



FINANCE COMMITTEE MEETING AGENDA

Commission Chamber

Tuesday, September 08, 2026

1:20 PM

FINANCE

1. **Lakeland Barnes-** history of SPLOST and the intentions of SPLOST 9.
2. Planning and Development in coordination with Augusta Economic Development Authority (AEDA) requests Commission approval to apply for the Federal Highway Administration (FHWA) Protect Planning Grant to advance resilience planning for the Mike Padgett Highway corridor, with Valencia Way as the priority major-employer arterial focus.
3. Discuss and approve employee contribution rates for the health benefits plan for FY 2027.
4. Motion to **approve** minutes of the August 11, 2026 Finance Committee Meeting. **(Lost committee quorum 08/25/26)**



Finance Committee Meeting

September 8, 2026

History of SPLOST and intentions of SPLOST 9

Department:	N/A
Presenter:	N/A
Caption:	Lakeland Barnes- history of SPLOST and the intentions of SPLOST 9.
Background:	N/A
Analysis:	N/A
Financial Impact:	N/A
Alternatives:	N/A
Recommendation:	N/A
Funds are available in the following accounts:	N/A
<u>REVIEWED AND APPROVED BY:</u>	N/A



Agenda Item Request Form

Item 1.

- Commission Meetings are held on the first and third Tuesday of each month, beginning at 2:00 PM.
- Committee Meetings are held on the second and last Tuesday of each month, beginning at 1:00 PM.

Click [here](#) to view the full Commission and Committee Calendar.

Meeting Type *

- ☐ Commission
- ☐ Public Safety Committee
- ☐ Public Services Committee
- ☐ Administrative Services Committee
- ☐ Engineering Services Committee
- ☒ Finance Committee

Meeting Date *

9/8/2026

Contact Information for Individual/Presenter Making the Request:

Name *

LAKELAND BARNES

Address *

3200 Leeds Ct

Telephone Number *

7628679514

Fax Number

Email Address *

lakeland@renforce.org

Caption/Topic of Discussion to be placed on the Agenda: *

Discussing the history of SPLOST and the intentions of SPLOST 9.

Requests must be received in the Clerk's Office no later than 9:00 a.m. on the Thursday preceding the Commission and Committee meetings of the following week. A five-minute time limit will be allowed for presentations.

Meeting location:

Lee N. Beard Commission Chamber, 2nd Floor
Augusta, GA Municipal Building
535 Telfair Street
Augusta, GA 30901

Submission Date

8/24/2026 9:56 AM



Meeting Date: Finance Committee Meeting 9/8/2026 01:00 PM

Planning and Development in coordination with Augusta Economic Development Authority (AEDA) requests Commission approval to apply for the Federal Highway Administration (FHWA) Protect Planning Grant to advance resilience planning for the Mike Padgett Highway corridor, with Valencia Way as the priority major-employer arterial focus.

Department:	Planning & Development
Presenter:	Adleasia Cameron, Director
Caption:	Planning and Development in coordination with Augusta Economic Development Authority (AEDA) requests Commission approval to apply for the Federal Highway Administration (FHWA) Protect Planning Grant to advance resilience planning for the Mike Padgett Highway corridor, with Valencia Way as the priority major-employer arterial focus.
Background:	The FHWA PROTECT Notice of Funding Opportunity (FHWA-PROT-26-001) provides funding for transportation resilience planning and related preconstruction activities. The FY 2026 opportunity makes up to \$787 million available overall, including up to \$79 million for Planning Grants. Planning Grants may support resilience planning, vulnerability assessments, predesign and design, data tools, technical capacity building, and evacuation planning. The application deadline is October 9, 2026, at 11:59:59 p.m. ET, with award announcements anticipated the week of December 7, 2026.
Analysis:	The proposed project would evaluate the Mike Padgett Highway corridor and connected critical access roads for vulnerabilities related to flooding, extreme weather, drainage, stormwater, roadway and culvert conditions, emergency access, evacuation, and network continuity. Valencia Way is the recommended priority subarea because it serves as the primary access corridor into Augusta Corporate Park and supports major employers, freight movement, emergency response, and future industrial growth. The planning effort would include hydrologic/hydraulic and drainage analysis; flood and extreme-weather vulnerability assessment; stormwater and culvert improvement concepts; emergency-access and evacuation analysis; resilient corridor predesigns and cost estimates; and documentation to support a future construction-phase resilience application.
Financial Impact:	Eligible Planning Grant activities are eligible for a 100% federal share, with no local match required. Up to \$79 million is available for Planning Grants.
Alternatives:	Do not approve.
Recommendation:	Approve the pursuit of the FHWA PROTECT Planning Grant and authorize staff to develop and submit the application for corridor-wide resilience planning along Mike Padgett Highway, with Valencia Way identified as the priority implementation subarea. Staff should coordinate with AEDA and other appropriate technical and operational partners during application development.

Funds are available in the following accounts:	N/A
<u>REVIEWED AND APPROVED BY:</u>	

Item 2.

**Fiscal Years 2024 through 2026 Promoting Resilient Operations for Transformative,
Efficient, and Cost-Saving Transportation Competitive Grant Program
Planning Grant Application Template**

Item 2.

This is the Planning Grant Application Template for the Promoting Resilient Operations for Transformative, Efficient, and Cost-Saving Transportation (PROTECT) Competitive Grant Program Fiscal Years (FYs) 2024 through 2026 Notice of Funding Opportunity (NOFO).

Submission of this Application Template is required as part of a complete application package. The Application Template, in conjunction with the allowable attachments and standard forms, should provide all information necessary for the U.S. Department of Transportation (DOT), Federal Highway Administration (FHWA) to determine if the project satisfies the eligibility requirements described in NOFO Section B and to evaluate the criteria specified in NOFO Section F. DOT will consider applications submitted without the completed template as incomplete and will not review the submission. DOT encourages applicants to review the NOFO in its entirety to verify their project is eligible and ensure all required information is provided with their application.

I. Summary

[Applicants: delete instructions shown below in italic prior to submittal]

Project Title	
Lead Applicant Name	
Lead Applicant Type	Select from the below statutory eligible applicants: ☐ A State or political subdivision of a State. ☐ A metropolitan planning organization. ☐ A unit of local government. ☐ A special purpose district or public authority with a transportation function, including a port authority. ☐ A federally recognized Indian Tribe (as defined in Section 207(m)(1)). ☐ A Federal land management agency that applies jointly with a State or group of States. ☐ A multi-State or multijurisdictional group of entities described above.
Type of Grant(s)	☐ Planning
Planning Activity Type	Identify the eligible planning activity the proposal addresses from list below (check all that apply): ☐ Resilience improvement plan ☐ Resilience planning, predesign, design, or data tools ☐ Technical capacity building ☐ Evacuation planning and preparation

Project Area	<i>[Instructions: Provide State, and name of the city, county, town, or jurisdiction where project is located or focuses on.]</i>
Amount of Funding Requested Under this NOFO	\$
Total Project Cost	\$
Which type(s) of natural hazards does the project address?	
Which transportation modes are addressed by the project?	
Project Description: <i>Summarize work to be completed under the project and briefly describe how the PROTECT Competitive Grant Program funds will be used. Limit the summary to 250 words.</i>	
Attachments: <i>Please list any attachments to this form, including letters of support. This includes any applicable State Department of Transportation (State DOT) support letters as described in Section B.4 of the NOFO.</i>	

II. Project Information

Expand the response blocks as necessary but limit the Project Information section of the application to three total pages in length. [**Applicants:** *delete instructions shown below in italic prior to submittal*]

1	Project Title	
2	Project State	
3	Project Location	<i>[Instructions: Provide latitude/longitude or address, describe the project location, including a detailed geographical description of the proposed project, and attach a map of the project's location and connections to existing transportation infrastructure.]</i>
4	Which Census tract(s) does the project encompass?	<i>[Instructions: Applicants can use the DOT Grant Project Location Verification tool to find this information https://maps.dot.gov/BTS/GrantProjectLocationVerification/]</i>

5	Is the project fully located in a Rural area?¹	☐ Yes ☐ No
6	Is the project located in a base floodplain?	☐ Yes ☐ No <i>If yes, identify the floodplain in which the project is to be located and describe whether, if selected, the eligible entity would implement 1 or more components of the risk mitigation plan under Section 322 of the Robert T. Stafford Disaster Relief and Emergency Assistance Act (42 United States Code (U.S.C.) 5165) with respect to the area:</i>
7	Other Parties	<i>[Instructions: If there are multiple eligible applicants applying jointly, please identify each of the eligible applicants. If this is not a joint applicant, enter "N/A".</i> <i>Joint applications should include a description of the roles and responsibilities of each applicant and should be signed or include a letter of support by each applicant.</i> <i>If additional parties will be involved in delivery of the Planning Grant activity, describe in detail all the other public and private parties who are involved in delivering the project, including a specific description of the role of each entity in delivering the project.]</i>
8	Eligible Facility Type	Select from list below (check all that apply): ☐ Highway project eligible for assistance under Title 23; ☐ Public transportation facility or service eligible for assistance under chapter 53 of Title 49; ☐ Facility or service for intercity rail passenger transportation (as defined in Section 24102 of Title 49); or ☐ Port facility, including a facility that: a. Connects a port to other modes of transportation; b. Improves the efficiency of evacuations and disaster relief; or c. Aids transportation. (23 U.S.C. § 176(d)(5)C).

¹ For purpose of this notice, the PROTECT Competitive Grant Program defines a rural area as any area outside of an Urbanized Area with a population over 200,000. (Title 23 U.S.C. § 176(d)(5)(H)(ii)). Applicants can use the FHWA HEPGIS maps of MPO and 2020 Census Urban Areas to find this information: <https://hepgis-usdot.hub.arcgis.com/apps/72bcd861285c423c9d4aec6b8e48a496/explore>.

9	Project Background	<i>[Instructions: Provide a concise overview of the project scope including the broad resilience context, such as current or future weather events, natural disasters, and changing conditions in the project area. Also note any key project planning and design activities that have occurred, and a description of any previously incurred costs.]</i>
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III. Budget and Funding

1	PROTECT Competitive Grant Program Request Amount	\$ _____ <i>(Note: the Federal share for Planning Grants is 100 percent)</i>
2	Other Federal Funding	Estimated total of other Federal funding, excluding PROTECT Competitive Grant Program requested funding, in year-of-expenditure dollars: \$ _____ Other Federal programs and estimated amounts: <i>(add lines as needed)</i> Program: _____ Amount: _____
3	Non-Federal funding	Source: _____ Amount: _____ <i>[Instructions: Identify each source of non-Federal funding, if applicable, and estimated amount in year of expenditure dollars. Add lines as needed for each source.]</i>
4	Future Eligible Project Cost	\$ _____ <i>[Instructions: Sum of PROTECT Competitive Grant Program request, Other Federal funds, and non-Federal funds as an estimate in year-of-expenditure dollars, above.]</i>
5	Previously incurred project costs (if applicable)	Amount: \$ _____ <i>[Instructions: If costs have already been incurred for the project, such as planning or design costs, provide the total here]</i>
6	Total Project Cost	\$ _____ <i>[Instructions: Estimate in year-of-expenditure dollars (sum of 'previously incurred costs' and 'future eligible costs' above).]</i>

7	Grant Funds, Sources and Uses of Project Funds (Detailed Budget)	<i>[Instructions: The budget should include specifics and plans for covering the full cost of the proposed planning activity from all sources.</i> <i>If the project will be completed in project development phases (such as Preliminary Engineering and National Environmental Policy Act; final design; right-of-way acquisition; utility relocation; and construction), the budget should separate the costs of each phase. If the project contains construction components, the budget should separate the costs of each project component.</i> <i>Include information showing that sufficient contingency amounts have been budgeted to cover unanticipated cost increases.]</i> Repeat or modify as needed. Activity: Cost: Activity: Cost: Activity: Cost: Activity: Cost: ☐ A detailed budget is attached separately. The file is named:
8	Has the applicant submitted previous applications for Federal funding for this project?	☐ Yes ☐ No <i>If yes, specify the program name(s) and date(s) of application.</i>

IV. Merit Criteria

In the space below, describe how the project will meet the merit criteria and the associated objectives as found in Section F of FYs 2024 through 2026 PROTECT Competitive Grant Program NOFO. Where appropriate, reference attachments or other sections of the application. Expand the response blocks as needed but limit the length of the merit criteria section of the application to six total pages in length.

Criterion #1: Program Alignment

Criterion #2: Planning Activity Approach**Criterion #3: Innovation****V. Project Readiness**

In the space below, describe how the project will meet the readiness considerations and the associated elements as found in Section F of FYs 2024 through 2026 PROTECT Competitive Grant Program NOFO. Where appropriate, reference attachments or other sections of the application. Expand the response blocks as needed but limit the length of the project readiness section of the application to four total pages in length.

Readiness: Technical Assessment**Readiness: Financial Completeness Assessment**

Readiness: Permitting Risk Assessment

VI. DOT Selection Priorities

In the space below, describe how the project will meet the selection priorities in Section F of FYs 2024 through 2026 PROTECT Competitive Grant Program NOFO. Where appropriate, reference attachments or other sections of the application. Expand the response blocks as needed but limit the length of the statutory and DOT selection priorities section of the application to three total pages in length.

DOT Selection Priorities
<i>Check all that apply to the project (DOT will utilize information in other portions of the application to determine responsiveness to the other selection priorities listed in the NOFO):</i> ☐ The project supports critical infrastructure for industries of national interest. ☐ The project would contribute to promoting economic prosperity in communities, including rural areas and Tribal communities. ☐ The project prioritizes improvement of the condition and safety of existing transportation infrastructure, particularly infrastructure with high cost of failure, such as bridges with lengthy detours, impacts to critical corridors, or failures that will cause economic disruption. ☐ The project demonstrates an ability to meet PROTECT Competitive Grant Program obligation deadlines. ☐ The project will reduce roadway traffic congestion. ☐ The project improves access to national security and defense facilities or facilitates movement of military cargo or personnel. ☐ The project repurposes existing specialized travel lanes for bicycles, buses, or pedestrians for general purpose use by all motor vehicles, including single-occupant motor vehicles and the applicant demonstrates the repurposing will meet the PROTECT program purpose, will reduce congestion on the facility, will utilize 40 percent or less of requested PROTECT funds for adding capacity consistent with 23 U.S.C. 176(d)(5)(G)(i)(I), will address safety consistent with the merit criteria described in Section F of this NOFO, and will comply with applicable federal requirements, including the Clean Air Act and criteria under 23 U.S.C. 217(e). ☐ None of the above apply to the project.

DOT Selection Priorities: Briefly describe below how the project meets the checked DOT priorities.

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Criterion #2: Planning Activity Approach
Criterion #3: Innovation

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DOT Selection Priorities: Briefly describe below how the project meets the checked DOT priorities.

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CONCEPT PAPER

Mike Padgett Highway Corridor Resilience Planning with Valencia Way Major Employer Arterial Focus

Corridor-Wide Resilience Planning and Targeted Design | Proposed FY 2024-FY 2026 FHWA PROTECT Planning Grant

PRIMARY APPLICANT Augusta-Richmond County	ECONOMIC-DEVELOPMENT PARTNER Augusta Economic Development Authority (AEDA)
GRANT AND DURATION PROTECT Planning Grant 24 months	STUDY AREA AND FOCUS Mike Padgett Highway corridor Valencia Way priority subarea

Executive Summary

Augusta-Richmond County should pursue a PROTECT Planning Grant to assess, prioritize, and design resilience strategies for the Mike Padgett Highway corridor and its connected critical access roads. The corridor-scale effort would examine current and future weather hazards, drainage and infrastructure vulnerabilities, emergency mobility, freight and employer continuity, and opportunities for resilient design. Valencia Way would remain the priority implementation subarea as the major employer arterial road serving Augusta Corporate Park.

Within that corridor framework, Valencia Way is the most acute single-access risk: it is the sole roadway access to the approximately 1,794-acre corporate park and serves more than 1,000 employees today with the potential for more than 1,000 additional employees in coming years.^[6] PROTECT would fund corridor vulnerability analysis, emergency-access planning, resilient alternatives, and design of qualifying resilience elements - not ordinary widening, general capacity, or routine roadway design. The resilience-purpose and cost-segregation requirements remain controlling.^[1]

Recommended positioning. A corridor-scale resilience program for Mike Padgett Highway, anchored by an implementation-ready Valencia Way major employer arterial planning and design component.

Opportunity Snapshot

Program fit	Planning Grants support corridor resilience planning, vulnerability assessments, predesign, design, data tools, technical capacity, and evacuation planning. ^[2]
Federal share	100% of eligible planning activity; no local match required ^[3]
Funding context	Up to \$79 million is available for Planning Grants; anticipated awards are \$100,000-\$10 million. ^[4]
Deadline	October 9, 2026, 11:59:59 p.m. ET; anticipated awards the week of December 7, 2026. ^[4]

Project Need

Mike Padgett Highway and its connecting roads support industrial employment, freight, emergency response, utilities, and daily travel in south Augusta. A corridor approach can identify where extreme rainfall, flooding, drainage failure, erosion, severe storms, heat, debris, communications loss, or roadway blockage could disrupt the network and compound impacts across multiple access points. Valencia Way is the highest-priority subarea because disruption of this single park entrance could affect more than 1,000 current employees, emergency responders, freight, utilities, and future employers. Study limits should be confirmed with Augusta Engineering, Emergency Management, ARTS, and GDOT during application development so the proposal remains data-driven and implementable.^{[5][6]}

Proposed Corridor Scope of Work

1. Corridor definition, data, and asset baseline

Define the Mike Padgett Highway study limits and critical connections; compile roadway, bridge, culvert, drainage, pavement, utility, traffic, freight, crash, maintenance, hazard, climate-projection, event-history, and employer/first-responder data.

2. Corridor vulnerability and consequence assessment

Evaluate exposure, sensitivity, and adaptive capacity under current and future conditions; model closures, degraded operations, detours, emergency-response delays, freight impacts, and economic disruption across the corridor.

3. Valencia Way major employer arterial focus

Complete detailed resilience planning for Valencia Way as the corporate park's sole access serving 1,000+ current employees and potential growth of 1,000+ additional employees; assess drainage, roadway, emergency operations, employer continuity, and design needs.^[6]

4. Emergency access, evacuation, and network redundancy

Test evacuation demand, responder ingress, recovery-resource movement, incident management, accessible communications, alternate routing, operational strategies, and contingencies for blocked or degraded corridor segments.

5. Resilience alternatives and targeted design

Compare drainage, culvert, pavement/subgrade, erosion, nature-based, communications/power, shoulder, and operational measures; advance predesign/design and environmental coordination for Valencia Way and other priority resilience locations.^{[1][2]}

6. Corridor implementation and funding package

Deliver a corridor resilience framework, prioritized project list, Valencia Way basis-of-design, phasing, O&M plan, performance measures, eligible-cost estimates, and roadmap for construction funding and capital-program integration.

How is a Protect funded Resiliency Design Different than a typical corridor capacity expansion?	
PROTECT corridor planning and design scope	Increased capacity / development scope
Corridor hazards, vulnerabilities, closures, detours, emergency access, and future-conditions analysis	General mobility or capacity studies whose primary purpose is accommodating growth
Drainage, culvert, erosion, resilient-material, nature-based, communications, and emergency-operations alternatives	Routine widening, resurfacing, standard pavement/geometry, lighting, streetscape, or site-access design without a resilience purpose
Valencia Way and other priority-site resilience plans, estimates, permitting, O&M, and implementation materials	Final design or construction costs not demonstrably tied to resilience

Partnership Roles

Augusta-Richmond County - applicant and recipient: Lead the application, corridor limits, procurement and compliance; own the products; and confirm maintenance responsibilities.

AEDA - economic-development and Valencia Way partner: Coordinate employers; validate the 1,000+/1,000+ estimates; document economic consequences; and lead the Valencia workstream and cost separation.

Corridor technical and operational partners: Augusta Engineering/EMA, ARTS, GDOT, responders, utilities, communities, and employers provide data, validate limits and scenarios, and review strategies.

Proposed Timeline

Period	Decision gate	Primary outputs
Months 1-4	Corridor limits confirmed	Limits, partners, data, hazard and asset baseline
Months 5-9	Risk profile accepted	Vulnerability, consequences, access and employer analysis
Months 10-15	Priorities selected	Corridor priorities and preferred Valencia Way concepts
Months 16-24	Implementation decision	Corridor plan, targeted design, cost split, O&M and funding roadmap

Preliminary Planning Budget

Eligible planning work package	Amount	Share
Corridor definition, baseline data, stakeholder and employer coordination	\$240,000	14%
Corridor vulnerability, future-conditions and consequence analysis	\$330,000	19%
Emergency-access, evacuation, network operations and continuity planning	\$240,000	14%
Valencia Way and priority corridor resilience alternatives and targeted design	\$800,000	46%
Implementation plan, performance framework and grant administration (Indirect + Administrative Costs)	\$130,000	7%
Total preliminary planning request	\$1,740,000	100%

Budget note: Initial planning estimate only. Validate limits, procurement, indirect costs, and cost eligibility. No general widening, routine resurfacing, or construction is included.

Anticipated Outcomes

A corridor risk profile and prioritized investment program; an implementation-ready Valencia Way design package; emergency-access and network-continuity strategies; and cost-segregated projects positioned for capital programming and construction funding.

NOFO NOTES

- [1] FHWA-PROT-26-001, p. 10-11: PROTECT funds are limited to activities primarily for resilience or inherently resilience-related; eligible Planning Grant development-phase costs include environmental review, preliminary engineering, design, and other preconstruction activities.
- [2] Id., p. 7: eligible Planning Grant activities include resilience planning, predesign, design, disruption-scenario data tools and vulnerability assessments, technical capacity building, and evacuation planning/preparation.
- [3] Id., p. 11: the Federal share of an eligible Planning Grant activity is 100 percent.
- [4] Id., p. 3 and p. 16: up to \$79 million for Planning Grants; no statutory minimum/maximum; anticipated \$100,000-\$10 million range; application due October 9, 2026.
- [5] Id., p. 22-24: Planning Grant merit criteria are Program Alignment, Planning Activity Approach, and Innovation, including current/future vulnerability analysis, data-informed critical-infrastructure planning, evacuation planning, and nature-based or innovative risk analysis.
- [6] Local employment figures are AEDA planning estimates supplied for concept development: Valencia Way currently serves 1,000+ employees and could support 1,000+ additional employees in coming years.

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Finance Committee

Meeting Date: September 8, 2026

Employee Health Benefits Rates for FY 2027

Department:	Finance
Presenter:	Mattie Sue Stevens, Deputy Administrator
Caption:	Discuss and approve employee contribution rates for the health benefits plan for FY 2027.
Background:	Augusta offers employee health insurance under a self-funded model. Anthem Blue Cross Blue Shield administers the plan, but actual healthcare costs are funded by Augusta and employee contributions. The intended structure for the plan is to share healthcare costs at 22% for employees and 78% for Augusta. Prior to the 2026 plan year, employee health care rates had not been adjusted since 2018, and actual rates were roughly a 13%/87% split.
Analysis:	For FY 2026, the Commission adopted several changes to the plan, including introducing salary-based premium tiers, raising individual deductibles to \$500, and implementing Year 1 of a four-year plan to gradually increase employee rates to the desired cost allocation. For FY 2027, Augusta's health care consultants project that overall healthcare costs will increase approximately 6-7%. In keeping with the previous plan, staff recommend adjusting employee premium rates by 15% for all salary tiers in 2027. This increase would keep Augusta on track toward restoring the 22/78 split by 2030 (depending on actual costs).
Financial Impact:	Adjusting the rates as recommended would shift an estimated \$970,000 in FY 2027 health care costs from Augusta to employees. Other potential cost saving measures are currently in negotiation with vendors and will be presented during the 2027 budget process.
Alternatives:	Keep employee rates at their 2026 level, or set another contribution increase amount.
Recommendation:	Approve recommended employee contribution rates for the health benefits plan for FY 2027.
Funds are available in the following accounts:	N/A
<u>REVIEWED AND APPROVED BY:</u>	N/A

Augusta Georgia
PROPOSED Employee Contribution Rates for 2027 Health Benefits
September 8, 2026

Item 3.

SALARY BANDS Band 1: \$0 - \$50,000 Band 2: \$50,001 - \$100,000 Band 3: \$100,001+

HMO Wellness Rate												
Salary Band	2026 Rate Per Pay Period			2027 Rate Per Pay Period			Increase Per Pay Period			Total Annual 2027 Employee Rate		
	EE Only	EE + 1	Family	EE Only	EE + 1	Family	EE Only	EE + 1	Family	EE Only	EE + 1	Family
1	\$ 57.58	\$ 115.17	\$ 172.76	\$ 66.22	\$ 132.45	\$ 198.67	\$ 8.64	\$ 17.28	\$ 25.91	\$ 1,589.28	\$ 3,178.80	\$ 4,768.08
2	59.12	118.25	177.39	67.99	135.99	204.00	8.87	17.74	26.61	1,631.76	3,263.76	4,896.00
3	66.83	133.68	200.53	76.85	153.73	230.61	10.02	20.05	30.08	1,844.40	3,689.52	5,534.64
HMO Non-Wellness Rate												
Salary Band	2026 Rate Per Pay Period			2027 Rate Per Pay Period			Increase Per Pay Period			Total Annual 2027 Employee Rate		
	EE Only	EE + 1	Family	EE Only	EE + 1	Family	EE Only	EE + 1	Family	EE Only	EE + 1	Family
1	69.37	138.76	208.13	79.78	159.57	239.35	10.41	20.81	31.22	1,914.72	3,829.68	5,744.40
2	71.23	142.47	213.70	81.91	163.84	245.76	10.68	21.37	32.06	1,965.84	3,932.16	5,898.24
3	80.52	161.06	241.58	92.60	185.22	277.82	12.08	24.16	36.24	2,222.40	4,445.28	6,667.68
POS Wellness Rate												
Salary Band	2026 Rate Per Pay Period			2027 Rate Per Pay Period			Increase Per Pay Period			Total Annual 2027 Employee Rate		
	EE Only	EE + 1	Family	EE Only	EE + 1	Family	EE Only	EE + 1	Family	EE Only	EE + 1	Family
1	63.88	127.86	191.77	73.46	147.04	220.54	9.58	19.18	28.77	1,763.09	3,528.94	5,292.85
2	65.60	131.28	196.90	75.44	150.97	226.44	9.84	19.69	29.54	1,810.56	3,623.33	5,434.44
3	74.15	148.41	222.59	85.27	170.67	255.98	11.12	22.26	33.39	2,046.54	4,096.12	6,143.48
POS Non-Wellness Rate												
Salary Band	2026 Rate Per Pay Period			2027 Rate Per Pay Period			Increase Per Pay Period			Total Annual 2027 Employee Rate		
	EE Only	EE + 1	Family	EE Only	EE + 1	Family	EE Only	EE + 1	Family	EE Only	EE + 1	Family
1	77.02	154.03	231.04	88.57	177.13	265.70	11.55	23.10	34.66	2,125.75	4,251.23	6,376.70
2	79.09	158.16	237.23	90.95	181.88	272.81	11.86	23.72	35.58	2,182.88	4,365.22	6,547.55
3	89.40	178.79	268.18	102.81	205.61	308.41	13.41	26.82	40.23	2,467.44	4,934.60	7,401.77
Dental Plan												
Salary Band	2026 Rate Per Pay Period			2027 Rate Per Pay Period			Increase Per Pay Period			Total Annual 2027 Employee Rate		
	EE Only	EE + 1	Family	EE Only	EE + 1	Family	EE Only	EE + 1	Family	EE Only	EE + 1	Family
1	2.06	4.18	6.26	2.37	4.81	7.20	0.31	0.63	0.94	56.86	115.37	172.78
2	2.12	4.29	6.43	2.44	4.93	7.39	0.32	0.64	0.96	58.51	118.40	177.47
3	2.39	4.85	7.27	2.75	5.58	8.36	0.36	0.73	1.09	65.96	133.86	200.65

**Finance Committee**

September 8, 2026

Minutes

Department:	N/A
Presenter:	N/A
Caption:	Motion to approve the minutes of the August 25, 2026 Finance Committee Meeting.
Background:	N/A
Analysis:	N/A
Financial Impact:	N/A
Alternatives:	N/A
Recommendation:	N/A
Funds are available in the following accounts:	N/A
<u>REVIEWED AND APPROVED BY:</u>	N/A



FINANCE COMMITTEE MEETING MINUTES

Commission Chamber
Tuesday, August 11, 2026
1:20 PM

PRESENT:

Commissioner Stacy Pullia, Chair
Commissioner Lonnie Wimberly, Member
Commissioner Wayne Guilfoyle, Member
Commissioner Don Clark
Commissioner Tina Slendak
Commissioner Catherine Rice
Commissioner Francine Scott

ABSENT:

Commissioner Jordan Johnson

1. **Ms. Charity Jones/Pedal Pub Augusta**-funding for business downtown impacted by construction.

Ms. Jones addressed the Committee accordingly and was received as information without objection.

2. **Mr. Jeremy Hawes/Miami Vybz**-financial struggles for Miami Vybz due to ongoing construction in downtown Augusta.

Mr. Hawes addressed the Committee accordingly and was received as information without objection.

3. **Ms. Shinika E. Simmons** regarding issues associated with her business, located at 216 Broad Street.

Ms. Simmons addressed the Committee accordingly and was received as information without objection.

4. Motion to **accept** the award of the FY25 Edward Byrne Memorial Justice Assistance Grant (JAG) in the amount of \$38,024.00.

Motion to approve

Motion made by Guilfoyle and seconded by Wimberly

Motion carried 3-0

5. Approve the transfer of \$7,600.00 from operating to personnel budget accounts for the Planning and Development Department.

Motion to approve

Motion made by Guilfoyle and seconded by Wimberly

Motion carried 3-0

6. Motion to **approve** the minutes of the July 28, 2026 Finance Committee Meeting.

Motion to approve

Motion made by Guilfoyle and seconded by Wimberly

Motion carried 3-0

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