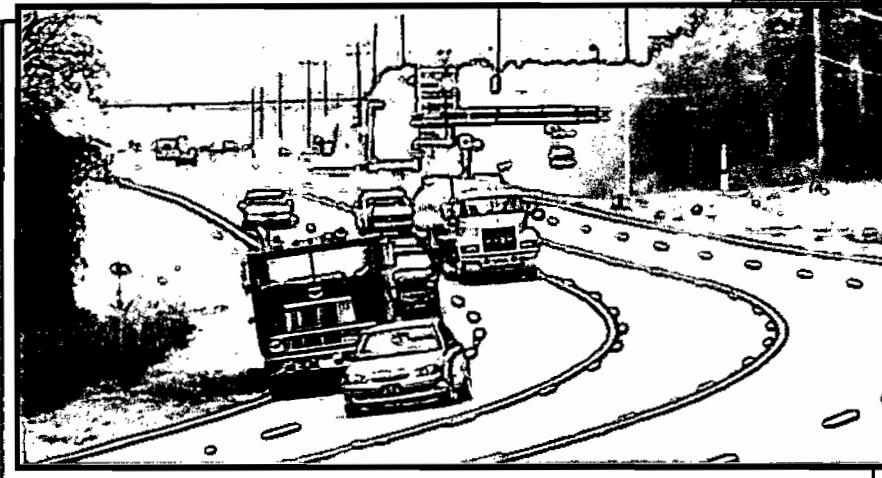
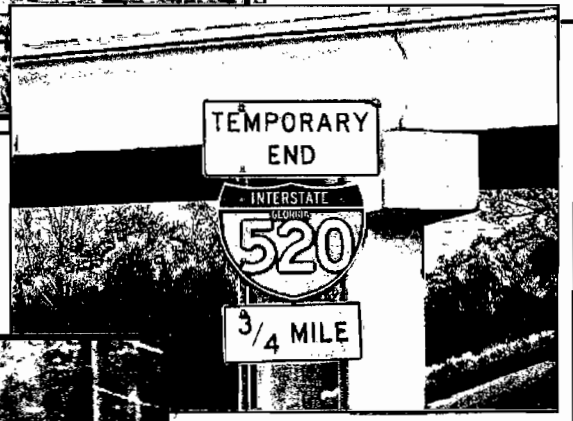
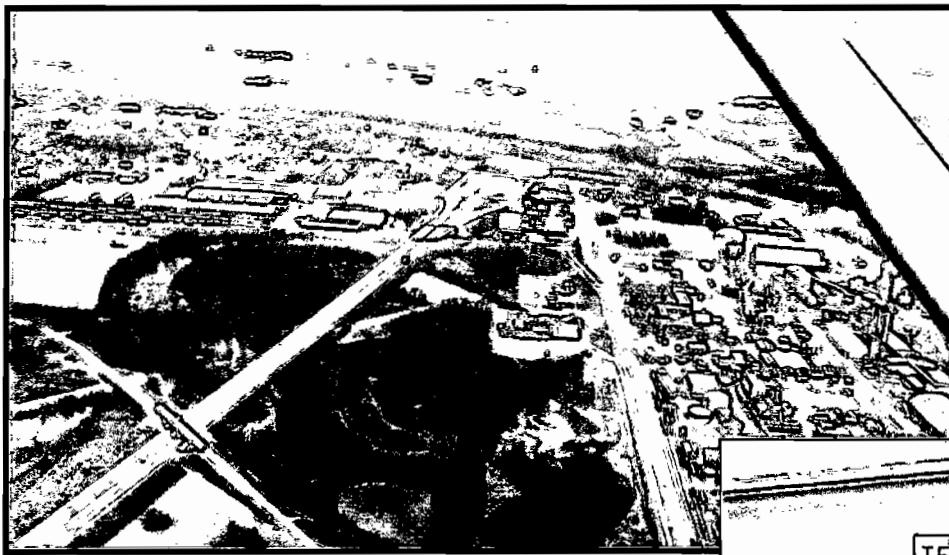


Application to the
**South Carolina State
Transportation Infrastructure Bank**

For the
Aiken County Road Improvement Program



 ENGINEERS
PLANNERS
ECONOMISTS
Wilbur Smith Associates

March 2001

**Application to the
South Carolina State Transportation Infrastructure Bank**

Aiken County Road Improvement Program
March, 2001



AIKEN COUNTY COUNCIL
736 RICHLAND AVENUE, AIKEN, SOUTH CAROLINA 29801
TELEPHONE 642-1690

February 26, 2001

Mr. Howard Covington
Chairman
South Carolina Transportation Infrastructure Bank
P.O. Box 191
Columbia, SC 29202

Dear Chairman Covington:

The attached application for financial assistance for the Bobby Jones Expressway Extension (BJX) project in Aiken County is hereby resubmitted for consideration. Aiken County and the other associated governmental entities are pleased to support this application as indicated by the attached resolutions.

This resubmittal has incorporated the salient comments made by Mr. James Holly in regard to the previous July 25, 2000 application. Further, this application goes beyond the description of the BJX. It describes the multi-jurisdictional approach led by Aiken County in addressing road improvement needs countywide. These needs range from the paving of dirt roads to the reconstruction of city streets.

To fund these improvements, the various county and municipal jurisdictions joined forces to create a new one-cent sales tax dedicated for capital improvement projects, predominately roads. To do so, the Cities of Aiken and North Augusta agreed to simultaneously rollback their Accommodations and Hospitality fees by one cent. By doing so, the County will generate significantly more tax revenues for both the BJX and other road projects than if the two cities had dedicated the existing fees towards the BJX.

Construction of the BJX in Aiken County will provide access to more than 3,000 acres of undeveloped land in or near North Augusta. The importance of the BJX goes beyond the significant traffic diversion and accident reduction benefits that it will also provide in North Augusta. The traffic analyses summarized herein demonstrate the magnitude of non-local traffic flows through the study region, the importance of which is evidenced by the fact that the State of Georgia has committed to funding the BJX roadway connection in Georgia and half of the Savannah River Bridge costs.

Ronnie Young
Chairman

Kathy Rawls
District #1

Susan W. Giddings
District #2

LaWana McKenzie
District #3

Chuck Smith
District #4

Phil Napier
District #5

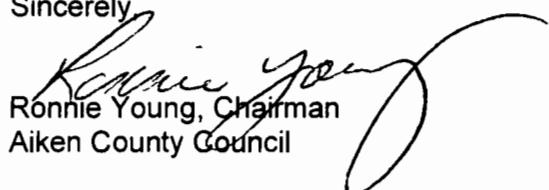
Joel F. Randall
District #6

Rick N. Osbon
District #7

Willar H. Hightower, Jr.
District #8

For these reasons, Aiken County believes the BJX is a worthwhile project from the perspective of traffic analysis, public benefits, and economic development perspective. The County has garnered support from all local effected governmental entities including the State of Georgia. Financially, a creative package has been prepared that generates a substantial share of the total project costs over seven years.

Sincerely,


Ronnie Young, Chairman
Aiken County Council

Executive Summary

Aiken County hereby resubmits its application to the South Carolina Transportation Infrastructure Bank for assistance in its regional road improvement program. The envisioned road improvements comprise a wide array of projects ranging from the paving of dirt roads to the reconstruction of city streets to the completion of the Bobby Jones Expressway (I-520). This Aiken County Road Improvement Program (ACRIP) was developed with significant input over several years from local citizens and numerous public entities. The program intent is to provide the necessary transportation infrastructure and road improvements to accommodate the region's increasing population. By doing so the road improvements will alleviate traffic congestion and accidents, and help accommodate future economic development trends.

The overall ACRIP program will cost an estimated \$205 million, and will span eight years. An estimated \$47 million of the program costs will be funded from existing Aiken County, local municipal and private sources. Other inter-state contributions (from Georgia) towards bridge construction total \$16.2 million. In total, local and other contributions account for \$67 million, or 32.7 percent of the total program costs.

To help fund the local contribution the voters of Aiken County passed the One-Cent Capital Projects Sales Tax referendum on November 7, 2000. Proceeds from the seven-year tax are capped at \$54.6 million with \$44.2 million designated for transportation projects and \$10.4 million for recreation facilities. Of the tax proceeds designated for transportation, \$15 million has been statutorily committed for the Bobby Jones Expressway (BJX).¹

The BJX and its extension have been a central part of the Augusta Regional Transportation Study (ARTS) plan since 1970. Completion of the circumferential route will provide full access for long-distance trips across the ARTS area, bypass around the cities of Augusta and North Augusta, and help to accommodate the latent developmental demand in South Carolina. Specifically, the BJX extension project stretches from Sandbar Ferry Road in Georgia to the U.S. Route 25/I-20 interchange in South Carolina and is estimated to cost \$173 million.

In addition to the referendum vote in support of the One-Cent Capital Projects Sales Tax, public hearing comments for the BJX from citizens and industry confirm widespread community support. However, for the County and surrounding area to reap the benefits of a completed BJX, financial assistance is needed from the South Carolina State Transportation Infrastructure Bank (STIB). Specifically, the Aiken County Council requests financial assistance from the STIB in the form of a grant to fund \$140 million of the total program costs. This assistance is to be dedicated entirely to the BJX. This represents 68 percent of the total Aiken County Road Improvement Program (ACRIP) costs of \$205 million.

The County Council acknowledges the limited funds available to and other debt service requirements of the STIB. For this reason, the Council gave considerable thought to

¹ The legal requirements of the referendum require that the entire \$15 million dedicated toward the BJX be expended on the BJX or not collected (Ref. SC Code 4-10-300).

how best to provide a local contribution to the BJX and implement elements of the County's transportation program. Because both the cities of Aiken and North Augusta had enacted Hospitality and Accommodations fees at the maximum level permitted within their respective jurisdictions, countywide hospitality and accommodations fees were not available.

In cooperation with the Cities of Aiken and North Augusta the County evaluated several potential funding sources to implement a countywide transportation enhancement program. After review of the three authorized locally imposed countywide sales taxes available in South Carolina (i.e. the Local Option, Transportation Project and Capital Projects sales taxes), the Cities of Aiken and North Augusta agreed to roll back their respective Hospitality Fees if a countywide sales tax was approved. The decision was then reached to refer a one-cent Capital Projects Sales Tax to County voters at the 2000 General Election. The referendum passed and the tax that will be imposed beginning May 1, 2001. The statutory commitment of \$15 million in said tax revenues to the BJX and the earmarking of an additional \$39.6 million for County and city projects underscores the local commitment to help fund this important project and improve the road network countywide.

The following pages describe the project and detail its public benefits, cost estimates, financing assumptions, and program approach. This is done so in a manner that follows the application guidelines set forth by the STIB.

Program Description

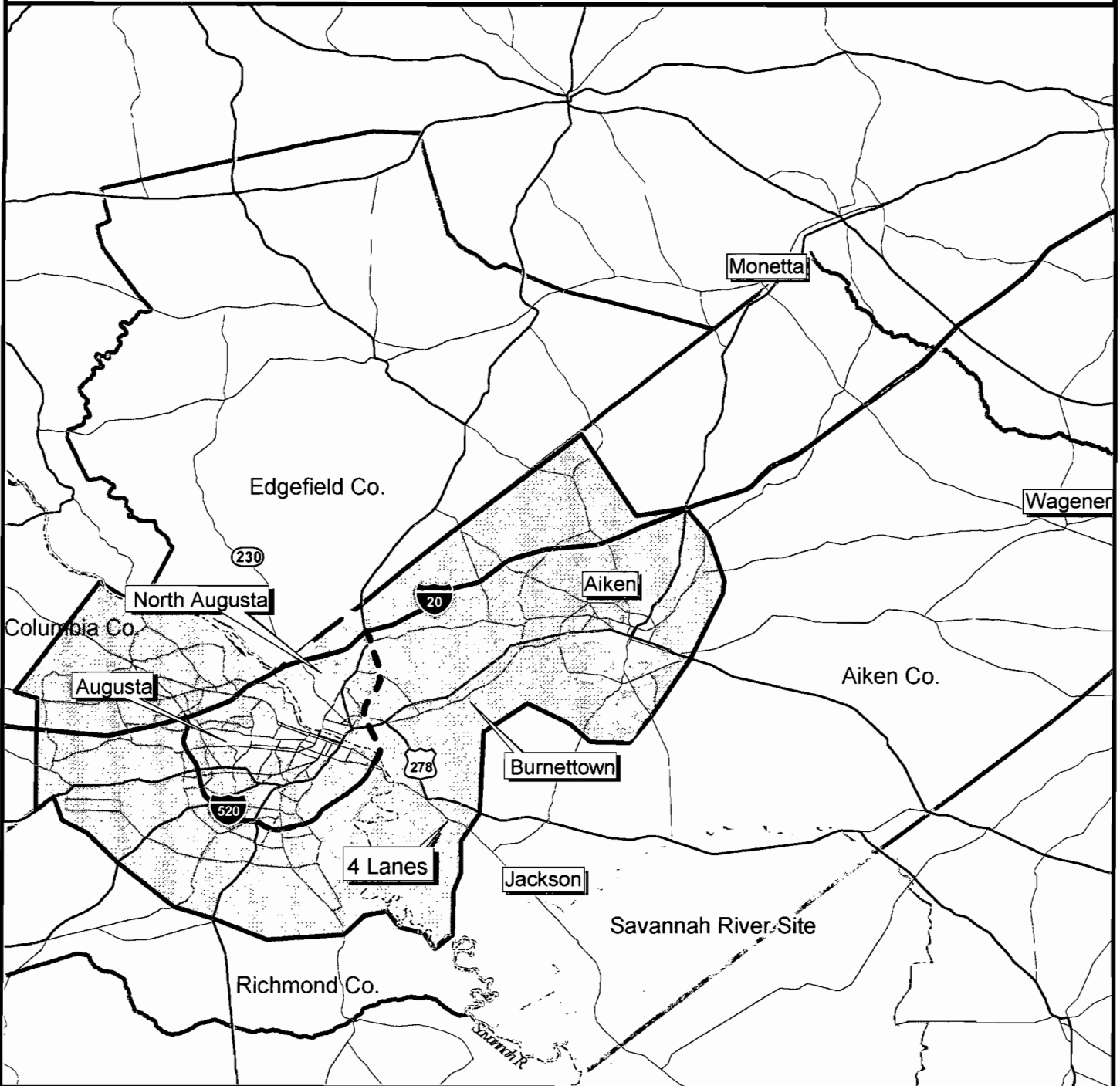
The Aiken County Road Improvement Program (ACRIP) includes ten road improvement projects in Aiken County, the centerpiece being the extension of the Bobby Jones Expressway (BJX) from Sandbar Ferry Road in Augusta, Georgia to the I-20 interchange at US-25 in South Carolina. The overall program, especially the BJX, represent a bi-state, multi-jurisdictional coordinated effort, as can be seen in **Exhibit 1**. In addition to showing the ARTS area and the proposed alignment of the BJX, the map shows the location of the other municipalities that have projects included in the program. Specifically, the ten road improvement projects include;

1. Bobby Jones Expressway - Savannah River to I-20
2. Paving 90 Miles of 54 Unpaved State & County Roads
3. Paving 88 Roads - City Of Aiken
4. Paving & Reconstruction - City of North Augusta
5. Paving of Sawyer Road - Town Of Monetta
6. Streetscape Projects - Aiken, North Augusta, Wagener & Jackson
7. Drainage System Improvements. – North Augusta, Aiken & Wagener
8. Sidewalks - North Augusta & Burnetown
9. Construction - Central Riverfront Blvd., North Augusta
10. West Avenue Extension - North Augusta










The current BJX is a partial-loop route that provides access between major radial arterials, services long distance trips across the ARTS area, and facilitates external travel demand by bypassing the City of Augusta. The BJX is on the National Highway System as an Interstate facility and is a primary component of the Strategic Highway Network (STRAHNET). The proposed Bobby Jones Expressway Extension in Aiken County will join the Georgia portion of the expressway to complete a circumferential route around the Cities of Augusta and North Augusta, and will serve the expanding North Augusta Area.

The project consists of two sections. Section 1, the first 1.5 mile segment, begins at Sand Bar Ferry Road in Georgia, includes two bridges across the Savannah River, and terminates at US1/78 in Aiken County. Section 2, a 6.0-mile segment begins at US1/78 and terminates at I-20. The map in **Exhibit 2** focuses on the BJX extension in South Carolina.

Exhibit 1
Regional Map
Aiken County Road Improvement Program



LEGEND

-  I-520 Bobby Jones Extension
-  Interstate
-  US Highway
-  Minor Arterial
-  State Line
-  County Line
-  ARTS Boundary
-  Hydrography
-  City Limits

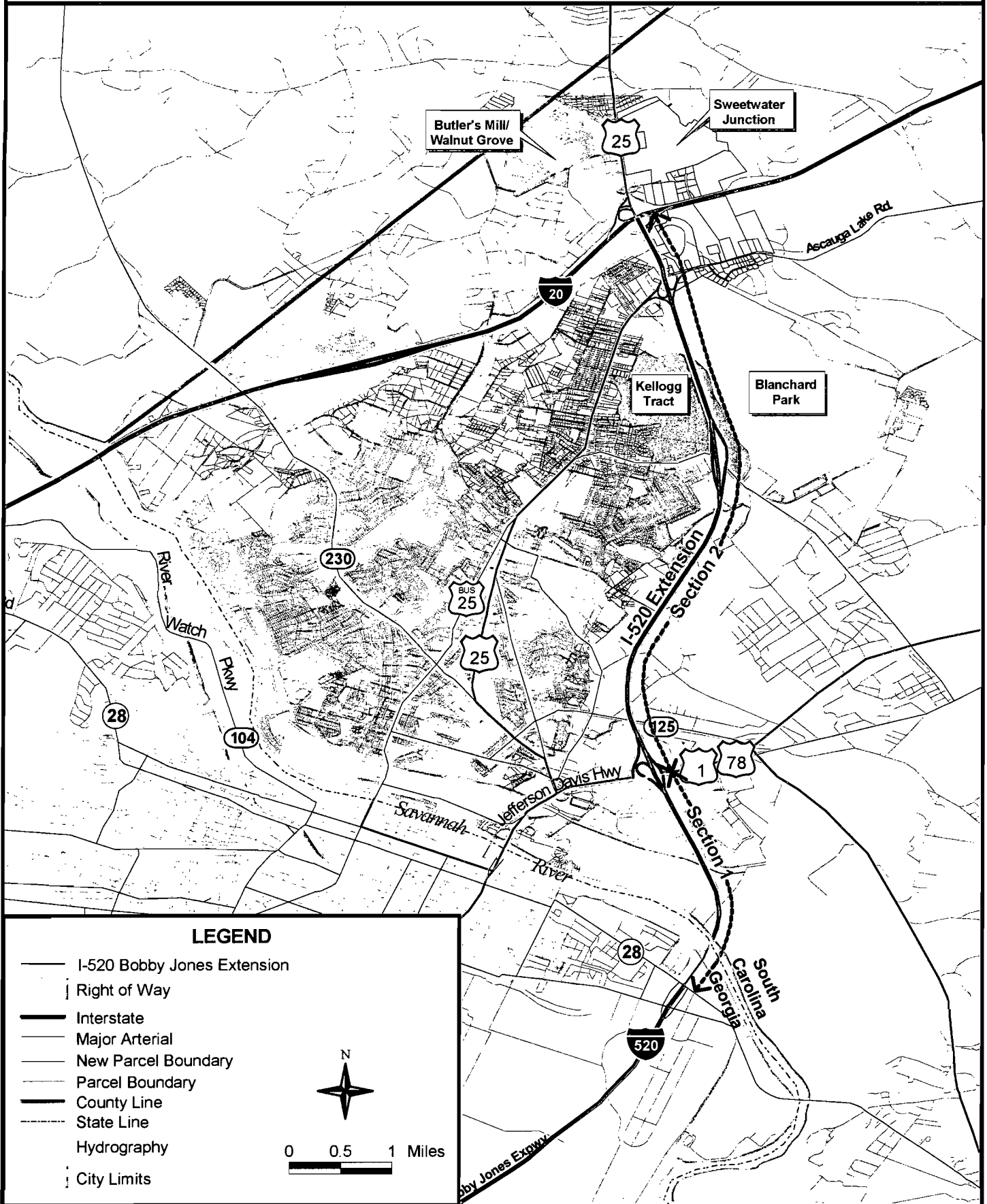


0 2.5 5 7.5 10 Miles



**SOUTH
 CAROLINA
 GEORGIA**

Exhibit 2
The Existing and Proposed Bobby Jones Expressway
Aiken County Road Improvement Program



Public Benefits

The public benefits associated with completion of the BJX include more efficient traffic flows, which will help facilitate "smart growth" development in North Augusta and Augusta.² In doing so, the expressway will transfer existing truck and through traffic from congested and busy downtown streets in North Augusta. This in turn will ameliorate traffic at accident-prone intersections. Additionally, the area along the north side of the proposed BJX (Section 2.) is undergoing major commercial and residential development, which will benefit from the expressway.

To substantiate these assertions of how the BJX will improve traffic mobility and safety, and economic development, public comments and government resolutions have been collected and are outlined below and presented in Appendix A. Specifically, the Appendix includes a copy of:

1. Aiken County Resolution (No. 01-02-24) – stipulating their support for the STIB application for BJX and countywide transportation capital projects program. This support is based on the identified "need for the countywide capital improvements to improve highway safety..., meet the current and future transportation needs..., and to promote economic development...".
2. City of North Augusta Letter and Resolution (No. 2001-04) – endorsing the BJX application and their opinion that the BJX extension is "essential to economic development in the North Augusta, Belvedere, and Clearwater areas of Aiken County."
3. City of Aiken Letter and Resolution – endorsing the BJX application and their opinion that the BJX extension is "essential to economic development in the North Augusta, Belvedere, and Clearwater areas of Aiken County."
4. City of Augusta Letter – stating that the BJX extension "will provide an economic development corridor for South Carolina similar to the economic development corridor along the Georgia portion of the roadway."
5. Aiken County Chamber of Commerce Letter – reaffirming its support of the BJX extension based on the "belief that...(it) will significantly enhance the regional transportation infrastructure, a factor critical to the continued economic development of the CSRA.
6. Greater North Augusta Chamber of Commerce Position Statement – indicating the critical element that the BJX will play in the managed growth and development of the Central Savannah River Area.
7. Augusta-Richmond County Planning Commission Letter - stating the traffic study findings indicate that the proposed extension "will prevent many area roads from operating over their capacity in the near future. It will also improve traffic flow as well as goods and services around the urbanized area."

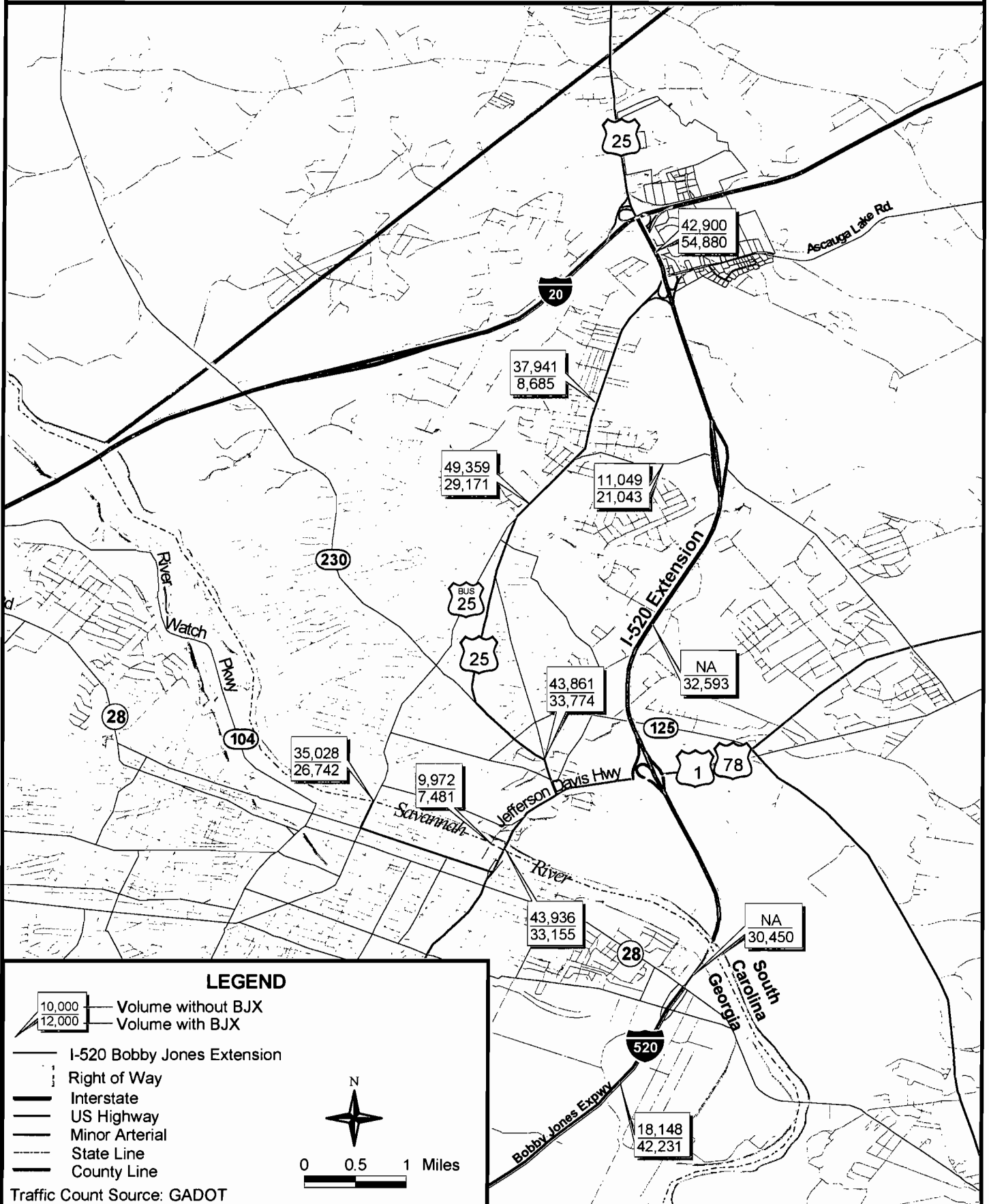
² Specifically, utilities currently exist within the circumferential BJX loop. Therefore, the improved highway access that the extension provides will help to lessen urban sprawl growth.

8. Savannah River Regional Diversification Initiative Resolution – endorsing the BJX and explaining that the “Projected increases in manufacturing and service industries indicate a need for higher capacity roads and safer highway facilities that can handle increased commuter travel as well as commercial traffic for shipping and receiving goods and raw materials.”
9. Lower Savannah Council of Governments Resolution - supporting the BJX based on its need to accommodate increases in manufacturing and service industries, and to address road capacity and safety issues.
10. Summarization of Aiken County Public Hearing Comments – concluding that “the overall impression of the comments was to proceed with completion of the project.”
11. Private Enterprise Support Letters – from a number of major private businesses and employers in the Augusta and Aiken County area that have expressed strong support for the Bobby Jones Expressway Extension. These include: DSM Chemicals, Westinghouse Savannah River Corporation, UCB Chemicals, and TTX Company.
12. E-mail Text from S.C. Department of Commerce – explains the Advisory Coordinating Council for Economic Development policy with regard to SIB applications. The CCED historically “...has opted not to involve itself in the Infrastructure Bank application process” since the resolutions of local economic development and government organizations may instead be considered by the board.
13. Newspaper Article – documenting the proposed plans of the 1,470-acre Blanchard Tract (a.k.a. Triple Crown Properties) development and the laying of 24” water main to service the commercial and residential development.
14. Private Land Donation – Two letters of right-of-way commitments by private landowners (presented in Appendix B, Financial Supporting Documents) further demonstrate local project support based on the belief that the BJX will help stimulate economic development.

Traffic Analysis – These resolutions, statements and letters of support bear witness to results from the traffic analyses that document the beneficial diversion of through traffic from congested urban area streets. The BJX services some of the most rapidly growing sections of the ARTS area: southern and western Richmond County and Columbia County³. The extension of the route into South Carolina will serve the rapidly growing North Augusta area and provide a direct connection to I-20. The extension will provide an additional bridge crossing of the Savannah River and relieve travel demand on Georgia and South Carolina’s Gordon Highway/Jefferson Davis Highway (US1) and three downtown Savannah River crossings (US1, 5th Street, and 13th Street/Georgia Avenue).

³ See Exhibit 7 below

Exhibit 3
Traffic Volumes (AADT) w/ and w/o BJJ (2025)
Aiken County Road Improvement Program



By the year 2025, the I-520 BJX Extension will serve over 30,000 vehicles per day (vpd) in Section 1 and the southern portion of Section 2 (the northernmost portion of the I-520 BJX Extension will serve almost 55,000 vpd). In accommodating this traffic, the BJX Extension will divert over 21,500 vpd from the Savannah River crossings of Augusta and North Augusta. Nearly 11,000 vpd will be diverted from the US 1 Savannah River crossing, and another 10,500 vpd will be diverted from the remaining two downtown bridges. The traffic flows across the Savannah River in 2025 are shown in Exhibit 3 with and without the I-520 BJX Extension.

Origin-Destination traffic flows across the BJX in year 2025 (assuming Section 1 construction only) are presented in Exhibit 4. Analysis of the traffic flows indicates that 57% of all trips (9,872) forecasted to use the proposed improvement have an origin or destination within the ARTS area. However, 43 percent of the trips (7,459) have an origin or destination outside the ARTS area. Of these, 35 percent are through trips (6,112) with origins and destinations outside the ARTS area. While this analysis assumes Section 1 construction only, it does demonstrate that in addition to benefiting residents of both the Georgia and South Carolina ARTS area, construction of the BJX Extension will serve a larger role as an Interstate facility.

Exhibit 4
Vehicles Per Day Savannah River Crossing (Section 1)
Aiken County Road Improvement Program

	Origin			Total Trips	% of Trips
	Georgia	South Carolina	Ext.O/D Trips		
Destination					
ARTS - Georgia	6	3,933	1,206	5,145	30%
ARTS - S. C.	4,529	49	149	4,727	27%
External O/D	1,247	100	6,112	7,459	43%
Total Trips	5,782	4,082	7,467	17,331	100%
% of Trips	33%	24%	43%	100%	

Source: GADOT

The BJX will also enable the rerouting of flammable materials and chemicals out of the City of North Augusta, especially SRS traffic. Indeed, extension of the BJX will enable SRS traffic to have uninterrupted 4-lane access to I-20. SRS employees, many of whom live in Columbia County, GA, will also benefit from a more direct interstate route, which will reduce their travel times.

Toll Road Analysis - In an effort to find alternative funding sources for the BJX, a toll study⁴ was also conducted in 1997 to explore the feasibility of implementing tolls to fund its construction. However, the study found that the project would not generate sufficient revenues to cover operations, maintenance and debt service costs. For this reason tolls are not considered a viable way of paying for the BJX.

⁴ Bobby Jones Expressway Extension Toll Feasibility Study, June 1997

Accident Analysis – Of the eight intersections with the most accidents over the past five years in Aiken County, four lie within close proximity of the BJX and will be improved by development of the BJX. These four intersections and their accidents are highlighted below in the **Exhibit 5** table and are mapped in **Exhibit 6**. The map also shows the two locations with fatalities.

Exhibit 5
Traffic Accidents at Hazardous Intersections (1995-99)
Aiken County Road Improvement Program

Intersection	1995	1996	1997	1998	1999	5 Year Accident Total
	Total Accidents	Total Accidents	Total Accidents	Total Accidents	Total Accidents	
Knox Ave/Georgia Ave/Five						
Notch Rd/Bradleyville Rd/Edgewood Dr	0	31	11	22	18	82
Whiskey Rd @Pine Log	19	26	13	23	0	81
Richland Ave @SC 118 (RM Bell Pkwy)	19	14	12	0	0	45
I-20 @Edgefield Hwy (US 25)	0	16	0	10	18	44
J Davis Hwy (US 1) @Sudlow Lake	10	11	14	1	0	36
Richland Ave @SC 19 (Laurens St)	20	16	0	0	0	36
Martintown Rd @Atomic Rd (SC 125)	11	0	0	17	0	28
J Davis Hwy (US 1) @ Belvedere-						
Clearwater Rd (SC 126)	11	0	11	0	0	22

source: Aiken County

Considering the number of accidents, the area around the intersection of Knox Avenue and Georgia Avenue could be considered the most hazardous intersection in the County. Because the BJX will alleviate traffic in this area, the accident occurrence will decline dramatically. Additionally, traffic volumes currently overburden the confluence of Knox/Georgia Ave/Five Notch/Bradley. Diversion of transient and other traffic from these arterials to the BJX will help allow these roads to run closer to ideal capacity.

Economic Development – The development of the BJX in Georgia west of Augusta has helped accommodate the region's population, commercial and industrial growth. Similarly, completion of the BJX in South Carolina will help accommodate its socioeconomic growth. In **Exhibit 7**, census tract projections based on traffic analysis zones (TAZ) review show how the South Carolina ARTS area will grow over the next 25 years. The top portion of the exhibit shows population density in the year 2025, while the bottom portion shows density *change* between 2000 to 2005. The rapid growth in the Ascauga Lake Road area demonstrates the need to build the entire BJX now. Note these projections exclude the economic development effects of building the BJX. Nonetheless, the maps dramatize the need to build the expressway to accommodate the increasing population and traffic demand.

Exhibit 6
Locations of Hazardous Intersections (1995-99)
Aiken County Road Improvement Program

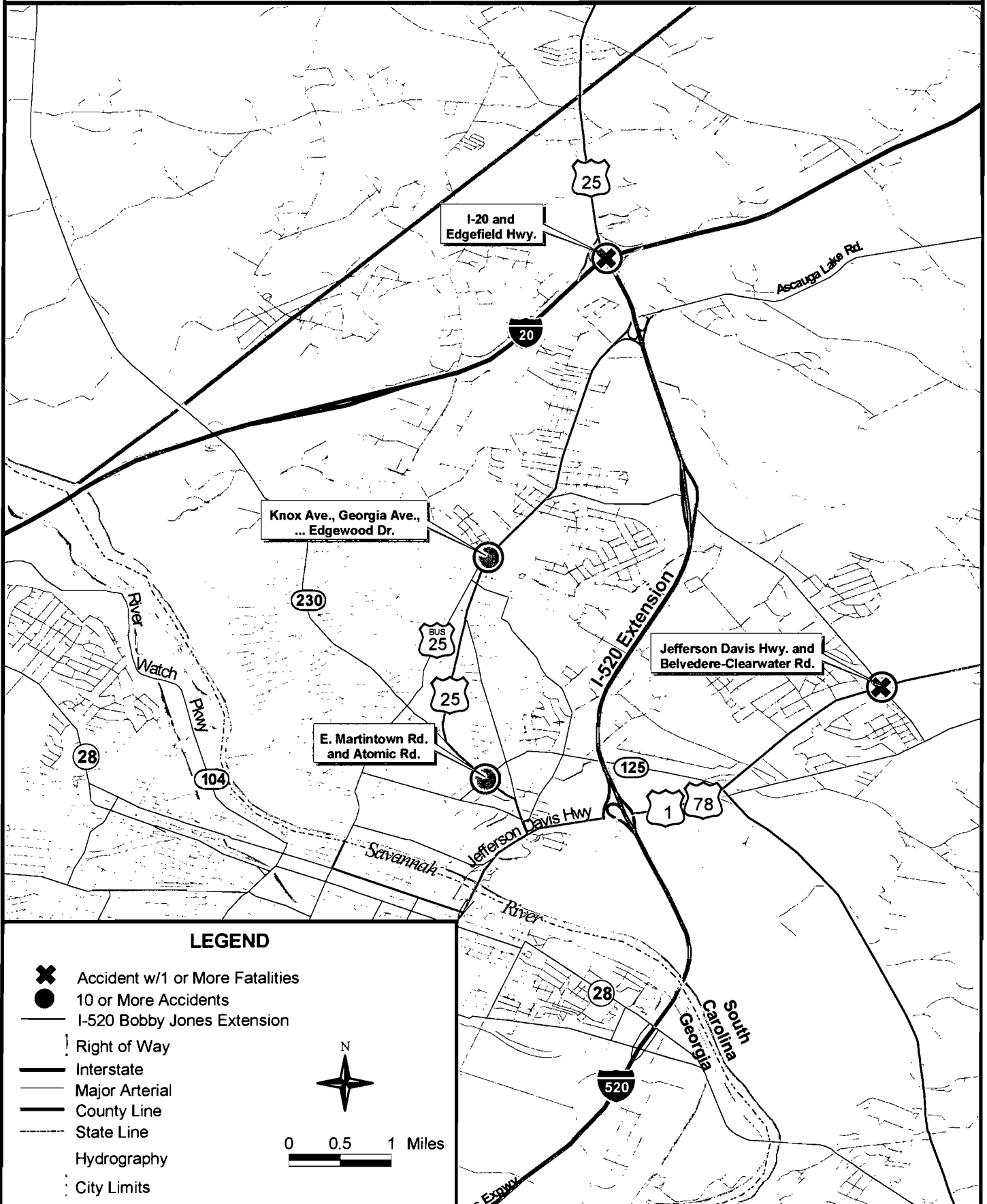
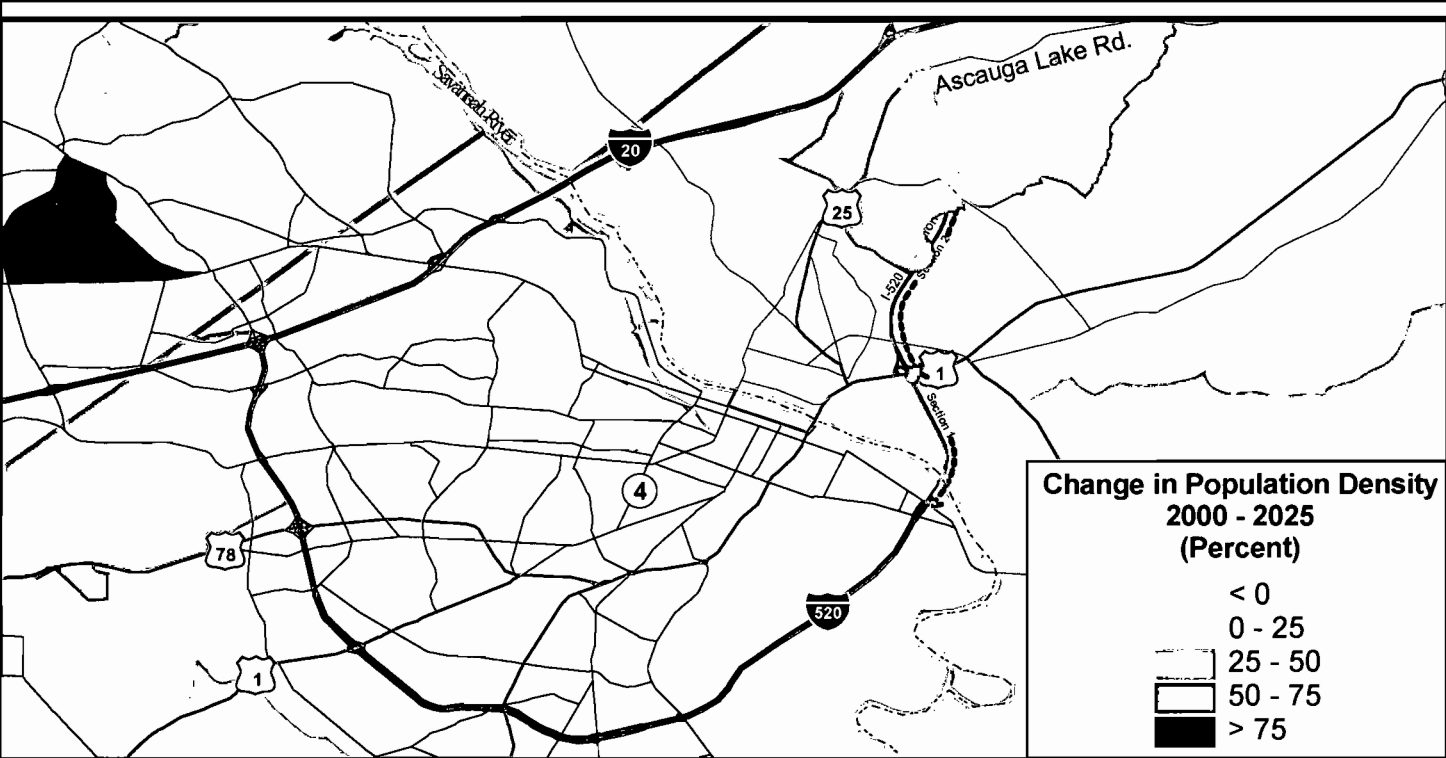
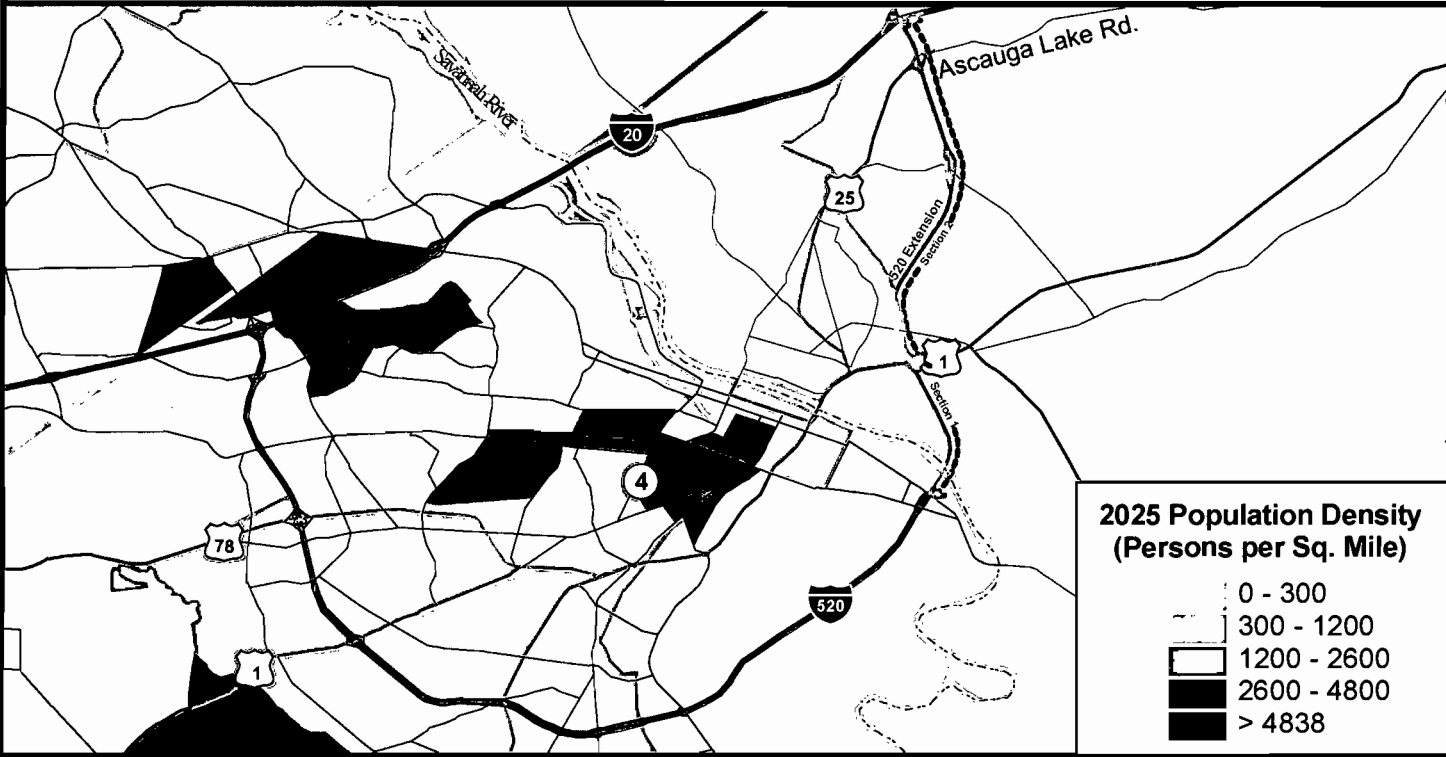
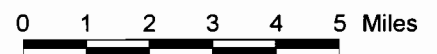


Exhibit 7
Population Densities and Change
Aiken County Road Improvement Program



LEGEND

- | | |
|-------------------------------|------------------|
| — I-520 Bobby Jones Extension | — County Line |
| — Interstate | - - - State Line |
| — US Highway | — Hydrography |
| — Minor Arterial | ⋮ City Limits |



SOURCE: ARTS TAZ Projections 2000 - 2025

Along Section 2 of the BJX Extension in North Augusta there are several infrastructure developments are underway that will notably benefit from completion of the expressway. These include the Blanchard Park Planned Development for 1,500+ acres (as shown previously in Exhibit 2), a 24' diameter water line, and a 36" diameter sewer line. The Blanchard Park development program is outlined in Exhibit 2, showing 300 acres of light-industrial, 4,500 residential units, 300 acres of golf course and 35 acres of general commercial. To help service the development, North Augusta in conjunction with the Edgefield Water & Sewer Authority and the Aiken County Public Service Authority are building a 35,000 linear foot sewer trunk line (36" diameter), at a cost of \$6.2 million from Edgefield County through Blanchard Park. Additionally, a 20,000 linear-foot water pipeline (24" diameter), at a cost of \$2.2 million is being laid from North Augusta across Blanchard Park to Ascauga Lake Road. By dramatically improving highway access, the completion of the BJX will help these local government entities recoup their public investment faster.

There is also a significant amount of development underway or approved on the north side of I-20 within 1½ miles of Exit 5. Exit 5, the I-20 interchange with US 25, is the northern terminus of I-520, the Bobby Jones Expressway. The Butler's Mill, Walnut Grove and Arbor Place residential developments total more than 650 residential units are approximately 50% built-out. The Brandenburg / Winn Dixie Shopping Center is developed and provides 200,000 square feet of retail services to the northern end of North Augusta and southeastern Edgefield County. The 277 acre Sweetwater Junction Planned Development was recently approved by the City of North Augusta. Planned uses include hotel and motel, 997,700 s.f. of destination and highway oriented retail and 516 residential units. The Sweetwater Junction project will be served by the City's new 24" water line and 36" sewer trunk line.

Financial Plan

The entire cost of the proposed Aiken County Road Improvement Program (ACRIP) in constant year 2001 values (i.e., exclusive of inflation) totals \$205 million. As the centerpiece of the Program, the Bobby Jones Expressway portion of the project totals \$173 million (84%). Total local contributions of \$47 million will consist primarily of revenues generated from the implementation of a One-Cent Capital Projects Sales Tax. Local land contributions are estimated at \$1.8 million. Other commitments from the State of Georgia for its contribution to link the BJX total \$16.2 million. Combined, the "Local" and "Other" contributions total \$67 million and represent 32.7 percent of the total program costs. These program costs are summarized by project and contribution source in **Exhibit 8**. Based on these cost projections, Aiken County is requesting State Transportation Infrastructure Bank grant assistance of \$140 million.

In Appendix B, a series of supporting documents detail the local contribution sources and commitments. Specifically, the Appendix includes a copy of:

1. Resolution No. 00-11-212 - on November 21, 2000 declaring the results of the Capital Projects Sales Tax referendum. The Resolution states the Registration/Election Commission referendum certification and outlines the sales tax rate, time span, revenue ceiling, and stipulated projects.
2. Official Election Results - of the Local Capital Projects Sales Tax and the ballot text.
3. Ordinance No. 00-08-23 - on August 8, 2000 outlining the intent of the County Council to include a referendum to include a One Percent Sales Tax Referendum on the November 2000 ballot.
4. S.C. Department of Revenue – estimation of what revenue a 1% (i.e., one-cent) sales tax will generate in Aiken County over the 7-year period. The DOR estimates that annual revenues will range between \$7.8 to \$12 million. The \$54.6 million stipulated in the above mentioned resolutions and ordinances reflect 7-year totals based on the minimum DOR estimate of \$7.8 million in annual receipts.
5. Minutes of Aiken County Meetings – pertaining to One-Cent Sales Tax Referendum on August 1, 2000 and August 8, 2000.
6. Aiken County Letter – concerning availability of Capital Projects Sales Tax funds, dedication of interest earned on the Tax, and administration of BJX.
7. Georgia Department of Transportation Letter - stating GADOT's commitment and financial contribution to the BJX project.
8. South Carolina Department of Transportation Letter – stating the completed Section 1 Right-of-way costs and expenditures thus far on preliminary engineering.
9. Letters of Intent – from private sources to donate parts of right-of-way on Section 2.

7-Mar-01

Exhibit 8
Project Description and Contribution Source
 Aiken County Transportation Project Program
 Constant \$2001 (w/o inflation)

Project Description	Contribution Source					Total
	Local /1	Other	Federal	SCDOT	STIB	
1 Bobby Jones Expressway - Savannah River to I-20	\$16,000,000	\$16,200,000	-	\$2,350,000	\$138,110,000	\$172,660,000
2 Paving 90 Miles of 54 Unpaved State & County Roads	18,314,000	-	-	-	-	18,314,000
3 Paving 88 Roads - City Of Aiken	1,400,000	-	-	-	-	1,400,000
4 Paving & Reconstruction - City of North Augusta	2,450,000	-	-	-	-	2,450,000
5 Paving of Sawyer Road - Town Of Monetta	25,000	-	-	-	-	25,000
6 Streetscape Proj. - Aiken, N. Augusta, Wagener & Jackson	4,541,000	-	725,000	-	-	5,266,000
7 Drainage System Imprv. - N. Augusta, Aiken & Wagener	1,720,000	-	-	-	-	1,720,000
8 Sidewalks - North Augusta & Burntettown	758,000	-	-	-	-	758,000
9 Construction - Central Riverfront Blvd.	1,500,000	-	-	-	-	1,500,000
10 West Avenue Extension - N Augusta	500,000	-	-	500,000	-	1,000,000
TOTAL	\$47,208,000	\$16,200,000	\$725,000	\$2,850,000	\$138,110,000	\$205,093,000
<i>Percent of Total</i>	<i>23.0%</i>	<i>7.9%</i>	<i>0.4%</i>	<i>1.4%</i>	<i>67.3%</i>	<i>100.0%</i>

source: Aiken County, SCDOT, GADOT, Wilbur Smith Associates
 /1 "Local Contribution" of projects 1-8 are funded primarily through the Aiken County Capital Projects Improvement Tax (\$44.2 million). An additional local contribution of \$1.0 million of the BJX is funded through locally donated ROW. Projects 9-10 are funded through North Augusta Hospitality & Accommodation Fees (\$2.0 million) and other sources including private developer contributions and tax increment revenue.

12-Mar-01

Exhibit 9
Cash Flow Revenues & Expenditures
 Aiken County Transportation Project Program
 Current Year \$000 (w/ inflation)

Description	99/00	2002	2003	2004	2005	2006	2007	2008	2009	2023	Total
Revenues by Source											
Local Sales Tax /1	-	\$5,857	\$6,003	\$6,153	\$6,307	\$6,465	\$6,627	\$6,796	\$0	\$0	\$44,208
Local Fees & Rev. /2	-	667	667	667	-	-	-	-	-	-	2,001
Local ROW Cntrb. /3	-	-	-	1,103	-	-	-	-	-	-	1,103
Other (GADOT) /4	-	567	684	5,221	7,317	5,756	-	-	-	-	19,545
Federal /5	-	104	104	104	104	104	104	-	-	-	624
SCDOT /6	2,350	407	407	407	407	407	407	-	-	-	4,792
STIB /7	-	2,139	2,552	16,916	32,321	27,083	26,620	38,657	32,622	11,438	190,348
Total Revenues	\$2,350	\$9,741	\$10,417	\$30,571	\$46,456	\$39,815	\$33,758	\$45,453	\$32,622	\$11,438	\$262,621
Expenditures by Project /8											
BJX /8	\$ 2,350	\$4,872	\$5,513	\$25,630	\$42,287	\$35,646	\$29,589	\$41,284	\$32,622	\$11,438	\$231,231
Pave Dirt Roads	-	2,616	2,616	2,616	2,616	2,616	2,616	2,616	-	-	18,312
Pave Aiken City Rds	-	200	200	200	200	200	200	200	-	-	1,400
Pave & Recnstr.	-	325	350	350	350	350	350	350	-	-	2,425
Pave Sawyer Rd	-	25	-	-	-	-	-	-	-	-	25
Streetscape	-	649	649	649	649	649	649	649	-	-	4,543
Drainage	-	246	246	246	246	246	246	246	-	-	1,722
Sidewalks	-	108	108	108	108	108	108	108	-	-	756
Riverfront Blvd	-	525	551	579	-	-	-	-	-	-	1,655
W. Ave. Extension	-	175	184	193	-	-	-	-	-	-	552
Total Expenditures	\$2,350	\$9,741	\$10,417	\$30,571	\$46,456	\$39,815	\$33,758	\$45,453	\$32,622	\$11,438	\$262,621

- /1 Aiken County Capital Project Sales Tax receipts for transp.-related projects grow at 2.5% annually
- /2 North Augusta Hospitality & Accommodation Fee revenues, private developer contributions and tax increment revenues. Grown at 2.5% annually
- /3 For Section 2 of the BJX from private land owners (\$1.8 million grown inflated 5% annually)
- /4 GADOT funds dedicated towards BJX Expenditures (\$16.2 million inflated 5% annually)
- /5 Federal funds dedicated toward Streetscape Project (Aiken, N. Augusta, Wagener & Jackson), not inflated
- /6 SCDOT funds spent on ROW in 1999 for BJX (\$750,000) and future funds dedicated for the West Avenue Extension, inflated 5% annually
- /7 STIB funds needed for the BJX (see details in Exhibit 11).
- /8 Includes annual inflation rate of 5% for BJX, Riverfront and W. Ave. Extension. Other project costs are not inflated due to local tax revenue ceiling

Program Cash Flow – Realizing that the construction section of the Program will span an estimated eight years, the anticipated annual Program revenues and expenditures will be subject to inflationary effects. The cash flow exercise provides an opportunity to address these inflation effects and when revenues will be collected from the various sources. As shown in **Exhibit 9**, current year Program expenditures are estimated at \$261 million, versus the constant dollar cost of \$205 million. The difference reflects the inflationary impacts of the eight-year construction period and the BJX future repaving costs anticipated in year 2023.⁵

However, not all of the estimated revenues and expenditures for the Program will change due to inflation. The One-Cent Capital Project Sales Tax revenues have a ceiling of \$54.6 million, of which \$44.2 million is committed towards eight projects⁶. Since this local funding source is capped, any inflationary cost increases will either preclude low-prioritized projects from being funded, or require the difference to be obtained from other sources. It is important to reiterate that the entire \$15 million statutorily committed to the BJX will be allocated regardless of other sales tax funded project developments. These BJX costs and cash flow are broken out in the following subsections.

Bobby Jones Expressway Cost Estimate – The cost of the BJX in constant year 2001 values (i.e., exclusive of inflation) totals \$172.6 million, as detailed in **Exhibit 10**. Of this total, \$16.2 million (9.4%) is to be incurred by the State of Georgia. All of these Georgia costs will be incurred in the Section 1 portion of the project, and reflect the cost of roadway construction from Sandbar Ferry Road in Georgia to the Savannah River and one-half of the total bridge costs (\$25.1 million). The remaining \$156.4 million in BJX costs are to be born by South Carolina sources.

The total Section 1 costs of \$75.2 million represent 43.6% of the total project costs versus \$93.4 million (54.1%) for Section 2 and \$3.9 million for resurfacing 12-14 years after completion. These costs include construction, right-of-way (ROW), preliminary engineering and 20% engineering and contingency costs. Of these costs, SCDOT has already purchased the Section 1 ROW at a cost of \$850,000.

Bobby Jones Expressway Cash Flow – The local, other, SCDOT and STIB cash flow revenue requirements for the BJX are detailed by source below in **Exhibit 11**. Engineering and planning for Section 1 comprise the early costs in 2002 and 2003. In 2004 actual Section 1 construction is anticipated to begin. Additionally, ROW purchase and engineering and planning costs for Section 2 are anticipated to begin in 2004. The distribution of \$2.1 million in Capital Projects Sales Tax revenues in the early years of the project significantly lower the STIB grant requirements in the early years (\$2.2 and \$2.7 million in years 2002 and 2003, respectively). This financial structure indicates that the bulk of the STIB grant assistance will be needed in years 2004 through 2009.

⁵ Detailed BJX costs are shown below in Exhibits 10 and 11

⁶ Excludes the Riverfront Blvd. And W. Ave. Extension projects

		14-Mar-01	
Exhibit 10			
Cost Estimate			
Bobby Jones Expressway			
Constant \$2001 (w/o inflation)			
		Year \$2001	
		Georgia	South Carolina
		Total	
Section 1: From Sandbar Ferry Rd (GA) to US Route 1 (2.5 mi.)			
Construction			
Georgia Roadway from Sandbar Ferry to Savannah River (0.2 mi.)	\$1,100,000	\$0	\$1,100,000
Savannah River Bridge (0.4 mi.)	12,400,000	12,700,000	25,100,000
Riverside Bridge	-	4,400,000	4,400,000
Railroad Bridge	-	3,700,000	3,700,000
Pitman Ct. Bridge	-	1,000,000	1,000,000
S.C. Roadway from Savannah River to U.S. Route 1 (1.5 mi.)	-	8,300,000	8,300,000
Interchange @ U.S. Route 1	-	14,300,000	14,300,000
Subtotal	\$13,500,000	\$44,400,000	\$57,900,000
20% Engineering & Contingencies	2,700,000	8,900,000	11,600,000
Total Section I Construction	\$16,200,000	\$53,300,000	\$69,500,000
Right of Way			
Previously Acquired ROW	\$0	\$850,000	\$850,000
Remaining ROW for Interchange North of U.S. Route 1	-	2,200,000	2,200,000
Subtotal	\$0	\$3,050,000	\$3,050,000
Preliminary Engineering			
Previously Pre. Eng. expenditures	\$0	\$1,500,000	\$1,500,000
Remaining Pre. Eng. Costs	-	1,260,000	1,260,000
	\$0	\$2,760,000	\$2,760,000
Total Cost for Section 1	\$16,200,000	\$59,110,000	\$75,310,000
Section 2: From US Route 1 to interstate 20 (approx. 5.0 mi.)			
Construction			
Roadway - U.S. Route 1 to Ascuaga	\$0	\$27,600,000	\$27,600,000
Roadway - Ascuaga to I-20 Roadway	-	17,600,000	17,600,000
Interchange @ Clearwater Rd.	-	11,000,000	11,000,000
4 Bridges (2 twins)	-	8,800,000	8,800,000
Subtotal	\$0	\$65,000,000	\$65,000,000
20% Engineering & Contingencies	-	13,000,000	13,000,000
Total Section II Construction	\$0	\$78,000,000	\$78,000,000
Right of Way	\$0	\$11,030,000	\$11,030,000
Preliminary Engineering	\$0	\$4,410,000	\$4,410,000
Total Remaining Cost for Section 2	\$0	\$93,440,000	\$93,440,000
Resurfacing (12-16 years after opening)	\$0	\$3,910,000	\$3,910,000
Total Project Costs (Section 1 and 2)	\$16,200,000	\$156,460,000	\$172,660,000
source: SCDOT			

Exhibit 11											7-Mar-01
Cash Flow Revenues & Expenditures											
Bobby Jones Expressway											
Current Year \$000 (w/ inflation)											
<u>Description</u>	<u>99/00</u>	<u>2002</u>	<u>2003</u>	<u>2004</u>	<u>2005</u>	<u>2006</u>	<u>2007</u>	<u>2008</u>	<u>2009</u>	<u>2023</u>	<u>Total</u>
Revenues											
Local	-	\$2,143	\$2,143	\$3,246	\$2,143	\$2,143	\$2,143	\$2,143	\$2,143	-	18,247
Other	-	567	684	5,221	7,317	5,756	-	-	-	-	19,545
SCDOT	2,350	-	-	-	-	-	-	-	-	-	2,350
STIB	-	<u>2,162</u>	<u>2,686</u>	<u>17,163</u>	<u>32,827</u>	<u>27,747</u>	<u>27,446</u>	<u>39,141</u>	<u>30,479</u>	<u>11,438</u>	<u>191,089</u>
Total	\$2,350	\$4,872	\$5,513	\$25,630	\$42,287	\$35,646	\$29,589	\$41,284	\$32,622	\$11,438	\$231,231
Expenditures											
Percent	0.4%	2.1%	2.4%	11.2%	18.4%	15.5%	12.9%	18.0%	14.2%	5.0%	100.0%

source: SCDOT, Aiken County, GADOT and WSA

Any proceeds from the Capital Projects Sales Tax revenues designated for the BJX that are deposited into an interest bearing account will be disbursed to the BJX project as necessitated by incurred expenses (as outlined in Appendix B, Document 6, Aiken County Council Letter). The proposed budget submitted to the Bank includes future resurfacing costs of \$3.9 million (in constant year 2001 values, excluding inflation, as shown in Exhibit 10).

Program Approach

The Cities of Aiken and North Augusta have worked closely with Aiken County in channeling the underlying public support of the proposed road improvements into a cohesive program. In doing so, other South Carolinian municipalities have been brought into the decision-making process. Additionally, the connectivity benefit of the BJX relative to the Augusta Regional Transportation Study (ARTS) helped to garner support from the Augusta-Richmond County Planning Commission and the Georgia Department of Transportation. Through this collaborative effort the project sponsor, Aiken County, has been able to garner financial contribution from local and other sources.

Other Nine Projects

Currently, funding is secured for nine of the ten program projects – all except the BJX extension. The local community support led to passage of the One-Cent Sales Tax referendum that will fund the nine road improvement projects. Sales tax revenue collections are scheduled to begin in May, 2001. Since the nine projects do not require ROW acquisition, no environmental obstacles are foreseen. The local nature of the projects dictate that Aiken County in conjunction with the local municipalities are responsible for each projects management and completion. These projects are to begin in fiscal year 2002 and are scheduled to run through fiscal year 2007.

Bobby Jones Expressway

The current status, project completion assurance and potential obstacles are discussed below.

Current Status – With an identified centerline, the SCDOT has conducted/sponsored preliminary design work for Section 1 of the BJX and has purchased the Section 1 ROW. The local funding contribution of \$15 million over 7 years has been secured through the implementation of the Capital Projects Sales Tax and dedicated towards the BJX (see Financial Plan and Appendix B). Additionally, letters of commitment for land donations have been obtained from two major property owners along the Section 2 alignment (Appendix B). The SCDOT sponsored the BJX feasibility⁷ and toll feasibility⁸ studies to determine if the previous EIS was still applicable (which it is) and whether or not the implementation of tolls was feasible (which it is not).

Project Completion Assurance – Section 2 ROW purchase and preliminary design will be conducted by SCDOT with local Aiken County/North Augusta assistance. Actual highway construction, construction management, and annual operation and maintenance will be supervised/conducted by SCDOT. In doing so, tort liability and highway ownership will be under the SCDOT. North Augusta and the S.C. State Highway Patrol will administer law enforcement

⁷ Feasibility Study Bobby Jones Expressway Extension From US1 to I-20, Aiken County, SC, April 1997

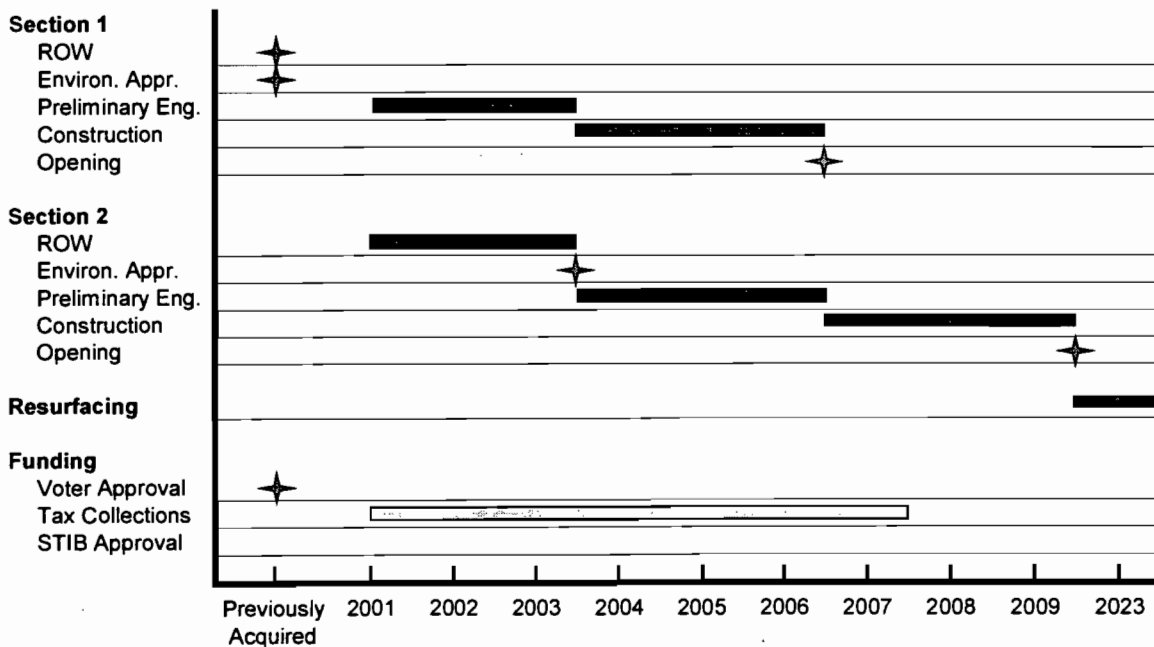
⁸ Bobby Jones Expressway Extension Toll Feasibility Study, June 1997

Obstacles – Strong local support for the BJX has been demonstrated by passage of the Capital Projects Sales Tax, as referred to in the Public Benefits and Financial Plan sections detailed above and in Appendices A and B. Regarding environmental issues, a Feasibility Study update for the BJX was prepared in April 1997 that examined the corridor identified in the original EIS⁹ to determine if the route was still viable.

The study concluded that although 18 years had passed since its preparation, and new development had occurred, the selected corridor remains a viable alternative. When funding becomes available, a reevaluation of the EIS will be required with modification of the northern end to represent a controlled access facility. The few potential environmental concerns include the displacement of approximately 10 residences and 3 businesses, and jurisdictional wetland mitigation of approximately six acres. The only potential hazardous waste sites identified in the EIS Feasibility update concern a displaced vehicle repair garage (north side of SC126 problems), a displaced paint and body shop (near US25/S33 intersection), and the potential displacement of two gasoline stations (along the US25 between Ascauga Lake Road and I-20).

Schedule – The Section 1 and 2 phasing of the BJX is shown by major work type in **Exhibit 12** below. With ROW acquired and substantial previous environmental work conducted, Section 1 of the BJX is anticipated to open in 2006. ROW, environmental and preliminary engineering for Section 2 can be undertaken during the Section 1 construction. This would enable construction of Section 2 to begin immediately after the opening of Section 1, with Section 2 completion in 2009.

Exhibit 12
Bobby Jones Expressway Time Flow Chart
Aiken County Road Improvement Program



⁹ A Final Environmental Impact Study – US1 to U.S. 25, September 1979

APPENDIX A

PUBLIC BENEFIT

- **Document 1 - Aiken County Resolution**
- **Document 2 - City of North Augusta Letter and Resolution**
- **Document 3 - City of Aiken Letter and Resolution**
- **Document 4 - City of Augusta Letter**
- **Document 5 - Aiken County Chamber of Commerce Letter**
- **Document 6 - Greater North Augusta Chamber of Commerce
Position Statement**
- **Document 7 - Augusta-Richmond County Planning Commission
Letter**
- **Document 8 - Savannah River Regional Diversification Initiative
Resolution**
- **Document 9 - Lower Savannah Council of Governments Resolution**
- **Document 10 - Summarization of Aiken County Public Hearing
Comments**
- **Document 11 – Private Enterprise Support Letters**
- **Document 12 – E-mail Text from S.C. Department of Commerce**
- **Document 13 – Newspaper Article**
- **Document 14 – Private Land Donation**

DOCUMENT 1
AIKEN COUNTY RESOLUTION