plans to advance Federal investments in disadvantaged communities.

To accomplish both initiatives, our joint planning processes should support State and MPO goals for economic opportunity in disadvantaged communities that have been historically marginalized and overburdened by pollution and underinvestment in housing, transportation, water and wastewater infrastructure, recreation, and health care.

#### **Complete Streets - Work Element 4.6**

FHWA Division and FTA regional offices should work with State DOTs, MPOs, and providers of public transportation to review current policies, rules, and procedures to determine their impact on safety for all road users. This effort should work to include provisions for safety in future transportation infrastructure, particularly those outside automobiles.

A complete street is safe, and feels safe, for everyone using the street. FHWA and FTA seek to help Federal aid recipients plan, develop, and operate streets and networks that prioritize safety, comfort, and access to destinations for people who use the street network, including pedestrians, bicyclists, transit riders, micro-mobility users, freight delivery services, and motorists. The goal is to provide an equitable and safe transportation network for travelers of all ages and abilities, including those from marginalized communities facing historic disinvestment. This vision is not achieved through a one-size-fits-all solution – each complete street is unique and developed to best serve its community context and its primary role in the network.

Per the National Highway Traffic Safety Administration’s 2019 data, 62 percent of the motor vehicle crashes that resulted in pedestrian fatalities took place on arterials. Arterials tend to be designed for vehicle movement rather than mobility for non-motorized users and often lack convenient and safe crossing opportunities. They can function as barriers to a safe travel network for road users outside of vehicles.

To be considered complete, these roads should include safe pedestrian facilities, safe transit stops (if present), and safe crossing opportunities on an interval necessary for accessing destinations.

A safe and complete network for bicycles can also be achieved through a safe and comfortable bicycle facility

located on the roadway, adjacent to the road, or on a nearby parallel corridor. Jurisdictions will be encouraged to prioritize safety improvements and speed management on arterials that are essential to creating complete travel networks for those without access to single-occupancy vehicles.

### **Public Involvement - Work Element 2.1**

Early, effective, and continuous public involvement brings diverse viewpoints into the decision-making process. FHWA Division and FTA regional offices should encourage MPOs, State DOTs, and providers of public transportation to increase meaningful public involvement in transportation planning by integrating Virtual Public Involvement (VPI) tools into the overall public involvement approach while ensuring continued public participation by individuals without access to computers and mobile devices. The use of VPI broadens the reach of information to the public and makes participation more convenient and affordable to greater numbers of people. Virtual tools provide increased transparency and access to transportation planning activities and decision-making processes. Many virtual tools also provide information in visual and interactive formats that enhance public and stakeholder understanding of proposed plans, programs, and projects. Increasing participation earlier in the process can reduce project delays and lower staff time and costs. More information on VPI is available [here](#).

### **Strategic Highway Network (STRAHNET)/U.S. Department of Defense (DOD) Coordination - Work Element 7.1**

FHWA Division and FTA regional offices should encourage MPOs and State DOTs to coordinate with representatives from DOD in the transportation planning and project programming process on infrastructure and connectivity needs for STRAHNET routes and other public roads that connect to DOD facilities. According to the Declaration of Policy in 23 U.S.C. 101(b)(1), it is in the national interest to accelerate construction of the Federal-aid highway system, including the Dwight D. Eisenhower National System of Interstate and Defense Highways, because many of the highways (or portions of the highways) are inadequate to meet the needs of national and civil defense. The DOD's facilities include military bases, ports, and depots. The road networks that provide access and connections to these facilities are essential to national security. The [64,200-mile STRAHNET system](#) consists of public highways that provide access, continuity, and emergency transportation of personnel and equipment in times of peace and war. It includes the entire 48,482 miles of the Dwight D. Eisenhower National System of Interstate and Defense Highways and 14,000 miles of other non-interstate public highways on the National Highway System. The STRAHNET also contains approximately 1,800 miles of connector routes linking more than 200 military installations and ports to the primary highway system. The DOD's facilities are also often major employers in a region, generating substantial volumes of commuter and freight traffic on the transportation network and around entry points to the military facilities. Stakeholders are encouraged to review the STRAHNET maps and recent Power Project Platform (PPP) [studies](#). These can be a useful resource in the State and MPO areas covered by these route analyses.

### **Federal Land Management Agency (FLMA) Coordination**

FHWA Division and FTA regional offices should encourage MPOs and State DOTs to coordinate with FLMAs in the transportation planning and project programming process on infrastructure and connectivity needs related to access routes and other public roads and transportation services that connect to Federal lands. Through joint coordination, the State DOTs, MPOs, Tribal Governments, FLMAs, and local agencies should focus on the integration of their transportation planning activities and develop cross-cutting State and MPO long-range transportation plans, programs, and corridor studies, as well as the Office of Federal Lands Highway's developed transportation plans and programs. Agencies should explore opportunities to leverage transportation funding to support the access and transportation needs of FLMAs before transportation projects are programmed in the Transportation Improvement Program (TIP) and Statewide Transportation Improvement Program (STIP). Each State must consider the concerns of FLMAs that have jurisdiction over land within the boundaries of the State (23 CFR 450.208(a)(3)). MPOs must appropriately involve FLMAs in the development of the metropolitan transportation plan and the TIP (23 CFR 450.316(d)). Additionally, the Tribal Transportation Program,

Federal Lands Transportation Program, and the Federal Lands Access Program TIPs must be included in the STIP, directly or by reference, after FHWA approval in accordance with 23 U.S.C. 201(c) (23 CFR 450.218(e)).

### **Planning and Environment Linkages (PEL)**

FHWA Division and FTA regional offices should encourage State DOTs, MPOs, and Public Transportation Agencies to implement PEL as part of the transportation planning and environmental review processes. The use of PEL is a collaborative and integrated approach to transportation decision-making that considers environmental, community, and economic goals early in the transportation planning process and uses the information, analysis, and products developed during planning to inform the environmental review process. PEL leads to interagency relationship building among planning, resource, and regulatory agencies in the early stages of planning to inform and improve project delivery timeframes, including minimizing duplication and creating one cohesive flow of information. This results in transportation programs and projects that serve the community's transportation needs more effectively while avoiding and minimizing the impacts on human and natural resources. More information on PEL is available [here](#).

### **Data in Transportation Planning**

To address the emerging topic areas of data sharing, needs, and analytics, the FHWA Division and FTA regional offices should encourage State DOTs, MPOs, and providers of public transportation to incorporate data sharing and consideration into the transportation planning process, because data assets have value across multiple programs. Data sharing principles and data management can be used for a variety of issues, such as freight, bike and pedestrian planning, equity analyses, managing curb space, performance management, travel time reliability, connected and autonomous vehicles, mobility services, and safety. Developing and advancing data sharing principles allows for efficient use of resources and improved policy and decision making at the State, MPO, regional, and local levels for all parties.

## 6. MPO Planning Factors

MPO Planning Factors are presented in the following table. The tasks contained in this UPWP aim to incorporate the national planning framework as follows:

FY 2025 UPWP Work Elements		Planning Factors									
		Economic Vitality	Safety	Security	Accessibility/Mobility	Enhance/Protect Environment	Integration/Connectivity	Management and Operation	Preservation	Resiliency/Reliability/ Mitigation	Enhance Travel and Tourism
<b>Administration</b>											
	1.1 Program Coordination	✓			✓	✓	✓	✓	✓		
	1.2 Training & Employee Education	✓				✓					
	1.3 Unified Planning Work Program					✓	✓	✓		✓	
<b>Public Involvement</b>											
	2.1 Community Outreach/Education	✓	✓	✓	✓	✓					
<b>Transportation Data Collection &amp; Analysis</b>											
	3.1 Socioeconomic Data / Environmental Justice							✓	✓		
	3.2 Land Use Monitoring		✓	✓		✓		✓	✓	✓	
	3.3 Transportation Surveys, Model & Analysis		✓	✓		✓		✓	✓	✓	
	3.4 Environmental Justice/Title VI			✓	✓	✓		✓			
	3.5 GIS Development & Applications							✓			
<b>Transportation System Planning</b>											
	4.1 Long Range Plan	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓
	4.2 Congestion Management		✓	✓	✓		✓			✓	✓
	4.3 Intermodal Planning	✓	✓	✓	✓	✓	✓			✓	✓
	4.4 Air Quality				✓	✓			✓		
	4.5 Complete Streets	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓
<b>Public Transit/Paratransit</b>											
	8.1 Program Support and Administration	✓				✓		✓	✓	✓	
	8.2 Long-Range Transportation Planning (System Level)	✓				✓		✓	✓	✓	
	8.3 Short-Range Transportation Planning	✓				✓		✓	✓	✓	
	8.4 Transportation Improvement Plan	✓				✓		✓	✓	✓	
<b>Performance-Based Planning</b>											
	6.1 Performance-Based Planning	✓	✓	✓	✓	✓	✓	✓	✓	✓	
<b>Transportation Improvement Program</b>											
	7.1 Transportation Improvement Program						✓	✓	✓		

## 7. 2050 Metropolitan Transportation Plan (MTP) Goals and Objectives

The table below shows the ARTS Future Mobility 2050 MTP goals, objectives, and planning emphasis areas to address regional transportation issues/priorities.

2050 MTP GOALS AND OBJECTIVES	PLANNING EMPHASIS AREAS
<p>1. <b>Reduce Traffic Congestion and Delay</b> - Promote strategies to reduce traffic congestion and delay.</p>	<ul style="list-style-type: none"> <li>• Maximize existing transportation facilities through active management and integrated systems in real time.</li> <li>• Implement projects that improve street network connectivity to provide alternative routes and increase system redundancy.</li> <li>• Continue to implement and promote strategies and policies such as Transportation Demand Management (TDM), public transit, and alternative transportation modes to reduce demand for single-occupant motor vehicle travel.</li> <li>• Support regional connectivity and ridesharing through investment in intercity bus service, intercity bus facilities, and commuter vanpools.</li> </ul>
<p>2. <b>Mobility, Accessibility &amp; Connectivity</b> - Promote strategies that improve mobility, accessibility, and connectivity for all users of the transportation network including public transit and non-motorized modes.</p>	<ul style="list-style-type: none"> <li>• Prioritize transportation improvements that support access to the urban core.</li> <li>• Increase access, expand, and improve the reliability of public transportation.</li> <li>• Promote investment in infrastructure for non-motorized modes such as bicycles and pedestrians.</li> </ul>
<p>3. <b>Safety &amp; Security</b> - Improve traffic safety and improve the security of transportation systems.</p>	<ul style="list-style-type: none"> <li>• Reduce the number and severity of crashes, injuries, and fatalities across all modes by coordinating safety improvements with planning initiatives.</li> <li>• Reduce the vulnerability of existing transportation infrastructure to natural disasters by supporting the development of regional preparedness plans.</li> <li>• Continue to educate all users of the transportation network on safety and sharing the road.</li> </ul>
<p>4. <b>Maintenance and System Preservation</b> - Maintain and preserve the existing transportation system to provide safe and reliable movement of persons and goods/freight.</p>	<ul style="list-style-type: none"> <li>• Adequately fund routine maintenance and rehabilitation of roadways, pavement, and bridges.</li> <li>• Provide viable public transportation options to meet daily travel needs.</li> <li>• Monitor and manage transportation assets to prioritize improvements.</li> </ul>

<p>5. <b>Economic Vitality</b> - Enhance the economic vitality of the region and promote job opportunities.</p>	<ul style="list-style-type: none"> <li>• Provide transportation linkages to employment, business, retail activity, and other activity centers.</li> <li>• Address the needs of the local freight industry and the intermodal movement of goods via rail and truck.</li> <li>• Promote investments in transportation facilities that provide access to tourist destinations.</li> <li>• Enhance the visual appeal of transportation facilities.</li> </ul>
<p>6. <b>Environmental Stewardship</b> - Enhance the social and environmental fabric of the region.</p>	<ul style="list-style-type: none"> <li>• Minimize disruption or displacement of residential or commercial areas from restructured or new transportation facilities.</li> <li>• Minimize impact on environmental resources, wetlands, wildlife, historic properties, and water quality.</li> <li>• Reduce mobile emissions and meet air quality standards with projects including managed lanes, operational projects, transit, and non-motorized vehicles such as bicycles, and pedestrians.</li> <li>• Serve Environmental Justice populations through direct benefits or access to the project.</li> <li>• Reduce or mitigate the stormwater impacts of surface transportation.</li> </ul>
<p>7. <b>Land Use &amp; Transportation Integration</b> - Promote efficient land use and development patterns that improve safety and economic vitality to meet existing and future multimodal transportation needs.</p>	<ul style="list-style-type: none"> <li>• Provide transportation services that conform with regional and local land use plans.</li> <li>• Control access to conservation or preservation areas to discourage development.</li> <li>• Promote redevelopment of the urban fringe through improved accessibility.</li> <li>• Promote the concentration of future employment and other activity centers along existing and planned major travel corridors.</li> <li>• Preserve and enhance the natural and built environments through context-sensitive solutions that exercise flexibility and creativity to shape effective transportation solutions.</li> <li>• Protect adequate rights-of-way in newly developing and redeveloping areas for pedestrian, bicycle, transit, and roadway facilities.</li> </ul>
<p>8. <b>Financial Feasibility</b> - Develop a financially and politically feasible plan and gain broad support by increasing the safety and security of the transportation system for all users.</p>	<ul style="list-style-type: none"> <li>• Prioritize projects with high project readiness and available funding.</li> </ul>
<p>9. <b>Effective Engagement and Coordination</b> - Promote effective public and stakeholder engagement and coordinate strategies throughout the planning process.</p>	<ul style="list-style-type: none"> <li>• Foster coordination with local, state, and federal partners to implement community priorities.</li> <li>• In partnership with local communities, equitably and strategically focus resources in areas of need and importance.</li> </ul>

## 8. Transportation Planning Priorities

The 2050 MTP identified specific priorities for the regional transportation priorities. These priorities were identified through Travel Behavior Surveys conducted during the planning process and reflect the plan's goals and FHWA Planning Emphasis Areas. As a result, the following priorities are important to improving the ARTS planning area's transportation system and relate to the 2050 MTP Goals and FHWA Planning Emphasis Areas:

**2055 Metropolitan Transportation Plan (MTP)** – the 2050 MTP update was completed in September 2020. The staff made the necessary updates in response to changing transportation needs and priorities and conform to the transportation planning regulations. The consultant (WSP USA Inc.) completed the update and its various components, including the Freight Plan update, the Bicycle and Pedestrian Plan update, and the Project Prioritization and Performance-Based Planning Measures as required by the FAST Act. ARTS staff will begin taking steps to complete the 2055 MTP. The 2055 MTP development process and the content will prioritize equity, economy, climate change/resiliency, and COVID-19 relief efforts.

**Corridor Planning** - The purpose of corridor planning is to analyze traffic and travel conditions along major transportation corridors and sub-areas and develop impact and land use patterns on existing and future transportation systems. It also determines the potential growth, traffic flow, safety, multimodal mobility, and transportation infrastructure needs for short- and long-term improvements. The important study themes are to reduce/mitigate congestion, improve traffic flow, and traffic safety; increase mobility during peak travel times; optimize the relationship between land use and transportation; access management; complete streets; enhance multimodal systems and connectivity; evaluate existing and future travel; and analyze the need and location for intersection improvements.

**Public Transportation** – The MPO and local transit providers are challenged to increase the use of public transportation in an era with land use patterns that encourage strip development and urban sprawl. Furthermore, the MPO is also mandated to improve accessibility for the elderly, retirees, and veterans with limited personal budgets. Providing transportation services for the disabled and the Environmental Justice (EJ) population groups to meet the demand for medical trips and workforce development continues to be a priority through the development of a Coordinated Human Services Plan (CHSP). The ARTS transportation planning staff will continue to strive to provide access to essential services for low-income, minorities, environmental justice populations, seniors, and individuals with disabilities through better utilization of Federal Transit Administration (FTA) Section 5310 funds to support mobility management and enhance transit service provided by the Lower Savannah Council of Governments (LSCOG). The continued use of paratransit services within the 0.75-mile buffer along fixed routes will be expanded by the new GIS address database. Both programs support regional transit improvements and the regional model of cooperation.

During FY 2024, ARTS staff continued ongoing FTA grant administration for Section 5310, provided technical support to the Transit Citizens Advisory Committee (TCAC), and assisted Augusta Transit (AT) with developing an implementation strategy for transit service improvements identified in the Comprehensive Operations Analysis (COA) Report completed in 2018. Other ongoing tasks related to public transit include transit asset management and the monitoring of transit ridership and service operation data to develop performance measures and target settings. ARTS will also work with AT, LSCOG Central Savannah River Area – Agency on Aging, and other social service agencies to address transit issues for the elderly and persons with disabilities through the implementation of the CHSP.

**Performance-Based Planning** – The integration of performance management concepts into the existing federally-required transportation planning and programming processes involves using data to support *long-range* and *short-range* investment decision-making. For the FHWA, the FAST Act<sup>1</sup> establishes the following National Performance Goals for

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<sup>1</sup> <https://www.fhwa.dot.gov/fastact/legislation.cfm>

Federal highway programs: safety, infrastructure condition, congestion reduction, system reliability, freight movement, economic vitality, environmental sustainability, and reducing project delivery delays.

In the ARTS MPO, the Safety Performance measures provided by the Georgia Department of Transportation (GDOT) and SCDOT will be adopted by the MPO every year by the end of February. Additionally, the ARTS MPO worked with GDOT, SCDOT, FHWA, and FTA on the further development of future performance measures for roads and bridges, highway asset management, system performance, and MPO coordination. The Performance-Based Planning and Programming (PBPP) measures will be included in the 2050 MTP and the TIP updates as more information on the performance measures is received from GDOT and SCDOT.

**Coordinating Land Use and Transportation** – Coordinating land use and transportation improvements is an important task, given expected regional development patterns. In FY 2025, ARTS continued to collect certificates of occupancy for residential and commercial developments to track land development and update the GIS spatial analysis and maps. ARTS will continue these tasks and work with Aiken County, Edgefield County, and Columbia County, and the MPO cities to improve data collection, analysis, and reporting. This data analysis is part of the Regional Transportation System GIS Database. ARTS will continue efforts to develop an annual growth trend report to support socioeconomic demographic data updates for travel modeling.

In FY 2025, the MPO will work closely with local planning and development organizations to monitor updates to land use plans; review site plans for regional models for existing or future traffic generators; utilize area zoning maps to update the existing regional land use map; develop a future regional land use map and spatial analysis; develop and promote best land-use practices that support sustainable development; and reduce transportation impacts and enhance land use and transportation integration near employment/retail/commercial activity nodes along regional transportation corridors.

ARTS will identify feasible redevelopment alternatives to strip development that enhance opportunities for redevelopment along regional corridors and other highway improvements included in the TIP. Coordinating land use and transportation is an important component of the MTP since it provides an opportunity to analyze the effects of growth, develop policy responses to regional issues, and determine the demand for public facilities. Additionally, coordinated land use and transportation enables local, regional, and federal agencies to address access management, right-of-way concerns, utilities, and stormwater issues using common expectations about future growth and development.

**Intermodal Connections and Safety** – Due to the presence of at-grade railroad crossings on roads throughout the ARTS planning area, there are many opportunities for conflicts between trains, vehicles, and alternative modes of transportation. Cooperation between the railroads, transportation agencies, and local governments is pertinent in resolving this long-term problem and improving traffic safety. ARTS staff will continue to work with the Citizens Advisory Committee (CAC), Technical Coordinating Committee (TCC), Policy Committee (PC), and Chambers of Commerce to identify key stakeholders from railroad companies, trucking, other freight interest groups, and large industries to encourage participation and integration in the metropolitan planning process.

## **9. Fiscal Year 2024 - Highlights and Accomplishments**

- Commenced preparation of FY 2025 UPWP
- Commenced preparation of 2055 MTP UPWP
- Commenced preparation of Regional Freight Plan Update
- Executed 2050 MTP – Amendments, Transit Capital Program of Projects (POP), updated Performance Measures to align with 2050 Transportation Goals and Congestion Management System (CMS)
- FY 2024-2033 Transportation Improvement Program Adoption
- Established Performance-Based Planning – Safety and Public Transit Performance Measures
- Updated Title VI FHWA Monitoring report & Title VI FTA Monitoring report
- Awarded GDOT FY 2024 Planning Grant



- Submitted GDOT FTA 5303 Planning Grant application for FY 2025
- Submitted FTA 5310 grant application & administrative and grant management
- Completed Regional Transportation System Database – socioeconomic data and traffic/travel data, and Growth Trends Report
- Updated Online Interactive Public Forum – ARTS TIP/MTP Interactive Transportation Projects
- Completed the ARTS Traffic Safety Improvement Report – semi-annual update
- Updated the list of Administrative Modifications in TIP and MTP
- Completed FY 2025 Annual Obligated Projects
- Completed the 2022 Bike and Pedestrian Plan Update
- Completed the Envision Augusta Comprehensive Plan 5 Year - Update
- ARTS MPO Transit Feasibility Study and Implementation Action Plan report
- ARTS MPO Environmental Protection Agency (EPA) Path Forward report

**10. Other Planning Studies Underway or Recently Completed**

<b>ONGOING AND FUTURE PLANNING STUDIES FOR THE ARTS AREA</b>		
<b>NAME</b>	<b>DESCRIPTION</b>	<b>DATE COMPLETED/ADOPTED</b>
Regional Freight Plan Update	The ARTS MPO solicited Metro Analytics, Inc. to develop the Augusta Regional Freight Profile. The update will reassess the existing freight plan (2008 Augusta Regional Freight Profile) as well as address the current and future freight volumes, bottlenecks, and potential solutions.	Work started in FY 2024 and will end in FY 2025; expected to be completed on or before November 2024.
Special Studies – 2055 Metropolitan Transportation Plan update	The ARTS MPO will solicit consultants to develop the 2055 MTP. MPO staff will update SE data for the regional travel model; and procure consultants.	Work will be performed in FY 2024 and 2025; expected to be completed on or before September 2025
Special Studies – Congestion Management Process Update	Augusta Planning and Development Department (APDD) will solicit consultants to update the CMP, conduct the CMP Monitoring Report, and develop a Project Prioritization Process.	The project will begin in FY 2024 expected to be completed in January 2026

# WORK ELEMENT 1 – ADMINISTRATION

## TASK 1.1 - Program Coordination

**Purpose:** Complete all the basic activities needed to coordinate the work of ARTS participants and ensure compliance with all federal and state requirements.

### Previous Work

1. Coordinated work among study participants, governments, and citizens; including agenda items for ARTS South Carolina Policy Subcommittee.
2. Updated and monitored staff work program for APDD to reflect UPWP tasks.
3. Organized ARTS Committee agenda and meetings.
4. Prepared minutes for the CAC, TCC, and PC meetings held bi-monthly.
5. Approved meeting minutes from previous meetings and approval during each meeting.
6. Updated the TCC, CAC, and PC bylaws and membership lists.
7. Updated the meeting calendar, current TIP, and UPWP.
8. Created and disseminated newsletters for existing and new committee members.
9. Prepared and submitted progress reports with quarterly requisitions and a year-end progress report for reimbursement.

**FY 2025 Work Activities and Schedule:** Activities under this work element include, but are not limited to the following:

ACTIVITY	EXPECTED COMPLETION DATE
1. Coordinate work among study participants, governments, and citizens.	<p style="text-align: center;">Monthly &amp; Quarterly FY 2025</p> <p>Quarterly reports are due on the 15<sup>th</sup> day following the last day of the month.</p>
2. Monitor the work program schedule.	
3. Provide progress reports to all ARTS committees.	
4. Organize ARTS Committee meetings and prepare minutes of those meetings.	
5. Update the ARTS Policy and Procedures Manual and ARTS committees' membership list.	
6. Travel to meetings with ARTS participants, as well as other transportation-related meetings or conferences.	
7. Amend the transportation planning process in response to changes in federal laws and regulations.	
8. Submit progress reports with quarterly requisitions and a year-end progress report with the final requisition.	
9. Implement a Continuity of Operations Plan (COOP) for ARTS and identify gaps and areas needing improvements to ensure continuous operations in the event of a catastrophe.	Schedule TBD to coincide with County Emergency Management Agency (EMA) training or drills
10. 2024 Financial SEFA Report (Grant Reconciliation)	February 28, 2025
11. Finalize ARTS Memorandum of Understanding	July 2024 – September 2025
12. 2024 TMA Certification Review Desk Audit	July 2024 – October 2024

**Work Schedule:** July 1, 2024 - June 30, 2025

### COST ESTIMATES AND PROPOSED FUNDING SOURCES

**Agencies responsible for task funding:** Augusta Planning and Development Department (APDD), Aiken County Planning and Development Department (ACPDD), Federal Highway Administration – GA (FHWA GA), Federal Highway Administration – SC (FHWA SC), Georgia Department of Transportation (GDOT), and South Carolina Department of Transportation (SCDOT).

GEORGIA	FHWA (GA PL)	APDD (GA PL Match)	TOTALS
	\$48,000.00	\$12,000.00	\$60,000.00

SOUTH CAROLINA	APDD	ACPDD	TOTALS
FHWA (SC PL)	\$6,000.00	\$45,000.00	\$51,000.00
ACPDD (SC PL Match)	\$1,500.00	\$11,250.00	\$12,750.00
<b>TOTAL</b>	<b>\$7,500.00</b>	<b>\$56,250.00</b>	<b>\$63,750.00</b>

## TASK 1.2 - Training & Employee Education

**Purpose:** Expand the working knowledge of transportation planning methods, tools, techniques, and procedures of the staff members involved in ARTS activities.

### Previous Work

- Staff participated in conferences and work sessions sponsored by the Georgia Chapter of the American Planning Association (GAPA), the Georgia Association of Metropolitan Planning Organizations (GAMPO) Conference, the Association of Metropolitan Planning Organizations (AMPO), the Georgia Transit Administration Annual and Fall Conferences, and the American Planning Association (APA) Conference.
- Staff also attended workshops and stakeholder meetings sponsored by FHWA, GDOT, SCDOT, FTA, and the bi-annual GAMPO conferences.

### FY 2025 Work Activities and Schedule

- Attend transportation planning-related webinars, seminars, conferences, and meetings as opportunities arise.
- Participate in educational opportunities related to topics covered by other work elements in the UPWP. Examples include GDOT training classes, the annual GAMPO conference and work session, FHWA workshops and National Transit Institute (NTI) training courses, the annual South Carolina MPO/Council of Governments (COG) conference, the annual American Planning Association (APA) Conference – SC Chapter, the Annual Training Conference sponsored by TASC and mandatory continued education for planning staff as required by the South Carolina State Legislature.

ACTIVITY	EXPECTED COMPLETION DATE
1. 2025 Georgia Chapter of APA Fall Conference	Sept/Oct 2024
2. 2025 APA National Conference	April 2025
3. South Carolina American Planning Association Conference	Spring 2025
4. Georgia Association of MPOs Business Meetings and Annual Conference	September 2024/ March 2025
5. Association of Metropolitan Planning Organizations (AMPO) Conference	September 2024
6. Meetings/Workshops with GDOT, SCDOT, and FHWA	On-Going
7. In-house MPO staff training (NHI Courses, ESRI, etc.)	On-Going

**Work Schedule:** July 1, 2024 - June 30, 2025

**COST ESTIMATES AND PROPOSED FUNDING SOURCES**

**Agencies responsible for task funding:** Augusta Planning and Development Department (APDD), Aiken County Planning and Development Department (ACPDD), Federal Highway Administration – GA (FHWA GA), Federal Highway Administration – SC (FHWA SC), Georgia Department of Transportation (GDOT), and South Carolina Department of Transportation (SCDOT).

GEORGIA	FHWA (GA PL)	APDD (GA PL Match)	TOTALS
	\$44,000.00	\$11,000.00	\$55,000.00

SOUTH CAROLINA	APDD	ACPDD	TOTAL
FHWA (SC PL)	\$0.00	\$6,000.00	\$6,000.00
ACPDD (SC PL Match)	\$0.00	\$1,500.00	\$1,500.00
<b>TOTAL</b>	<b>\$0.00</b>	<b>\$7,500.00</b>	<b>\$7,500.00</b>

**TASK 1.3 - Unified Planning Work Program**

**Purpose:** The Unified Planning Work Program (UPWP) defines all ARTS planning activities undertaken in any fiscal year. The UPWP identifies the various agencies that will perform each activity and determines sources of funding for study activities. This document is prepared in conformance with Federal regulations.

Activities involved in preparing the UPWP include a review of planning issues; the development of goals and objectives to address those issues; and the development of planning programs that coincide with the stated goals and objectives. The planning programs must be assigned to the proper study participants and funding must be secured.

**Previous Work**

1. FY 2025 UPWP was approved on March 21, 2024 (tentatively).
2. Tracked and documented UPWP work activities, budget, and expenses to produce quarterly reimbursement reports and performance reports.

**FY 2025 Work Activities and Schedule:** The following activities will be undertaken by the Augusta Planning and Development Department (APDD), Aiken County Planning and Development Department (ACPDD), and Lower Savannah Council of Governments (LSCOG) in developing the UPWP:

ACTIVITIES	EXPECTED COMPLETION DATE
1. Modifications and amendments to the FY 2025 UPWP	As Needed
2. Start Draft of FY 2026 UPWP	September 2024
3. Complete Draft of FY 2026 UPWP	November 2024
4. Submit the draft to Federal, State, and Local agencies for comments	November 2024
5. Incorporate comments from reviewing agencies & other stakeholders	January 2025
6. E-mail revised Draft FY 2026 UPWP to state and federal agencies	January 2025
7. E-mail revised Draft FY 2026 UPWP to CAC/TCC/PC	January 2025
8. CAC /TCC endorses Final FY 2026 UPWP	March 2025
9. PC endorses Final FY 2026 UPWP	March 2025
10. Complete Resolution of Final FY 2026 UPWP	March 2025
11. Endorsement by GDOT	March 2025

ACTIVITIES	EXPECTED COMPLETION DATE
12. Endorsement by FHWA/FTA	April 2025
13. E-Mail Final FY 2026 UPWP to state and federal agencies	April 2025

**Work Schedule:** July 1, 2024 - June 30, 2025

**Product(s):** FY 2026 ARTS Unified Planning Work Program (UPWP)

**COST ESTIMATES AND PROPOSED FUNDING SOURCES**

**Agencies responsible for task funding:** Augusta Planning and Development Department (APDD), Aiken County Planning and Development Department (ACPDD), Federal Highway Administration – GA (FHWA GA), Federal Highway Administration – SC (FHWA SC), Georgia Department of Transportation (GDOT), and South Carolina Department of Transportation (SCDOT).

GEORGIA	FHWA (GA PL)	APDD (GA PL Match)	TOTALS
	\$24,000.00	\$6,000.00	\$30,000.00

SOUTH CAROLINA	APDD	ACPDD	TOTALS
FHWA (SC PL)	\$800.00	\$2,000.00	\$2,800.00
ACPDD (SC PL Match)	\$200.00	\$500.00	\$700.00
<b>TOTAL</b>	<b>\$1,000.00</b>	<b>\$2,500.00</b>	<b>\$3,500.00</b>

# WORK ELEMENT 2 – PUBLIC INVOLVEMENT

## TASK 2.1 - Community Outreach/Education

**Purpose:** Provide information to ARTS participants and the public about the transportation planning process; respond to requests for information from the public; and foster valuable public input into all transportation plans, programs, and projects.

Public involvement is an integral part of the success of the regional transportation planning process. The ARTS Public Participation Plan was adopted by the Policy Committee on June 4, 2007, and amended on September 6, 2012, December 7, 2017, and July 22, 2021. The Plan guides community outreach, education, and public input into the regional transportation planning process. It also includes the steps to be taken to consult with other interested parties that have a stake in the transportation planning process. A variety of outreach and educational techniques are employed to obtain public input including, but not limited to, publicizing proposed changes to ARTS documents through multiple media platforms.

### Previous Work

1. Distributed ARTS meeting agendas to stakeholders and all area media outlets.
2. Responded to requests for information/interviews from media outlets (print, TV, and radio).
3. Provided regular feedback to CAC on issues and concerns
4. Provided opportunities for public involvement for reviews and comments on amendments to the TIP and MTP per the procedures in the ARTS Public Participation Plan.
5. Published and distributed the ARTS newsletter.
6. Distributed ARTS information at other public meetings.
7. Updated the MPO website regularly with information on ARTS meetings, plans, and special studies.
8. Provided technical support to the TCAC of Augusta Transit.
9. Evaluated the effectiveness of existing public involvement techniques.
10. Responded to requests for information from the public and other stakeholders.
11. Completed four (4) public meetings for the FY 2024-2033 TIP.

**FY 2025 Work Activities and Schedule:** During this program year, the MPO staff will implement the strategies in the ARTS Participation Plan. Anticipated public outreach opportunities include the following:

ACTIVITIES	EXPECTED COMPLETION DATE
1. Public comment periods for amendments and the annual update of the TIP. Prepare meeting summaries and respond to public questions.	As Needed
2. ARTS Newsletter publication and dissemination.	Bi-Annually
3. Placement of ARTS MPO documents in local libraries in the study area as reference periodicals.	On-Going
4. Prepare public notices, flyers, press releases, and posters for public review /comment periods. Web site updates – Public meeting materials and Online Interactive Public Forum – ARTS TIP/MTP Interactive Transportation Projects.	As Needed

**Work Schedule:** July 1, 2024 - June 30, 2025

### COST ESTIMATES AND PROPOSED FUNDING SOURCES

**Agencies responsible for task funding:** Augusta Planning and Development Department (APDD), Aiken County Planning and Development Department (ACPDD), Federal Highway Administration – GA (FHWA GA), Federal Highway Administration – SC (FHWA SC), Georgia Department of Transportation (GDOT), and South Carolina Department of Transportation (SCDOT).

<b>GEORGIA</b>	<b>FHWA (GA PL)</b>	<b>APDD (GA PL Match)</b>	<b>TOTALS</b>
	\$28,000.00	\$7,000.00	<b>\$35,000.00</b>

<b>SOUTH CAROLINA</b>	<b>APDD</b>	<b>ACPDD</b>	<b>TOTALS</b>
FHWA (SC PL)	\$2,000.00	\$5,000.00	<b>\$7,000.00</b>
ACPDD (SC PL Match)	\$500.00	\$1,250.00	<b>\$1,750.00</b>
<b>TOTAL</b>	<b>\$2,500.00</b>	<b>\$6,250.00</b>	<b>\$8,750.00</b>



# WORK ELEMENT 3 – TRANSPORTATION DATA COLLECTION AND ANALYSIS

## TASK 3.1 - Socioeconomic Data/Environmental Justice

**Purpose:** Maintain a comprehensive, current socioeconomic database for the transportation planning process. Activities under this work element will focus on maintaining and updating the socioeconomic data needed for the ARTS travel demand model and the provision of essential services to all under-served populations.

The socioeconomic characteristics used in the ARTS travel demand model will be updated and major land-use data will be analyzed to track changes to Traffic Analysis Zone (TAZ) centroids. Environmental Justice (EJ) data is used to assess the impact of transportation projects on all under-served populations. The basic socioeconomic data is aggregated at the traffic zone level. EJ data will be aggregated at the census tract level. The MPO, with assistance from Columbia County, Georgia, will continue to maintain the data for the Georgia portion of the study area. Aiken County and the LSCOG, with assistance from ARTS staff, will maintain the data for the South Carolina portion of the ARTS area. GDOT will continue to maintain the ARTS travel demand model.

### Previous Work

1. Requested and compiled annual socioeconomic data estimates, at the county and pertinent city level.
2. Initiated developing a regional GIS database of available data resources for transportation planning.
3. Collected new business licenses, construction permits, and school enrollment data to track employment and retail/commercial and non-retail traffic generators.

**FY 2025 Work Activities and Schedule:** Activities under this work element focus on the socioeconomic data used and entered into the ARTS travel demand model.

ACTIVITIES	EXPECTED COMPLETION DATE
1. Estimate the updated population and housing based on building permit data. Specific dates are July 1st and January 1st.	On-Going
2. Collect educational institution (i.e., school, college, etc.,) enrollment and employment figures and allocate them to TAZs.	March 2025
3. Collect the latest employment estimates and allocate them to TAZs based on known/observed trends.	April 2025
4. Compile the latest Median Household Income Level estimates at the TAZ level.	April 2025
5. Assess the impact of transportation projects on all under-served populations.	As Needed
6. Update, implement, and monitor the EJ Plan through GIS data analysis and conduct the benefits/burden analysis relative to transportation improvement projects and capital public transit projects implemented within the MPO area.	April 2025
7. Produce ARTS MPO Annual Growth Trends Report	April 2025

**Work Schedule:** July 1, 2024 - June 30, 2025

### Product(s):

1. Annual Population and Land Development Growth Trends Report.
2. Updated Socioeconomic demographic data by TAZ for 2055 MTP Update

**COST ESTIMATES AND PROPOSED FUNDING SOURCES**

**Agencies responsible for task funding:** Augusta Planning and Development Department (APDD), Aiken County Planning and Development Department (ACPDD), Federal Highway Administration – GA (FHWA GA), Federal Highway Administration – SC (FHWA SC), Georgia Department of Transportation (GDOT), and South Carolina Department of Transportation (SCDOT).

GEORGIA	FHWA (GA PL)	APDD (GA PL Match)	TOTALS
		\$24,000.00	\$6,000.00

SOUTH CAROLINA	APDD	ACPDD	TOTALS
FHWA (SC PL)	\$1,200.00	\$2,400.00	<b>\$3,600.00</b>
ACPDD (SC PL Match)	\$300.00	\$600.00	<b>\$900.00</b>
<b>TOTAL</b>	<b>\$1,500.00</b>	<b>\$3,000.00</b>	<b>\$4,500.00</b>

**TASK 3.2 - Land Use Monitoring**

**Purpose:** Maintain a current land use database for transportation planning processes. The land use information is useful in the annual update of socioeconomic estimates for the study areas.

**Planning Factors**

1. Increase the safety of the transportation system for motorized and non-motorized users;
2. Increase the security of the transportation system for motorized and non-motorized users;
3. 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;
4. Promote efficient system management and operation;
5. Emphasize the preservation of the existing transportation system; and,
6. Improve transportation system resiliency and reliability; reducing (or mitigating) the stormwater impacts of surface transportation.

**Previous Work**

1. Tracked changes in land use based on the review of subdivision plans, site plans, zoning cases, and building permit activity.
2. Updated socioeconomic data estimates.
3. Continued to compile and update a spatial data analysis for changes in current land use (rezoning), and certificates of occupancy for residential and commercial development.

**FY 2025 Work Activities and Schedule:** The activity under this work element will include an inventory of present land uses and an examination of future land use trends as necessary to integrate with the transportation planning process.

ACTIVITIES	EXPECTED COMPLETION DATE
1. Updated zoning and land use GIS data collected from regional partners. Previous year data archived.	January - March, 2025

ACTIVITIES	EXPECTED COMPLETION DATE
2. Update, implement, and monitor the EJ Plan through GIS data analysis and conduct the benefits/burdens analysis relative to transportation improvement projects and capital public transit projects implemented within the MPO area.	April 2025
3. Consolidate data into a single regional land use GIS layer.	April 2025

**Work Schedule:** July 1, 2024 - June 30, 2025

**Product(s)**

1. GIS map shape files (all maintained in the transportation system database) and, the Augusta Data Enterprise.
2. 2025 Comprehensive Plan

**COST ESTIMATES AND PROPOSED FUNDING SOURCES**

**Agencies responsible for task funding:** Augusta Planning and Development Department (APDD), Aiken County Planning and Development Department (ACPDD), Federal Highway Administration – GA (FHWA GA), Federal Highway Administration – SC (FHWA SC), Georgia Department of Transportation (GDOT), and South Carolina Department of Transportation (SCDOT).

GEORGIA	FHWA (GA PL)	APDD (GA PL Match)	TOTALS
	\$20,000.00	\$5,000.00	<b>\$25,000.00</b>

SOUTH CAROLINA	APDD	ACPDD	TOTALS
FHWA (SC PL)	\$0.00	\$5,200.00	<b>\$5,200.00</b>
ACPDD (SC PL Match)	\$0.00	\$1,300.00	<b>\$1,300.00</b>
<b>TOTAL</b>	<b>\$0.00</b>	<b>\$6,500.00</b>	<b>\$6,500.00</b>

### TASK 3.3 - Transportation Surveys, Models and Analysis

**Purpose:** To promote and encourage traffic safety throughout the ARTS area. To compile and distribute historical and current crash statistics and other data related to traffic safety to the public at large and state and local officials responsible for traffic and transportation safety.

**Previous Work**

1. Compiled the most current crash data for Aiken, Columbia, Edgefield, and Richmond Counties.
2. Created frequency diagrams and prepared maps for the Traffic Safety Improvement Report (TSIR)
3. Coordinated with GDOT, SCDOT, and the South Carolina Department of Public Safety (SCDPS) in collecting data for crash analysis.
4. Updated a regional GIS map of traffic crash locations.

**FY 2025 Work Activities and Schedule:** This work element will be integrated with MTP, Performance-Based Planning, CMP, and TIP.

ACTIVITIES	EXPECTED COMPLETION DATE
1. Data collection for TAZ and 2055 MTP	September 2024
2. Gather crash data from GDOT and SCDPS	September 2024
3. Update Traffic Crash Data Analysis Report	September 2024
4. Sort and compile data into the required format	September 2024
5. Prepare GIS maps to be used in the report	October 2024
6. Prepare a draft Traffic Crash Data Analysis Report	November 2024
7. Present results of the Traffic Crash Data Analysis Report to ARTS committees	January 2025
8. Prepare and publish the final Traffic Crash Data Analysis Report	February 2025

**Work Schedule:** July 1, 2024 - June 30, 2025

**Product(s)**

1. ARTS TSIR based on the most current available crash data.
2. Regional GIS map of traffic crash locations and intersections with annual report.

**COST ESTIMATES AND PROPOSED FUNDING SOURCES**

**Agencies responsible for task funding:** Augusta Planning and Development Department (APDD), Aiken County Planning and Development Department (ACPDD), Federal Highway Administration – GA (FHWA GA), Federal Highway Administration – SC (FHWA SC), Georgia Department of Transportation (GDOT), and South Carolina Department of Transportation (SCDOT).

GEORGIA	FHWA (GA PL)	APDD (GA PL Match)	TOTALS
	\$28,000.00	\$7,000.00	\$35,000.00

SOUTH CAROLINA	APDD	ACPDD	TOTALS
FHWA (SC PL)	\$400.00	\$2,400.00	\$2,800.00
ACPDD (SC PL Match)	\$100.00	\$600.00	\$700.00
<b>TOTAL</b>	<b>\$500.00</b>	<b>\$3,000.00</b>	<b>\$3,500.00</b>

### TASK 3.4 - Environmental Justice / Title VI

**Purpose:** Identify residential, employment, and transportation patterns for access to essential services for all underserved populations, as defined under Executive Order 12898 and Title VI of the 1964 Civil Rights Act, and address those needs by increasing the partnerships with the organizations that serve them. The Title VI complaint process has been adopted by ARTS and AT. This ensures all individuals the rights and opportunities of those who wish to participate in the department’s programs, are given an equal opportunity to participate and/or receive departmental services or benefits. ARTS and AT jointly updated the Title VI Program for Augusta Georgia to comply with FTA regulations and guidance of (49 CFR part 21) per Circular FTA C4702.1 B issued October 1, 2012.

**Previous Work**

1. Staff worked with the Augusta, GA - Office of Compliance to monitor the implementation of the Self-Evaluation and Transition Plan (SETP) relating to transportation and public transit facilities.
2. Compiled and monitored data and information for EJ Analysis.
3. Developed updates to profile and analysis of different demographic groups based on ethnicity, race, income, disability status, and age, etc.
4. Completed the Title VI Questionnaire required by GDOT

**FY 2025 Work Activities and Schedule**

ACTIVITIES	EXPECTED COMPLETION DATE
1. FY 2025 Post ARTS studies and reports (e.g. UPWP, TIP, CMP, updates to demographic data and GIS spatial maps) on the MPO website	December 2024 & July 2025
2. Title VI Questionnaire required by GDOT	November 2024
3. Public meeting advertisements and MPO announcements translations (Korean and Spanish).	As Needed

**Work Schedule:** July 1, 2024 - June 30, 2025

**Product(s)**

1. Title VI Questionnaire required by GDOT
2. Update Title VI Monitoring Report

**COST ESTIMATES AND PROPOSED FUNDING SOURCES**

**Agencies responsible for task funding:** Augusta Planning and Development Department (APDD), Aiken County Planning and Development Department (ACPDD), Federal Highway Administration – GA (FHWA GA), Federal Highway Administration – SC (FHWA SC), Georgia Department of Transportation (GDOT), and South Carolina Department of Transportation (SCDOT).

GEORGIA	FHWA (GA PL)	APDD (GA PL Match)	TOTALS
	\$24,000.00	\$6,000.00	<b>\$30,000.00</b>

SOUTH CAROLINA	APDD	ACPDD	TOTALS
FHWA (SC PL)	\$0.00	\$2,400.00	<b>\$2,400.00</b>
ACPDD (SC PL Match)	\$0.00	\$600.00	<b>\$600.00</b>
<b>TOTAL</b>	<b>\$0.00</b>	<b>\$3,000.00</b>	<b>\$3,000.00</b>

## TASK 3.5 - GIS Development & Applications

**Purpose:** Continue the development and maintenance of GIS data and ARTS websites in support of transportation planning activities.

### Previous Work

1. Digital and hard-copy maps were created for use in transportation planning and analysis, internal and external meetings, and reports.
2. Existing geospatial and tabular data was updated and used to support performance-based planning related to all modes of travel, congestion management, land-use and transportation data monitoring, traffic safety, bicycle and pedestrian safety, and public transit.
3. Created new geospatial and tabular data to support planning and analysis.
4. Reorganization of the ARTS geodatabase commenced which will consolidate existing geospatial and tabular data into a single database while incorporating new data into the same location.
5. Updated existing ARTS transportation project online map.
6. Met with Augusta IT-GIS staff to discuss the creation of a new ARTS website which features new interactive online maps and dashboards.
7. Enhanced GIS knowledge by utilizing courses offered by ESRI.
8. Increased knowledge of census tools and data through webinars offered by the U.S. Census Bureau.

### FY 2025 Work Activities and Schedule

ACTIVITIES	EXPECTED COMPLETION DATE
1. Create maps for use in transportation planning and analysis.	On-Going
2. Continue redesign of ARTS geodatabase, which contains geospatial and tabular data necessary for mapping and analysis related to construction projects, congestion management, traffic safety, bicycle and pedestrian safety, public transit, freight, and socioeconomic studies.	On-Going
3. Update existing geospatial and tabular data as required for planning and analysis.	FY 2025
4. Create/collect new geospatial and tabular data as required for planning and analysis.	On-Going
5. Update existing geospatial and tabular data as required for planning and analysis.	On-Going
6. Update the existing ARTS transportation project online map.	As needed
7. Purchase computer equipment and software to support transportation planning functions and work tasks.	As needed
8. Update maps based on designated urbanized areas from the 2020 Census.	July 2024
9. Update maps based on the designated Metropolitan Planning Area.	July 2024

**Work Schedule:** July 1, 2024 - June 30, 2025

### Product(s)

1. New and updated digital and hard-copy maps for use in the transportation planning process, internal and external meetings, and publications.
2. New and updated geospatial data in a redesigned geodatabase for use in transportation planning and analysis, including MTP and TIP project locations, CMP corridors, traffic safety, freight, public transit, and bicycle/pedestrian studies.
3. New and updated socioeconomic data for use in transportation planning and analysis.
4. Redesigned website with new online maps and dashboards.
5. Update the ARTS transportation project interactive online map.

**COST ESTIMATES AND PROPOSED FUNDING SOURCES**

**Agencies responsible for task funding:** Augusta Planning and Development Department (APDD), Aiken County Planning and Development Department (ACPDD), Federal Highway Administration – GA (FHWA GA), Federal Highway Administration – SC (FHWA SC), Georgia Department of Transportation (GDOT), and South Carolina Department of Transportation (SCDOT).

<b>GEORGIA</b>	<b>FHWA (GA PL)</b>	<b>APDD (GA PL Match)</b>	<b>TOTALS</b>
	\$32,000.00	\$8,000.00	<b>\$40,000.00</b>

<b>SOUTH CAROLINA</b>	<b>APDD</b>	<b>ACPDD</b>	<b>TOTALS</b>
FHWA (SC PL)	\$0.00	\$40,000.00	<b>\$40,000.00</b>
ACPDD (SC PL Match)	\$0.00	\$10,000.00	<b>\$10,000.00</b>
<b>TOTAL</b>	<b>\$0.00</b>	<b>\$50,000.00</b>	<b>\$50,000.00</b>

# WORK ELEMENT 4 - TRANSPORTATION SYSTEM PLANNING

## TASK 4.1 – Metropolitan Transportation Plan

**Purpose:** Maintain updates of the ARTS MTP per transportation planning regulations.

The work activities and products in this work element will be coordinated with Work Elements: 2.1 Community Outreach, 3.3 Transportation Surveys, Model and Analysis, 3.5 - GIS Development and Applications, 4.2 - Congestion Management Process, 4.3- Intermodal Planning, and 6.1- Performance-Based Planning.

**Previous Work:**

1. Updating ARTS 2050 MTP based on amendments, performance targets, financial constraint analysis, and newly identified transportation projects and programs.
2. Procured consultant began updating the 2055 MTP based on recommendations in special studies such as corridor plans, and public transit plans completed during FY 2020 through FY 2024.
3. Staff continued to develop a regional transportation system GIS database to support all transportation planning work tasks.

**FY 2025 Work Activities and Schedule:** Any updates and amendments to the 2050 MTP for new transportation projects and/or funding will be considered at the appropriate time during FY 2025. The completion dates in the table below represent dates presented to ARTS PC for approval or adoption.

ACTIVITIES	EXPECTED COMPLETION DATE
1. Updates and amendments to the 2050 MTP for new transportation projects, Program of Projects (POP), funding and performance measures, and targets.	As Needed
2. Update Performance Measures to align with 2050 MTP Goals and Objectives.	As Needed
3. Update the List of Amendments and Administrative Modifications to MTP.	As Needed
4. Identify stakeholders with bicycle/active transportation interests.	On-Going

### 2055 Metropolitan Transportation Plan Update – Consultant Services

The purpose of the MTP is to promote a safe and efficient transport system to serve future year transportation needs. To meet this objective the MTP must be the result of a continuing, cooperative, and comprehensive (3C) transportation planning process. The MTP as a comprehensive performance-based multimodal transportation plan for the ARTS area documents and assesses multimodal transportation facilities, services, financial, and policy needs for 25 years (2025 – 2055). Work activities and schedule presented below will be completed by a consultant and show activities that begin in FY 2024 and will conclude in FY 2025. The 2055 MTP is required to be adopted by September 2025.

**Previous Work:**

1. ARTS Committee's approval of GAMPO Application – March 2023
2. Submit Application and PC Resolution to GAMPO PL Committee – March 2023
3. March 2023 GAMPO Presentation/Award – June 2023
4. Augusta Commission Accept Grant – June 2023
5. 2055 MTP Contract routed via DocuSign – March 2024
6. Procurement process started – April 2024
7. RFQ Submission /Consultant Selection - June 2024

**FY 2025 Work Activities and Schedule:**

1. Augusta Commission Accept Consultant / Contract Signatures	June – August 2024
2. Consultant and MPO project management	August 2024 – September 2025



3. Task #1: Project Administration/Project Kick-Off	August 2024
4. Task #2: Public Involvement, Education, and Outreach (Part 1)	September – October 2024
5. Task #3: Data Collection and Development	September 2024 – February 2025
6. Task #4: Public Involvement, Education and Outreach (Part 2)	February – March 2025
7. Task #5: Refine Goals, Objectives, and Measures of Effectiveness/Performance Indicators	April – May 2025
8. Task #6: Year 2055 Transportation Needs Assessment/Plan	June 2025
9. Task #7: Financial Resources and Feasibility Plan	July 2025
10. Task #8: Document Preparation, Draft 2055 MTP and Final 2055 MTP	August 2025
11. TCC & CAC Review and Adopt Final 2055 MTP	September 4, 2025
12. Policy Committee Review and Adopt Final 2055 MTP	September 19, 2025
13. Consultant submits final report and contract closeout	September 27, 2025

**Product(s)**

- Technical Report #1: Public Participation Strategy, Process and Outcomes
- Technical Report #2: Document review of data about the ARTS multimodal transportation system
- Technical Report #3: Description of the development of goals, objectives, and measures of effectiveness/performance indicators
- Technical Report #4: Robust project prioritization tool/process
- Technical Report #5: Transportation Needs Assessment/Plan
- Technical Report #6: Financial plan which includes a fiscally constrained project list for the final preferred scenario

**Work Schedule:** July 1, 2024- September 30, 2025

**Responsible Agencies:** Augusta Planning and Development Department (APDD)

**COST ESTIMATES AND PROPOSED FUNDING SOURCES**

**Agencies responsible for task funding:** Augusta Planning and Development Department (APDD), Aiken County Planning and Development Department (ACPDD), Federal Highway Administration – GA (FHWA GA), Federal Highway Administration – SC (FHWA SC), Georgia Department of Transportation (GDOT), and South Carolina Department of Transportation (SCDOT).

GEORGIA	FHWA (GA PL)	APDD (GA PL Match)	FHWA (GA PL) – GAMPO	APDD (GA PL Match) – GAMPO	TOTALS
	\$46,400.00	\$11,600.00	\$280,000.00	\$70,000.00	<b>\$408,000.00</b>

SOUTH CAROLINA	APDD	ACPDD	TOTALS
FHWA (SC PL)	\$800.00	\$4,800.00	<b>\$5,600.00</b>
ACPDD (SC PL Match)	\$200.00	\$1,200.00	<b>\$1,400.00</b>
ACPDD (SC PL Match) – GAMPO	<b>\$0.00</b>	\$200,000.00	<b>\$200,000.00</b>
<b>TOTAL</b>	<b>\$1,000.00</b>	<b>\$206,000.00</b>	<b>\$207,000.00</b>

**TASK 4.2 - Congestion Management Process**

**Purpose:** To implement existing congestion mitigation strategies and projects identified in the 2024 CMP Update, MTP, and ARTS Travel Demand Model. This work element will be integrated with Performance-Based Planning.

CMP is an integral transportation planning task in the ARTS planning area. The purpose of the ARTS CMP is to document traffic congestion on major transportation corridors in the study area; identify and implement strategies for reducing or eliminating the congestion, and track and/or program the implementation of congestion mitigation projects. Activities under this work element will include completing the annual traffic congestion data collection and spatial analysis of travel data using the National Performance Management Research Data Set (NPMRDS) and/or HERE data.

**Previous Work:**

1. Coordination with ARTS partners to create the scope of services and GAMPO application for the 2024 CMP.
2. 1<sup>st</sup> round of required presentations to ARTS committees in January 2024.
3. GAMPO application submitted to GAMPO PL committee in March 2024 pending signed PC resolution.
4. GAMPO PL committee approved the CMP application on March 25, 2024 pending a signed resolution from the Policy committee.
5. 2<sup>nd</sup> round of required presentations to ARTS committees in May 2024.
6. Signed resolution submitted to GAMPO PL committee May 16, 2024.

**FY 2025 Work Activities and Schedule:** The MPO will solicit professional consultant(s) to update the CMP and its integration with performance-based planning and the Metropolitan Transportation Plan to meet federal requirements related to the CMP.

ACTIVITIES	EXPECTED COMPLETION DATE
1. RFQ Development and Finalization	July 2024
2. Consultant Selection via Procurement Process	August 2024 – December 2024

**Work Schedule:** July 1, 2024 - June 30, 2025

**Product(s):** Complete travel time validation surveys for the ARTS CMP; publish the annual ARTS CMP Report; implement specific congestion management strategies identified in the CMP Report; Update Transportation System GIS Database, traffic volume GIS Map, and current year LOS analyses.

**COST ESTIMATES AND PROPOSED FUNDING SOURCES**

**Agencies responsible for task funding:** Augusta Planning and Development Department (APDD), Aiken County Planning and Development Department (ACPDD), Federal Highway Administration – GA (FHWA GA), Federal Highway Administration – SC (FHWA SC), Georgia Department of Transportation (GDOT), and South Carolina Department of Transportation (SCDOT).

GEORGIA	FHWA (GA PL)	APDD (GA PL Match)	TOTALS
	\$46,400.00	\$11,600.00	<b>\$58,000.00</b>

SOUTH CAROLINA	APDD	ACPDD	TOTALS
FHWA (SC PL)	\$800.00	\$3,200.00	<b>\$4,000.00</b>
ACPDD (SC PL Match)	\$200.00	\$800.00	<b>\$1,000.00</b>
<b>TOTAL</b>	<b>\$1,000.00</b>	<b>\$4,000.00</b>	<b>\$5,000.00</b>

**TASK 4.3 - Intermodal Planning (Regional Freight Plan Update)**

**Purpose:** To incorporate bicycle, pedestrian, public transit, freight, and non-motorized transportation planning activities into the overall ARTS transportation planning process. To implement projects that resolve conflicts between modes of

transportation, such as rail/highway conflicts, and projects that improve connections and travel alternatives among modes of transportation.

This work element will be used to foster a transportation system that accommodates bicycle, pedestrian, public transit, freight, and other non-motorized means of transportation. Activities under this work element will focus on evaluating the highway and rail conflicts in the ARTS area; addressing the efficient movement of freight; identifying possible solutions to problem locations related to intermodal connections and improving safety for non-motorized travel.

Through the implementation of the Regional Bicycle and Pedestrian Plan, the ARTS transportation system will be more intermodal. This plan will prioritize proposed projects based on numerous factors identified by local stakeholders. The plan recommends local governments strengthen policies related to:

1. Bicycle paths and parking
2. Pedestrian facilities
3. Regional connectivity
4. Bicycle and Pedestrian Safety and Educational Outreach

The implementation of the Regional Bicycle and Pedestrian Plan will be pursued by ARTS MPO committees as projects in the TIP progress through preliminary engineering and all subsequent phases of work during the project implementation.

**Previous Work**

1. Develop Scope Regional Freight Plan Scope of Services and RFQ – December 2022
2. ARTS Committees review of GAMPO Application – February 2023
3. MPO Partner/GDOT/FHWA Application Review – February 2023
4. ARTS Committees approval of GAMPO Application – March 2023
5. March 2024 GAMPO Presentation/Award – March 2023
6. Augusta Commission Accept Grant –May 2023
7. Consultant Selection – October 2023
8. Project kickoff November 15, 2023

ACTIVITIES	EXPECTED COMPLETION DATE
1. Task 1 – Project Management	November 2023 – October 2024
2. Task 2 – Existing Conditions Inventory and Profiles Analysis	November 2023 – May 2024
3. Task 3 – Stakeholder Involvement / Freight Advisory Committee	November 2023 – October 2024
4. Task 4 – Freight Project Identification	July 2024
5. Task 5 – Freight Project Evaluation / Project Feasibility	July 2024 – September 2024
6. Task 6 – Draft and Final Freight Report	July 2024 – October 2024
7. TCC & CAC Approval of the Final Regional Freight Plan	November 6, 2024
8. Policy Committee Adoption of the Final Regional Freight Plan	November 21, 2024
9. Consultant submits final report and contract closeout	November 22, 2024

**Work Schedule:** July 1, 2024 - June 30, 2025

**Product(s)**

1. ARTS Regional Freight Plan Update completed by Metro Analytics, Inc. ARTS staff will use intermodal task funds to assist the selected consultant with public outreach and administrative support.

**COST ESTIMATES AND PROPOSED FUNDING SOURCES**

**Agencies responsible for task funding:** Augusta Planning and Development Department (APDD), Aiken County Planning and Development Department (ACPDD), Federal Highway Administration – GA (FHWA GA), Federal Highway Administration – SC (FHWA SC), Georgia Department of Transportation (GDOT), and South Carolina Department of Transportation (SCDOT).

<b>GEORGIA</b>	<b>FHWA (GA PL)</b>	<b>APDD (GA PL Match)</b>	<b>FHWA (GA PL) – GAMPO</b>	<b>APDD (GA PL Match) – GAMPO</b>	<b>TOTALS</b>
	\$44,800.00	\$11,200.00	\$240,000.00	\$60,000.00	<b>\$356,000.00</b>

<b>SOUTH CAROLINA</b>	<b>APDD</b>	<b>ACPDD</b>	<b>TOTALS</b>
FHWA (SC PL)	\$400.00	\$3,200.00	<b>\$3,600.00</b>
ACPDD (SC PL Match)	\$100.00	\$800.00	<b>\$900.00</b>
ACPDD (GAMPO Match)	\$0.00	\$80,000.00	<b>\$80,000.00</b>
<b>TOTAL</b>	<b>\$500.00</b>	<b>\$84,000.00</b>	<b>\$84,500.00</b>

## TASK 4.4 - Air Quality

**Purpose:** To monitor relevant air quality data and regulations, restart and coordinate the work of the CSRA Air Quality Alliance (or other regional/local air quality advocacy nonprofit organization), help implement local and regional air quality initiatives, keep local stakeholders informed about air quality issues and participate in air quality training.

ARTS will focus work on efforts to improve Air Quality by increasing access to public transit, connecting public transit to bicycle paths installing bicycle racks in activity centers, and linking public transit to park-and-ride lots throughout the region. Rideshare and carpool programs are being researched to promote and market to regional businesses and universities.

**Previous Work:** ARTS staff will continue to monitor and dialogue with industry leaders, regional, state, and local government officials, local school officials, the Bureau of Air Quality with the South Carolina Department of Health and Environmental Control (SCDHEC), local Chambers of Commerce, Economic Development Agencies, and local citizens to stay abreast of and disseminate pertinent information regarding air quality and regional initiatives. Other types of activities undertaken by ARTS staff include:

1. Maintained the ARTS website and updated information about Air Quality from SCDHEC.
2. Distributed Air quality information at special events in the Augusta-Aiken area.
3. Attended, coordinated, and hosted periodic meetings discussing air quality issues.
4. Continued to monitor air quality data and changes in federal air quality regulations.
5. Provided ARTS committees and other stakeholders with regular updates on the Air Quality Alliance and air quality issues and initiatives.
6. Disseminated information on air quality issues and tips for improving air quality through the ARTS newsletter and the ARTS website.
7. ARTS MPO Environmental Protection Agency (EPA) Path Forward report

ARTS staff will attend state Air Quality Summits conducted by SCDHEC and share best practices with other Air Quality Alliances/advocacy groups. These best practices include ways to promote alternative transportation options and energy conservation such as:

1. Carpooling, ridesharing, combining trips, and limiting unnecessary trips;
2. Trip-chaining or combining errands to reduce the daily number of trips;
3. Keeping personal motor vehicles properly maintained, tires properly inflated, and saving electricity;
4. Walking or riding a bike on short trips and avoid driving during peak hours;
5. Don't drive above the speed limit; and, using public transit

### **FY 2025 Work Activities and Schedule:**

ACTIVITIES	EXPECTED COMPLETION DATE
1. ARTS staff will explore participation in the Environmental Protection Agency (EPA) Advance Program (EPA Region 4) to position the region to remain in attainment.	December 2024
2. Prepare a Technical Memorandum on the Review of the EPA Advance Program and ARTS Action steps.	December 2024
3. Participate in local and regional air quality initiatives and activities	On-Going
4. Pursue viable air quality initiatives made available throughout the fiscal year to Aiken County by the SCDHEC	On-Going
5. Monitor relevant air quality data	On-Going

6. Coordinate the work of a localized air quality advocacy group	On-Going
7. Monitor developments related to federal air quality regulations and requirements	On-Going
8. Attend air quality training workshops	On-Going
9. Work with other stakeholders to maintain an air quality action plan and disseminate information to stakeholders in the study area	On-Going

**Work Schedule:** July 1, 2024 - June 30, 2025

**COST ESTIMATES AND PROPOSED FUNDING SOURCES**

**Agencies responsible for task funding:** Augusta Planning and Development Department (APDD), Aiken County Planning and Development Department (ACPDD), Federal Highway Administration – GA (FHWA GA), Federal Highway Administration – SC (FHWA SC), Georgia Department of Transportation (GDOT), and South Carolina Department of Transportation (SCDOT).

GEORGIA	FHWA (GA PL)	APDD (GA PL Match)	TOTALS
	\$28,000.00	\$7,000.00	\$35,000.00

SOUTH CAROLINA	APDD	ACPDD	TOTALS
FHWA (SC PL)	\$1,600.00	\$3,600.00	\$5,200.00
ACPDD (SC PL Match)	\$400.00	\$900.00	\$1,300.00
<b>TOTAL</b>	<b>\$2,000.00</b>	<b>\$4,500.00</b>	<b>\$6,500.00</b>

## TASK 4.5 – Complete Streets

**Purpose:** To incorporate complete street planning activities into the ARTS transportation planning process. This work element will be used to focus on examining policies, regulations, and multimodal safety improvement strategies that help to integrate complete street elements into the planning and design of future roadway safety improvement projects in the ARTS planning area. The goal of this work element is to promote the practice of complete street elements in the design, construction, and operation of safe roads to increase safety and accessible options for travelers of all ages and abilities who use the street network in the ARTS MPO area.

**Previous Work:**

1. ARTS Staff continued work on monitoring current complete street policies and regulations.
2. The ARTS MPO produced a technical report, that explored the fundamentals of Complete Streets Policies, and the importance of how completing street guidelines to support multimodal transportation planning for cities across the U.S.

**FY 2025 Work Activities and Schedule:**

ACTIVITIES	EXPECTED COMPLETION DATE
1. Monitor developments related to federal Complete Street Policies and Regulations	Ongoing
2. Attend Complete Street policy training workshops and webinars	Ongoing
3. Performance-Based Project Evaluation- collect and analyze traffic safety data of pedestrian and bicycle safety improvement projects included in the ARTS MPO current Metropolitan Transportation Plan (MTP) and TIP to assess safety improvements	Ongoing
4. Collect and analyze traffic crash reports (vehicle, bike, and pedestrian) and traffic safety conflicts for non-motorized users at arterial roadways	Ongoing
5. GIS Map Audit of existing bike infrastructure	Ongoing
6. Collect and analyze data on the number of transit stops accessible to sidewalks/ curb ramps	Ongoing
7. Review transit system automated passenger count data report of annual passenger boarding and a light count at existing fixed-route transit stop service areas	Ongoing
8. Development of a Complete Streets prioritization plan that identifies a specific list of Complete Streets projects to improve the safety, mobility, or accessibility of a street;	As needed
9. Complete Streets Policy Technical Report	January 31, 2025

**Work Schedule:** July 1, 2024 –June 30, 2025

**Agencies responsible for task funding:** Augusta Planning and Development Department (APDD), Federal Highway Administration – GA (FHWA GA), and Georgia Department of Transportation (GDOT).

GEORGIA	FHWA (GA SA PL Y410 Funding)	APDD (GA PL Match)	TOTALS
	\$12,276.05	\$0.00	\$12,276.05

SOUTH CAROLINA	USDOT (SC PL)	ACPDD (SC PL Match)	TOTALS
	\$36,000.00	\$0.00	\$36,000.00

# WORK ELEMENT 5 - SPECIAL TRANSPORTATION STUDIES

## TASK 5.1 – Georgia Avenue Traffic Calming and Pedestrian Access

**Purpose:**

- Continue new connections to pedestrian and multimodal facilities from the bridge replacement on Georgia Avenue/15<sup>th</sup> Street
- Create detailed plans for the implementation of traffic calming and pedestrian access on Georgia Avenue
- Determine needs to connect to surrounding land uses and important local landmarks.

**Overview:** GDOT has initiated the replacement of the Georgia Avenue/15th Street Bridge. As one of the most important gateways into not only North Augusta but also into Aiken County and South Carolina, the city must connect proposed improvements through the North Augusta downtown area. The projects will include, at a minimum, traffic calming, recommendations for on-street parking, and recommendations for improved pedestrian and multimodal accommodations in downtown North Augusta.

**Termini:** The area for the study is Georgia Avenue through the North Augusta Downtown area from the Savannah River to Martintown Road.

**Product(s):**

1. Detailed project plans for specific improvements along SCDOT and local right-of-ways.
2. Ranking of projects based on cost, effort, impact, and feasibility.
3. Identification of alternative funding sources, if available.

**COST ESTIMATES AND PROPOSED FUNDING SOURCES**

**Agencies responsible for task funding:** North Augusta Planning and Development Department (NAPDD)

FUNDING SOURCE	NAPDD	TOTALS
FHWA (SC PL)	\$56,000.00	\$56,000.00
NAPDD (SC PL Match)	\$14,000.00	\$14,000.00
<b>TOTAL</b>	<b>\$70,000.00</b>	<b>\$70,000.00</b>



## TASK 5.2 – North Augusta Unified Transportation Plan

**Purpose:** The purpose of the Unified Transportation Plan is to prepare the City of North Augusta to better accommodate both recent development and proposed development in a systematic way for the entire City and surrounding communities. This study proposes to incorporate several recently completed transportation plans and studies to bring large-scale studies to the city scale. The city believes that the inclusion of multi and inter-modal planning is needed to support and accommodate preferred development patterns. In addition to determining the potential growth, traffic flow, safety, multimodal mobility, and transportation infrastructure needs for short and long-term improvements, important study themes include the following:

1. Reduce/mitigate congestion and improve traffic safety
2. Increase mobility during peak travel times
3. Optimize the relationship between land use and transportation
4. Determine the location and feasibility of other multimodal systems and connections
5. Evaluate existing and future travel
6. Analyze the need and location for intersection improvements

This work task's purpose is to hire consultants to conduct the study. The project will include but not be limited to land use development policies, identify access management practices, traffic analysis, capacity analyses, micro-simulation modeling, signal warrants, and concept drawings suitable for presentations to stakeholders, business and property owners, local and state elected officials, and the public. This study will produce recommendations for transportation improvement projects to present to the ARTS MPO committees and SCDOT, as identified.

**Study Area:** The scope of the study is the City of North Augusta.

**Product(s):**

1. Unified Transportation Plan outlining the goals and objectives important to the implementation of the plan.
2. A list of potential development regulation practices for continued management of the outlined goals and objectives of the plan.
3. A list of realistic and actionable projects for inclusion in ARTS MPO and SCDOT improvement plans. These projects should be both long and short-range projects.
4. Prioritization of these projects.
5. Identification of funding sources for individual projects.

**COST ESTIMATES AND PROPOSED FUNDING SOURCES**

**Agencies responsible for task funding:** North Augusta Planning and Development Department (NAPDD)

FUNDING SOURCE	NAPDD	TOTALS
FHWA (SC PL)	\$80,000.00	\$80,000.00
NAPDD (SC PL Match)	\$20,000.00	\$20,000.00
<b>TOTAL</b>	<b>\$100,000.00</b>	<b>\$100,000.00</b>

## TASK 5.3 – Gateway Study

### Purpose:

- Evaluate intersection for improvements related to recent traffic changes
- Evaluate aesthetic improvements
- Create detailed project lists and estimates and rank priority for implementation

**Overview:** With the recent closure of the Fifth Street Bridge to vehicle traffic, the city proposes to evaluate the effectiveness of the US 278 intersection in and around US 278. The project will review the operation of the intersection, access to and from local subdivisions and associated multi-use connections, and an evaluation of uses for the former Sand Pit Road Extension. Furthermore, the study will evaluate the US 278/Martintown Road/Buena Vista Boulevard intersection. Analysis of the intersection shall include a review of previous concepts, propose any needed updates, include connection to multi-modal improvements, and an evaluation of aesthetic improvements at the intersection.

### COST ESTIMATES AND PROPOSED FUNDING SOURCES

**Agencies responsible for task funding:** North Augusta Planning and Development Department (NAPDD)

FUNDING SOURCE	NAPDD	TOTALS
FHWA (SC PL)	\$80,000.00	<b>\$80,000.00</b>
NAPDD (SC PL Match)	\$10,000.00	<b>\$10,000.00</b>
ACPDD (SC PL Match)	\$10,000.00	<b>\$10,000.00</b>
<b>TOTAL</b>	<b>\$100,000.00</b>	<b>\$100,000.00</b>

### Product(s):

1. Detailed recommendations for specific improvements along SCDOT and local right-of-ways.
2. Ranking of projects based on cost, effort, impact, and feasibility.
3. Identification of alternate funding sources, if available.

## TASK 5.4 – Five Notch Corridor Study

### Purpose:

- Evaluate corridor for improvements related to congestion management, potential profile upgrades, multi-modal access, and safety
- Identify intersections in need of improvements
- Create detailed estimates and rank priority for implementation

**Overview:** Five Notch Road has become a significant corridor as the city continues to grow. With access to the North Augusta Greenway and several proposed developments, the impacts on the corridor will only increase over time. This has resulted in increased safety and multi-modal demands for this corridor. This plan proposes a holistic review of the operation of the road, including provision for pedestrian and bicycle uses and the challenges associated with improving the road. The projects will include a review of existing and potential safety conflicts, intersection redesign, potential widening and profile revisions, and recommendations for improved pedestrian and multi-modal accommodations. These recommended projects will be estimated and ranked.

**Termini:** The area for the study is the length of Five Notch Road from Georgia Avenue to I-20/Austin Graybill Road.

FUNDING SOURCE	NAPDD	TOTALS
FHWA (SC PL)	\$80,000.00	<b>\$80,000.00</b>
ACPDD (SC PL Match)	\$20,000.00	<b>\$20,000.00</b>
<b>TOTAL</b>	<b>\$100,000.00</b>	<b>\$100,000.00</b>

### Product(s):

1. Detailed project plans and estimates for specific improvements along SCDOT and local right-of-ways.
2. Ranking of projects based on cost, effort, impact, and feasibility.
3. Identification of alternate funding sources, if available.

**Agencies responsible for task funding:** North Augusta Planning and Development Department (NAPDD)

## TASK 5.5 – SC 118 INTERSECTION ANALYSIS

### Purpose:

- Evaluate the named intersections under present and future conditions along with current and future traffic volumes.
- Evaluate the current geometry, site conditions, level of service, turning movements, and pedestrian/bicycle use at each of the specifically mentioned intersections and any other critical intersections within the study area.
- Provide real-world sketches/layouts of any geometric recommendations and identify feasibility and constraints that may be associated with implementation.
- Project future demand and service deficiencies. Evaluate future demand scenarios based on alternative build-out scenarios in the corridor.
- Prioritize projects identified during the study based on criteria defined by the project team and stakeholder groups.

**Overview:** SC 118 (University Parkway) serves as a beltway around Aiken, SC providing access to the University of South Carolina Aiken, Aiken Regional Hospital, Trolley Run Station Subdivision, and a slew of current and future commercial and

residential developments. The state-maintained road was not designed or constructed to meet the needs of adjacent properties and growing commuter traffic.

Aiken County desires to retain a consultant to analyze and seek solutions to improve the safety and function of the SC 118 intersections at Trolley Line Road (S-80), Trolley Run Boulevard (C-2655), and University Parkway (S-2131). This study will also develop strategies to address present and future development and improve operational efficiency along SC 118.

**Termini:** The intersection analysis stretches about .250 miles beginning at Trolley Line Road (S-80) including the intersection at Trolley Run Boulevard (C-2655) and ending at University Parkway (S-2131).

FUNDING SOURCE	ACPDD	TOTALS
FHWA (SC PL)	\$80,000.00	\$80,000.00
ACPDD (SC PL Match)	\$10,000.00	\$10,000.00
City of Aiken (SC PL Match)	\$10,000.00	\$10,000.00
<b>TOTAL</b>	<b>\$100,000.00</b>	<b>\$100,000.00</b>

**Product(s):**

1. Detailed recommendations for specific improvements along SCDOT and local right-of-ways.
2. Ranking of projects based on cost, effort, impact, and feasibility.
3. Identification of alternate funding sources, if available.

**Agencies responsible for task funding:** Aiken County Planning and Development Department (ACPDD)

## TASK 5.6 – US 78 (Charleston Highway) Intersection Analysis

**Project Area:** The intersection analysis stretches approximately 2.2 miles beginning at Airco Boulevard (S-2018) to Old Tory Trail (S-1669) including the intersections at Old Tory Trail (S-1669), Old Barnwell Road (S-113), Montmorenci Road (S-77)/Woodward Drive (C-985), the various connections of Woodward Drive to US 78, and the segment of Woodward Drive from US 78 to Old Dibble Road (S-507).

**Overview:** US 78 (Charleston Highway) is a primary arterial, which runs through the center of Aiken County. The extent of this study will examine the corridor and its intersections from Airco Boulevard to Old Tory Trail, a segment of approximately 2.2 miles. As a primary route connecting Aiken to Charleston, US 78 serves as a major freight route and evacuation route for the region. The corridor also provides access to Oakwood-Windsor Elementary School, which enrolls approximately 410 students and is the location of the Montmerenci Fire Department. This segment contains three primary intersections, which connect the corridor to Old Tory Trail, Montmorenci Road, Old Barnwell Road, and Old Dibble Road through Woodward Drive. The corridor also has two connectors to Woodward Drive. These intersections currently experience traffic issues as well as associated safety issues, which should be analyzed to determine what improvements should be made for the corridor to operate safely and efficiently.

Aiken County seeks to retain the services of a qualified traffic engineering consultant to analyze and formulate solutions to improve the function and safety of the US 78 intersections at Old Tory Trail (S-1669), Old Barnwell Road (S-113), Montmorenci Road (S-77)/Woodward Drive (C-985), the various connections of Woodward Drive to US 78, and the segment of Woodward Drive from US 78 to Old Dibble Road (S-507).

### Project Goals:

- The current study will evaluate the US 78 (Charleston Hwy) intersections at Old Tory Trail (S-1669), Old Barnwell Road (S-113), Montmorenci Road (S-77)/Woodward Drive (C-985), and the segment of Woodward Drive from US 78 to Old Dibble Road (S-507), and the various connections of Woodward Drive to US 78 including present and future conditions and capacity.
- Evaluate the current geometry, site conditions, level of service, turning movements, and pedestrian/bicycle use at each of the specifically described intersections and any other significant intersections within the study area.
- The level of service should be determined for each situation, as well as an evaluation of its operational and safety performance. Options for improvement of the intersection should be set forth to address, at a minimum: location, geometric changes, traffic control and signing improvements, signalization installation, and signal timing and phasing concerning the existing street signals.
- Project future demand and service deficiencies. Evaluate future demand scenarios based on alternative build-out scenarios in the corridor.
- Evaluate current deficiencies and possible corrections, and recommend actions to protect, preserve, and expand intersections and segments.
- Provide real-world sketches/layouts of any geometric recommendations and identify feasibility and constraints that may be associated with implementation.
- Prioritize projects identified during the study based on criteria defined by the project team and stakeholder groups.
- Provide reliable cost estimates and funding mechanisms for all recommendations and options.
- Coordinate with the SCDOT, Office of Planning to determine whether a Feasibility Report is necessary for the proposed projects. Any required Feasibility Reports will be completed within the scope of this analysis.

### COST ESTIMATES AND PROPOSED FUNDING SOURCES

**Agencies responsible for task funding:** Aiken County Planning and Development Department (ACPDD)

FUNDING SOURCE	ACPDD	TOTALS
FHWA (SC PL)	\$160,000.00	<b>\$160,000.00</b>
ACPDD (SC PL Match)	\$40,000.00	<b>\$40,000.00</b>
<b>TOTAL</b>	<b>\$200,000.00</b>	<b>\$200,000.00</b>

## TASK 5.7 – Ascauga Lake Road Feasibility Study

**Purpose:** The purpose of this Feasibility Study is to develop a Corridor Management Plan for the entire segment of S-33 (Ascauga Lake Road) that extends from Edgefield Road (US-25) to SC-191 (Canal Street), a distance of approximately 7.5 miles. If deemed feasible, this task will also include a conceptual redesign of the road that identifies ways to improve safety, reliability, and livability, especially for people walking and biking.

More specifically, the Corridor Management Plan will:

- Analyze existing and future capacity, flow, and safety issues with specific attention to through and local traffic, freight traffic, and multimodal facilities;
- Outline an overview of the strengths, weaknesses, and opportunities within the corridor;
- Identify and respond to social justice transportation needs from nearby residential and commercial enclaves;
- Provide analysis and recommendations sensitive to the fluctuating nature of the corridor;
- Recommend elements for an aesthetically pleasing corridor that promotes natural features such as terrain, stream crossings, and man-made features;
- Recommend both transportation and land use improvements;
- Assemble a series of corridor plan alternatives, and select and refine a final corridor vision that can be adopted and implemented;
- Establish criteria to guide the selection process including but not limited to adherence to the vision statement, objectives, a cost-benefit analysis, infrastructure (including utilities), and operational impacts;
- Obtain stakeholder and community input to reach a consensus on roadway design;
- Recommend land use regulations and access management policies.

This work task proposes to hire consultants to conduct a feasibility study of the section between Edgefield Road (US-25) and Canal Street (SC-191). The concept plan and report will identify the issues, costs, and actions needed to implement any proposed improvements. Proposed improvements will be presented to the ARTS MPO Committees and the South Carolina Department of Transportation to amend the Metropolitan Transportation Plan (MTP).

### **Product(s):**

1. Detailed recommendations for specific improvements along SCDOT and local right-of-ways.
2. Ranking of projects based on cost, effort, impact, and feasibility.
3. Identification of alternate funding sources, if available.

### **COST ESTIMATES AND PROPOSED FUNDING SOURCES**

**Agencies responsible for task funding:** Aiken County Planning and Development Department (ACPDD)

FUNDING SOURCE	ACPDD	TOTALS
FHWA (SC PL)	\$160,000.00	\$160,000.00
ACPDD (SC PL Match)	\$40,000.00	\$40,000.00
<b>TOTAL</b>	<b>\$200,000.00</b>	<b>\$200,000.00</b>

# WORK ELEMENT 6 – PERFORMANCE-BASED PLANNING

## ***TASK 6.1 - Performance-Based Planning***

**Purpose:** PBPP refers to the application of performance management principles within the planning and programming processes of transportation agencies to achieve desired performance outcomes for the multimodal transportation system. PBPP attempts to ensure that transportation investment decisions are made – in both the long-term MTP and short-term TIP programming of projects – based on MPO goals and objectives for improving the overall transportation system. The work activities and products in this work element will be coordinated with Work Elements: 2.1- Community Outreach; 3.3- Transportation Surveys; Models and Analysis; 3.5- GIS Development and Applications; 4.1- Metropolitan Transportation Plan; 4.2- Congestion Management Process, 4.3- Intermodal Planning; and. 5.4- Transportation Improvement Program.

The FAST Act established performance measures in seven (7) areas:

1. Safety
2. Infrastructure Condition
3. Congestion Reduction
4. System Reliability
5. Freight Mobility and Economic Vitality
6. Environmental Sustainability
7. Reduced Project Delivery Delays

Furthermore, the FAST Act established performance measures for Public Transit, such as the Transit Asset Management Plan (49 USC Section 625) and the Public Transportation Agency Safety Plan (49 USC Section 5329).

### ***Previous Work***

1. ARTS staff worked with Richmond and Columbia Counties to identify traffic data and travel time data from the Intelligent Transportation System (ITS) and NPMRDS and HERE datasets.
2. ARTS staff worked with AT to identify transit system performance data that will be utilized to develop performance measures related to public transit operations.
3. Adoption of FY 2024 Safety Measures from GDOT and SCDOT.

***FY 2025 Work Activities and Schedule:*** The ARTS MPO intends to develop a performance assessment process that encompasses the federally set performance metrics, performance measurements required as part of the CMP, and other, locally relevant performance metrics. The MPO’s goal is to develop a system whereby projects will be directly evaluated to determine their effectiveness at meeting regional goals.

ACTIVITIES	EXPECTED COMPLETION DATE
1. State targets reported in baseline report from National Highway System (NHS) & FHWA.	October 2024
2. TAM Performance Measure elements added to TIP/MTP after 2/2025; adopted by CAC and TCC.	February 2025
3. Include TAM Performance Measure elements in TIP/MTP after 2/2025; adopted by PC.	February 2025
4. MPO executes updated planning agreements – SCDOT.	April - June 30, 2024
5. TAM - Submit Asset Inventory and Condition Report to NTD.	January 31, 2025
6. Pavement, Bridge, System Performance, and Freight – MPO 4-year targets due to GDOT and SCDOT if necessary.	April - June 30, 2024

ACTIVITIES	EXPECTED COMPLETION DATE
7. Pavement/bridge/system performance/freight Performance Measures added to TIP/MTP after 9/2024, adopted by CAC and TCC if necessary.	June 30, 2025
8. Pavement/bridge/system performance/freight Performance Measures added to TIP/MTP after 09/2024, adopted by PC if necessary.	June 30, 2025
9. Collection, editing, and processing of data for performance measures occurs concurrently with other deliverables: CMS, and Intersection and Traffic Crash Analysis Report.	Data collected throughout FY 2025
10. Collection and editing of data resources from Federal and state data. Dates are subject to change based on data release dates. National Highway Performance Monitoring System (NHPMS) releases data around October for the previous year.	Data collected throughout FY 2025
11. Yearly update of Performance Measures with 2050 MTP Goals and objectives. Develop draft Performance Measures Data Matrix, Methodology Summary Report.	February 2025
12. Coordinate and collaborate with FHWA, FTA, GDOT, SCDOT, and ARTS MPO Committees methodology for data analysis and target setting process.	On-Going
13. Present GDOT and SCDOT Safety Measures and targets to ARTS MPO committees for approval and adoption by PC.	February 2025
14. Update documentation of Data collection methodology and final performance measures and targets in coordination with ARTS MPO committees, GDOT, and SCDOT.	On-Going
15. Public review and comment on performance measures and targets.	As Needed
16. ARTS Traffic Safety Improvement Report Semi-Annual Update.	December 2024

**Product(s):** Updated Performance Measures and Goals Matrix for each transportation mode, highway, freight, public transit, bike and pedestrian, traffic safety, and congestion.

**COST ESTIMATES AND PROPOSED FUNDING SOURCES**

**Agencies responsible for task funding:** Augusta Planning and Development Department (APDD), Aiken County Planning and Development Department (ACPDD), Federal Highway Administration – GA (FHWA GA), Federal Highway Administration – SC (FHWA SC), Georgia Department of Transportation (GDOT), and South Carolina Department of Transportation (SCDOT).

GEORGIA	FHWA (GA PL)	APDD (GA PL Match)	TOTALS
	\$24,800.00	\$6,200.00	<b>\$31,000.00</b>

SOUTH CAROLINA	APDD	ACPDD	TOTALS
FHWA (SC PL)	\$0.00	\$9,600.00	<b>\$9,600.00</b>
ACPDD (SC PL Match)	\$0.00	\$2,400.00	<b>\$2,400.00</b>



# WORK ELEMENT 7 – TRANSPORTATION IMPROVEMENT PROGRAM

## TASK 7.1 - Transportation Improvement Program (TIP)

**Purpose:** Update the ARTS TIP in conformance with Federal regulations.

This work element involves the annual update of the TIP. The TIP covers a four-year programming period in the Georgia part of the study area and ten years on the South Carolina side. Updates involve the removal of projects that have advanced to construction; the development, or update of project descriptions or cost estimates; and the prioritization of projects. The TIP is developed with public input and is coordinated with other transportation providers. Documentation of the effort is submitted for review and adoption by ARTS committees and goes through a public involvement process.

**Previous Work:**

1. Development and adoption of the FY 2024-2027 (GA) & FY 2024-2033 (SC) TIP by November 16, 2023.
2. The ARTS FY 2024-2027 (GA) & FY 2024-2033 (SC) TIP was updated based on amendments and administrative modifications during the previous fiscal year.

**FY 2025 Work Activities and Schedule:** TIP updates and amendments will be integrated with work element 6.1- Performance-Based Planning.

ACTIVITIES	EXPECTED COMPLETION DATE
1. Public comments on FY 2024-2027 (GA) & FY 2024-2033 (SC) TIP Amendments	On-Going
2. Update List of Administrative Modification and Amendments to FY 2024-2027 (GA) & FY 2024-2033 (SC) TIP	On-Going

**Product(s):**

1. Updated ARTS Transportation Improvement Program (TIP).
2. Updated GIS Interactive online map MTP/TIP Maps and GIS attribute database.

**COST ESTIMATES AND PROPOSED FUNDING SOURCES**

**Agencies responsible for task funding:** Augusta Planning and Development Department (APDD), Aiken County Planning and Development Department (ACPDD), Federal Highway Administration – GA (FHWA GA), Federal Highway Administration – SC (FHWA SC), Georgia Department of Transportation (GDOT), and South Carolina Department of Transportation (SCDOT).

GEORGIA	FHWA (GA PL)	APDD (GA PL Match)	TOTALS
	\$16,000.00	\$4,000.00	<b>\$20,000.00</b>

SOUTH CAROLINA	APDD	ACPDD	TOTALS
FHWA (SC PL)	\$1,600.00	\$5,200.00	<b>\$6,800.00</b>
ACPDD (SC PL Match)	\$400.00	\$1,300.00	<b>\$1,700.00</b>
<b>TOTAL</b>	<b>\$22,000.00</b>	<b>\$6,500.00</b>	<b>\$28,500.00</b>

# WORK ELEMENT 8 – PUBLIC TRANSIT /PARATRANSIT

## TASK 8.1 - Program Support and Administration (44.21.00)

**Purpose:** To provide planning and administrative assistance to Augusta Transit (AT) and LSCOG (Lower Savannah Council of Governments). Under this work element, the MPO staff will aid AT and Best Friend Express (BFE) in preparing financial and operation reports required by the MAP 21/ FAST Act/ Bipartisan Infrastructure Law legislation. Assistance in the preparation of the National Transit Database (NTD) reports will also continue.

Additional administrative assistance will include: Preparing required certifications; Updating annual Title VI assurances; Providing an opportunity for public hearings on grant applications and fare/service changes; Processing procurements involving Federal and State funds; Assisting in planning for transit system capital investments that will lead to increased security for the transit system; Monitoring requirements of the grant process (e.g. labor certifications, third party contracting, bidding, and award process); Developing the Georgia public transportation portion of the Unified Planning Work Program; and providing technical assistance on any transit-related issues facing AT.

LSCOG and their BFE staff will participate in the above-mentioned activities on behalf of their program and will also engage in employee training and education; participation in, and attendance at, ARTS committees; community outreach and marketing events; multiple grant(s) development, writing, and grant administration; grant reporting; Disadvantaged Business Enterprise (DBE) reporting; procurement; service provider contracting and oversight.

### Previous Work

1. Grant management for continuing FTA Section 5310 Enhanced Mobility for the Elderly and Disabled Persons for LSCOG.
2. First-time development of GTFS information for the BFE fixed routes.
3. Grant amendment for existing FTA federal award to support the BFE.

### FY 2025 Work Activities and Schedule

ACTIVITIES	EXPECTED COMPLETION DATE
1. Update the Annual Title VI Monitoring Report.	August 2025
2. Update socioeconomic demographic GIS data analysis for EJ.	July 2025 - March 2025
3. Conduct public meetings for review and comment period for Program of Projects (POP) related to grant applications and fare increases/service reduction, MTP & and special studies.	As Needed
4. Assist in planning for transit system capital investments that will lead to increased security for the transit system.	As Needed
5. Develop UPWP and Georgia 5303 Grant Application.	September 30, 2025
6. Provide technical transit planning and grant management assistance related to Coordinated Human Services Transportation, ADA accessibility, transit service operational improvements, land use and transportation, transit-oriented development, and other issues.	As Needed
7. FY 2025 FTA 5303 Quarterly Reports to GDOT and SCDOT.	Oct, Jan, Apr, Jun
8. Facilitate MPO committee meetings for transit planning tasks.	Quarterly
9. Prepare split grant funding tables and assist with grant submission for 5307 and 5339 split allocations for AT and LSCOG.	January 31, - April 1, 2025
10. FY 2025 Invoices for Section 5310 Program sent from the MPO to the GDHS contractor for processing.	Monthly by the 10 <sup>th</sup>
11. Assist with POP and transit funding tables in TIP for AT and LSCOG.	September 30, 2025
12. FTA Section 5307 Grant Application SC	November 2025
13. Semi-annual Disadvantaged Business Enterprise (DBE) Reporting for Urban Transit Services SC	Dec. & June 2025/2025

ACTIVITIES	EXPECTED COMPLETION DATE
14. FTA Required Milestone Progress Reports (MPR) and Federal Financial Reports (FFR) Reporting for Grants in TrAMS SC	Annually
15. Quarterly Reporting for 5303 Planning Services SC	Quarterly
16. State Application to SCDOT for State Mass Transit Funds (SMTF) funding SC	March 30, 2025
17. Attendance and report presentation to all ARTS Committees SC	Quarterly
18. Applications for Funding to be used as Local Match SC	Annually
19. SCDOT Public Transportation Workshop	September 2025
20. Transportation Association of South Carolina (TASC) conference	Spring 2025
21. Attendance Georgia Transportation Association (GTA) Conference	December 2025
22. Triennial National Database Sampling – onboard counting of bus riders	Summer 2025
23. Attendance Zero Emission Bus Conference	Summer 2025
24. South Carolina Annual MPO/COG Workshop	TBD
25. National Transit Institute (NTI) webinars	On-Going
26. Assist with Program of Projects (POP) and transit funding tables	On-Going
27. Perform Transit Service Provider Contract Oversight	On-Going
28. LSCOG administration of FTA 5310 funding. Monthly ridership report and invoices submitted to the ARTS MPO.	Monthly

**Product(s)**

1. Grant administration activities for FTA Urban Section 5310
2. Submission of a grant application for capital and operating assistance for public transit
3. Preparation of the GA / SC UPWP public transit elements.
4. Various Monthly, Quarterly, and Annual Reports.
5. Attendance and presentation to all three ARTS Committees (each held bi-monthly).

**COST ESTIMATES AND PROPOSED FUNDING SOURCES**

**Agencies responsible for task funding:** Augusta Planning and Development Department (APDD), Lower Savannah Council of Governments (LSCOG), Georgia Department of Transportation (GDOT), and Federal Transit Administration (FTA).

FUNDING SOURCE	APDD	LSCOG	TOTAL
FTA (SEC 5303)	\$50,196.00	\$0.00	<b>\$50,196.00</b>
GA DOT (SEC 5303 Match)	\$6,274.50	\$0.00	<b>\$6,274.50</b>
APDD (SEC 5303 Match)	\$6,274.50	\$0.00	<b>\$6,274.50</b>
FTA (SC SEC 5303)	\$0.00	\$26,040.00	<b>\$26,040.00</b>
LSCOG (SEC 5303 Match)	\$0.00	\$6,510.00	<b>\$6,510.00</b>
<b>TOTALS</b>	<b>\$62,745.00</b>	<b>\$32,550.00</b>	<b>\$95,295.00</b>

## TASK 8.2 – Metropolitan Transportation Planning (System Level) (44.23.01)

**Purpose:** Provide and/or create current data annually that is utilized in the MTP and Analysis. These data sets include Socioeconomic Data/Environmental Justice; Land Use Monitoring; Transportation Surveys, Models and Analysis; GIS Development and Application; long-range transit Planning; Performance-Based Planning; Congestion Management; Air Quality Issues; Public Administration; and Intermodal Planning. Community Outreach and Education are performed as part of this task to disseminate the new information. To successfully respond to public transit requirements for Transit Asset Management (TAM) Plans and Safety. To review the ten-year planning horizon for the BFE’s Transit Improvement Study (TIS) completed in 2025.

### Previous Work

1. Developed framework for FTA Section 5310 Enhanced Mobility for Seniors and Individuals with Disabilities which included service operation strategy, grant administration, and mobility management for travel training.
2. LSCOG assisted with the development and implementation of the FTA Section 5310 urban program for residents of Aiken County who are 60+ or a person with a disability.
3. Developed GIS mapping for address matching for transit service zones to schedule mobility trips and reservations for ADA complementary trips.

### FY 2025 Work Activities and Schedule

ACTIVITIES	ESTIMATED COMPLETION DATES
1. Continue assessing the financial capability of AT and BFE and continue to secure other funding sources to implement recommendations from previous planning studies.	On-Going
2. Staff tasks related to 2050 MTP Performance-Based Multimodal Plan Update – Socioeconomic data, GIS analysis, and mapping, community outreach, regional travel demand model for transit.	July 2025 – June 30, 2025
3. LSCOG Updates and Amendments to the MTP SC.	As needed
4. Participate in Performance-Based Planning for the Transit System.	On-Going
5. Enhancements to Public Transit	On-Going

### Product(s):

1. ARTS will continue all task activities for FTA Section 5310 Enhance Mobility for Seniors and Individuals with Disabilities, service operation strategy, and regional Coordinated Human Services Transportation Framework.
2. 2050 MTP Performance-Based Multimodal Plan Update – socioeconomic data, land use development data collection and analysis, GIS analysis and mapping, community outreach, regional travel model for transit.
3. Corridor Plans – application of Land use and Access Management and Complete Streets policies to increase transit ridership and ADA safety
4. Performance Measures – Public Transit
5. GIS map and address matching for transit service zones to schedule mobility trips and reservations for ADA complementary trips.
6. To review, study, and assist August Transit in addressing transit-related issues. Issues include safety, bus shelter lighting, and ADA compliance.

## COST ESTIMATES AND PROPOSED FUNDING SOURCES

**Agencies responsible for task funding:** Augusta Planning and Development Department (APDD), Lower Savannah Council of Governments (LSCOG), Georgia Department of Transportation (GDOT), and Federal Transit Administration (FTA).

FUNDING SOURCE	APDD	LSCOG	TOTAL
FTA (GA SEC 5303)	\$67,200.00	\$0.00	<b>\$67,200.00</b>
GA DOT (SEC 5303 Match)	\$8,400.00	\$0.00	<b>\$8,400.00</b>
APDD (SEC 5303 Match)	\$8,400.00	\$0.00	<b>\$8,400.00</b>
FTA (SC SEC 5303)	\$0.00	\$2,000.00	<b>\$2,000.00</b>
LSCOG (SEC 5303 Match)	\$0.00	\$500.00	<b>\$500.00</b>
<b>TOTALS</b>	<b>\$84,000.00</b>	<b>\$2,500.00</b>	<b>\$86,500.00</b>

### TASK 8.3 - Short-Range Transportation Planning (44.24.00)

**Purpose:** To perform tasks that are immediate and are reviewed for implementation within the next 3-5 years. LSCOG staff will undertake their required short-range transit planning activities on behalf of Best Friend Express and its paratransit programs. APDD will prepare short-range planning activities on behalf of Augusta Transit. This includes transit program staff preparing the necessary operations reports, periodically evaluating the level of transit service, monitoring requirements of the grant process, preparing the annual update to the Title VI assurances, and assisting in the following year's UPWP.

#### FY 2025 Work Activities and Schedule

ACTIVITIES	EXPECTED COMPLETION DATE
1. Monitor, update, and program grant funds for buses and/or vans for ADA complementary services including the purchase or lease of new transit vehicles accessible to and usable by individuals with disabilities, including individuals who use wheelchairs.	On-Going
2. Participate with ARTS/MPO in a review and update, if needed, of any Regional Human Services Coordination Plan	On-going or as requested by the MPO
3. Marketing of any New or Revised Service	On-Going
4. Respond to Requests for Presentations to the Public or Agencies	On-Going
5. LSCOG Attorney and Executive Director Signatures on Annual Certification & Assurances for FTA	March 2025
6. Capital Vehicle Acquisition Planning	February 2025
7. Updates to Transit Asset Management (TAM) Plan	June 2025
8. Safety and Planning Mandate Updates	July – December 2025
9. Review the Planning Studies for Possible Implementation of Previous Recommendations	On-Going
10. Submit transit system performance data reported to NTD.	October 2025
11. Annual NTD Report and Validation Response	January – February 2025

#### Product(s):

1. Annual Certifications and Assurances
2. TAM Plan Updates
3. Transit section of UPWP Completed
4. Continued Implementation of the Public Transit Agency Safety Plan (PTASP)
5. Annual NTD Report

#### COST ESTIMATES AND PROPOSED FUNDING SOURCES

**Agencies responsible for task funding:** Augusta Planning and Development Department (APDD), Lower Savannah Council of Governments (LSCOG), Georgia Department of Transportation (GDOT), and Federal Transit Administration (FTA).

FUNDING SOURCE	APDD	LSCOG	TOTALS
FTA (GA SEC 5303)	\$51,200.00	\$0.00	<b>\$51,200.00</b>
GA DOT (SEC 5303 Match)	\$6,400.00	\$0.00	<b>\$6,400.00</b>
APDD (GA PL Match)	\$6,400.00	\$0.00	<b>\$6,400.00</b>
FTA (SC SEC 5303)	\$0.00	\$15,960.00	<b>\$15,960.00</b>
LSCOG (SEC 5303 Match)	\$0.00	\$3,990.00	<b>\$3,990.00</b>
<b>TOTAL</b>	<b>\$64,000.00</b>	<b>\$19,950.00</b>	<b>\$83,950.00</b>

## TASK 8.4 - Transportation Improvement Program (44.25.00)

**Purpose:** LSCOG will participate with the ARTS MPO in the completion of the TIP and its updates; coordinate with the MPO for the split allocation letters for Section 5307 funding; assist with the additional programming of FTA Section 5339 and 5310.

### Previous Work

1. Continued assessment of the financial capability of AT and secure other possible funding sources to implement recommendations from the COA.

### FY 2025 Work Activities and Schedule

ACTIVITIES	ESTIMATED COMPLETION DATES
1. Prepare and submit to the ARTS MPO the annual updates to the TIP.	As Needed
2. Review SC STIP and follow up with APDD to make sure LSCOG programming has made it to SCDOT. Programming may include but is not limited to sections 5307, 5339, and 5310.	November 2025
3. Update the text in the TIP regarding the Program of Projects and Financial Plan for the BFE transit system.	On-going

### Product(s):

1. Completed TIP document reviewed and adopted by the ARTS Committees.
2. SCDOT STIP reflecting accurate programming information for Aiken County Transit.

### COST ESTIMATES AND PROPOSED FUNDING SOURCES

**Agencies responsible for task funding:** Augusta Planning and Development Department (APDD), Lower Savannah Council of Governments (LSCOG), Georgia Department of Transportation (GDOT), and Federal Transit Administration (FTA).

FUNDING SOURCE	APDD	LSCOG	TOTALS
FTA (GA SEC 5303)	\$26,400.00	\$0.00	<b>\$26,400.00</b>
GA DOT (SEC 5303 Match)	\$3,300.00	\$0.00	<b>\$3,300.00</b>
APDD (SEC 5303 Match)	\$3,300.00	\$0.00	<b>\$3,300.00</b>
FTA (SC SEC 5303)	\$0.00	\$4,000.00	<b>\$4,000.00</b>
LSCOG (SEC 5303 Match)	\$0.00	\$1,000.00	<b>\$1,000.00</b>
<b>TOTAL</b>	<b>\$33,000.00</b>	<b>\$5,000.00</b>	<b>\$38,000.00</b>

# UNFUNDED PROJECTS

## Congestion Management Plan Update

**Purpose:** To implement existing congestion mitigation strategies and projects identified in the 2024 CMP Update, MTP, and ARTS Travel Demand Model. This work element will be integrated with Performance-Based Planning.

CMP is an integral transportation planning task in the ARTS planning area. The purpose of the ARTS CMP is to document traffic congestion on major transportation corridors in the study area; identify and implement strategies for reducing or eliminating the congestion, and track and/or program the implementation of congestion mitigation projects. Activities under this work element will include completing the annual traffic congestion data collection and spatial analysis of travel data using the National Performance Management Research Data Set (NPMRDS) and/or HERE data.

### Previous Work:

1. Coordination with ARTS partners to create the scope of services and GAMPO application for the 2024 CMP.
2. 1<sup>st</sup> round of required presentations to ARTS committees in January 2024.
3. GAMPO application submitted to GAMPO PL committee in March 2024 pending signed PC resolution.
4. GAMPO PL committee approved the CMP application on March 25, 2024 pending a signed resolution from the Policy committee.
5. 2<sup>nd</sup> round of required presentations to ARTS committees in May 2024.
6. Signed resolution submitted to GAMPO PL committee May 16, 2024.

**FY 2025 Work Activities and Schedule:** The MPO will solicit professional consultant(s) to update the CMP and its integration with performance-based planning and the Long Range Transportation Plan to meet federal requirements related to the CMP. The following tasks will be performed during FY 2024, 2025, and 2026.

ACTIVITIES	EXPECTED COMPLETION DATE
1. Consultant and MPO project management	January 2025 – January 2026
2. Consultant begins performing Scope of Work Tasks 1, 2 & 3: Task 1: Review and Conduct Assessment of the Existing CMP; Task 2: Research CMP Best Practices Task 3: Develop a Stakeholder and Public Outreach Approach	January 2025 – April 2025
3. Consultant begins performing Scope of Work Tasks 4 & 5 Task 4: Data Collection and Analysis of Existing and Future CMP Transportation System Network Task 5: Analyze Traffic Congestion Problems and Needs	February 2025 – May 2025
4. Consultant begins performing Scope of Work Tasks 5, 6 & 7 Task 5: Analyze Traffic Congestion Problems and Needs Task 6: Review and Refine Goals and Objectives Task 7: Develop Multi-Modal Performance Measures	May 2025 – August 2025
5. Consultant begins performing Scope of Work Tasks 8 & 9 Task 8: Review and Update Existing CMP Strategies Task 9: Develop CMP Data Collection, Monitoring and Performance Reporting Process	July 2025 – October 2025
6. Public Meeting – Comment Period on CMP	October 2025 – November 2025
7. Consultant begins performing Scope of Work Tasks 10 Task 10: Develop CMP System Performance Monitoring Evaluation	November 2025 – January 2026
8. TCC & CAC Review and Adopt Final CMP	January 7, 2026
9. Policy Committee Review and Adopt Final CMP	January 22, 2026
10. Consultant submits final report and contract closeout	January 30, 2026

**Work Schedule:** July 1, 2024 - June 30, 2025

**Product(s):** Complete travel time validation surveys for the ARTS CMP; publish the annual ARTS CMP Report; implement specific congestion management strategies identified in the CMP Report; Update Transportation System GIS Database, traffic volume GIS Map, and current year LOS analyses.

<b>GEORGIA</b>	<b>FHWA (GA PL) – GAMPO</b>	<b>APDD (GA PL Match) – GAMPO</b>	<b>TOTALS</b>
	\$200,000.00	\$50,000.00	<b>\$250,000.00</b>

<b>SOUTH CAROLINA</b>	<b>ACPDD</b>	<b>TOTALS</b>
ACPDD Match – GAMPO	\$115,000.00	<b>\$115,000.00</b>



## Wrightsboro Road Corridor Study

**Purpose:** Perform a Corridor Study of Wrightsboro Road from Jimmie Dyess Parkway (Georgia State Route 383) to Appling Harlem Highway (Georgia State Route 47). The total length is approximately 11.7 miles (7.6 miles as Georgia State Route 223 and 4.1 miles as Columbia County Road 571). Approximately 8.6 miles lie within the ARTS metropolitan boundary with the remaining 3.1 miles outside of the boundary. The portion of the corridor between Jimmie Dyess Pkwy and Horizon South Pkwy is included in the ARTS Transportation Improvement Program (TIP) under P.I. No 0008348 for FY 2025-2025. The corridor study will be locally sponsored and managed by Columbia County and coordinated with the Georgia Department of Transportation, the City of Grovetown, and the Augusta Regional Transportation Study.

**Overview:** The 2022 ARTS Growth Trends Report indicates a population increase of 75% in Columbia County over the past two decades (90,000 in 2010 to 156,000 in 2020) with the county responsible for over two-thirds of all growth in the ARTS metropolitan boundary. This population growth is expected to continue as Fort Eisenhower and other major employment centers continue to locate and expand in the region.

The Wrightsboro Road corridor serves volumes in the range of 6,000 to 16,500 vehicles a day. Future traffic and development growth over the next two decades is projected to reach over 20,000 vehicles a day over a majority of the corridor. The section of the corridor under P.I. No 0008348 is expected to widen from 2 to 4 lanes. This study will help to identify the patterns and impacts of future growth to the corridor and confirm the need for widening anticipated in 0008348. The study will also help to establish a timeline for the implementation of additional short and long-term improvements along the corridor.

### **General Scope of Work:**

- Analyze existing conditions, such as field observations, collect traffic data, analyze existing capacity, safety analysis, and environmental screening;
- Perform a needs assessment by developing a vision for the corridor, anticipate future growth patterns, analyze future capacity, and identify corridor needs;
- Develop and test alternatives to reduce project costs, prepare concept layouts, and identify recommendations to include areas of limited access, restricted turn movement of intersections, and preferred intersection control;

**Responsible Agency:** Columbia County Engineering and Planning Services Divisions (CCBOC)

### **Proposed Funding Sources:**

FUNDING SOURCE	CCBOC	TOTALS
	\$280,000.00	<b>\$280,000.00</b>
CCBOC (GA PL Match)	\$70,000.00	<b>\$70,000.00</b>
<b>TOTAL</b>	<b>\$350,000.00</b>	<b>\$350,000.00</b>

# FY 2025 UPWP BUDGET

## Figure 3 - FY 2025 UPWP Budget

FIGURE 3 ARTS FY 2025 UPWP WORK ELEMENTS BY FUNDING SOURCE Revised 4/18/2024	AUGUSTA PLANNING & DEVELOPMENT DEPARTMENT							COLUMBIA COUNTY ENGINEERING AND PLANNING		AIKEN COUNTY PLANNING & DEVELOPMENT		LOWER SAVANNAH COUNCIL OF GOVERNMENTS		NORTH AUGUSTA PLANNING & DEVELOPMENT		TOTAL	
	FHWA GA PL	APDD MATCH	FHWA SC PL	ACPDD MATCH	FTA SEC 5303 FUNDS	SEC 5303 GA STATE MATCH	SEC 5303 APDD MATCH	CBOC MATCH	FHWA SC PL	ACPDD MATCH	FTA SEC 5303 SC PL	SEC 5303 LSCOG MATCH	FHWA SC PL	NAPDD MATCH			
1.1 Program Coordination/Administration	\$48,000.00	\$12,000.00	\$6,000.00	\$1,500.00	\$ -	\$ -	\$ -	\$ -	\$ -	\$45,000.00	\$11,250.00	\$ -	\$ -	\$ -	\$ -	\$123,750.00	
1.2 Training/Employee Education	\$44,000.00	\$11,000.00	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$6,000.00	\$1,500.00	\$ -	\$ -	\$ -	\$ -	\$62,500.00	
1.3 UPWP	\$24,000.00	\$6,000.00	\$800.00	\$200.00	\$ -	\$ -	\$ -	\$ -	\$ -	\$2,000.00	\$500.00	\$ -	\$ -	\$ -	\$ -	\$33,500.00	
<b>Subtotal: Program Administration</b>	<b>\$116,000.00</b>	<b>\$29,000.00</b>	<b>\$6,800.00</b>	<b>\$1,700.00</b>	<b>\$ -</b>	<b>\$ -</b>	<b>\$ -</b>	<b>\$ -</b>	<b>\$ -</b>	<b>\$53,000.00</b>	<b>\$13,250.00</b>	<b>\$ -</b>	<b>\$ -</b>	<b>\$ -</b>	<b>\$ -</b>	<b>\$219,750.00</b>	
2.1 Community Outreach / Education	\$28,000.00	\$7,000.00	\$2,000.00	\$500.00	\$ -	\$ -	\$ -	\$ -	\$ -	\$5,000.00	\$1,250.00	\$ -	\$ -	\$ -	\$ -	\$43,750.00	
<b>Subtotal: Public Involvement</b>	<b>\$28,000.00</b>	<b>\$7,000.00</b>	<b>\$2,000.00</b>	<b>\$500.00</b>	<b>\$ -</b>	<b>\$ -</b>	<b>\$ -</b>	<b>\$ -</b>	<b>\$ -</b>	<b>\$5,000.00</b>	<b>\$1,250.00</b>	<b>\$ -</b>	<b>\$ -</b>	<b>\$ -</b>	<b>\$ -</b>	<b>\$43,750.00</b>	
3.1 Environmental Justice & Socioeconomic Data	\$24,000.00	\$6,000.00	\$1,200.00	\$300.00	\$ -	\$ -	\$ -	\$ -	\$ -	\$2,400.00	\$600.00	\$ -	\$ -	\$ -	\$ -	\$34,500.00	
3.2 Land Use Monitoring	\$20,000.00	\$5,000.00	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$5,200.00	\$1,300.00	\$ -	\$ -	\$ -	\$ -	\$31,500.00	
3.3 Transportation Surveys, Models & Analysis	\$28,000.00	\$7,000.00	\$400.00	\$100.00	\$ -	\$ -	\$ -	\$ -	\$ -	\$2,400.00	\$600.00	\$ -	\$ -	\$ -	\$ -	\$38,500.00	
3.4 Environmental Justice / Title VI	\$24,000.00	\$6,000.00	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$2,400.00	\$600.00	\$ -	\$ -	\$ -	\$ -	\$33,000.00	
3.5 GIS Development & Applications	\$32,000.00	\$8,000.00	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$40,000.00	\$10,000.00	\$ -	\$ -	\$ -	\$ -	\$90,000.00	
<b>Subtotal: Data Collection/ Analysis</b>	<b>\$128,000.00</b>	<b>\$32,000.00</b>	<b>\$1,600.00</b>	<b>\$400.00</b>	<b>\$ -</b>	<b>\$ -</b>	<b>\$ -</b>	<b>\$ -</b>	<b>\$ -</b>	<b>\$52,400.00</b>	<b>\$13,100.00</b>	<b>\$ -</b>	<b>\$ -</b>	<b>\$ -</b>	<b>\$ -</b>	<b>\$227,500.00</b>	
4.1 Metropolitan Transportation Plan	\$46,400.00	\$11,600.00	\$800.00	\$200.00	\$ -	\$ -	\$ -	\$ -	\$ -	\$4,800.00	\$1,200.00	\$ -	\$ -	\$ -	\$ -	\$65,000.00	
4.2 Congestion Management	\$46,400.00	\$11,600.00	\$800.00	\$200.00	\$ -	\$ -	\$ -	\$ -	\$ -	\$3,200.00	\$800.00	\$ -	\$ -	\$ -	\$ -	\$63,000.00	
4.3 Intermodal Planning	\$44,800.00	\$11,200.00	\$400.00	\$100.00	\$ -	\$ -	\$ -	\$ -	\$ -	\$3,200.00	\$800.00	\$ -	\$ -	\$ -	\$ -	\$60,500.00	
4.4 Air Quality Issues	\$28,000.00	\$7,000.00	\$1,600.00	\$400.00	\$ -	\$ -	\$ -	\$ -	\$ -	\$3,600.00	\$900.00	\$ -	\$ -	\$ -	\$ -	\$41,500.00	
4.5 Complete Streets	\$ -	\$ -	\$36,000.00	\$0.00	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$36,000.00	
<b>Subtotal: Transportation System Planning</b>	<b>\$165,600.00</b>	<b>\$41,400.00</b>	<b>\$39,600.00</b>	<b>\$900.00</b>	<b>\$ -</b>	<b>\$ -</b>	<b>\$ -</b>	<b>\$ -</b>	<b>\$ -</b>	<b>\$14,800.00</b>	<b>\$3,700.00</b>	<b>\$ -</b>	<b>\$ -</b>	<b>\$ -</b>	<b>\$ -</b>	<b>\$266,000.00</b>	
5.1 Georgia Avenue Traffic Calming and Pedestrian Access	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$56,000.00	\$14,000.00	\$70,000.00
5.2 North Augusta Unified Transportation Plan	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$80,000.00	\$20,000.00	\$100,000.00
5.3 Gateway Study	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$10,000.00	\$ -	\$ -	\$ -	\$80,000.00	\$10,000.00	\$100,000.00
5.5 Five Notch Corridor Study	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$80,000.00	\$20,000.00	\$100,000.00
5.6 SC 118 Intersection Analysis	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$80,000.00	\$20,000.00	\$ -	\$ -	\$ -	\$ -	\$ -	\$100,000.00
5.7 US 78 (Charleston Highway) Intersection Analysis	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$160,000.00	\$40,000.00	\$ -	\$ -	\$ -	\$ -	\$ -	\$200,000.00
5.8 Asauga Lake Road Feasibility Study	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$160,000.00	\$40,000.00	\$ -	\$ -	\$ -	\$ -	\$ -	\$200,000.00
<b>Subtotal: Special Transportation Studies</b>	<b>\$ -</b>	<b>\$ -</b>	<b>\$ -</b>	<b>\$ -</b>	<b>\$ -</b>	<b>\$ -</b>	<b>\$ -</b>	<b>\$ -</b>	<b>\$ -</b>	<b>\$400,000.00</b>	<b>\$110,000.00</b>	<b>\$ -</b>	<b>\$ -</b>	<b>\$ -</b>	<b>\$296,000.00</b>	<b>\$64,000.00</b>	<b>\$870,000.00</b>
6.1 Performance Based Planning	\$24,800.00	\$6,200.00	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$9,600.00	\$2,400.00	\$ -	\$ -	\$ -	\$ -	\$ -	\$43,000.00
<b>Subtotal: Performance Based Planning</b>	<b>\$24,800.00</b>	<b>\$6,200.00</b>	<b>\$ -</b>	<b>\$ -</b>	<b>\$ -</b>	<b>\$ -</b>	<b>\$ -</b>	<b>\$ -</b>	<b>\$ -</b>	<b>\$9,600.00</b>	<b>\$2,400.00</b>	<b>\$ -</b>	<b>\$ -</b>	<b>\$ -</b>	<b>\$ -</b>	<b>\$ -</b>	<b>\$43,000.00</b>
7.1 Transportation Improvement Program	\$16,366.51	\$4,091.63	\$1,600.00	\$400.00	\$ -	\$ -	\$ -	\$ -	\$ -	\$5,200.00	\$1,300.00	\$ -	\$ -	\$ -	\$ -	\$ -	\$28,958.14
<b>Subtotal: Transportation Improvement Program</b>	<b>\$16,366.51</b>	<b>\$4,091.63</b>	<b>\$1,600.00</b>	<b>\$400.00</b>	<b>\$ -</b>	<b>\$ -</b>	<b>\$ -</b>	<b>\$ -</b>	<b>\$ -</b>	<b>\$5,200.00</b>	<b>\$1,300.00</b>	<b>\$ -</b>	<b>\$ -</b>	<b>\$ -</b>	<b>\$ -</b>	<b>\$ -</b>	<b>\$28,958.14</b>
8.1 Program Support and Administration	\$ -	\$ -	\$ -	\$ -	\$50,196.00	\$6,274.50	\$6,274.50	\$ -	\$ -	\$ -	\$ -	\$26,040.00	\$6,510.00	\$ -	\$ -	\$ -	\$95,295.00
8.2 Long-Range Transportation Planning	\$ -	\$ -	\$ -	\$ -	\$67,200.00	\$8,400.00	\$8,400.00	\$ -	\$ -	\$ -	\$ -	\$2,000.00	\$500.00	\$ -	\$ -	\$ -	\$86,500.00
8.3 Short -Range Transportation Planning	\$ -	\$ -	\$ -	\$ -	\$51,200.00	\$6,400.00	\$6,400.00	\$ -	\$ -	\$ -	\$ -	\$15,960.00	\$3,990.00	\$ -	\$ -	\$ -	\$83,950.00
8.4 Transportation Improvement Program	\$ -	\$ -	\$ -	\$ -	\$26,400.00	\$3,300.00	\$3,300.00	\$ -	\$ -	\$ -	\$ -	\$4,000.00	\$1,000.00	\$ -	\$ -	\$ -	\$38,000.00
<b>Subtotal: Public Transit/Paratransit</b>	<b>\$ -</b>	<b>\$ -</b>	<b>\$ -</b>	<b>\$ -</b>	<b>\$194,996.00</b>	<b>\$24,374.50</b>	<b>\$24,374.50</b>	<b>\$ -</b>	<b>\$ -</b>	<b>\$ -</b>	<b>\$ -</b>	<b>\$48,000.00</b>	<b>\$12,000.00</b>	<b>\$ -</b>	<b>\$ -</b>	<b>\$ -</b>	<b>\$303,745.00</b>
<b>SUBTOTAL: FY 2025 MPO PL &amp; Local Match</b>	<b>\$478,766.51</b>	<b>\$119,691.63</b>	<b>\$51,600.00</b>	<b>\$3,900.00</b>	<b>\$194,996.00</b>	<b>\$24,374.50</b>	<b>\$24,374.50</b>	<b>\$0.00</b>	<b>\$0.00</b>	<b>\$540,000.00</b>	<b>\$145,000.00</b>	<b>\$48,000.00</b>	<b>\$12,000.00</b>	<b>\$296,000.00</b>	<b>\$64,000.00</b>	<b>\$2,002,703.14</b>	
4.3 GAMPO PL 0019245-PLN Regional Freight Plan Update	\$240,000.00	\$60,000.00	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$80,000.00	\$ -	\$ -	\$ -	\$ -	\$ -	\$380,000.00
4.1 Metropolitan Transportation Plan	\$280,000.00	\$70,000.00	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$200,000.00	\$ -	\$ -	\$ -	\$ -	\$ -	\$550,000.00
4.5 Complete Streets	\$12,276.05	\$0.00	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$12,276.05
<b>SUBTOTAL: FY 2025 GAMPO PL &amp; Local Match</b>	<b>\$532,276.05</b>	<b>\$130,000.00</b>	<b>\$0.00</b>	<b>\$0.00</b>	<b>\$0.00</b>	<b>\$0.00</b>	<b>\$0.00</b>	<b>\$0.00</b>	<b>\$0.00</b>	<b>\$0.00</b>	<b>\$280,000.00</b>	<b>\$0.00</b>	<b>\$0.00</b>	<b>\$0.00</b>	<b>\$0.00</b>	<b>\$0.00</b>	<b>\$942,276.05</b>
N/A Wrightsboro Road Corridor Study	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$280,000.00	\$70,000.00	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$350,000.00
4.2 Congestion Management Process Update	\$200,000.00	\$50,000.00	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$115,000.00	\$ -	\$ -	\$ -	\$ -	\$ -	\$365,000.00
<b>SUBTOTAL: FY 2025 UNFUNDED PROJECTS</b>	<b>\$200,000.00</b>	<b>\$50,000.00</b>	<b>\$ -</b>	<b>\$ -</b>	<b>\$ -</b>	<b>\$ -</b>	<b>\$ -</b>	<b>\$280,000.00</b>	<b>\$70,000.00</b>	<b>\$ -</b>	<b>\$115,000.00</b>	<b>\$ -</b>	<b>\$ -</b>	<b>\$ -</b>	<b>\$ -</b>	<b>\$ -</b>	<b>\$715,000.00</b>
<b>GRAND TOTAL: FY 2025 MPO PL &amp; Local Match w/ FY 2025 GAMPO PL &amp; Local Match and Unfunded Projects</b>	<b>\$1,211,042.56</b>	<b>\$299,691.63</b>	<b>\$51,600.00</b>	<b>\$3,900.00</b>	<b>\$194,996.00</b>	<b>\$24,374.50</b>	<b>\$24,374.50</b>	<b>\$280,000.00</b>	<b>\$70,000.00</b>	<b>\$540,000.00</b>	<b>\$540,000.00</b>	<b>\$48,000.00</b>	<b>\$12,000.00</b>	<b>\$296,000.00</b>	<b>\$64,000.00</b>	<b>\$3,659,979.19</b>	

**Figure 4 - FTA Section 5303 Budget Activity Line Item**

UPWP FY 2025 SECTION 5303 GA & SC ARTS FTA SUMMARY WORK ELEMENT		APDD			
		FTA SEC 5303	GA DOT Match	APDD Match	Total GA SEC 5303
8.1	Program Support and Administration (44.21.00)	\$50,196.00	\$6,274.50	\$6,274.50	\$62,745.00
8.2	Long-Range Transportation Planning (44.23.01)	\$67,200.00	\$8,400.00	\$8,400.00	\$84,000.00
8.3	Short-Range Transportation Planning (44.24.00)	\$51,200.00	\$6,400.00	\$6,400.00	\$64,000.00
8.4	Transportation Improvement Program (44.25.00)	\$26,400.00	\$3,300.00	\$3,300.00	\$33,000.00
<b>Total</b>		<b>\$194,996.00</b>	<b>\$24,374.50</b>	<b>\$24,374.50</b>	<b>\$243,745.00</b>

UPWP FY 2025 SECTION 5303 GA & SC ARTS FTA SUMMARY WORK ELEMENT		LSCOG		
		FTA SEC 5303	LSCOG Match	Total SC SEC 5303
8.1	Program Support and Administration (44.21.00)	\$26,040.00	\$6,510.00	\$32,550.00
8.2	Long-Range Transportation Planning (44.23.01)	\$2,000.00	\$500.00	\$2,500.00
8.3	Short-Range Transportation Planning (44.24.00)	\$15,960.00	\$3,990.00	\$19,950.00
8.4	Transportation Improvement Program (44.25.00)	\$4,000.00	\$1,000.00	\$5,000.00
<b>Total</b>		<b>\$48,000.00</b>	<b>\$12,000.00</b>	<b>\$60,000.00</b>

# APPENDIX A – TITLE VI

## SECTION 6

## TITLE VI ASSURANCES

AUGUSTA, GEORGIA (hereinafter referred to as the "Recipient"), HEREBY AGREES THAT as a condition to receiving any federal financial assistance from the U.S. Department of Transportation, it will comply with Title VI of the Civil Rights Act of 1964, 78 Stat. 252, 42 USC 2000d-42 USC 2000d-4 (hereinafter referred to as the Act), and all requirements imposed by or pursuant to Title 49, Code of Federal Regulations, Department of Transportation, Subtitle A, Office of the Secretary Part 21, Nondiscrimination in Federally Assisted Programs of the Department of Transportation-Effectuation of Title VI of the Civil Rights Act of 1964 (hereinafter referred to as the Regulations), and other pertinent directives, to the end that in accordance with the Act, Regulations, and other pertinent directives, no person in the United States shall, on the grounds of race, color, sex, or national origin be excluded from participation in, be denied the benefits of, or be otherwise subjected to discrimination under any program or activity for which the Recipient receives federal financial assistance from the Department of Transportation, including the Federal Highway Administration, and HEREBY GIVES ASSURANCE THAT it will promptly take any measures necessary to effectuate this agreement. This Assurance is required by Subsection 21.7{a}(1) of the Regulations.

More specifically and without limiting the above general assurance, the Recipient hereby gives the following specific assurances to its Federal Aid Highway Program.

1. That the Recipient agrees that each "program" and each "facility" as defined in Subsections 21.23(e) and 21.23(b) of the Regulations, will be (with regard to a "program") conducted, or will be (with regard to a "facility") operated in compliance with all requirements imposed by, or pursuant to, the Regulations.

2. That the Recipient shall insert the following notification in all solicitations for bids for work or material subject to the Regulations made in connection with the Federal Aid Highway Program and in adapted form in all proposals for negotiated agreements:

"Augusta Georgia in accordance with Title VI of the Civil Rights Act of 1964 and 78 Stat. 252, 42 USC 2000d-42 and Title 49, Code of Federal Regulations, Department of Transportation, Subtitle A, Office of the Secretary, part 21, Nondiscrimination in federally assisted programs of the Department of Transportation issued pursuant to such Act, hereby notifies all bidders that it will affirmatively ensure that any contract entered into pursuant to this advertisement, minority business enterprises will be afforded full opportunity to submit bids in response to this invitation and will not be discriminated against on the grounds of race, color, sex, or national origin in consideration for an award."

3. That the Recipient shall insert the clauses of Appendix A of this Assurance in every contract subject to the Act and the Regulations.

4. That the Recipient shall insert the clause of Appendix B of this Assurance, as a covenant running with the land, in any deed from the United States effecting a transfer of real property, structures, or improvements thereon, or interest therein.

5. That where the Recipient receives federal financial assistance to construct a facility, or part of a facility, the Assurance shall extend to the entire facility and facilities operated in connection therewith.

6. That where the Recipient received federal financial assistance in the form, or for the acquisition of real property, or an interest in real property, the Assurance shall extend rights to space on, over, or under such property.

7. That the Recipient shall include the appropriate clauses set forth in Appendix C of this Assurance, as a covenant running with the land, in any future deeds, leases, permits, licenses, and similar agreements entered into by the Recipient with other parties: (a) for the subsequent transfer of real property acquired or improved under the Federal Aid Highway Program; and (b) for the construction or use of, or access to space on, over, or under, real property acquired or improved under the Federal Aid Highway Program.

8. That this Assurance obligates the Recipient for the period during which federal financial assistance is extended to the program, or is in the form of personal property, or real property or interest therein or structures or improvements thereon, in which case the Assurance obligates the Recipient or any transferee for the longer of the following periods: (a) the period during which the property is used for a purpose for which the federal financial assistance is extended, or for another purpose involving the provision of similar services or benefits; or (b) the period during which the Recipient retains ownership or possession of the property.

9. The Recipient shall provide for such methods of administration for the program, as are found by the State Secretary of Transportation or the official to whom s/he delegates specific authority, to give reasonable guarantee that it, other recipients, sub-grantees, contractors, subcontractors, transferees, successors in interest, and other participants of federal financial assistance under such program will comply with all requirements imposed or pursuant to the Act, the Regulations, and this Assurance.

10. The Recipient agrees that the United States has a right to seek judicial endorsement with regard to any matter arising under the Act, the Regulations, and this Assurance.

THIS ASSURANCE is given in consideration of and for the purpose of obtaining any and all federal grants, loans, contracts, property, discounts or other federal financial assistance extended after the date hereof to the Recipient by the Department of Transportation under the Federal Aid Highway Program and is binding on it, other recipients, sub-grantees, contractors, subcontractors, transferees, successors in interest and other participants in the Federal Aid Highway Program. The person or persons whose signatures appear below are authorized to sign this Assurance on behalf of the Recipient.

  
Garnett L. Johnson, Mayor

2/27/2024  
Date

**The text below, in its entirety, is in all contracts entered into by AUGUSTA GEORGIA. All of the text except the final section, entitled “Incorporation of Provisions,” should be included in any contract entered into by any AUGUSTA GEORGIA contractor.**

During the performance of this contract, the contractor, for itself, its assignees, and successors in interest (hereinafter referred to as the “Contractor”), agree as follows:

**1. Compliance with Regulations**

The Contractor shall comply with the Regulations relative to nondiscrimination in federally assisted programs of the Department of Transportation (hereinafter referred to as DOT), Title 49, Code of Federal Regulations, part 21, as they may be amended from time to time, (hereinafter referred to as the Regulations), which are herein incorporated by reference and made a part of this contract.

**2. Nondiscrimination**

The Contractor, with regard to the work performed by it during the contract, shall not discriminate on the grounds of race, color, sex, or national origin in the selection and retention of subcontractors, including procurement of materials and leases of equipment. The Contractor shall not participate either directly or indirectly in discrimination prohibited by Section 21.5 of the Regulations, including employment practices when the contract covers a program outlined in Appendix B of the Regulations.

**3. Solicitations for Subcontracts, Including Procurement of Materials and Equipment**

In all solicitations either by competitive bidding or negotiations made by the Contractor for work to be performed under a subcontract, including procurement of materials or leases of equipment, each potential subcontractor or supplier shall be notified by the Contractor of the Contractor’s obligations under this contract and the Regulations relative to nondiscrimination on the ground of race, color, sex, or national origin.

**4. Information and Reports**

The Contractor shall provide all information and reports required by the Regulations or directives issued pursuant thereto and shall permit access to its books, records, accounts, other sources of information, and its facilities as may be determined by Augusta Georgia, or the Federal Highway Administration to be pertinent to ascertain compliance with such Regulations, orders, and instructions. Where any information required of a contractor is in the exclusive possession of another who fails or refuses to furnish this information, the Contractor shall so certify to Augusta Georgia, or the Federal Highway Administration as appropriate, and shall set forth what efforts it has made to obtain the information.

**5. Sanctions for Noncompliance**

In the event of the Contractor’s noncompliance with the nondiscrimination provisions of this contract, Augusta Georgia shall impose such contract sanctions as it or the Federal Highway Administration may determine to be appropriate, including, but not limited to:

- a. Withholding of payments to the Contractor under the contract until the Contractor complies; and/or
- b. Cancellation, termination, or suspension of the contract, in whole or in part.

**6. Incorporation of Provisions**

The Contractor shall include the provisions of paragraphs (1) through (5) in every subcontract, including procurement of materials and leases of equipment, unless exempt by the Regulations, or directives issued pursuant thereto.

The Contractor shall take such action with respect to any subcontractor or procurement as Augusta Georgia or the Federal Highway Administration may direct as a means of enforcing such provisions including sanctions for noncompliance: Provided, however, that in the event a Contractor becomes involved in, or is threatened with, litigation with a subcontractor or supplier as a result of such direction, the Contractor may request Augusta Georgia enter into such litigation to protect the interests of the state and, in addition, the Contractor may request the United States to enter into such litigation to protect the interests of the United States.

**The following clauses shall be included in any and all deeds affecting or recording the transfer of real property, structures, or improvements thereon, or interest therein from the United States.**

**Granting Clause**

NOW, THEREFORE, Augusta Georgia—as authorized by law, and upon the condition that the state of Georgia will accept title to the lands and maintain the project constructed thereon, in accordance with and in compliance with Title 23, United States Code, the Regulations for the Administration of Federal Aid for Highways; the policies and procedures prescribed by the Federal Highway Administration of the Department of Transportation; and all requirements imposed by or pursuant to Title 49, Code of Federal Regulations, Department of Transportation, Subtitle A, Office of the Secretary, part 21, Nondiscrimination in Federally Assisted Programs of the Department of Transportation (hereinafter referred to as the Regulations) pertaining to and effectuating the provisions of Title VI of the Civil Rights Act of 1964 (78 Stat. 252: 42 USC 2000d to 2000d-4)—does hereby remise, release, quitclaim, and convey unto the state of Georgia all the right, title, and interest of AUGUSTA GEORGIA in and to said land described in Exhibit A attached hereto and made a part thereof.

**Habendum Clause**

TO HAVE AND TO HOLD said lands and interests therein unto the state of Georgia, and its successors forever, subject, however, to the covenants, conditions, restrictions, and reservations herein contained as follows, which will remain in effect for the period during which the real property or structures are used for a purpose for which the federal financial assistance is extended or for another purpose involving the provision of similar services or benefits and shall be binding on the state of Georgia, its successors, and assigns.

The state of Georgia , in consideration of the conveyance of said lands and interests in lands, does hereby covenant and agree, as a covenant running with the land for itself, its successors and assigns, that (1) no person shall, on the grounds of race, color, sex, disability, national origin, age, or religion, be excluded from participation in, be denied the benefits of, or be otherwise subjected to discrimination with regard to any facility located wholly or in part on, over, or under such lands hereby conveyed\*, (2) that the state of Georgia shall use the lands, and interests in lands so conveyed, in compliance with all requirements imposed by or pursuant to Title 49, Code of Federal Regulations, Department of Transportation, Subtitle A, Office of the Secretary, part 21, Nondiscrimination of Federally Assisted Programs of the Department of Transportation—Effectuation of Title VI of the Civil Rights Act of 1964, and as said Regulations may be amended, (3) that in the event of breach of any of the above mentioned nondiscrimination conditions, the agency shall have a right to reenter said lands and facilities on said land, and the above described land and facilities shall thereon revert to and vest in, and become the absolute property of, AUGUSTA GEORGIA and its assigns as such interest existed prior to this instruction.<sup>1</sup>



**The following clauses shall be included in all deeds, licenses, leases, permits, or similar instruments entered into by AUGUSTA GEORGIA pursuant to the provisions of Assurance 7.**

The LESSEE, for himself or herself, his or her heirs, personal representatives, successors in interest, and assigns, as a part of the consideration hereof, does hereby covenant and agree as a covenant running with the land, that in the event facilities are constructed, maintained, or otherwise operated on the said property described in this lease, for a purpose for which AUGUSTA GEORGIA program or activity is extended, or for another purpose involving the provision of similar services or benefits, the LESSEE shall maintain and operate such facilities and services in compliance with all other requirements imposed pursuant to Title 49, Code of Federal Regulations, Department of Transportation, Subtitle A, Office of the Secretary, part 21, Nondiscrimination in Federally Assisted Programs of the Department of Transportation—Effectuation of Title VI of the Civil Rights Act of 1964, as said Regulations may be amended. That in the event of breach of any of the above nondiscrimination covenants, the STATE shall have the right to terminate the lease, and to reenter and repossess said land and the facilities thereon and hold the same as if said lease had never been made or issued.

**The following shall be included in all deeds, licenses, leases, permits, or similar agreements entered into by AUGUSTA GEORGIA pursuant to the provisions of Assurance 7.**

The LESSEE, for himself or herself, his or her personal representatives, successors in interest, and assigns, as a part of the consideration hereof, does hereby covenant, and agree as a covenant running with the land, that (1) no person, on the grounds of race, color, sex, or national origin, shall be excluded from participation in, be denied the benefits of, or be otherwise subjected to discrimination in the use of said facilities, (2) that in the construction of any improvements on, over, or under such land and furnishing of services thereon, no person on the grounds of race, color, sex, and national origin shall be excluded from participation in, denied the benefits of, or otherwise be subjected to discrimination, (3) that the LESSEE shall use the premises in compliance with all requirements imposed by or pursuant to Title 49, Code of Federal Regulations, Department of Transportation, Subtitle A, Office of the Secretary, part 21, Nondiscrimination in Federally Assisted Programs of the Department of Transportation—Effectuation of Title VI of the Civil Rights Act of 1964, and as said Regulations may be amended. That in the event of breach of any of the above nondiscrimination covenants, the STATE shall have the right to terminate the [license, lease, permit, etc.] and to reenter and repossess said land and the facilities thereon, and hold the same as if said [license, lease, permit, etc.] had never been made or issued. \*[Include in deeds subject to a reverter clause]. That in the event of breach of any of the above nondiscrimination covenants, the STATE shall have the right to reenter said land and facilities there-on, and the above described lands and facilities shall thereupon revert to and vest in and become the absolute property of the STATE and its assigns.

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<sup>1</sup> Reverter Clause and related language to be used only when it is determined that such a clause is necessary in order to effectuate the purpose of Title VI of Civil Rights Act of 1964.



**AUGUSTA, GEORGIA**

**Title VI Self-Survey: 2016  
YEAR**

Survey Date: June 21, 2016

Name of Program/Grant: FHWA-PL Funds Augusta Planning and Development Department (ARTS MPO)

**Summary of Complaints:**

Number of complaints for the past year: 0

Number of complaints voluntarily resolved: 0

Number of complaints currently unresolved: 0

Attach a summary of any type of complaint and provide: None

- Name of complainant
- Race
- Charge
- Findings
- Corrective Action
- Identify any policy/procedure changes required as a result of the complaint
- Provide the date history (date complaint received through resolution)

**Distribution of Title VI Information:**

Are new employees made aware of Title VI responsibilities pertaining to their specific duties?

Yes X No \_\_\_\_\_

Do new employees receive this information via employee orientation?

Yes X No \_\_\_\_\_

Is Title VI information provided to all employees and program applicants?

Yes X No \_\_\_\_\_

Is Title VI information prominently displayed in the organization and on any program materials distributed?

Yes X No \_\_\_\_\_

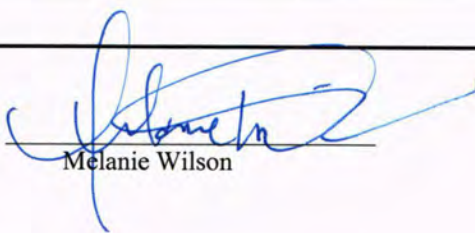


Identify any improvements you plan to implement before the next self-survey to better support Title VI communication to employees and program applicants.

Augusta Planning and Development Department (APDD) staff will continue to seek training through workshops, courses and webinars sponsored by Federal Highway Administration (FHWA) and Federal Transit Administration (FTA). The APDD staff will update ARTS Public Participation Plan to include successful public engagement and outreach tools that target persons With limited English proficiency. The APDD will begin coordinating with local and regional libraries to place ARTS plans and documents in its list of periodicals. All ARTS documents, plans and programs will be made available in multiple languages upon request. ARTS Citizen Advisory Committee (CAC) established a sub-committee to advise CAC, with representation from organizations serving veterans, disabled persons, rural transportation, and private transportation operators.

Identify any problems encountered with Title VI compliance.

None

Signature: 

Melanie Wilson

Title: Director/ARTS Project Director

Date: 6/21/14

Return to: Augusta-Richmond County  
Office of Administrator  
535 Telfair Street, Suite 910  
Augusta, GA. 30901  
Phone: (706)821-2400  
Fax: (706)821-2819

# APPENDIX B – MPO CERTIFICATIONS

## CERTIFICATION OF THE AUGUSTA REGIONAL TRANSPORTATION STUDY METROPOLITAN PLANNING ORGANIZATION

*Be it known to all, the below signees do hereby endorse and certify the Augusta Regional Transportation Study MPO, and further certify that the Metropolitan Planning Process is being conducted in accordance with all applicable requirements of:*

- i. **23 U.S.C. 134, 49 U.S.C. 5305, and this subpart**
  - a) Agreements are in place to address responsibilities of each MPO for its share of the overall Metropolitan Planning Area (MPA), where multiple Metropolitan Planning Organizations share geographic portions of a Transportation Management Area (TMA).
  - b) All major modes of transportation are members of the MPO
  - c) Any changes to the MPA boundaries were reflected in the Policy Board representation.
  - d) Agreements or memorandums are signed and in place for identification of planning responsibilities among the MPO, GDOT, public transit operator(s), air quality agency(ies), or other agencies involved in the planning process.
  - e) Roles and responsibilities are defined for the development of the Long Range Transportation Plan (LRTP) / Metropolitan Transportation Plan (MTP), Transportation Improvement Program (TIP), Unified Planning Work Program (UPWP) and other related planning documents.
  - f) All MPO required planning products per 23 CFR Part 450, meeting minutes and agenda items are current and available on the MPO's website.
  - g) The metropolitan transportation planning process shall provide for the establishment and use of a performance-based approach to transportation decision-making to support the national goals described in 23 U.S.C. 150(b) and the general purposes described in 49 U.S.C. 5301(c).
- ii. **UPWP (23 CFR Part 450.308)**
  - a) The UPWP documents in detail the activities to be performed with Title 23 and the Federal Transit Act.
  - b) The UPWP activities are developed, selected and prioritized with input from the State, MPO committees and public transit agency(ies).
  - c) The final UPWP is submitted in a timely manner to GDOT with authorization occurring before the MPO's fiscal year begins.
  - d) Initial Adoption and Amendments to the UPWP are developed and processed in accordance with procedures outlined in the MPO's Participation Plan.

- e) Planning activities and status reports are submitted quarterly by the MPO to GDOT and FHWA.

LRTP/MTP (23 CFR Part 450.324)

- a) The LRTP/MTP incorporates a minimum 20-year planning horizon.
  - b) The LRTP/MTP identifies both long-range and short-range strategies and actions leading to the development of an intermodal transportation system.
  - c) The LRTP/MTP is fiscally constrained.
  - d) The development of the LRTP/MTP and the TIP are coordinated with other providers of transportation (e.g. regional airports, maritime port operators).
  - e) All of the Fixing America's Surface Transportation (FAST) Act planning factors were considered in the planning process.
  - f) The LRTP/MTP includes a discussion of types of potential environmental mitigation activities and potential areas to carry out these activities in consultation with federal, state and tribal land management and regulatory agencies.
  - g) The MPO approves the LRTP/MTP in a timely manner without entering into a planning lapse.
  - h) Initial Adoption and Amendments to the LRTP/MTP are developed and processed in accordance with procedures outlined in the MPO's Participation Plan.
  - i) The transit authority's planning process is coordinated with the MPO's planning process.
  - j) In non-attainment and maintenance areas the MPO, as well as FHWA and FTA, must make a conformity determination on any updated or amended LRTP/MTP in accordance with 40 CFR Part 93.
- 
- a) The TIP is updated at least every 4 years, on a schedule compatible with STIP development.
  - b) Each project included in the TIP is consistent with the LRTP/MTP.
  - c) The MPO, GDOT and the transit operator collaborate on the development of the TIP.
  - d) The TIP contains all projects to be funded under Title 23 U.S.C. and Title 49 U.S.C. Chapter 53.
  - e) The TIP is financially constrained by year and revenue estimates reflect reasonable assumptions.
  - f) The MPO TIP is included in the STIP by reference, without modification.
  - g) Initial Adoption and Amendments to the TIP are developed and processed in accordance with procedures outlined in the MPO's Participation Plan.
  - h) In non-attainment and maintenance areas, the MPO as well as the FHWA and FTA must make a conformity determination on any updated or amended TIP in accordance with 40 CFR Part 93.

Participation Plan (23 CFR Part 450.316)

- a) A 45-day comment period was provided before the Participation Plan was adopted/ revised.
- b) Transportation plans, programs and projects provide timely information about transportation issues and processes to citizens and others who may be affected.
- c) Opportunities are provided for participation by local, State, and federal environmental resource and permit agencies where appropriate.
- d) The public involvement process demonstrates explicit consideration and responsiveness to public input received during the planning and program development process.
- e) The transportation planning process identifies and addresses the needs of those traditionally underserved, including low-income and minority households.
- f) The disposition of comments and changes in the final LRTP/MTP/TIP are documented and reported when significant comments are submitted.
- g) Additional time is provided if the "final" document is significantly different from the draft originally made available for public review.
- h) The MPO undertakes a periodic review of the public involvement process to determine if the process is efficient and provides full an open access for all.

List of Obligated Projects (23 CFR Part 450.334)

- a) The MPO provides a listing for all projects for which funds are obligated each year, including bicycle and pedestrian facilities.
- b) The annual listing is made available to the public via the TIP or the LRTP/MTP.

In non-attainment and maintenance areas, sections 174 and 176(c) and (d) of the Clean Air Act, as amended (42 U.S.C. 7504, 7506(c) and (d)) and 40 CFR part 93

- a) The MPO's UPWP incorporates all of the metropolitan transportation-related air quality planning activities addressing air quality goals, including those not funded by FHWA/FTA.
- b) Agreements exist to outline the process for cooperative planning within full nonattainment/maintenance areas that are not designated by the MPO planning area.
- c) The MPO coordinates the development of the LRTP/MTP with SIP development and the development of Transportation Control Measures (TCM) if applicable.
- d) The LRTP/MTP includes design concept and scope descriptions of all existing and proposed transportation facilities in sufficient detail, regardless of funding source, to permit conformity determinations.
- e) The MPO's TIP includes all proposed federally and non-federally funded regionally significant transportation projects, including intermodal facilities.
- f) If applicable, the MPO ensures priority programming and expeditious implementation of

TCMs from the STIP.

- III. **Title VI of the Civil Rights Act of 1964, as amended (42 U.S.C. 2000d-1) and 49 CFR part 21**
  - a) The MPO has adopted goals, policies, approaches and measurements to address Title VI and related requirements.
  - b) The public involvement process is consistent with Title VI of the Civil Rights Act of 1964 and the Title VI assurance execution by the State.
  - c) The MPO has processes, procedures, guidelines, and/or policies that address Title VI, ADA, and DBE.
  - d) The MPO has a documented policy on how Title VI complaints will be handled.
  - e) The MPO has a demographic profile of the metropolitan planning area that includes identification of the locations of protected populations.
  - f) As appropriate, the planning process identifies/considers/addresses the needs of protected/traditionally underserved populations (low-income/minority as defined by the U.S. Census Bureau).
  
- IV. **49 U.S.C. 5332, prohibiting discrimination on the basis of race, color, creed, national origin, sex, or age in employment of business opportunity**
  - a) The MPO adheres to all requirements prohibiting discrimination against a person under, a project, program, or activity receiving financial assistance under because of race, color, creed, national origin, sex, or age.
  
- V. **Section 1101(b) of the FAST Act (Pub. L. 114-357) and 49 CFR part 26 regarding the involvement of disadvantaged business enterprises in U.S. DOT funded projects**
  - a) The GDOT establishes overall goals for the percentage of work to be performed by DBE's based on the projections of the number and types of federal-aid highway contracts to be awarded and the number and types of DBE's likely to be available to compete for the contracts.
  
- VI. **23 CFR part 230, regarding the implementation of an equal employment opportunity program on Federal and Federal-aid highway construction contracts**
  - a) The MPO as required by Title VII of the Civil Rights Act of 1964, does not discriminate on employment opportunities based on race, color, religion, sex, or national origin;
  
- VII. **The provisions of the Americans with Disabilities Act of 1990 (42 U.S.C. 12101 et seq.) and 49 CFR parts 27, 37, and 38**
  - a) The MPO as required by 49 U.S.C. 5332 prohibits discrimination on the basis of race, color, creed, national origin, sex, or age, and prohibits discrimination in employment or business opportunity, otherwise known as Title VI of the Civil Rights

Act of 1964, as amended, 42 U.S.C. 2000d, and U.S. DOT regulations, "Nondiscrimination in Federally- Assisted Programs of the Department of Transportation—Effectuation of Title VI of the Civil Rights Act," 49 CFR part 21 at 21.7.

- VIII. The Older Americans Act, as amended (42 U.S.C. 6101), prohibiting discrimination on the basis of age in programs or activities receiving Federal financial assistance
  - a) The MPO has identified strategies and services to meet the needs of older persons' needs for transportation planning and programming.
  
- IX. Section 324 of title 23 U.S.C. regarding the prohibition of discrimination based on gender
  - a) The MPO adheres to the Act on Equality between women and men and prohibits both direct and indirect discrimination based on gender.
  - b) The MPO adheres to the Equal Pay Act of 1963 (EPA), which protects men and women who perform substantially equal work in the same establishment from sex-based wage discrimination;
  
- X. Section 504 of the Rehabilitation Act of 1973 (29 U.S.C. 794) and 49 CFR part 27 regarding discrimination against individuals with disabilities.
  - a) The MPO adheres to Title I and Title V of the Americans with Disabilities Act of 1990 (ADA), which prohibits employment discrimination against qualified individuals with disabilities in the private sector, and in state and local governments.



Dr. William Molnar, Policy Committee Chairman  
Augusta Regional Transportation Study (ARTS) Metropolitan Planning Organization

Date

Vivian Canizares

Digitally signed by Vivian Canizares  
Date: 2023.09.28 10:18:48-04'00'

Vivian Canizares, Assistant State Transportation Planning Administrator  
Georgia Department of Transportation, Office of Planning

Date

Matt Markham

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Date: 2023.09.28 10:34:18 -04'00'

Matthew Markham, Deputy Director of Planning  
Georgia Department of Transportation, Office of Planning

Date



# APPENDIX C – ARTS COMMITTEE COMPOSITION

## ***A. Policy Committee***

The Policy Committee shall be composed of officials of participating governmental jurisdictions. Voting membership shall be determined by organizational position, with the following positions being members:

1. Mayor, City of North Augusta (South Carolina)
2. Mayor Augusta, Georgia
3. Mayor, City of Blythe, Georgia
4. Chairman, Hephzibah City Commission, Georgia
5. Mayor, City of Grovetown (Georgia)
6. Mayor, City of Aiken (South Carolina)
7. Mayor, Town of Burnetown (South Carolina)
8. Mayor, City of New Ellenton (South Carolina)
9. Chairman, Aiken County Council (South Carolina)
10. Chairman, Edgefield County Council (South Carolina)
11. Chairman, Columbia County Commission (Georgia)
12. Deputy Secretary for Engineering, SC DOT
13. Commissioner or his Designee, Georgia DOT
14. Garrison Commander, Fort Eisenhower (Georgia)
15. Executive Director, Lower Savannah Council of Govt.
16. Director, Augusta Public Transit Department

## ***B. Technical Coordinating Committee***

The Technical Coordinating Committee shall be composed of key staff members of participating government jurisdictions. Membership shall be based upon the organizational position held, with the following positions being voting members or their designee represent the listed positions:

### **City of Augusta**

1. Director, Augusta Planning & Development Department
2. City Engineer
3. Director, Augusta Public Transit Department
4. Traffic Engineer

### **County of Columbia**

1. Director of Construction and Maintenance
2. Planning Director

### **City of North Augusta**

1. City Engineer
2. Planning Director

### **County of Aiken**

1. County Engineer
2. Planning Director

### **Lower Savannah Council of Governments**

1. Transit Operations Manager
2. Grants and Compliance Manager

### **County of Edgefield**

1. Director of Building and Planning

### **City of Aiken**

1. City Engineer
2. Planning Director

### **City of New Ellenton**

1. Supervisor of Streets and Roads

### **Georgia Department of Transportation**

1. Transportation Planning Engineer
2. District 2 Engineer

### **South Carolina Department of Transportation**

1. Director of Planning
2. Pre-Construction Program Manager

### **Other Jurisdictions**

1. Augusta Regional Airport, Executive Director
2. Fort Eisenhower Director of Installation Support
3. Chairman, Citizens Advisory Committee

### ***C. Citizens Advisory Committee***

Membership in this organization shall be made up of local citizens from each community in the ARTS area. The membership shall be made up of persons interested in transportation issues from any of the following jurisdictions: the City of Augusta-Richmond County, the City of North Augusta, the City of Aiken, and Aiken County.

# APPENDIX D – COMPLETE STREETS WAIVER AIKEN COUNTY/USDOT

## Summary of Complete Streets Eligible Projects for 100% Waiver

Task #	Task Category	Milestone/Deliverable	\$ Budget (100% Fed)
1	Program Coordination/Administration	Monitor developments related to federal Complete Streets Policies and Regulations	\$2,000.00
2	Intermodal Planning	Develop Complete Streets Design Guidelines for a variety of contexts and all street/roadway user groups	\$7,000.00
3	Intermodal Planning	Require designated bicycle facilities during new development or redevelopment or capital roadway projects	\$3,000.00
4	System Planning	Adopt traffic calming programs, policies, and standards	\$3,500.00
5	Intermodal Planning	Adopt bicycle parking requirements	\$1,500.00
6	Intermodal Planning	Consider multi-modal Level of Service (LOS) in Traffic Impact Analyses and other engineering studies	\$3,000.00
7	Training and Employee Education	Attend Complete Streets policy training workshops and webinars	\$2,000.00
8	System Planning	Performance-Based Project Evaluation- collect and analyze traffic safety data of pedestrian and bicycle safety improvement projects included in the ARTS MPO current Metropolitan Transportation Plan (MTP) and TIP to assess safety improvements	\$4,000.00
9	Data Collection and Analysis	Collect and analyze traffic crash reports (vehicle, bike, and pedestrian) and traffic safety conflicts for non-motorized users at arterial roadways	\$1,000.00
10	Data Collection and Analysis	GIS Map Audit of existing bike infrastructure	\$1,000.00
11	Public Transit/Paratransit	Coordinate with the Lower Savannah Council of Governments (LSCOG) with the review of transit system passenger count data	\$1,500.00
12	Intermodal Planning	Development of a Complete Streets prioritization plan that identifies a specific list of Complete Streets projects to improve the safety, mobility, or accessibility of a street	\$6,500.00
<b>\$ TOTAL:</b>			<b>\$36,000.00</b>
<b>Total Programmed UPWP \$ Budget:</b>			<b>\$1,440,000.00</b>
<b>% of Total Budget Complete Streets Eligible:</b>			<b>2.5%</b>

# APPENDIX E – FY 2025 UPWP MODIFICATIONS & AMENDMENTS

DATE	MOD/AMENDMENT	DESCRIPTION	PAGE

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