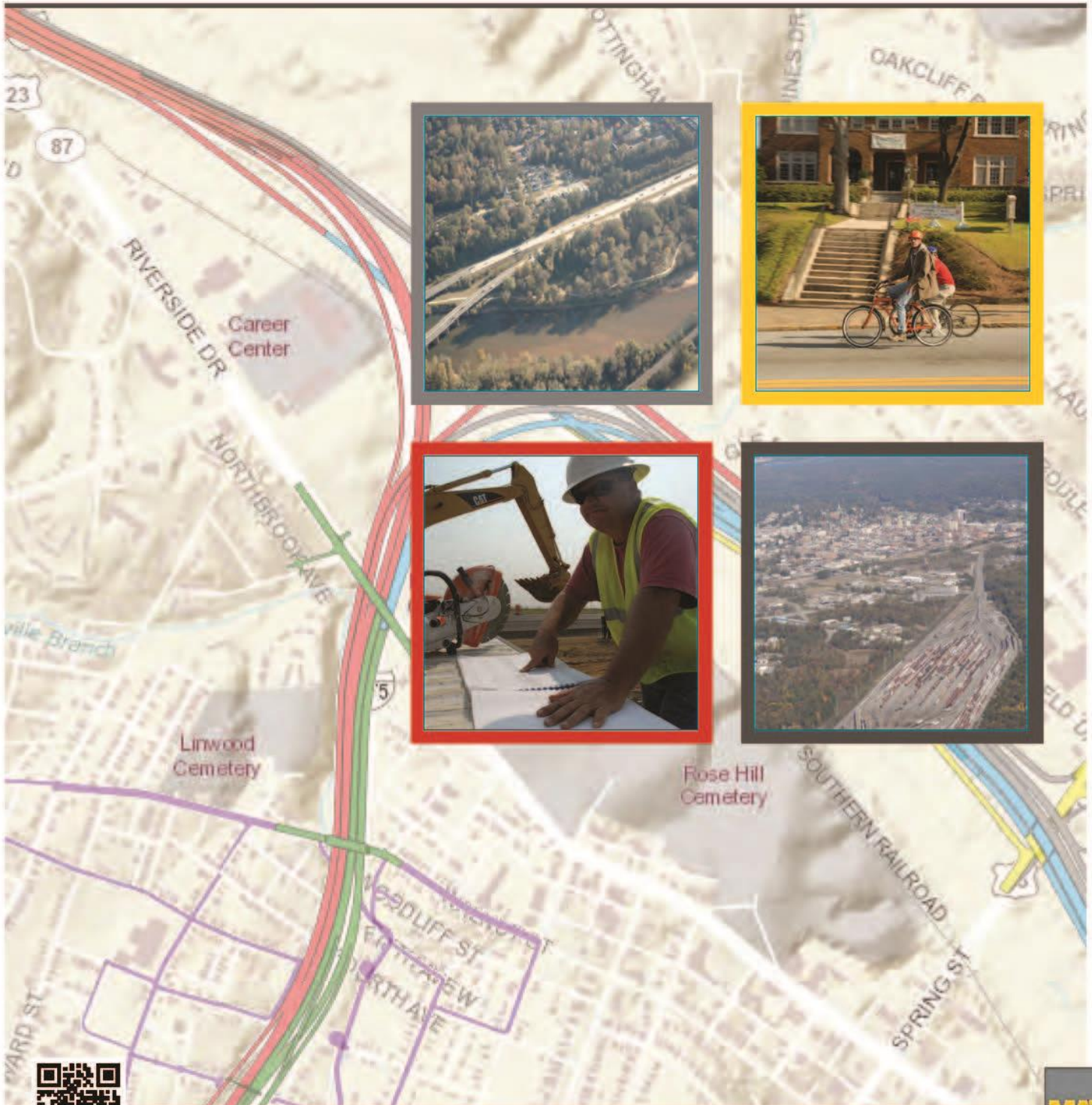


Transportation Improvement Program **TIP**

FY 2018 - 2021



Macon Area Transportation Study Transportation Improvement Program Fiscal Years 2018 – 2021

PREPARED BY
Macon – Bibb Planning & Zoning Commission

IN COOPERATION WITH
FEDERAL HIGHWAY ADMINISTRATION
FEDERAL TRANSIT AUTHORITY
GEORGIA DEPARTMENT OF TRANSPORTATION

Version: November 17, 2020

The contents of this report reflect the views of the author(s) 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 view or the policies of the Georgia Department of Transportation, Federal Highway Administration or the Federal Transit Authority. This report does not constitute a standard, specification or regulation.



Macon Area Transportation Study
682 Cherry Street, Suite 1000 | Macon, GA 31201

**A RESOLUTION OF THE MACON AREA TRANSPORTATION
STUDY POLICY COMMITTEE ADOPTING THE TRANSPORTATION
IMPROVEMENT PLAN FOR FY 2018 – 2021**

WHEREAS, it is the objective of the Macon Area Transportation Study (MATS) to maintain a continuing, cooperative and comprehensive transportation planning process which results in plans and programs consistent with comprehensively planned development of the urbanized area; and

WHEREAS, under Code of Federal Regulations Title 23, Section 450.326, (23 CFR, Sec. 450.326) the FY 2018 – 2021 Transportation Improvement Program (TIP) is a subset of the 2040 Long Range Transportation Plan projects and activities to be undertaken within the MATS area in a specified four (4) year period; and

WHEREAS, under the rules and guidelines set forth in 23 CFR Sec. 450.326, the MATS MPO has identified several highway, public transportation, and aviation projects eligible for and worthy of inclusion and/or continuing support from Local, State and Federal over the FY 2018 – 2021 period;

NOW, THEREFORE, BE IT RESOLVED NOW, THEREFORE, BE IT RESOLVED that the MATS Policy Committee, the forum for cooperative transportation decision-making in the Macon urban area, does hereby approve and adopt this TIP for the FY 2018 – 2021 period.

Adopted by the MATS Policy Committee on the 2nd day of August 2017.

By: 
MATS Policy Chairman

A RESOLUTION OF THE MACON AREA TRANSPORTATION STUDY POLICY COMMITTEE
AMENDING THE 2040 LONG RANGE TRANSPORTATION PLAN AND
THE TRANSPORTATION IMPROVEMENT PLAN FOR FY 2018 – 2021

WHEREAS, it is the objective of the Macon Area Transportation Study (MATS) to maintain a continuing, cooperative and comprehensive transportation planning process which results in plans and programs consistent with comprehensively planned development of the urbanized area; and

WHEREAS, under Code of Federal Regulations Title 23, Section 450.326, (23 CFR, Sec. 450.326) the FY 2018 – 2021 Transportation Improvement Program (TIP) is a subset of the 2040 Long Range Transportation Plan projects and activities to be undertaken within the MATS area in a specified four (4) year period; and

WHEREAS, on September 12, 2017, the Macon-Bibb County Transit Authority (MTA), was notified they were awarded a competitive discretionary grant from the Federal Transit Administration Low Or No Emission Vehicle grant program (49 U.S.C. 5339(c)) in the amount of \$1,750,000; and

WHEREAS, on October 17, 2017, the Macon-Bibb County Commission allocated \$1,076,000 in local matching funds to supplement the Low Or No Emission Vehicle grant funds

NOW, THEREFORE, BE IT RESOLVED NOW, that the MATS Policy Committee, the forum for cooperative transportation decision-making in the Macon urban area, does hereby amend the MATS 2040 Long Range Transportation Plan, and the MATS Transportation Improvement Plan for FY 2018 – 2021, to reflect the use of the Low Or No Emission Vehicle grant funds and matching funds for the purchase of at least two (2) electric busses for the MTA fleet, pay for necessary infrastructure upgrades and training of MTA staff on operations and maintenance, and any ancillary expenses related to attaining these goals.

Adopted by the MATS Policy Committee on the 6th day of December 2017.

By: _____

MATS Policy Chairman



A RESOLUTION OF THE MACON AREA TRANSPORTATION STUDY POLICY COMMITTEE
AMENDING THE 2040 LONG RANGE TRANSPORTATION PLAN
AS RELATED TO PERFORMANCE MEASURES AND SAFETY PERFORMANCE TARGETS

WHEREAS, it is the objective of the Macon Area Transportation Study (MATS) to maintain a continuing, cooperative and comprehensive transportation planning process which results in plans and programs consistent with comprehensively planned development of the urbanized area; and

WHEREAS, the 2040 Long Range Transportation Plan (LRTP), developed under the requirements of Code of Federal Regulations Title 23, Section 450.306, is the recognized instrument for accomplishing this objective; and

WHEREAS, under Code of Federal Regulations Title 23, Section 490.105, (23 CFR, Sec. 450.105), as authorized under the Moving Ahead for Progress in the 21st Century Act (MAP-21) and the Fixing America's Surface Transportation (FAST) Act, Georgia Department of Transportation (GDOT) is required to identify Performance Management Targets in five general topic areas; Safety, Infrastructure Condition, System Reliability, Freight Movement and Economic Vitality, and Congestion Reduction; and

WHEREAS, under 23 CFR 490.105(f)(1), within 180 days after the adoption of each specific target by GDOT, MATS is required to establish their own targets; and

WHEREAS, under 23 CFR 490.105(f)(3)(i) and 23 CFR 490.105(f)(3)(ii), the MATS MPO may either choose to simply adopt the targets established by GDOT, or "Commit to quantifiable targets for that [individual] performance measure for their metropolitan planning area," and;

WHEREAS, on November 1, 2017, the MATS Policy Committee adopted by resolution the Safety and Performance Management Targets approved by GDOT on August 31, 2017; and

WHEREAS, at the time of this resolution, GDOT is still in the process of developing and adopting Performance Management Targets for Infrastructure Condition, System Reliability, Freight Movement and Economic Vitality, and Congestion Reduction Performance Targets;

NOW, THEREFORE, BE IT RESOLVED, the MATS Policy Committee does hereby amend the 2040 LRTP to fully reflect the Safety Performance Targets adopted by GDOT, and the measures on those targets for the MATS area.

BE IT FURTHER RESOLVED, the MATS Policy Committee does hereby further amend the 2040 LRTP to reflect Performance Measures for Infrastructure Condition, System Reliability, Freight Movement and Economic Vitality, and Congestion Reduction.

BE IT FURTHER RESOLVED, that when GDOT communicates to MATS that new Performance Targets relevant to MATS for any Performance Measures identified under 23 CFR 490.105 have been adopted by the State of Georgia, both State and MATS targets will initially be incorporated into the LRTP under the Amendment process, as described in the MATS Public Participation Plan.

BE IT FURTHER RESOLVED that, if new State and/or MATS area Performance Targets on any Performance Measures identified under 23 CFR 490.105 are identified, and changes initiated by GDOT subsequent to the initial adoption, such changes in Performance Targets may be incorporated into the LRTP under the Administrative Modification process, as described in the MATS Public Participation Plan.

BE IT FURTHER RESOLVED, if the MATS Policy Committee seeks to subsequently set revised Performance Targets on any Performance Measures identified under 23 CFR 490.105 for the MATS area, outside of guidance from GDOT, such revisions to the LRTP shall follow the Amendment process, as described in the MATS Public Participation Plan.

Adopted by the MATS Policy Committee on the 2nd day of May, 2018.

By: Robert A. B. Reichart
MATS Policy Chairman

A RESOLUTION OF THE MACON AREA TRANSPORTATION STUDY POLICY COMMITTEE
AMENDING THE TRANSPORTATION IMPROVEMENT PLAN FOR FY 2018 – 2021
AS RELATED TO PERFORMANCE MEASURES AND SAFETY PERFORMANCE TARGETS

WHEREAS, it is the objective of the Macon Area Transportation Study (MATS) to maintain a continuing, cooperative and comprehensive transportation planning process which results in plans and programs consistent with comprehensively planned development of the urbanized area; and

WHEREAS, the 2040 Long Range Transportation Plan (2040 LRTP), developed under the requirements of Code of Federal Regulations Title 23, Section 450.306, is the recognized instrument for accomplishing this objective; and

WHEREAS the FY 2018 – 2021 Transportation Improvement Program (FY 2018 – 2021 TIP), developed under Code of Federal Regulations Title 23, Section 450.326, is the current subset of the 2040 LRTP projects and activities to be undertaken within the MATS area in a specified four (4) year period; and

WHEREAS, under Code of Federal Regulations Title 23, Section 490.105, (23 CFR, Sec. 450.105), as authorized under the Moving Ahead for Progress in the 21st Century Act (MAP-21) and the Fixing America's Surface Transportation (FAST) Act, Georgia Department of Transportation (GDOT) is required to identify Performance Management Targets in five general topic areas; Safety, Infrastructure Condition, System Reliability, Freight Movement and Economic Vitality, and Congestion Reduction; and

WHEREAS, under 23 CFR 490.105(f)(1), within 180 days after the adoption of each specific target by GDOT, MATS is required to establish their own targets; and

WHEREAS, under 23 CFR 490.105(f)(3)(i) and 23 CFR 490.105(f)(3)(ii), the MATS MPO may either choose to simply adopt the targets established by GDOT, or "Commit to quantifiable targets for that [individual] performance measure for their metropolitan planning area," and;

WHEREAS, on May 16, 2018, GDOT adopted Statewide Performance Management Targets for Infrastructure Condition, System Reliability, Freight Movement and Economic Vitality, and Congestion Reduction;

NOW, THEREFORE, BE IT RESOLVED, the MATS Policy Committee does hereby amend the FY 2018 – 2021 TIP to reflect the aforementioned Statewide Performance Measures and Performance Targets for Infrastructure Condition, System Reliability, Freight Movement and Economic Vitality, and Congestion Reduction.

BE IT FURTHER RESOLVED that, subsequent to this initial adoption, if new State and/or MATS area specific Performance Targets on any Performance Measures specified under 23 CFR 490.105 are identified, and changes initiated by GDOT, such changes in may be incorporated into the TIP under the Administrative Modification process, as described in the MATS Public Participation Plan.

BE IT FURTHER RESOLVED, if the MATS Policy Committee seeks to subsequently set revised Performance Targets on any Performance Measures identified under 23 CFR 490.105 for the MATS area, outside of guidance from GDOT, such revisions to the TIP shall follow the Amendment process, as described in the MATS Public Participation Plan.

Adopted by the MATS Policy Committee on the 1st day of August, 2018.

By: 
MATS Policy Chairman

A RESOLUTION OF THE MACON AREA TRANSPORTATION STUDY POLICY COMMITTEE
APPROVING AMENDMENTS TO THE 2040 LONG RANGE TRANSPORTATION PLAN AND
FY 2018 – 2021 TRANSPORTATION IMPROVEMENT PROGRAM

WHEREAS, it is the objective of the Macon Area Transportation Study (MATS) to maintain a continuing, cooperative and comprehensive transportation planning process which results in plans and programs consistent with comprehensively planned development of the urbanized area; and

WHEREAS, the 2040 Long Range Transportation Plan (2040 LRTP), developed under the requirements of Code of Federal Regulations (CFR) Title 23, Section 450.306, and the FY 2018 – 2021 Transportation Improvement Program (FY 2018 – 2021 TIP), developed under the requirements of CFR Title 23, Section 450.326, are the recognized instrument for accomplishing this objective; and

WHEREAS, subsequent to the adoption of the original MATS 2040 LRTP Update on May 3, 2017, and the original MATS FY 2018 – 2021 TIP on August 2, 2017, the Georgia Department of Transportation (GDOT) on August 6, 2018 identified the following phases of projects for inclusion or amendment in the MATS FY 2018-2021 TIP, as well as projects to be removed from the 2040 LRTP, because they have been identified as redundant or unnecessary:

- | | | |
|---|---|---|
| <ul style="list-style-type: none">• <i>Projects to be Removed from MATS 2040 Long Range Transportation Plan and FY 2018 – 2021 TIP</i><ul style="list-style-type: none">○ GDOT Project # 0013929 – Bridge Replacement on SR 87/Riverside over I-75 Southbound.○ GDOT Project # 0014898 – Bridge replacement over Norfolk Southern Railroad at Oglethorpe St. in Macon. | <ul style="list-style-type: none">• <i>Projects to be Added or Amended in MATS 2040 Long Range Transportation Plan</i><ul style="list-style-type: none">○ GDOT Project #0016130 – Bridge on SR18/Dames Ferry Rd. at Ocmulgee River, on Jones County/Monroe County border. New Project, to be added at GDOT Request – \$154,000○ GDOT Project #0013712 – Norfolk Southern Bridge #734080Y on Hawkinsville Rd., 1.4 miles South of Macon – Increase project cost from \$4,597,410.00 to \$12,118,732.00 | <ul style="list-style-type: none">• <i>Projects to be Added or Amended in MATS FY 2018 – 2021 TIP</i><ul style="list-style-type: none">○ GDOT Project #0016130 – Bridge on SR18/Dames Ferry Rd. at Ocmulgee River, on Jones County/Monroe County border – New project. Add Preliminary Engineering Phase (\$112,000) in FY 2019 and Right of Way Acquisition Phase (\$42,000) in FY 2021○ GDOT Project #351080 – Jeffersonville Rd. from Recreation Rd. to SR 540/Emery Rd./Ocmulgee East Blvd. Intersection – New project. Add Construction Phase (\$6,821,702) in FY 2019 |
|---|---|---|

NOW, THEREFORE, BE IT RESOLVED that the MATS Policy Committee, the forum for cooperative transportation decision-making in the Macon urban area, does hereby approve the amendments to the MATS 2040 Long Range Transportation Plan as described above.

Adopted by the MATS Policy Committee on the 14th day of November 2018.

By: 
MATS Policy Chairman

**A RESOLUTION OF THE MACON AREA TRANSPORTATION STUDY POLICY COMMITTEE
APPROVING AMENDMENTS TO THE 2040 LONG RANGE TRANSPORTATION PLAN AND
FY 2018 – 2021 TRANSPORTATION IMPROVEMENT PROGRAM**

WHEREAS, it is the objective of the Macon Area Transportation Study (MATS) to maintain a continuing, cooperative and comprehensive transportation planning process which results in plans and programs consistent with comprehensively planned development of the urbanized area; and

WHEREAS, the 2040 Long Range Transportation Plan (2040 LRTP), developed under the requirements of Code of Federal Regulations (CFR) Title 23, Section 450.306, and the FY 2018 – 2021 Transportation Improvement Program (FY 2018 – 2021 TIP), developed under the requirements of CFR Title 23, Section 450.326, are the recognized instruments for accomplishing this objective; and

WHEREAS, subsequent to the adoption of the original MATS 2040 LRTP Update on May 3, 2017, and the original MATS FY 2018 – 2021 TIP on August 2, 2017, the Georgia Department of Transportation (GDOT) on March 26, 2019 identified the following phases of projects for amendment in the MATS 2040 LRTP and MATS FY 2018-2021 TIP, as follows:

- *Project #0009861 -Replacement of bridges on Houston Rd at Rocky Creek & Tobosofkee Creek and overflows*
 - Advance Construction and Utilities project phases from FY 2020 to FY 2019
 - Increase Total Project Cost to \$23,008,668.49
 - Increase total cost in Construction phase to \$22,804,668.49
 - Increase total cost in Utilities phase to \$204,000.00

and

WHEREAS, pursuant to the requirements of CFR Title 23, Sections 324, the MATS 2040 LRTP must continue to demonstrate fiscal constraint after the proposed project cost adjustments;

NOW, THEREFORE, BE IT RESOLVED that the MATS Policy Committee, the forum for cooperative transportation decision-making in the Macon urban area, does hereby approve amendments to the MATS 2040 Long Range Transportation Plan Chapter 6 – Roads & Bridges Projects and Chapter 8 – Fiscal Assessment, and to the MATS FY 2018 – 2021 Transportation Improvement Program, to reflect the amendments to GDOT Project PI #009861, as described above.

Adopted by the MATS Policy Committee on the 8th day of May, 2019.

By: 
MATS Policy Chairman

**A RESOLUTION OF THE MACON AREA TRANSPORTATION STUDY POLICY COMMITTEE
APPROVING AMENDMENTS TO THE 2040 LONG RANGE TRANSPORTATION PLAN AND
FY 2018 – 2021 TRANSPORTATION IMPROVEMENT PROGRAM**

WHEREAS, it is the objective of the Macon Area Transportation Study (MATS) to maintain a continuing, cooperative and comprehensive transportation planning process which results in plans and programs consistent with comprehensively planned development of the urbanized area; and

WHEREAS, the 2040 Long Range Transportation Plan (2040 LRTP), developed under the requirements of Code of Federal Regulations (CFR) Title 23, Section 450.306, and the FY 2018 – 2021 Transportation Improvement Program (FY 2018 – 2021 TIP), developed under the requirements of CFR Title 23, Section 450.326, are the recognized instruments for accomplishing this objective; and

WHEREAS, subsequent to the adoption of the original MATS 2040 LRTP Update (May 3, 2017), and the original MATS FY 2018 – 2021 TIP (August 2, 2017), on August 29, 2019, the Georgia Department of Transportation (GDOT) sent a letter to the Macon-Bibb County Consolidated Government (Macon-Bibb County) proposing a partnership to fund 1.1 miles of lane expansion and bridge replacement improvements along CR 742/Bass Rd. from New Forsyth to Providence Blvd., in an amount not to exceed a combined Federal and State funds contribution of \$30,435,437; and

WHEREAS, on September 17, 2019, Macon-Bibb County agreed to a matching funds contribution for the aforementioned project, in the amount of \$5,387,700; and

WHEREAS, on December 16, 2019 the GDOT Office of Planning contacted MATS staff (pursuant to the letter of August 29, 2019) to amend the MATS 2040 LRTP and MATS FY 2018-2021 TIP, as follows:

- *Project #0017121 -CR 742/Bass Rd. from Providence Blvd. to New Forsyth Rd.*
 - Preliminary Engineering Phase - \$2,092,635 (FY 2020)
 - Right of Way Acquisition Phase - \$5,387,700 (FY 2024)
 - Utilities Phase - \$3,020,000 (FY 2026)
 - Construction Phase - \$25,322,802 (FY 2026)
 - **Total Project Cost \$35,823,137.00**

and

WHEREAS, based on the project location and description provided by GDOT Office of Planning, the proposed project substantially overlaps and supersedes the existing Bass Rd. Phase 1 and Bass Rd. Phase 2 project area, with the exception of the roadway between Providence Blvd. and Westchester Dr.; and

WHEREAS, pursuant to the requirements of CFR Title 23, Sections 324, the MATS 2040 LRTP must continue to demonstrate fiscal constraint after the proposed project cost adjustments;

NOW, THEREFORE, BE IT RESOLVED that the MATS Policy Committee, the forum for cooperative transportation decision-making in the Macon urban area, does hereby approve amendments to the MATS 2040 Long Range Transportation Plan as follows:

- Add GDOT Project #0017121 to MATS 2040 LRTP Chapter 6 – Roads & Bridges Projects List;
- Amend project description for Bass Rd. Phase 3 in MATS 2040 LRTP Chapter 6 – Roads & Bridges Projects List to extend from Providence Blvd. to Zebulon Rd.;
- Remove Bass Rd. Phase 1 and Bass Rd. Phase 2 from MATS 2040 LRTP Chapter 6 – Roads & Bridges Projects List;
- Amend MATS 2040 LRTP Chapter 8 – Fiscal Assessment to reflect the change in available funding balance associated with the previously listed changes, and demonstrate continued fiscal balancing

BE IT FURTHER RESOLVED that the MATS Policy Committee hereby amends the MATS FY 2018 – 2021 TIP to include those elements of GDOT Project PI #001721 which fall within the period covered by the MATS FY 2018 – 2021 TIP.

BE IT FURTHER RESOLVED that should these proposed amendments result in scrivener's errors in other chapters or subchapters of either the MATS 2040 LRTP or MATS FY 2018 – 2021 TIP not specifically herein identified, the MATS Policy Committee does hereby authorize and direct that any and all such scrivener's errors shall be corrected and reconciled to the updated and correct version of these documents.

Adopted by the MATS Policy Committee on the 5th day of February 2020.

By: Robert A. B. Reuchart
MATS Policy Chairman

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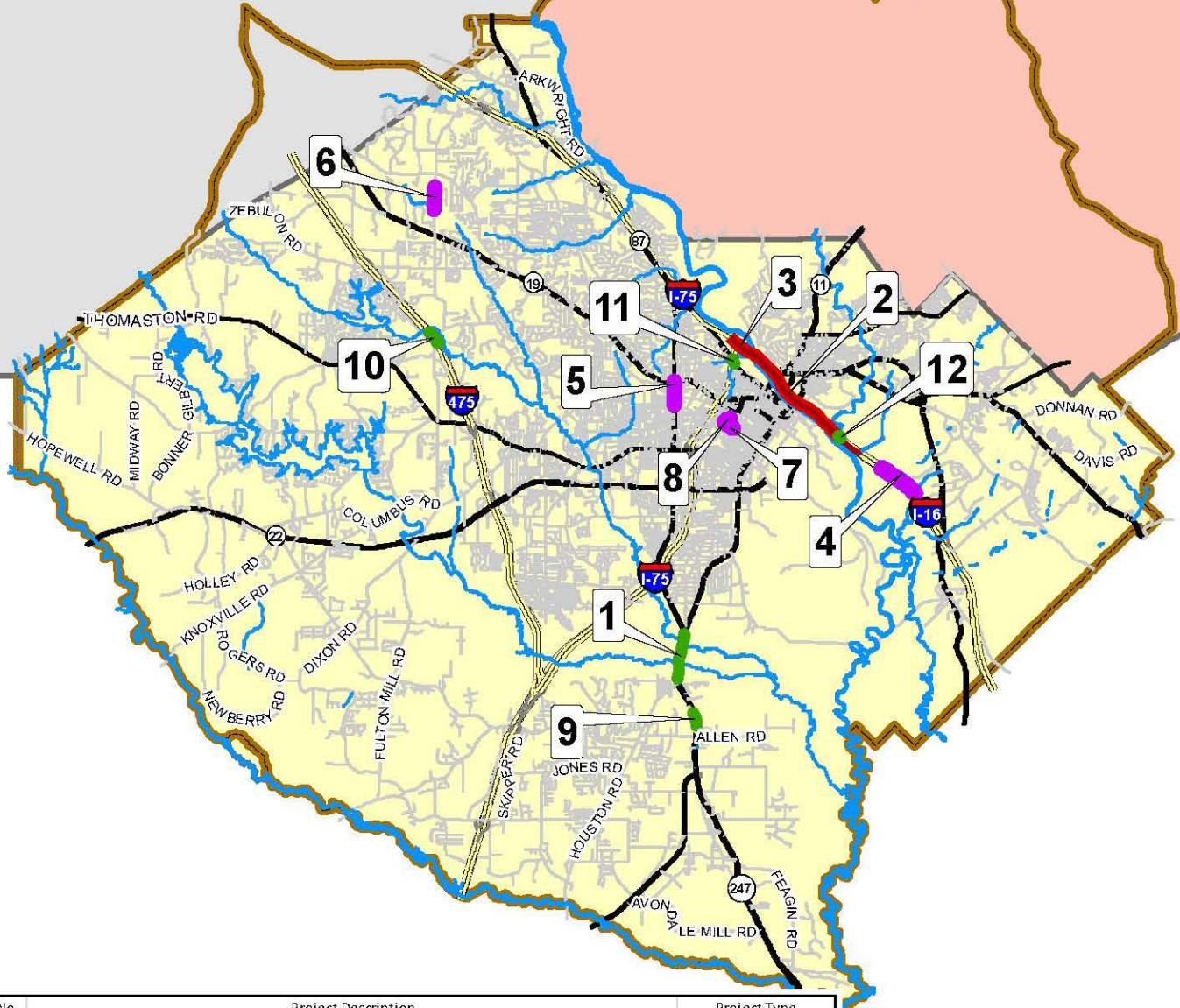
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Macon Area Transportation Study

Transportation Improvement Program Projects

Fiscal Years 2018 - 2021



Project No.	Project Description	Project Type
1	Replacement of bridges on Houston Rd at Rocky Creek & Tobosofkee Creek and overflows	Bridges
2	I-16 Eastbound from I-75 to Walnut Creek-Phase IV	Bridge Reconstruction
3	I-16 Westbound from I-75 to Walnut Creek-Phase V	Roadway Project
4	I-16 EB & WB @ OCMULGEE RIVER OVERFLOW	Bridge Replacement
5	SR 247 @ NS #718364M IN MACON	Bridge Replacement
6	CR 742/BASS ROAD @ NS # 718357C 2 MI W OF MACON	Bridge Replacement
7	CR 1694/OGLETHROPE STREET @ NS #718371X IN MACON	Bridge Replacement
8	CR 5813/COLLEGE STREET @ NS #718370R IN MACON	Bridge Replacement
9	Replace Railroad Bridge on SR 11/SR 49/US 41 @ Norfolk Southern #734080Y, 1.4 Miles South of Macon	Bridges
10	Replace Bridge on I-475 @ CR 742/Tucker Rd, 2 miles West of Macon.	Bridges
11	Replace Bridge on I-75 @ SR 87/US 23 in Macon.	Bridges
12	Replace Bridge on I-16 Eastbound & Westbound @ Walnut Creek 1 Mile East of Macon	Bridges

The Macon-Bibb County's Infrastructure records, drawings, and other documents have been gathered over many years, using differing standards for quality control, documentation, and verification. All of the data provided represents current information in a readily available format. While the data provided is generally believed to be accurate, occasionally it proves to be incorrect; thus its accuracy is not warranted. Prior to making any property purchases or other investments based in full or in part upon this information, you are advised that you independently field verify the information contained within our records.

Version: November 17, 2020

Date: 6/8/2017

1 inch = 3 miles



INTRODUCTION

Chapter 1

The purpose of this document is to provide an overview of the Transportation Improvement Program (TIP) and to also present the projects in TIP for fiscal years 2018 - 2021. This document outlines the various TIP projects, funding plan and other information, answers frequently asked questions about the TIP, and provides an overview of the Metropolitan Planning Organization. A project may not receive federal funds or receive other critical federal project approvals unless it is included in the TIP.

The major components of the TIP are organized as follows:

The Preface provided a copy of the resolution authorizing this TIP, an index of the TIP road projects listed numerically by Project Identifier number (P.I. #) and alphabetically by name, and a map showing locations of the various TIP projects.

Chapter 1 provides an introduction that will attempt to educate the general public about the TIP as a regional transportation planning document.

Chapter 2 contains the individual project worksheets and description of each project, as well as the funding amounts for each year according to the applicable project phase, for all the road and bridge projects in this TIP. Projects that are not categorized as “Lump Sum” are referenced by their P.I. number, as listed in the MATS 2040 Long Range Transportation Plan - Chapter 6.

Chapter 3 outlines the funding plan for the TIP which shows the expenditures for each project classified by funding category. According to federal regulations, the TIP must be financially constrained (i.e., project costs must be matched with, and not exceed, anticipated funding sources).

Chapter 4 introduces the transit section of the TIP, which contains the capital items as well as the operating amounts for the Macon Transit Authority for FY 2018-21.

Chapter 5 describes the improvements that are scheduled for the Middle Georgia Regional Airport and the Macon Downtown Airport, respectively, between the start of FY 2018 and the end of FY 2021.

The public review process for the TIP, as well as the MATS certification and TIP and LRTP amendment processes, are explained in the **Appendix**.

The MATS public participation process for the development of the TIP meets the Federal Transit Administration's (FTA) public participation requirements related to the development of the Section 5307 Program of Projects.*

* This statement was added at the direction of GDOT Office of Intermodal, as per communique dated 9/7/2018

Overview of MATS / Metropolitan Planning Organization

The Macon Area Transportation Study (MATS) was established on February 21, 1964, as a Metropolitan Planning Organization (MPO), in response to the Federal Aid Highway Act of 1962. As a result of this act, all urban areas with populations exceeding 50,000 persons were required to maintain a “continuing, cooperative, and comprehensive” transportation planning process. Originally, the City of Macon, Bibb County, Payne City, the Georgia State Highway Department (now the Georgia Department of Transportation) and the Macon-Bibb County Planning and Zoning Commission entered into an agreement to establish the Macon Area Transportation Study. Over the years, the study area has expanded to include the southern portion of Jones County and a section of Monroe County as a result of the region’s growth.

The Macon-Bibb County Planning and Zoning Commission serves as the staff for the MATS MPO, conducting a comprehensive transportation planning process as required by the Fixing America’s Surface Transportation Act (FAST Act). The FAST Act is the most recent federal legislation outlining the requirements for the regional transportation planning process, including the designation of MPOs to oversee the process in metropolitan areas. It also requires MPOs to develop their Long Range Transportation Plan (LRTP) for their region using a minimum 20-year horizon.

MPOs are required to provide for consideration of projects and strategies that will serve to advance ten transportation planning factors identified under the federal legislation:

- Support the economic vitality of the metropolitan area, especially by enabling global competitiveness, productivity, and efficiency;
- Increase the safety of the transportation system for motorized and non-motorized users;
- Increase the security of the transportation system for motorized and non-motorized users;
- Increase accessibility and mobility of people and freight;
- 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;
- Enhance the integration and connectivity of the transportation system, across and between modes, for people and freight;
- Promote efficient system management and operation;
- Emphasize the preservation of the existing transportation system;
- Improve the resiliency and reliability of the transportation system and reduce or mitigate stormwater impacts of surface transportation; and
- Enhance travel and tourism

The FAST Act was signed into law on December 4, 2015.

Overview of MATS Transportation Improvement Program

The MATS – Transportation Improvement Program (TIP) is a four-year capital improvement program drawn from the 2040 Long Range Transportation Plan (2040 LRTP; see <http://www.mats2040.org/lrtp/> for full details). This particular TIP outlines the roadway, airport and transit projects planned for the MATS Study Area during state fiscal years 2018 through 2021.[1]

The TIP is the result of comprehensive transportation planning at the local level, combined with cooperation and assistance from state and federal officials. Development of both the LRTP and TIP are guided by the FHWA/FTA Metropolitan Planning Regulations, 23 CFR Part 450, which require the FY 18-21 TIP to demonstrate financial constraint. The Financial Plan section of the TIP addresses this requirement by depicting both project costs and anticipated available funding, grouped by federal funding codes.

Transportation Improvement Program FAQ's

What is the Transportation Improvement Program or TIP?

The TIP is a multi-year program that prioritizes transportation improvement projects for federal, state and local funding. The TIP is also the capital improvements element of the long-range transportation plan (LRTP).

Why is there a TIP?

The U. S. Department of Transportation will not approve the use of federal funds for a road improvement project unless the project is identified in the TIP. The TIP is fiscally constrained, meaning reasonable estimates of project costs are balanced against anticipated funding (this process is described in greater detail below). While the inclusion of a project in the TIP does not guarantee federal funding, additional projects supported only by local and State funds (i.e., not funded by the federal government) are often included in the TIP to provide a more comprehensive picture of the proposed allocation of transportation funds in the region.

What is the TIP relationship with the (LRTP) Long Range Transportation Plan?

The role of the TIP is to put into action phases of specific projects identified in the LRTP. All transportation projects seeking federal assistance must first be identified in the MPO's long-range transportation plan (LRTP) before they can be included in the TIP. The LRTP is required by federal law, serving as a blueprint for regional transportation investment decisions over a minimum 20-year horizon. The LRTP establishes policies and priorities to address mobility, congestion, air quality and other transportation goals.

Projects and activities identified in a TIP are a subset of projects listed in the larger LRTP that will be undertaken in a specific 4 year period. Since some projects are sufficiently large and complex that they take multiple years, it is possible that the same project could be included in multiple TIPs.

Who develops the TIP?

The TIP is prepared by the MPO in cooperation with local transportation agencies, with assistance from state and federal transportation planning officials.

How often is the TIP updated?

The TIP is required to be updated at least once every 4 years. As a matter of practice, MATS tries to update the TIP each year, so that the document serves as a current reference on regional transportation planning activities.

TIP FAQ'S (continued)

In addition to annual updates, the TIP may be amended at any time, if the amendments are consistent with the adopted LRTP. It is not uncommon that, when new regional transportation projects are identified by State or local supporters, the LRTP and the TIP are amended simultaneously, in order to expedite the project.

How is public involvement guided?

The MPO's public involvement activities are guided by the MATS adopted Public Involvement Process. A copy of the adopted Public Involvement Process is available on the MATS website (<http://www.mats2040.org/wp-content/uploads/2017/03/20160309-MATS-Participation-Plan.pdf>). Comments received as a result of this process are considered throughout the MATS planning process.

How is the TIP Funded?

As discussed above, the cost of the projects in the TIP must be equal to the estimated funding available to complete the projects through the availability of federal, state and local sources. An overall description of the various funding components are listed on the following page.

TIP Funding

National Highway Performance Program (NHPP) – This program provides funding for improvements to rural and urban roads that are part of the national highway system.

Highway Bridge Replacement/Rehabilitation Program (HBRRP) – This provides funding to enable states to improve the condition of their highway bridges through replacement and rehabilitation.

Surface Transportation Program (STP) – This allows for funding that may be used for projects on any Federal-aid highway, including NHPP and bridge projects.

Congestion Mitigation and Air Quality (CMAQ) – This program provides funding for projects in air quality nonattainment and maintenance areas that reduce transportation-related emissions.

Earmarked Projects (Earmark) – These are projects that have been designated by Congress for funding.

High Priority Projects (HPP) – These are projects that have been designated as significant or important projects by the MATS Committees.

Interstate Maintenance (IM) – This program provides funding for resurfacing, rehabilitation and reconstructing the routes on the Interstate System.

Interstate Maintenance (IM) – This program provides funding for resurfacing, rehabilitation and reconstructing the routes on the Interstate System.

Safe Routes to School (SRTS) – This program enables and encourages children to walk & bicycle to school.

Highway Safety Improvement Program (HSIP) – This provides funding for projects in order to improve safety and reduce injuries on public roads.

Transportation Alternatives Program (TAP) – These are projects such as the recreational trails.

TIP FAQ'S (continued)

How do I track changes in a Project?

In previous versions of the TIP, new project sheets were created every time there was an amendment or administrative change to the document. This led to a proliferation of project sheets for each project, making it cumbersome to determine the project history, and difficult to determine which project sheet was the most current for a project.

Starting with the FY 2018-2021 TIP, MATS is streamlining how project changes are tracked. Each project sheet will have only two sheets. The first is the project description page, which includes the GDOT project number, the project priority number from the MATS 2040 Long Range Transportation Plan, a description (including a location map for all projects which aren't Lump Sum), and current costs on the anticipated project phases covered in the TIP.

The second page will contain the history of the Administrative Modifications and Project Amendments associated with each project. Each entry in this history will contain a date stamp, the amount of any cost adjustments, a classification of whether or not the adjustment is an Administrative Modification or a formal Amendment, and a summary of why the adjustment was made.

It is expected that by streamlining record keeping process in this way, we can make the TIP document smaller, easier, and more user-friendly.

[1] Fiscal years begin on July 1 of the previous year and end June 30 of the current year. For example, the fiscal year for 2018 begins July 1, 2017, and ends June 30, 2018.

National Transportation Performance Measures and State Targets in the TIP

This section describes the effect the projects identified in the FY 2018-2021 TIP will have on addressing the national performance measures and in achieving the related State targets. Federal regulations (23 CFR 450.326(d)) states that “the TIP shall include, to the maximum extent practicable, a description of the anticipated effect of the TIP toward achieving the performance targets identified in the metropolitan transportation plan, linking investment priorities to those performance targets.”

The complete list of performance measures and specific State targets are discussed in detail in Chapter 13 of the MATS 2040 LRTP Update. The section below breaks out the discussion by Performance Management areas

PM 1 – Highway Safety Improvement Program

On November 1, 2017, the MATS Policy Committee adopted a Safety Target Resolution supporting all five safety targets established by the state. The specific Statewide targets are summarized in the table below.

Statewide Targets for National Safety Performance Measures

National Safety Performance Measures	State Safety Targets (2014-2018 rolling avg.)
# of Fatalities	1,593
Rate of Fatalities per 100 million VMT	1.32
# of Serious Injuries	19,643
Rate of Serious Injuries per 100 million VMT	16.318
Total # of Non-Motorized Fatalities and Serious Injuries	1,027

The projects included in the FY 2018-2021 TIP work to improve safety in the MATS region and help to meet the state safety targets by improving the design and engineering of roadways in the region. Design improvements included in the TIP include:

- The reconstruction of the I-75 / I-16 Interchange to provide additional travel and merge lanes and improved on/off ramps.
- Intersection improvements as part of other corridor projects.
- Construction of sidewalks and bicycle facilities along roadways as part of other corridor projects to improve the safety of bicyclists and pedestrians.

All of these proposed design improvements are intended to help reduce crashes, fatalities, and serious injuries in the MATS region thereby helping the state achieve its safety targets.

National Transportation Performance Measures and State Targets in the TIP (continued)

PM 2 – Pavement and Bridge Conditions for the National Highway Performance Program

On May 16, 2018, GDOT established two- and four-year Statewide Pavement and Bridge Condition performance targets for the first performance measurement period. The targets for both the two-year and four-year time frame are identical. These performance targets are also adopted as the initial targets for roads and bridges located within the MATS area. The specific Statewide targets are summarized in the table below.

Statewide Targets for Pavement and Bridge Condition Performance Measures

National Pavement and Bridge Condition Performance Measures	State Pavement and Bridge Condition Targets (2014-2018 rolling avg.)
Percent of NHS Bridges in Good condition as a percentage of total NHS bridge deck are	≥ 60% (NHS) in Good Condition
Percent of NHS Bridges in Poor condition as a percentage of total NHS bridge deck area	≤ 10% (NHS) in Poor Condition
Percentage of Interstate NHS pavements in Good condition	≥ 50% in Good Condition
Percentage of Interstate NHS pavements in Poor condition	≤ 5% in Poor Condition
Percentage of Non-Interstate NHS pavements in Good condition	≥ 40% in Good Condition
Percentage of NHS pavements in Poor condition	≤ 12% in Poor Condition

Projects in the FY 2018-2021 TIP that address these goals include:

- Replacement of structurally deficient and functionally obsolete bridges to ensure that the bridges remain safe
- Projects listed in the Lump Sum funding category, with the supplemental description of Road Maintenance – National Highway, Road Maintenance – Any Area, Bridge Painting or Bridge Painting – Interstate

All projects with these descriptions are intended to maintain bridge decks and pavement conditions for roads within MATS region to a level consistent with the State Pavement and Bridge Condition performance targets.

National Transportation Performance Measures and State Targets in the TIP *(continued)*

PM 3 – National System Performance, Freight Movement, and Congestion Mitigation & Air Quality

On May 16, 2018, GDOT established two- and four-year Statewide performance targets for the National Highway System Performance, Freight Movement on the Interstate System, and Congestion Mitigation and Air Quality Improvement Program, for the first performance measurement period. Because of improvements in MATS air quality during the FY 2014 – 2017 TIP cycle (i.e., rescission by U.S. EPA of the Maintenance designation under the 1997 NAAQS for Ozone and PM 2.5), not all targets in this category that were adopted by GDOT were deemed relevant to the MATS area. The remaining Statewide targets that are relevant to MATS are summarized in the table below.

Statewide Targets for System Performance, Freight Movement and CMAQ Performance Measures

National System Performance and Freight Movement, and Congestion Mitigation & Air Quality Performance Measures	Applicable Roadway	State Targets (2014-2018 rolling avg.)	
		2 -Year Target	4-Year Target
Percent of person-miles traveled on the Interstate that are reliable	Interstate	73.0%	67.0%
Percent of person-miles traveled on non-Interstate NHS that are reliable	Non-Interstate	n/a	81.0%
Truck Travel Time Reliability Index	All Roads	1.66	1.76
Total Emissions Reduction	All Roads	VOC ... 205.7 kg/day NOx 563.3 kg/day	VOC 386.6 kg/day NOx: 1,085.0 kg/day

Projects in the FY 2018-2021 TIP that address these goals include:

- The reconstruction of the I-16/I-75 Interchange (as mentioned above)
- The Sardis Church Rd. extension, connecting Sardis Church Rd. with SR 247 on the South edge of the Middle GA Regional Airport
- Projects listed in the Lump Sum funding category, with the supplemental description of Traffic Control Devices, and Traffic Control Devices - NHS

All projects with these descriptions are intended to maintain travel network efficiency for individuals and freight on roads within MATS region, to a level consistent with State performance targets relevant to the MATS region for System Performance and Freight Movement, and Congestion Mitigation & Air Quality.

National Transportation Performance Measures and State Targets in the TIP *(continued)*

Transit Performance Measures

In addition to the metrics and goals identified above, MAP-21 also directed the Federal Transit Administration (FTA) to establish Performance Measures for transit service providers, focusing specifically on State of Good Repair. In July 2016, FTA issued the final rule (49 CFR 625.17) establishing Transit Asset Management (TAM) requirements for recipients and sub-recipients of federal funds. Based on the requirements established under 23 CFR 450.324 and 23 CFR 450.326, acknowledgement of this final rule also must be reflected in the MATS FY 2018 – 2021 TIP.

On August 24, 2018, Georgia Dept. of Transportation – Intermodal Division published finalized Group TAM Plans and targets for Tier II sub-recipients of FTA 5307 Operating Funds. The Group TAM Plan covers the four year period FY 2019 through FY 2022, and includes both a preliminary assessments relative to TAM Plan targets, and a detailed breakdown of TAM targets by asset class and initial FY 2019 TAM Plan targets (see tables below).

Summary of Initial GDOT TAM Targets for Tier II Sub-Recipients of FTA 5307 Operating Funds

Asset Category	Performance Measure	Initial Target FY 2017	Actual Performance
Rolling Stock - Revenue Vehicles by Mode	% of vehicles met or exceeded Useful Life Benchmark (ULB)	<15.0%	12.4%
Equipment - non-revenue support service and maintenance vehicles	% of vehicles met or exceeded ULB	<50%	42.6%
Facilities - maintenance and administrative facilities, passenger stations (buildings); and parking facilities	% of assets with condition rating below 3.0 on FTA TERM scale	<40%	8.4%

Source: GDOT Group Transit Asset Management Plan, Table 4.2 – Summary of Initial Performance Targets, 24 August 2018.

National Transportation Performance Measures and State Targets in the TIP *(continued)*

Detailed Breakdown of GDOT TAM Targets for Tier II Sub-Recipients of FTA 5307 Operating Funds, and Proposed FY 2019 TAM Targets

Asset Category/Class	Total Number	Useful Life Benchmark (ULB)	Number Exceeding ULB/3.0 TERM Rating	% Exceeding ULB/3.0 TERM Rating	Proposed FY 2019 Targets
Rolling Stock	775		96	12.4%	
BU-Bus (35' – 40')	82	14 yrs.	8	9.8%	<15%
BU-Bus (29' – 30')	54	12 yrs.	21	38.9%	<35%
CU – Cutaway Bus	593	7 yrs.	52	8.8%	<10%
MV – Minivan	1	8 yrs.	1	100.0%	<50%
SB – School bus	33	15 yrs.	8	24.2%	<50%
VN – Van	12	8 yrs.	6	50.0%	<50%
Equipment	55		23	42.6%	
AO – Automobile	18	8 yrs.	11	61.1%	<55%
Trucks and other Rubber Tire Vehicles	31	10 yrs.	11	35.5%	<55%
Equip. > \$50,000	6	14 yrs.	n/a	n/a	n/a
Facilities	83		7	8.4%	
Administration	62	n/a	2	3.2%	<25%
Maintenance	11	n/a	5	45.5%	<25%
Passenger/ Parking Facilities	10	n/a	0	0%	<10%

Source: GDOT Group Transit Asset Management Plan, Table 4.1 – Summary of Asset Performance by Asset Class, 24 August 2018.

Because both Jones County Transit (JCT) and Macon-Bibb County Transit Authority (MTA) are specifically identified as being covered under the GDOT Group TAM Plan, the targets identified in that plan are applicable by reference in the MATS FY 2018 – 2021 TIP.

To that end, the following projects in the MATS FY 2018 – 2021 TIP are identified as supporting JCT and MTA compliance with transit performance measures:

- MTA purchase of twelve (12) 35 ft. Cut-a-way busses between FY 2018 and FY 2021, to replace anticipated fleet retirements
- MTA purchase of at least two (2) 35 ft. electric busses under FTA 5339(c) discretionary Low Emission/No Emission grant;
- Continued assistance to Middle Georgia Regional Commission (MGRC), wherein MGRC serves as 5311 Rural Transit program manager for JCT

STIP FUNDS							
(MATCHED)							
FY 2018 - FY 2021 (Amended 6 December 2017)							
FUND	CODE	LUMP DESCRIPTION	2018	2019	2020	2021	TOTAL
NHPP	Z001		\$ -	\$ 16,728,425	\$ 3,847,410	\$ 227,416,100	\$ 247,991,935
STP	Z231		\$ -	\$ 1,500,000	\$ 18,600,000	\$ 17,000,000	\$ 37,100,000
CMAQ	Z400		\$ 788,959	\$ 1,512,946	\$ 1,526,232	\$ 1,539,519	\$ 5,367,656
Transit	5303		\$ 91,678	\$ 91,678	\$ 91,678	\$ 91,678	\$ 366,712
Transit	5304		\$ 2,006	\$ 2,006	\$ 2,006	\$ 2,006	\$ 8,024
Transit	5307		\$ 5,553,458	\$ 2,402,324	\$ 2,402,324	\$ 2,402,324	\$ 12,760,430
Transit	5310		\$ 132,771	\$ 139,410	\$ 146,381	\$ 147,113	\$ 565,675
Transit	5339		\$ 747,954	\$ -	\$ -	\$ -	\$ 747,954
Transit*	5339c*	LOW-NO EMISSION GRANT*	\$ 2,826,000	\$ -	\$ -	\$ -	\$ 2,826,000
NHPP	Z001	BRIDGE PAINT - INTERSTATE	\$ 426,000	\$ 426,000	\$ 426,000	\$ 426,000	\$ 1,704,000
NHPP	Z001	ROAD MAINT - NAT'L HWY	\$ 2,542,000	\$ 2,542,000	\$ 1,562,000	\$ 1,562,000	\$ 8,208,000
NHPP	Z001	ROADWAY LIGHTING	\$ 23,000	\$ 14,000	\$ 14,000	\$ 14,000	\$ 65,000
NHPP	Z001	TRAF CONTROL DEVICES - NHS	\$ 64,000	\$ 71,000	\$ 341,000	\$ 341,000	\$ 817,000
STP	L220	ENHANCEMENT	\$ 270,000	\$ 270,000	\$ 270,000	\$ 270,000	\$ 1,080,000
STP	Z240	CST MGMT	\$ 568,000	\$ 426,000	\$ 426,000	\$ 426,000	\$ 1,846,000
STP	Z240	OPERATIONS	\$ 170,000	\$ 170,000	\$ 170,000	\$ 170,000	\$ 680,000
STP	Z240	ROAD MAINT - ANY AREA	\$ 2,272,000	\$ 2,272,000	\$ 1,917,000	\$ 1,917,000	\$ 8,378,000
STP	Z240	BRIDGE PAINTING	\$ 213,000	\$ 213,000	\$ 213,000	\$ 213,000	\$ 852,000
STP	Z240	LOW IMPACT BRIDGES	\$ 369,000	\$ 369,000	\$ 369,000	\$ 369,000	\$ 1,476,000
STP	Z240	TRAF CONTROL DEVICES	\$ 433,000	\$ 426,000	\$ 85,000	\$ 85,000	\$ 1,029,000
STP	Z240	RW PROTECTIVE BUY	\$ 21,000	\$ 21,000	\$ 21,000	\$ 21,000	\$ 84,000
STP	Z240	WETLAND MITIGATION	\$ 17,000	\$ 17,000	\$ 17,000	\$ 17,000	\$ 68,000
Trails	Z940	RECREATIONAL TRAILS	\$ 18,000	\$ 18,000	\$ 18,000	\$ 18,000	\$ 72,000
HSIP	ZS30	SAFETY	\$ 1,349,000	\$ 1,420,000	\$ 1,420,000	\$ 1,420,000	\$ 5,609,000
HSIP	ZS40	RRX HAZARD ELIM	\$ 71,000	\$ 71,000	\$ 71,000	\$ 71,000	\$ 284,000
HSIP	ZS50	RRX PROTECTION DEV	\$ 57,000	\$ 57,000	\$ 57,000	\$ 57,000	\$ 228,000
TOTAL			\$19,025,826	\$31,179,789	\$34,013,031	\$ 255,995,740	\$ 340,214,386

* This adjustment reflects an additional allocation to the FY 2018-2021 TIP due to the award of a competitive grant for electric buses, awarded to Macon-Bibb County Transit Authority by FTA on 12 September 2017. For full details, see discussion in Chapter 4.

PROJECTS

Chapter 2 | Projects

NEW PROJECTS IN TIP FY 2018 – 2021		PI#
⌘ I-16 Eastbound from I-75 to Walnut Creek-Phase IV		311005
⌘ Jeffersonville Rd. from Recreation Rd. to SR 540		351080
⌘ I-16 from I-75 to Walnut Creek-Phase V		0012701
⌘ SR 11/SR 49/US 41@Norfolk Southern RR – Bridge Replacement		0013712
⌘ I-475@ Tucker Rd. – Bridge Replacement		0013921
⌘ I-75@SR 87/US 23 – Bridge Replacement		0013929
⌘ I-16 East & Westbound @ Walnut Creek – Bridge Replacement		0014072
⌘ SR 247 @ Norfolk Southern RR – Bridge Replacement		0014895
⌘ Bass Rd. @ Norfolk Southern RR – Bridge Replacement		0014896
⌘ I-16 East & Westbound @ Ocmulgee River Overflow – Bridge Replacement		0014897
⌘ Oglethorpe St. @ Norfolk Southern RR – Bridge Replacement		0014898
⌘ College St. @ Norfolk Southern RR – Bridge Replacement		0014899
⌘ SR 18/Ocmulgee River, 13 miles East of Forsyth – Bridge Replacement		0016130
MAJOR PROJECTS UNDER CONSTRUCTION IN FY 2017		PI#
⌘ Sardis Church Rd. Extension		0000566
⌘ Forest Hill Rd. Widening – Northside to Wimbish Rd.		351130
⌘ Second St. Connector Project – Phase 2 Local Project		
⌘ I-16 Project (I-75 to SR 87) – Phase 1		311000
⌘ Pleasant Hill Neighborhood Improvements, I-16/I-75 – Phase 1B		012699
⌘ I-16/I-75 (I-75 Northbound from SR 19 to I-16 Interchange) – Phase 2		012700
⌘ I-16/I-75 (I-75 Southbound from SR 19 to I-16 Interchange) – Phase 3		311410

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Project Worksheet Date: 4/3/2017[illegible]

Project Worksheet Date: 4/3/2017

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Project Worksheet Date: 4/3/2017

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Project Worksheet Date: 4/3/2017[illegible]

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Project Worksheet Date: 5/8/2019

PROJECT NAME: HOUSTON ROAD (US 41/SR 11/SR 49) @ ROCKY CREEK & TOBESOFKEE CREEK		PROJECT#: MCN-118				
PROJECT DESCRIPTION: Replacement of bridges on Houston Rd. at Rocky Creek & Tobesofkee Creek and overflows.		P.I. #: 0009861				
		L RTP Priority # 1				
		TIP#: MCN - 118				
		COUNTY: Bibb				
LENGTH (MI): .40	# OF LANES - EXISTING: N/A		PLANNED: N/A			
TRAFFIC VOLUMES (ADT): N/A	(2012)	N/A	(2040)			
LOCAL RD. #:	ST./US #		FUNDING : Z001			
<p>See: Appendix entry 0009861_20180507M for details on Administrative Modification 5/7/2018. Appendix entry 07_20190508 for details on GDOT Amendment 5/8/2019.</p>						
LATEST TOTAL PROJECT COST:		\$23,008,668.49	TOTAL COST ESTIMATE DATE: 3/26/2019			
CURRENT TIP PHASES						
PROJECT PHASE	\$ SOURCE	FY 2018	FY 2019	FY 2020	FY 2021	TOTAL
PRELIMINARY ENGINEERING		\$0	\$0	\$0	\$0	\$0
RIGHT-OF-WAY		\$0	\$0	\$0	\$0	\$0
UTILITIES	FED./ST.	\$0	\$204,000	\$0	\$0	\$204,000
CONSTRUCTION	FED./ST.	\$0	\$22,804,668	\$0	\$0	\$22,804,668
PROJECT COST		\$0	\$23,008,668	\$0	\$0	\$23,008,668
FEDERAL COST		\$0	\$18,406,935	\$0	\$0	\$18,406,935
STATE COST		\$0	\$4,601,734	\$0	\$0	\$4,601,734
LOCAL COST		\$0	\$0	\$0	\$0	\$0
DOT DISTRICT: 3	CONGRESSIONAL DIST: 2		RC: MG			
Fund 1 For PI 1:	Fund 2 For PI 2:		Fund 3 For PI 3:			
PROJECT LOCATION						

Project Worksheet Date: 11/17/2020

PROJECT NAME:		I-16 WB FROM I-75 TO WALNUT CREEK - PHASE V		PROJECT#:			
PROJECT DESCRIPTION:		Improvements to I-16 westbound from I-75 to Walnut Creek. This includes widening I-16 from 4 to 6 lanes, the collector/distributor system as needed and improvements to the I-16/I-75 interchange. This is Phase V of the interchange project.		P.I. #:		0012701	
				LRTP Priority #		6	
				TIP#:		MCN-136	
				COUNTY:		BIBB	
LENGTH (MI): 2.69		# OF LANES - EXISTING: 4		PLANNED:		6	
TRAFFIC VOLUMES (ADT): 50,830-81,840		(2012)		82,370-102,980		(2040)	
LOCAL RD. #:		ST/US #		FUNDING :		Z001 & Z460	
COMMENTS/REMARKS: This is a regionally significant project. See Appendix entry 0012701_20180806M for details on Administrative Modification 8/6/2018; See Appendix entry 0012701_20200420M for details on Administrative Modification 4/20/2020. The Construction phase for this project in FY 2021 is jointly funded through multiple GDOT Funding Codes. See Appendix entry 0012701_20201026M for details on Administrative Modification 10/26/2020. The Construction phase for this project in FY 2021 is jointly funded through multiple GDOT Funding Codes. See Appendix entry 0012701_20201117M for Administrative Modification 11/17/2020. Updates on funding code allocations for Construction phase for this project, per GDOT request of 11/17/2020.							
LATEST TOTAL PROJECT COST:		\$89,932,624.00		TOTAL COST ESTIMATE DATE:		10/26/2020	
CURRENT TIP PHASES							
PROJECT PHASE	\$ SOURCE	FY 2018	FY 2019	FY 2020	FY 2021	TOTAL	
PRELIMINARY ENGINEERING		\$0	\$0	\$0	\$0	\$0	
RIGHT-OF-WAY		\$0	\$0	\$0	\$0	\$0	
UTILITIES	FED./ST.	\$0	\$0	\$0	\$484,783	\$484,783	
CONSTRUCTION	FED./ST.	\$0	\$0	\$0	\$89,447,841	\$89,447,841	
PROJECT COST		\$0	\$0	\$0	\$89,932,624	\$89,932,624	
FEDERAL COST		\$0	\$0	\$0	\$71,946,099	\$71,946,099	
STATE COST		\$0	\$0	\$0	\$17,986,525	\$17,986,525	
LOCAL COST		\$0	\$0	\$0	\$0	\$0	
DOT DISTRICT:	3	CONGRESSIONAL DIST:			2	RC:	MG
Fund 1 For PI 1:		Fund 2 For PI 2:				Fund 3 For PI 3:	
PROJECT LOCATION							

Project Worksheet Date: 4/20/2020

PROJECT NAME: SR 11/SR 49/US 41 @ NS 734080Y 1.4 MI S OF MACON		PROJECT#:	
PROJECT DESCRIPTION: Replace railroad bridge on SR 11/SR 49// US 41 @ Norfolk Southern Railroad, 1.4 miles south of Macon.		P.I. #: 0013712	
		L RTP Priority # 32	
		TIP#: MCN-122	
		COUNTY: BIBB	
LENGTH (MI): .40		# OF LANES - EXISTING: N/A	
TRAFFIC VOLUMES (ADT): N/A		PLANNED: N/A	
LOCAL RD. #: ST./US #		(2012) N/A (2040)	
		FUNDING : M001	
See Appendix entry 0013712_20180507M for details on Administrative Modification 5/7/2018.			
See Appendix entry 0013712_20181108A for details on Amendment 11/8/2018.			
See Appendix entry 0013712_20200420M for details on Administrative Modification 4/20/2020.			
LATEST TOTAL PROJECT COST: \$4,597,410.00		TOTAL COST ESTIMATE DATE: Nov. 2016	
CURRENT TIP PHASES			
PROJECT PHASE	\$ SOURCE	FY 2018	FY 2019
PRELIMINARY ENGINEERING		\$0	\$0
RIGHT-OF-WAY	FED./ST.	\$0	\$0
UTILITIES		\$0	\$0
CONSTRUCTION	FED./ST.	\$0	\$0
PROJECT COST		\$0	\$0
FEDERAL COST		\$0	\$0
STATE COST		\$0	\$0
LOCAL COST		\$0	\$0
DOT DISTRICT: 3	CONGRESSIONAL DIST: 2	RC: MG	
Fund 1 For PI 1:	Fund 2 For PI 2:	Fund 3 For PI 3:	
PROJECT LOCATION			

PROJECT NAME: I-475 @ CR 742/TUCKER ROAD 2 MI W OF MACON		PROJECT#:	
PROJECT DESCRIPTION: Bridge Replacement - Replace Bridge on I-475 @ Tucker Rd., 2 miles west of Macon		P.I. #: 0013921	
		LRTP Priority # 33	
		TIP#: MCN-130	
		COUNTY: BIBB	
LENGTH (MI): .40		# OF LANES - EXISTING: N/A	
TRAFFIC VOLUMES (ADT): N/A		PLANNED: N/A	
LOCAL RD. #:		(2012) N/A (2040)	
ST./US #		FUNDING : Z231	
See: Appendix entry 0013921_20180507M for details on Administrative Modification 5/7/2018.			
See: Appendix entry 0013921_20191002M for details on Administrative Modification 10/2/2019.			
See: Appendix entry 0013921_20200420M for details on Administrative Modification 4/20/2020.			
LATEST TOTAL PROJECT COST:		TOTAL COST ESTIMATE DATE:	
\$4,365,302.00		4/1/2018	
CURRENT TIP PHASES			
PROJECT PHASE	\$ SOURCE	FY 2018	FY 2019
PRELIMINARY ENGINEERING		\$0	\$0
RIGHT-OF-WAY	FED./ST.	\$0	\$0
UTILITIES		\$0	\$0
CONSTRUCTION	FED./ST.	\$0	\$0
PROJECT COST		\$0	\$0
FEDERAL COST		\$0	\$0
STATE COST		\$0	\$0
LOCAL COST		\$0	\$0
DOT DISTRICT:	3	CONGRESSIONAL DIST:	2 & 8
Fund 1 For PI 1:		Fund 2 For PI 2:	
		Fund 3 For PI 3:	
PROJECT LOCATION			

Project Worksheet Date: 11/14/2018

PROJECT NAME: I-75@SR 87/US 23		PROJECT#:	
PROJECT DESCRIPTION: Bridge Replacement Project at I-75 SR 87/US 23 in Macon		P.I. #: 0013929	
		L RTP Priority # 34	
		TIP#: MCN-131	
		COUNTY: BIBB	
LENGTH (MI): .40	# OF LANES - EXISTING: N/A	PLANNED: N/A	
TRAFFIC VOLUMES (ADT): N/A	(2012)	N/A	(2040)
LOCAL RD. #:	ST./US #	FUNDING : Z231	
COMMENTS/REMARKS: Project CANCELLED BY GDOT . Work is being assumed under GDOT Project #12700 (I-75 NB from SR 19 to I-16: Phase II)			
LATEST TOTAL PROJECT COST:		\$6,591,644.00	TOTAL COST ESTIMATE DATE: Apr. 2018
CURRENT TIP PHASES			
PROJECT PHASE	\$ SOURCE	FY 2018	FY 2019
PRELIMINARY ENGINEERING		\$0	\$0
RIGHT-OF-WAY	FED./ST.	\$0	\$0
UTILITIES		\$0	\$0
CONSTRUCTION	FED./ST.	\$0	\$0
PROJECT COST		\$0	\$0
FEDERAL COST		\$0	\$0
STATE COST		\$0	\$0
LOCAL COST		\$0	\$0
DOT DISTRICT: 3	CONGRESSIONAL DIST: 2	RC: MG	
Fund 1 For PI 1:	Fund 2 For PI 2:	Fund 3 For PI 3:	
PROJECT LOCATION			

PROJECT NAME: I-16 EASTBOUND & WESTBOUND @ WALNUT CREEK		PROJECT#:	
PROJECT DESCRIPTION: Replacement of Bridges on I-16 Eastbound and Westbound @ Walnut Creek, 1 mile east of Macon		P.I. #: 0014072	
		L RTP Priority # 35	
		TIP#: MCN-132	
		COUNTY: BIBB	
LENGTH (MI): .8	# OF LANES - EXISTING: N/A	PLANNED:	N/A
TRAFFIC VOLUMES (ADT): N/A	(2012)	N/A	(2040)
LOCAL RD. #:	ST./US #	FUNDING :	Z231
See: Appendix entry 0014072_20180507M for details on Administrative Modification 5/7/2018.			
LATEST TOTAL PROJECT COST:		\$11,030,604.00	TOTAL COST ESTIMATE DATE: Apr. 2018
CURRENT TIP PHASES			
PROJECT PHASE	\$ SOURCE	FY 2018	FY 2019
PRELIMINARY ENGINEERING		\$0	\$0
RIGHT-OF-WAY	FED./ST.	\$0	\$0
UTILITIES		\$0	\$0
CONSTRUCTION	FED./ST.	\$0	\$0
PROJECT COST		\$0	\$0
FEDERAL COST		\$0	\$0
STATE COST		\$0	\$0
LOCAL COST		\$0	\$0
DOT DISTRICT: 3	CONGRESSIONAL DIST: 2	RC:	MG
Fund 1 For PI 1:	Fund 2 For PI 2:	Fund 3 For PI 3:	
PROJECT LOCATION			

Project Worksheet Date: 5/7/2018

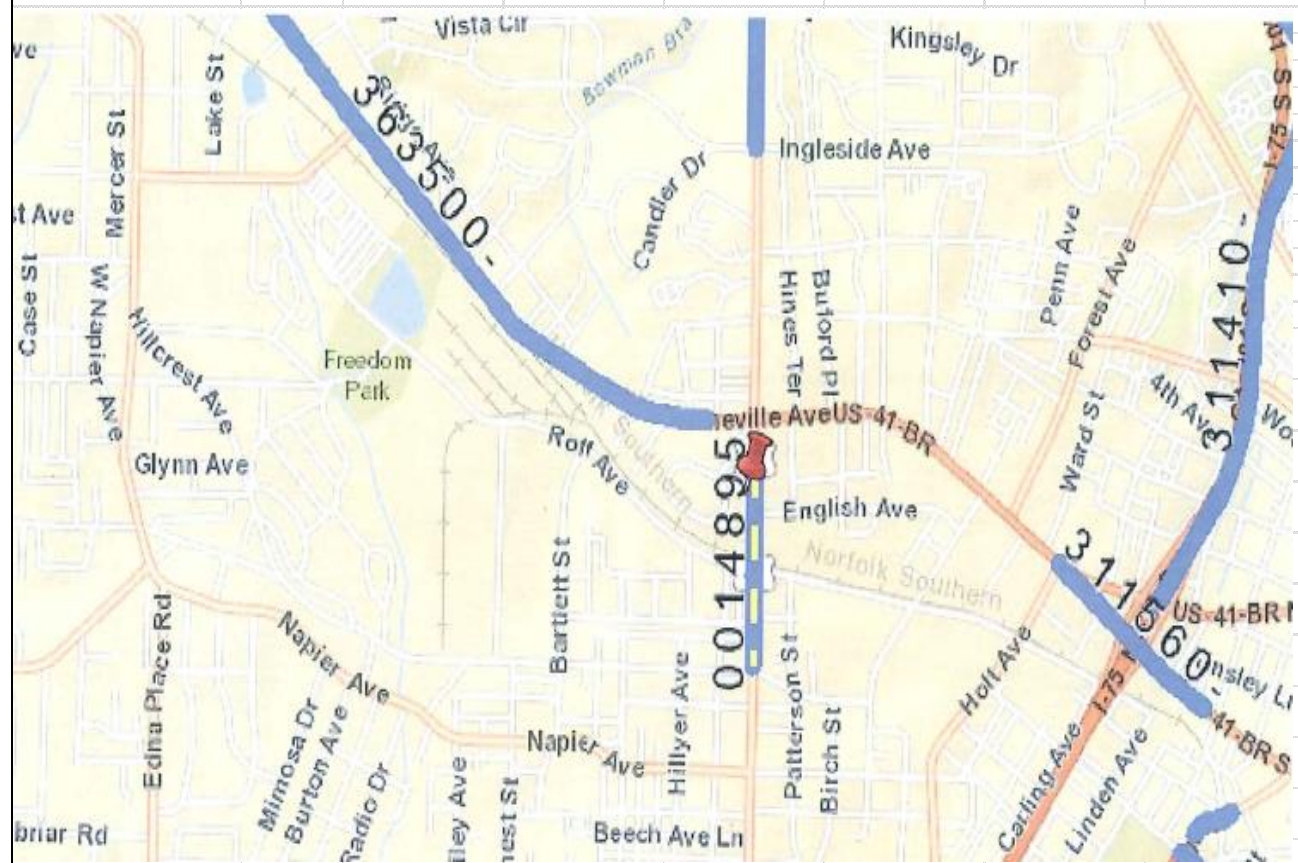
PROJECT NAME: SR 247@NORFOLK SOUTHERN RAILROAD		PROJECT#:	
PROJECT DESCRIPTION: Bridge Replacement on SR 247 @ Norfolk Southern Railroad #718364M in Macon		P.I. #:	0014895
		L RTP Priority #	18
		TIP#:	MCN-125
		COUNTY:	BIBB
LENGTH (MI): .4	# OF LANES - EXISTING: N/A		PLANNED: N/A
TRAFFIC VOLUMES (ADT):	N/A	(2012)	N/A (2040)
LOCAL RD. #:	ST./US #		FUNDING : Z231

See: Appendix entry 0014895_20180507M for details on Administrative Modification 5/7/2018.

LATEST TOTAL PROJECT COST:	\$3,265,302.00	TOTAL COST ESTIMATE DATE:	Apr. 2018
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CURRENT TIP PHASES						
PROJECT PHASE	\$ SOURCE	FY 2018	FY 2019	FY 2020	FY 2021	TOTAL
PRELIMINARY ENGINEERING		\$0	\$0	\$0	\$0	\$0
RIGHT-OF-WAY	FED./LOCAL	\$0	\$0	\$265,302	\$0	\$265,302
UTILITIES		\$0	\$0	\$0	\$500,000	\$500,000
CONSTRUCTION	FED./LOCAL	\$0	\$0	\$0	\$2,000,000	\$2,000,000
PROJECT COST		\$0	\$0	\$265,302	\$2,500,000	\$2,765,302
FEDERAL COST		\$0	\$0	\$212,242	\$2,000,000	\$2,212,242
STATE COST		\$0	\$0	\$0	\$0	\$0
LOCAL COST		\$0	\$0	\$53,060	\$500,000	\$553,060
DOT DISTRICT:	3	CONGRESSIONAL DIST: 2		RC: MG		
Fund 1 For PI 1:		Fund 2 For PI 2:		Fund 3 For PI 3:		

PROJECT LOCATION						
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Project Worksheet Date: 3/26/2020

PROJECT NAME:	CR 742/BASS ROAD @ NS # 718357C 2 MI W OF MACON			PROJECT#:	
PROJECT DESCRIPTION: Bridge Replacement on Bass Rd. @ Norfolk Southern Railroad - 2 miles west of Macon				P.I. #:	0014896
				L RTP Priority #	19
				TIP#:	MCN-126
				COUNTY:	BIBB
LENGTH (MI): .4	# OF LANES - EXISTING:	N/A		PLANNED:	N/A
TRAFFIC VOLUMES (ADT):	N/A	(2012)	N/A	(2040)	
LOCAL RD. #:	ST./US #			FUNDING :	Z231

See: Appendix entry 0014896_20180507M for details on Administrative Modification 5/7/2018.

See: Appendix entry 0014896_20200326M for details on Administrative Modification 3/26/2020.

LATEST TOTAL PROJECT COST:	\$5,015,302.00	TOTAL COST ESTIMATE DATE:	Apr. 2018
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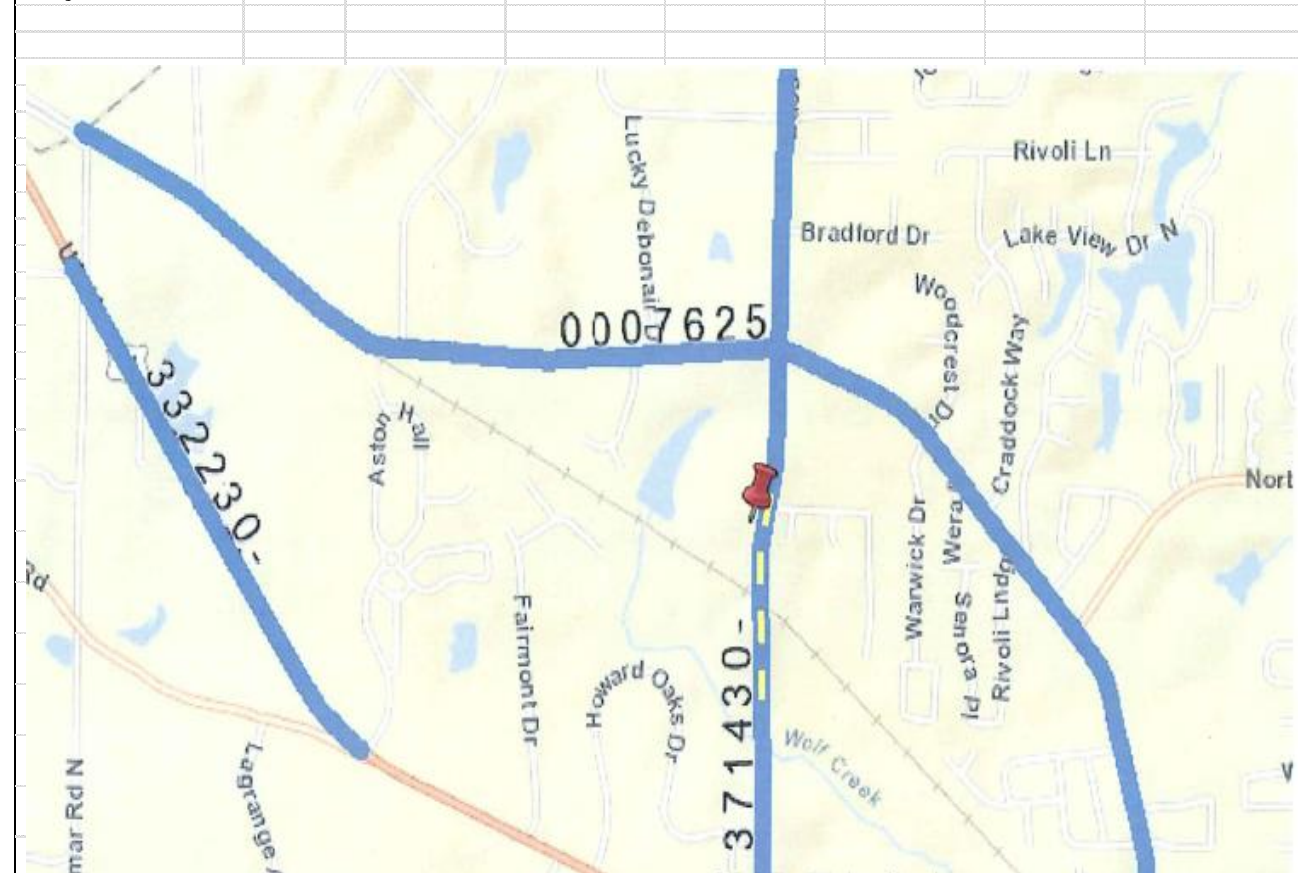
CURRENT TIP PHASES

PROJECT PHASE	\$ SOURCE	FY 2018	FY 2019	FY 2020	FY 2021	TOTAL
PRELIMINARY ENGINEERING		\$0	\$0	\$0	\$0	\$0
RIGHT-OF-WAY	FED./ST.	\$0	\$0	\$400,000	\$0	\$400,000
UTILITIES	FED./ST.	\$0	\$0	\$0	\$1,500,000	\$1,500,000
CONSTRUCTION	FED./ST.	\$0	\$0	\$0	\$2,500,000	\$2,500,000
PROJECT COST		\$0	\$0	\$400,000	\$4,000,000	\$4,400,000
FEDERAL COST		\$0	\$0	\$320,000	\$3,200,000	\$3,520,000
STATE COST		\$0	\$0	\$80,000	\$800,000	\$880,000
LOCAL COST		\$0	\$0	\$0	\$0	\$0

DOT DISTRICT:	3	CONGRESSIONAL DIST:	8	RC:	MG
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Fund 1 For PI 1:		Fund 2 For PI 2:		Fund 3 For PI 3:	
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PROJECT LOCATION					
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PROJECT NAME: I-16 EASTBOUND & WESTBOUND @ OCMULGEE RIVER OVERFLOW		PROJECT#:	
PROJECT DESCRIPTION: Bridge Replacement Project on I-16 @ Ocmulgee River overflow		P.I. #:	0014897
		L RTP Priority #	17
		TIP#:	MCN-127
		COUNTY:	BIBB
LENGTH (MI): 1.60	# OF LANES - EXISTING: N/A	PLANNED:	N/A
TRAFFIC VOLUMES (ADT):	N/A (2012)	N/A	(2040)
LOCAL RD. #:	ST./US #	FUNDING :	Z231
See: Appendix entry 0014897_20180507M for details on Administrative Modification 5/7/2018.			
LATEST TOTAL PROJECT COST:		\$11,265,302.00	TOTAL COST ESTIMATE DATE: Apr. 2018
PROJECT PHASE	\$ SOURCE	FY 2018	FY 2019
PRELIMINARY ENGINEERING		\$0	\$0
RIGHT-OF-WAY	FED./ST.	\$0	\$0
UTILITIES		\$0	\$0
CONSTRUCTION	FED./ST.	\$0	\$0
PROJECT COST		\$0	\$0
FEDERAL COST		\$0	\$0
STATE COST		\$0	\$0
LOCAL COST		\$0	\$0
DOT DISTRICT:	3	CONGRESSIONAL DIST:	2
Fund 1 For PI 1:		Fund 2 For PI 2:	
PROJECT LOCATION			

Project Worksheet Date: 11/14/2018

PROJECT NAME: OGLETHORPE ST. @ NORFOLK SOUTHERN RAILROAD IN MACON		PROJECT#:	
PROJECT DESCRIPTION: Bridge Replacement Project on CR 1694/Oglethorpe St. @ Railroad		P.I. #:	0014898
		L RTP Priority #	20
		TIP#:	MCN-128
		COUNTY:	BIBB
LENGTH (MI): .4	# OF LANES - EXISTING: N/A	PLANNED:	N/A
TRAFFIC VOLUMES (ADT):	N/A (2012)	N/A	(2040)
LOCAL RD. #:	ST/US #	FUNDING :	Z231
COMMENTS/REMARKS: Project CANCELLED BY GDOT due to revocation of local match by Norfolk Southern Railroad.			
LATEST TOTAL PROJECT COST: \$2,450,000.00		TOTAL COST ESTIMATE DATE: Nov. 2016	
CURRENT TIP PHASES			
PROJECT PHASE	\$ SOURCE	FY 2018	FY 2019
PRELIMINARY ENGINEERING		\$0	\$0
RIGHT-OF-WAY	FED./LOCAL	\$0	\$0
UTILITIES		\$0	\$0
CONSTRUCTION		\$0	\$0
PROJECT COST		\$0	\$0
FEDERAL COST		\$0	\$0
STATE COST		\$0	\$0
LOCAL COST		\$0	\$0
DOT DISTRICT:	3	CONGRESSIONAL DIST:	2
Fund 1 For PI 1:		Fund 2 For PI 2:	
Fund 3 For PI 3:		RC:	MG
PROJECT LOCATION			

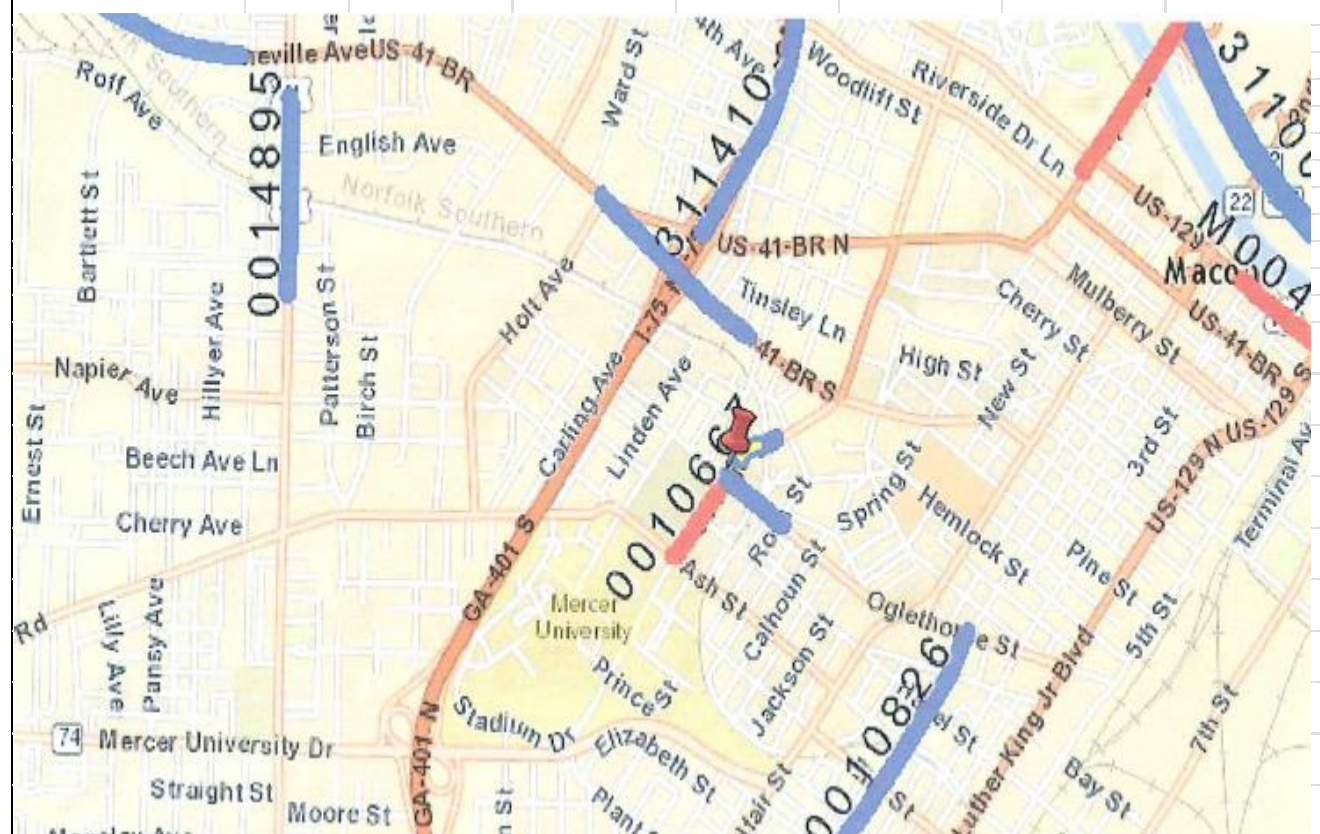
Project Worksheet Date: 4/3/2017

PROJECT NAME:	COLLEGE ST. @ NORFOLK SOUTHERN RAILROAD IN MACON			PROJECT#:	
PROJECT DESCRIPTION:	Bridge Replacement Project on CR 5813/College St. @ Norfolk Southern Railroad			P.I. #:	0014899
				L RTP Priority #	21
				TIP#:	MCN-129
				COUNTY:	BIBB
LENGTH (MI):	.4	# OF LANES - EXISTING:	N/A	PLANNED:	N/A
TRAFFIC VOLUMES (ADT):	N/A	(2012)	N/A	(2040)	
LOCAL RD. #:		ST./US #		FUNDING :	Z231
COMMENTS/REMARKS: This project was added to the TIP in FY 2016. The local share of the project will be funded by Norfolk Southern Railroad.					

LATEST TOTAL PROJECT COST:	\$2,700,000.00	TOTAL COST ESTIMATE DATE:	Nov. 2016
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CURRENT TIP PHASES						
PROJECT PHASE	\$ SOURCE	FY 2018	FY 2019	FY 2020	FY 2021	TOTAL
PRELIMINARY ENGINEERING		\$0	\$0	\$0	\$0	\$0
RIGHT-OF-WAY	FED./LOCAL	\$0	\$0	\$0	\$250,000	\$250,000
UTILITIES		\$0	\$0	\$0	\$0	\$0
CONSTRUCTION		\$0	\$0	\$0	\$0	\$0
PROJECT COST		\$0	\$0	\$0	\$250,000	\$250,000
FEDERAL COST		\$0	\$0	\$0	\$200,000	\$200,000
STATE COST		\$0	\$0	\$0	\$0	\$0
LOCAL COST		\$0	\$0	\$0	\$50,000	\$50,000
DOT DISTRICT:	3	CONGRESSIONAL DIST: 2		RC:		MG
Fund 1 For PI 1:		Fund 2 For PI 2:		Fund 3 For PI 3:		

PROJECT LOCATION



PROJECT NAME: I-16 EB FROM I-75 TO WALNUT CREEK-PHASE IV		PROJECT#: NH-IM-16-1(131)	
PROJECT DESCRIPTION: Improvements to I-16 eastbound from I-75 to Walnut Creek. This includes widening I-16 from 4 to 6 lanes, the collector/distributor system as needed and improvements to the I-16/I-75 interchange. This is Phase IV of the interchange project.		P.I. #:	311005
		L RTP Priority #	5
		TIP#:	MCN-66
		COUNTY:	BIBB
LENGTH (MI): 2.92	# OF LANES - EXISTING: 4	PLANNED:	6
TRAFFIC VOLUMES (ADT): 50,830-81,840 (2012)		82,370-102,980 (2040)	
LOCAL RD. #:	ST./US #	FUNDING :	Z001
COMMENTS/REMARKS: Project includes collector and distributor system to maintain traffic flow. This is a regionally significant project. The concept for this project began in 1999 and was completed in 2000. See Appendix entry 311005_20180806M for details on Administrative Modification 8/6/2018. See Appendix entry 311005_20200420M for details on Administrative Modification 4/20/2020. See Appendix entry 311005_20200420M for details on Administrative Modification 10/26/2020.			
LATEST TOTAL PROJECT COST:		\$143,904,602.00	TOTAL COST ESTIMATE DATE: 10/26/2020
CURRENT TIP PHASES			
PROJECT PHASE	\$ SOURCE	FY 2018	FY 2019
PRELIMINARY ENGINEERING		\$0	\$0
RIGHT-OF-WAY		\$0	\$0
UTILITIES	FED./ST.	\$0	\$0
CONSTRUCTION	FED./ST.	\$0	\$0
PROJECT COST		\$0	\$0
FEDERAL COST		\$0	\$0
STATE COST		\$0	\$0
LOCAL COST		\$0	\$0
DOT DISTRICT: 3	CONGRESSIONAL DIST: 2	RC: MG	
Fund 1 For PI 1:	Fund 2 For PI 2:	Fund 3 For PI 3:	
PROJECT LOCATION			

[illegible]

Project Worksheet Date: 11/14/2018

PROJECT NAME: JEFFERSONVILLE RD FROM RECREATION RD. TO SR 540		PROJECT#:	
PROJECT DESCRIPTION: Widen Jeffersonville Road from 2 to 4 thru lanes with a continuous left turn lane from Recreation Rd. to Emery Rd (US 80).		P.I. #: 351080	
		LRTP Priority # 37	
		TIP#:	
		COUNTY: BIBB	
LENGTH (MI):	# OF LANES - EXISTING: 2	PLANNED: 5	
TRAFFIC VOLUMES (ADT): 4,620 (GDOT Estimate) (2016)		(2040)	
LOCAL RD. #:	ST./US #	FUNDING : HB170	
COMMENTS/REMARKS: This project does not involve Federal funds. However, since earlier projects related to this area HAVE involved federal funds, this project is included in this TIP pursuant to federal requirements found in 23 CFR 450.324(f)			
LATEST TOTAL PROJECT COST: \$9,070,702.00		TOTAL COST ESTIMATE DATE: 9/24/2018	
CURRENT TIP PHASES			
PROJECT PHASE	\$ SOURCE	FY 2018	FY 2019
PRELIMINARY ENGINEERING		\$0	\$0
RIGHT-OF-WAY		\$0	\$0
UTILITIES		\$0	\$0
CONSTRUCTION		\$0	\$6,821,702
PROJECT COST		\$0	\$6,821,702
FEDERAL COST		\$0	\$0
STATE COST		\$0	\$6,821,702
LOCAL COST		\$0	\$0
DOT DISTRICT: 3	CONGRESSIONAL DIST: 2	RC: MG	
Fund 1 For PI 1:	Fund 2 For PI 2:	Fund 3 For PI 3:	
PROJECT LOCATION			

Project Worksheet Date: 2/5/2020

PROJECT NAME: CR 742/BASS ROAD FROM PROVIDENCE BLVD TO NEW FORSYTH ROAD		PROJECT#:				
PROJECT DESCRIPTION: Widen Bass Road from two to four lanes from Providence Blvd. to New Forsyth Rd		P.I. #: 0017121				
		LRTP Priority # 8				
		TIP#: MCN-135				
		COUNTY: Bibb				
LENGTH (MI): 1.1	# OF LANES - EXISTING: 2	PLANNED: 4				
TRAFFIC VOLUMES (ADT): 10600 (2018)		(2040)				
LOCAL RD. #: ST./US # 361		FUNDING : Z231 & Local				
COMMENTS/REMARKS: New Project for TIP which includes replacement of bridge over I-75. ROW phase of project is in 2024 and Construction and Utility Phases are in 2026.						
LATEST TOTAL PROJECT COST:		TOTAL COST ESTIMATE DATE:				
CURRENT TIP PHASES						
PROJECT PHASE	\$ SOURCE	FY 2018	FY 2019	FY 2020	FY 2021	TOTAL
PRELIMINARY ENGINEERING		\$0.00	\$0.00	\$2,092,635.00	\$0.00	\$2,092,635.00
RIGHT-OF-WAY		\$0.00	\$0.00	\$0.00	\$0.00	\$0.00
UTILITIES		\$0.00	\$0.00	\$0.00	\$0.00	\$0.00
CONSTRUCTION		\$0.00	\$0.00	\$0.00	\$0.00	\$0.00
PROJECT COST		\$0.00	\$0.00	\$2,092,635.00	\$0.00	\$2,092,635.00
FEDERAL COST		\$0.00	\$0.00	\$1,674,108.00	\$0.00	\$1,674,108.00
STATE COST		\$0.00	\$0.00	\$418,527.00	\$0.00	\$418,527.00
LOCAL COST		\$0.00	\$0.00	\$0.00	\$0.00	\$0.00
DOT DISTRICT: 3	CONGRESSIONAL DIST: 8		RC: MG			
Fund 1 For PI 1:	Fund 2 For PI 2:		Fund 3 For PI 3:			
PROJECT LOCATION						



FUNDING

Chapter 3 | Funding

CHAPTER 3 - FUNDING PLAN

MACON AREA TRANSPORTATION STUDY ANTICIPATED FEDERAL EXPENDITURES

NHPP FUNDS (Z001)
IN (000'S)

P#	PROJECT DESCRIPTION	TIP PAGE #	TIP											
			FY 18			FY 19			FY 20			FY 21		
			PE	RW	CST	UT	RW	CST	UT	RW	CST	UT	RW	CST
311005	I-16 Eastbound from I-75 to Walnut Creek -PH IV	24										\$ 920,067		\$128,678,254
0009861	Houston Rd.:SR 11/SR 49 @Rocky Creek & Tob'kee	13				\$ 146,128		\$ 16,332,296						
0013712	SR 11/SR 49/US 41@Norfolk Southern Railroad	14					\$ 250,000				\$ 3,847,410			
0012701	I-75 Westbound from I-75 to Walnut Creek -PH 5	21										\$ 568,277		\$ 97,249,502
LUMP SUM	Bridge Painting	36			\$ 426,000			\$ 426,000			\$ 426,000			\$ 426,000
LUMP SUM	Traffic Control Devices	41			\$ 64,000			\$ 71,000			\$ 341,000			\$ 341,000
LUMP SUM	Road Maintenance	35			\$ 2,542,000			\$ 2,542,000			\$ 1,562,000			\$ 1,562,000
LUMP SUM	Roadway Lighting	28			\$ 23,000			\$ 14,000			\$ 14,000			\$ 14,000

SUBTOTAL Z001 COSTS \$- \$- \$ 3,055,000 \$ 146,128 \$ 250,000 \$ 19,385,296 \$- \$- \$ 6,190,410 \$ 1,488,344 \$ - \$228,270,756
TOTAL Z001 COSTS \$ 3,055,000 \$ 19,781,424 \$ 6,190,410 \$229,759,100
AVAILABLE Z001 FUNDS \$ 3,055,000 \$ 19,781,424 \$ 6,190,410 \$229,759,100

STP FUNDS (Z231)

P#	PROJECT DESCRIPTION	TIP PAGE #	TIP											
			FY 18			FY 19			FY 20			FY 21		
			PE	UT	CST	PE	RW	CST	PE	RW	CST	UT	RW	CST
0013921	I-475 @ Tucker Rd.	15					\$ 250,000				\$ 3,600,000			
0013929	I-75@SR 87/US 23	16					\$ 250,000				\$ 5,500,000			
0014072	I-16 East & Westbound @ Walnut Creek	17					\$ 250,000				\$ 9,500,000			
0014895	SR 247@Norfolk Souther Railroad	18					\$ 250,000					\$ 500,000		\$ 2,000,000
0014896	Bass Rd. @ Norfolk Southern Railroad	19					\$ 250,000					\$ 1,500,000		\$ 2,500,000
0014897	I-16 East & Westbound @ Ocmulgee River Overflow	20					\$ 250,000							\$ 10,000,000
0014898	Oglethorpe @ Norfolk Southern Railroad	22											\$ 250,000	
0014899	College St. @ Norfolk Souther Railroad	23											\$ 250,000	

SUBTOTAL Z231 COSTS \$- \$- \$ - \$ - \$ 1,500,000 \$ - \$- \$- \$ 18,600,000 \$ 2,000,000 \$ 500,000 \$ 14,500,000
TOTAL Z231 COSTS \$- \$ - \$ 1,500,000 \$ 18,600,000 \$ 17,000,000
AVAILABLE Z231 FUNDS \$ - \$ 1,500,000 \$ 18,600,000 \$ 17,000,000

SURFACE TRANSPORTATION PROGRAM (STP)
SET ASIDE FUNDS (000's)

STP ENHANCEMENT FUNDS (L220)

P#	PROJECT DESCRIPTION	TIP PAGE #	TIP											
			FY 18			FY 19			FY 20			FY 21		
			PE	RW	CST	PE	RW	CST	PE	RW	CST	PE	RW	CST
LUMP SUM	TRANSPORTATION ENHANCEMENTS	26			\$ 270,000			\$ 270,000			\$ 270,000			\$ 270,000

SUBTOTAL L220 COSTS \$- \$- \$ 270,000 \$ - \$ - \$ 270,000 \$- \$- \$ 270,000 \$ - \$ - \$ 270,000
TOTAL L220 COSTS \$ 270,000 \$ 270,000 \$ 270,000
AVAILABLE L220 FUNDS \$ 270,000 \$ 270,000 \$ 270,000

DNR PROJECTS (Z940) Includes local funds

PI#	PROJECT DESCRIPTION	TIP PAGE #	TIP											
			FY 18			FY 19			FY 20			FY 21		
			PE	RW	CST	PE	RW	CST	PE	RW	CST	PE	RW	CST
LUMP SUM	Recreation Trails	38			\$ 18,000			\$ 18,000			\$ 18,000			\$ 18,000

SUBTOTAL Z940 COSTS	\$-	\$-	\$ 18,000	\$ -	\$ -	\$ 18,000	\$-	\$-	\$ 18,000	\$ -	\$ -	\$ 18,000
TOTAL Z940 COSTS			\$ 18,000			\$ 18,000			\$ 18,000			\$ 18,000
AVAILABLE Z940 FUNDS			\$ 18,000			\$ 18,000			\$- \$ 18,000			\$ 18,000

STP FUNDS (Z240)

PI#	PROJECT DESCRIPTION	TIP PAGE #	TIP											
			FY 18			FY 19			FY 20			FY 21		
			PE	RW	CST	PE	RW	CST	PE	RW	CST	PE	RW	CST
LUMP SUM	Low Impact Bridges	40			\$ 369,000			\$ 369,000			\$ 369,000			\$ 369,000
LUMP SUM	Road Maintenance	30			\$ 2,272,000			\$ 2,272,000			\$ 1,917,000			\$ 1,917,000
LUMP SUM	Bridge Painting	31			\$ 213,000			\$ 213,000			\$ 213,000			\$ 213,000
LUMP SUM	Traffic Control Devices	29			\$ 433,000			\$ 426,000			\$ 85,000			\$ 85,000
LUMP SUM	Wetland Mitigation	25			\$ 17,000			\$ 17,000			\$ 17,000			\$ 17,000
LUMP SUM	Construction Management	39			\$ 568,000			\$ 426,000			\$ 426,000			\$ 426,000
LUMP SUM	R-O-W Protective Buying	37			\$ 21,000			\$ 21,000			\$ 21,000			\$ 21,000
LUMP SUM	Operations	27			\$ 170,000			\$ 170,000			\$ 170,000			\$ 170,000

SUBTOTAL Z240 COSTS	\$-	\$-	\$ 4,063,000	\$ -	\$ -	\$ 3,914,000	\$-	\$-	\$ 3,218,000	\$ -	\$ -	\$ 3,218,000
TOTAL Z240 COSTS			\$ 4,063,000			\$ 3,914,000			\$ 3,218,000			\$ 3,218,000
AVAILABLE Z240 FUNDS			\$ 4,063,000			\$ 3,914,000			\$ 3,218,000			\$ 3,218,000
AVAILABLE Z240 FUNDS			\$ 4,063,000			\$ 3,914,000			\$ 3,218,000			\$ 3,218,000

HSIP FUNDS (ZS30)

PI#	PROJECT DESCRIPTION	TIP PAGE #	TIP											
			FY 18			FY 19			FY 20			FY 21		
			PE	RW	CST	PE	RW	CST	PE	RW	CST	PE	RW	CST
LUMP SUM	Safety Projects	34			\$ 1,349,000			\$ 1,420,000			\$ 1,420,000			\$ 1,420,000

SUBTOTAL ZS30 COSTS	\$-	\$-	\$ 1,349,000	\$ -	\$ -	\$ 1,420,000	\$-	\$-	\$ 1,420,000	\$ -	\$ -	\$ 1,420,000
TOTAL ZS30 COSTS			\$ 1,349,000			\$ 1,420,000			\$ 1,420,000			\$ 1,420,000
AVAILABLE ZS30 FUNDS			\$ 1,349,000			\$ 1,420,000			\$- \$ 1,420,000			\$ 1,420,000

HSIP FUNDS (ZS50)

PI#	PROJECT DESCRIPTION	TIP PAGE #	TIP											
			FY 18			FY 19			FY 20			FY 21		
			PE	RW	CST	PE	RW	CST	PE	RW	CST	PE	RW	CST
LUMP SUM	Railroad Protection Devices Fund	32			\$ 57,000			\$ 57,000			\$ 57,000			\$ 57,000

SUBTOTAL ZS50 COSTS	\$-	\$-	\$ 57,000	\$ -	\$ -	\$ 57,000	\$-	\$-	\$ 57,000	\$ -	\$ -	\$ 57,000
TOTAL ZS50 COSTS			\$ 57,000			\$ 57,000			\$ 57,000			\$ 57,000
AVAILABLE ZS50 FUNDS			\$ 57,000			\$ 57,000			\$ 57,000			\$ 57,000

HSIP (ZS40)

PI#	PROJECT DESCRIPTION	TIP PAGE #	TIP											
			FY 18			FY 19			FY 20			FY 21		
			PE	RW	CST	PE	RW	CST	PE	RW	CST	PE	RW	CST
LUMP SUM	Railroad Hazards Elimination Funds	33			\$ 71,000			\$ 71,000			\$ 71,000			\$ 71,000

SUBTOTAL ZS40 COSTS	\$-	\$-	\$ 71,000	\$ -	\$ -	\$ 71,000	\$-	\$-	\$ 71,000	\$ -	\$ -	\$ 71,000
TOTAL ZS40 COSTS			\$ 71,000			\$ 71,000			\$ 71,000			\$ 71,000
AVAILABLE ZS40 FUNDS			\$ 71,000			\$ 71,000			\$ 71,000			\$ 71,000

MASS TRANSIT

Chapter 4 | Mass Transit

Financial Capacity Statement of the Macon Transit Authority

Purpose

The purpose of this statement is to show that the Macon Transit Authority has the financial capacity to complete the schedule of projects which are contained in the Transportation Improvement Program for the next four years. This statement is required by the FTA in order to verify that the transit operator has the financial capability to complete the projects for which federal assistance is being requested.

Scope

The FTA circular requires that this section address two areas of financial capacity. These are the financial condition and capability of the Transit Authority. This statement includes all of the funding sources for the Transit Authority.

Financial Condition

The Macon Transit Authority went into operation on May 1, 1981 when the City of Macon transferred the entire operation of the transit system to them. Currently, Macon-Bibb Co. provides funding for operating and capital costs. Overall, federal, state, and local funding, as well as, system revenues cover the operating and capital costs of the Transit Authority. The Transit Authority first applied for federal assistance in FY 2000.

At the end of the fiscal year, an audit was performed at the Macon Transit Authority. The independent audit found that the system is within its operating budget and that the budget was fully funded. The operating and capital funding information is presented below.

Financial Capability

The financial capability for the transit system remains high and local support for the transit system has increased. Macon-Bibb County wants to maintain support for the transit system in order to provide increased transit service to the public.

NON-FEDERAL OPERATING FUNDS FY 2016

ENTITY	AMOUNT	%
State of Georgia	\$0	0%
Local Contributions	\$2,616,435	72%
System Revenues	\$1,028,728	28%
Total:	\$3,645,163	100%

NON-FEDERAL CAPITAL FUNDS FY 2016

ENTITY	AMOUNT	%
Local Contributions	\$69,100	100%
System Revenues	\$0	0%
Total:	\$69,100	100%

The financial capability for the transit system remains high and local support for the transit system has increased. Macon-Bibb County wants to maintain support for the transit system in order to provide increased transit service to the public.

FY 2018 CAPITAL IMPROVEMENT JUSTIFICATION FOR THE MACON - BIBB COUNTY TRANSIT AUTHORITY

1. PURCHASE OF TWO 40 FT. DIESEL BUSES - This is to replace high mileage buses.
2. PURCHASE OF SIX 35 FT. CUT-A-WAY BUSES - This is to replace high mileage buses.
3. REPLACE SUPERVISOR VAN (1) - This is to replace the current van that has excessive mileage.
4. COMPUTER EQUIPMENT AND SOFTWARE - This is to replace out of date servers and assist IT department to handle MTA computer needs.
5. BUS MAINTENANCE PARTS AND SUPPLIES - Continue to replenish supplies at new location from lack of space at Terminal Station.
6. OFFICE FURNITURE AND EQUIPMENT - This is needed to replace old dilapidated office furniture & equipment.
7. PURCHASE 15 GPS TABLETS - This is needed to replace old tablets.
8. PURCHASE OF TWO ELECTRIC 35 FT. BUSES - This is an opportunistic purchase in response to a discretionary award from FTA under the 5339(c) Low Emission-No Emission Grant Program

CAPITAL SCHEDULE FOR MACON-BIBB COUNTY TRANSIT AUTHORITY

Section 5339 (Amended 6 December 2017)

STIP #		T006686	T006045	T006106	T006117	T006128	
DESCRIPTION	Unit Cost	FY 18	FY 18	FY 19	FY 20	FY 21	TOTAL
Approved							
Purchase 35 ft. Cut-a-way buses (12)	\$180,000		\$1,080,000	\$360,000	\$360,000	\$360,000	\$2,160,000
Bus Maintenance Parts & Supplies	N/A		\$100,000	\$100,000	\$100,000	\$100,000	\$400,000
Purchase at least two (2) 35 ft. Electric Busses,	\$800,000	\$2,826,000					\$2,826,000
Charing Infrastructure, Operation and Maintenance Training,							
and Related Expenses							
Pending							
Purchase 40 ft. Diesel buses (2)	\$430,000		\$860,000				\$860,000
Buses for ADA Service (2)	\$85,000			\$170,000			\$170,000
Replace & Refurbish Bus Shelters and Benches	N/A			\$200,000			\$200,000
New Service Vehicles (6)	\$33,300				\$200,000		\$200,000
Office Equipment & Furniture	N/A		\$5,000		\$5,000		\$10,000
GPS Tablets (30)	\$1,267		\$19,000		\$19,000		\$38,000
APPROVED PROJECT COSTS		\$2,826,000	\$1,180,000	\$460,000	\$460,000	\$460,000	\$5,386,000
FEDERAL COST		\$1,750,000	\$944,000	\$368,000	\$368,000	\$368,000	\$3,798,000
STATE COST		\$0	\$118,000	\$46,000	\$46,000	\$46,000	\$256,000
LOCAL COST		\$1,076,000	\$118,000	\$46,000	\$46,000	\$46,000	\$1,332,000
<i>DOT DISTRICT # 3</i>				CONG. DIST.	2 & 8	RC	MG

Project Worksheet Date 4/3/2017

PROJECT NAME: TRANSIT PLANNING ACTIVITIES		PROJECT#:	
PROJECT DESCRIPTION: Transit planning support services provided by Macon-Bibb Planning & Zoning in their capacity as MATS MPO staff.		P.I. #: T005137	
		LRTP Priority #	
		TIP#:	
LENGTH (MI): N/A # OF LANES - EXISTING: N/A		COUNTY: BIBB	
TRAFFIC VOLUMES (ADT): N/A (2012) N/A		PLANNED: N/A	
LOCAL RD. #: N/A ST./US # N/A		(2040) N/A	
		FUNDING : 5303	
COMMENTS/REMARKS: Project Phase categories do not apply to this worksheet. Federal, State and Local cost shares are as per usual (80%/10%/10%).			
LATEST TOTAL PROJECT COST: \$366,712.00		TOTAL COST ESTIMATE DATE: 4/3/2017	
CURRENT TIP PHASES			
PROJECT PHASE	\$ SOURCE	FY 2018	FY 2019
PRELIMINARY ENGINEERING		\$0.00	\$0.00
RIGHT-OF-WAY		\$0.00	\$0.00
UTILITIES		\$0.00	\$0.00
CONSTRUCTION		\$0.00	\$0.00
PROJECT COST		\$91,678.00	\$91,678.00
FEDERAL COST		\$73,342.00	\$73,342.00
STATE COST		\$9,168.00	\$9,168.00
LOCAL COST		\$9,168.00	\$9,168.00
DOT DISTRICT:	CONGRESSIONAL DIST:	RC:	
Fund 1 For PI 1:	Fund 2 For PI 2:	Fund 3 For PI 3:	
PROJECT LOCATION			

Project Worksheet Date 4/3/2017

PROJECT NAME:		NON-METROPOLITAN TRANSPORTATION PLANNING				PROJECT#:	
PROJECT DESCRIPTION: Transit planning support services provided by Middle Georgia Regional Commission in their capacity as transit program managers for rural transit programs in Jones County.						P.I. #: T006055	
						LRTP Priority #	
						TIP#:	
						COUNTY:	
LENGTH (MI): N/A		# OF LANES - EXISTING: N/A		PLANNED: N/A			
TRAFFIC VOLUMES (ADT): N/A		(2012) N/A		(2040) N/A			
LOCAL RD. #: N/A		ST./US # N/A		FUNDING : N/A			
COMMENTS/REMARKS: Project Phase categories do not apply to this worksheet. Federal, State and Local cost shares are as per usual (80%/10%/10%).							
LATEST TOTAL PROJECT COST: \$8,024.00				TOTAL COST ESTIMATE DATE:		4/3/2017	
CURRENT TIP PHASES							
PROJECT PHASE	\$ SOURCE	FY 2018	FY 2019	FY 2020	FY 2021	TOTAL	
PRELIMINARY ENGINEERING		\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	
RIGHT-OF-WAY		\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	
UTILITIES		\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	
CONSTRUCTION		\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	
PROJECT COST		\$2,006.00	\$2,006.00	\$2,006.00	\$2,006.00	\$8,024.00	
FEDERAL COST		\$1,605.00	\$1,605.00	\$1,605.00	\$1,605.00	\$6,420.00	
STATE COST		\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	
LOCAL COST		\$401.00	\$401.00	\$401.00	\$401.00	\$1,604.00	
DOT DISTRICT:	CONGRESSIONAL DIST: 8				RC: MG		
Fund 1 For PI 1:		Fund 2 For PI 2:			Fund 3 For PI 3:		
PROJECT LOCATION							

OPERATING ASSISTANCE SCHEDULE FOR MACON-BIBB COUNTY TRANSIT AUTHORITY					
SECTION 5307					
STIP #	T006045	T006106	T006117	T006128	
OPERATING PERIOD	FY 18	FY 19	FY 20	FY 21	TOTAL
Fiscal Year 2018	\$5,453,458				\$5,453,458
(07/01/17-06/30/18)					
Fiscal Year 2019		\$5,562,528			\$5,562,528
(07/01/18- 06/30/19)					
Fiscal Year 2020			\$5,673,778		\$5,673,778
(07/01/19 - 06/30/20)					
Fiscal Year 2021				\$5,787,254	\$5,787,254
(07/01/20 - 06/30/21)					
PROJECT COST	\$5,453,458	\$5,562,528	\$5,673,778	\$5,787,254	\$22,477,018
FEDERAL COST	\$2,726,729	\$2,781,264	\$2,836,889	\$2,893,627	\$11,238,509
LOCAL COST	\$2,726,729	\$2,781,264	\$2,836,889	\$2,893,627	\$11,238,509
DOT DISTRICT # 3		CONG. DIST.	2 & 8	RDC	MG

CAPITAL SCHEDULE IN MACON FOR ELDERLY AND DISABLED					
Section 5310					
STIP #					
DESCRIPTION	FY 18	FY 19	FY 20	FY 21	TOTAL
Purchase of Service	\$132,771				\$132,771
Purchase of Service		\$139,410			\$139,410
Purchase of Service			\$146,381		\$146,381
Purchase of Service				\$147,113	\$147,113
PROJECT COST	\$132,771	\$139,410	\$146,381	\$147,113	\$565,675
FEDERAL COST	\$106,217	\$111,528	\$117,105	\$117,690	\$452,540
LOCAL COST	\$26,554	\$27,882	\$29,276	\$29,423	\$113,135
DOT DISTRICT # 3		CONG. DIST.	2 & 8	RC	MG

**TRANSPORTATION IMPROVEMENT PROGRAM
FY 2018 - 2021**

PROJECT DESCRIPTION: BUS REPLACEMENT SCHEDULE FOR MACON-BIBB CO. TRANSIT AUTHORITY												
MODEL YEAR	12 YEAR SCHEDULE											
	2018	2019	2020	2021	2022	2023	2024	2025	2026	2027	2028	2029
2004	0	0	0	0	0	0	0	0	0	0	0	0
2005	0	0	0	0	0	0	0	0	0	0	0	0
2006	0	0	0	0	0	0	0	0	0	0	0	0
2007	0	0	0	0	0	0	0	0	0	0	0	0
2008	0	0	0	0	0	0	0	0	0	0	0	0
2009	0	0	0	0	0	0	0	0	0	0	0	0
2010	11	9	7	5	3	1	0	0	0	0	0	0
2011	0	0	0	0	0	0	0	0	0	0	0	0
2012	5	5	5	5	5	5	4	2	0	0	0	0
2013	1	1	1	1	1	1	1	1	1	0	0	0
2014	1	1	1	1	1	1	1	1	1	0	0	0
2015	4	4	4	4	4	4	4	4	4	4	2	0
2016	0	0	0	0	0	0	0	0	0	0	0	0
2017	0	0	0	0	0	0	0	0	0	0	0	0
2018	8	8	8	8	8	8	8	8	8	8	8	8
2019		2	2	2	2	2	2	2	2	2	2	2
2020			2	2	2	2	2	2	2	2	2	2
2021				2	2	2	2	2	2	2	2	2
2022					2	2	2	2	2	2	2	2
2023						2	2	2	2	2	2	2
2024							2	2	2	2	2	2
2025								2	2	2	2	2
2026									2	2	2	2
2027										2	2	2
2028											2	2
2029												2
TOTAL VEH.	30	30	30	30	30	30	30	30	30	30	30	30
PEAK USAGE	20	20	20	20	20	20	20	20	20	20	20	20
SPARES	10	10	10	10	10	10	10	10	10	10	10	10
SPARE RATIO	50%	50%	50%	50%	50%	50%	50%	50%	50%	50%	50%	50%
VEH. RETIRED	8	2	2	2	2	2	2	2	2	2	2	2
VEH. PURCH.	8	2	2	2	2	2	2	2	2	2	2	2

AIRPORTS

Chapter 5 | Airports

Chapter 5 | Airports

MIDDLE GEORGIA REGIONAL AIRPORT

PROJECT # 1

CATEGORY: Airports

PROJECT DESCRIPTION: Wetland Mitigation

TASK	FY 18	FY 19	FY 20	FY 21	FY 22	TOTAL
Capital Assistance				\$1,500,000		\$1,500,000
Total Cost Per Task				\$1,500,000		\$1,500,000

Share	%	Cost
Federal	95	\$1,425,000
State	2.5	\$37,500
Local	2.5	\$37,500

PROJECT # 2 CATEGORY: Airports

PROJECT DESCRIPTION: MALSR Relocation

TASK	FY 18	FY 19	FY 20	FY 21	FY 22	TOTAL
Capital Assistance					\$500,000	\$500,000
Total Cost Per Task					\$500,000	\$500,000

Share	%	Cost
Federal	90	\$450,000
State	5	\$25,000
Local	5	\$25,000

PROJECT # 3 CATEGORY: Airports

PROJECT DESCRIPTION: Land acquisition for Runway 5/23

TASK	FY 18	FY 19	FY 20	FY 21	FY 22	TOTAL
Capital Assistance	\$1,200,000					\$1,200,000
Total Cost Per Task	\$1,200,000					\$1,200,000

Share	%	Cost
Federal	95	\$1,140,000
State	2.5	\$30,000
Local	2.5	\$30,000

MIDDLE GEORGIA REGIONAL AIRPORT

PROJECT # 4 CATEGORY: Airports

PROJECT DESCRIPTION: Runway 5/23 Extension - Site Preparation and Drainage for Extension and Tunnel

TASK	FY 18	FY 19	FY 20	FY 21	FY 22	TOTAL
Capital Assistance	\$3,197,368					\$3,197,368
Total Cost Per Task	\$3,197,368					\$3,197,368

Share	%	Cost
Federal	95	\$3,037,500
State	2.5	\$79,934
Local	2.5	\$79,934

PROJECT # 5 CATEGORY: Airports

PROJECT DESCRIPTION: Runway 5/23 Extension - Tunnel Construction Base, Paving & Electrical for Runway Extension

TASK	FY 18	FY 19	FY 20	FY 21	FY 22	TOTAL
Capital Assistance			\$9,509,868			\$9,509,868
Total Cost Per Task			\$9,509,868			\$9,509,868

Share	%	Cost
Federal	95	\$9,034,374
State	2.5	\$237,747
Local	2.5	\$237,747

PROJECT # 6 CATEGORY: Airports

PROJECT DESCRIPTION: Design for Runway 5/23 Extension

TASK	FY 18	FY 19	FY 20	FY 21	FY 22	TOTAL
Capital Assistance	\$1,750,000					\$1,750,000
Total Cost Per Task	\$1,750,000					\$1,750,000

Share	%	Cost
Federal	95	\$1,682,500
State	2.5	\$43,750
Local	2.5	\$43,750

MIDDLE GEORGIA REGIONAL AIRPORT

PROJECT # 7 CATEGORY: Airports

PROJECT DESCRIPTION: Runway 5/23 Extension - Site Prep, Grading and Drainage

TASK	FY 18	FY 19	FY 20	FY 21	FY 22	TOTAL
Capital Assistance				\$2,000,000		\$2,000,000
Total Cost Per Task				\$2,000,000		\$2,000,000

Share	%	Cost
Federal	95	\$1,900,000
State	2.5	\$50,000
Local	2.5	\$50,000

MACON DOWNTOWN AIRPORT

PROJECT # 1 CATEGORY: Airports

PROJECT DESCRIPTION: Runway 10/28 Extension & Rehabilitation (Design Only)

TASK	FY 18	FY 19	FY 20	FY 21	FY 22	TOTAL
Capital Assistance	\$200,000					\$200,000
Total Cost Per Task	\$200,000					\$200,000

Share	%	Cost
Federal	90	\$180,000
State	5	\$10,000
Local	5	\$10,000

PROJECT # 2 CATEGORY: Airports

PROJECT DESCRIPTION: Runway 10/28 Extension (Construction)

TASK	FY 18	FY 19	FY 20	FY 21	FY 22	TOTAL
Capital Assistance		\$1,584,050				\$1,584,050
Total Cost Per Task		\$1,584,050				\$1,584,050

Share	%	Cost
Federal	90	\$1,425,645
State	5	\$79,203
Local	5	\$79,203

PROJECT # 3 CATEGORY: Airports

PROJECT DESCRIPTION: Runway 10/28 - Rehabilitation and Electrical

TASK	FY 18	FY 19	FY 20	FY 21	FY 22	TOTAL
Capital Assistance		\$2,958,300				\$2,958,300
Total Cost Per Task		\$2,958,300				\$2,958,300

Share	%	Cost
Federal	90	\$2,662,470
State	5	\$147,915
Local	5	\$147,915

MACON DOWNTOWN AIRPORT

PROJECT # 4 CATEGORY: Airports

PROJECT DESCRIPTION: Master Plan and ALP Update

TASK	FY 18	FY 19	FY 20	FY 21	FY 22	TOTAL
Capital Assistance			\$150,000			\$150,000
Total Cost Per Task			\$150,000			\$150,000

Share	%	Cost
Federal	90	\$135,000
State	5	\$7,500
Local	5	\$7,500

PROJECT # 5 CATEGORY: Airports

PROJECT DESCRIPTION: Security Fence

TASK	FY 18	FY 19	FY 20	FY 21	FY 22	TOTAL
Capital Assistance			\$212,000			\$212,000
Total Cost Per Task			\$212,000			\$212,000

Share	%	Cost
Federal	90	\$190,800
State	5	\$10,800
Local	5	\$10,800

PROJECT # 6 CATEGORY: Airports

PROJECT DESCRIPTION: Taxiway A Rehab (Full Reconstruction)

TASK	FY 18	FY 19	FY 20	FY 21	FY 22	TOTAL
Capital Assistance				\$1,698,200		\$1,698,200
Total Cost Per Task				\$1,698,200		\$1,698,200

Share	%	Cost
Federal	90	\$1,528,380
State	5	\$84,910
Local	5	\$84,910

MACON DOWNTOWN AIRPORT

PROJECT # 7 CATEGORY: Airports

PROJECT DESCRIPTION: Apron Rehabilitation

TASK	FY 18	FY 19	FY 20	FY 21	FY 22	TOTAL
Capital Assistance					\$584,000	\$584,000
Total Cost Per Task					\$584,000	\$584,000

Share	%	Cost
Federal	90	\$525,600
State	5	\$29,200
Local	5	\$29,200

APPENDIX

Appendix

Lump Sum Funding

A portion of the STIP funding is set aside for eleven groups of projects that do not affect the capacity of the roadway. The Lump Sum projects program is intended to give the Georgia Department of Transportation (GDOT) and the MATS MPO the flexibility to address projects of immediate need while fulfilling the requirements of the STIP. Funds are set up in lump sum banks to undertake projects that are developed after the STIP is approved. These lump sums banks, located in the statewide or "All" county section of the STIP, are listed in a number of funding types for each year for the Department's convenience in managing and accounting for the funding. These Lump Sum Banks are shown in the TIP/STIP with the words "Lump Sum" in the Project Description and contain an amount of funding for each year. Funds are drawn from these lump sums during the year and individual projects are programmed. The individual projects may include work at one or several locations for letting and accounting purposes. Listed below are these eleven groups and information about them. Except for the Preliminary Engineering and Rights of Way protective buying groups, the total available funds are shown as Construction for easy accounting. However, Preliminary Engineering and Rights of Way may be drawn from the Construction amount when needed.

Individual projects are programmed and funds drawn from the Lump Sum Bank at the time these funds are needed for Preliminary Engineering, Rights of Way and Construction. These projects may be funded in the current year or one of the other TIP/STIP years. Funds for these projects are not counted until authorization is requested for the funds. At that time the actual cost is deducted from the balance in the Lump Sum Bank.

To provide the readers of the TIP/STIP with as much information as possible, individual projects to be funded from the Lump Sum Bank in the future may be shown in the TIP/STIP with a program year of 2018 and a preliminary estimated cost. These projects are also denoted with the words "Uses Lump Sum Bank PI # 000xxxx" in the lower left area of the project listing. To avoid double counting, these projects are not included in the county total at the end of the county.

Group: Maintenance

Criteria: Existing system maintenance only

This group has six funding/work types: two for bridge painting/maintenance and the other four for roadway maintenance. Major types of work undertaken include road resurfacing, pavement rehabilitation, median work, impact attenuators, signing, fencing, pavement markings, landscaping, rest areas, walls, guardrail and shoulder work. Also included is preliminary engineering necessary to prepare plans and rights-of-way needed for work such as landslide repair, sewer hookups and erosion control.

Group: Safety

Criteria: Work qualifying for the High Hazard Safety Program and other safety projects.

This group includes the following work types: signal installation/upgrades, guardrail installation, sign installation, railroad protection devices, operational improvements, railroad crossing hazard elimination, roadway hazard elimination and special safety studies and programs.

Group: Preliminary Engineering

Criteria: Planning, studies and management systems

This group is a single item

Group: Roadway/Interchange Lighting

Criteria: Lighting

This group is a single item.

Group: Rights of Way - Protective Buying and Hardship Acquisitions

Criteria: Purchase of parcel(s) of rights of way for future projects that are in jeopardy of development and for hardship acquisition.

Qualifying projects are those that have preliminary engineering underway or have a Preliminary Engineering, Right of Way or Construction phase in the STIP. For counties that are not in conformance for air quality the only qualifying projects are those that have a Right of Way phase in the STIP. This group is a single item.

Group: Transportation Enhancement

Criteria: Projects qualifying for the Transportation Enhancement program (TE) and the Recreational Trails & Scenic Byway programs

TE projects shown in the STIP will be funded on a first come first served basis. When a project is funded it is drawn down from the lump sum. When all funds are gone, no other projects can be funded until the next fiscal year, which begins on July 1.

This group has two funding types.

Group: Livable Centers Initiative (LCI)

Criteria: Projects qualifying for the LCI program and selected by the Atlanta Regional Commission.

LCI implementation projects are selected on a competitive basis and lump sum funding amounts are programmed according to reasonable schedules for engineering, right of way acquisitions and construction for projects comprising the overall program. Funding for individual phases of a project may be shifted between fiscal years as necessary if such shifts do not affect the implementation schedule of other projects or exceed the overall lump sum funding amount.

This group is a single item.

Group: Safe Routes to Schools

Criteria: Projects intended to enable and encourage children, including those with disabilities, to walk and bicycle to school; to make walking and bicycling to school safe and more appealing; and to facilitate the planning, development and implementation of projects that will improve safety, and reduce traffic, fuel consumption, and air pollution in the vicinity of schools.

This group has three items; Infrastructure, Non-infrastructure & Any project.

Group: High Risk Rural Roads

Criteria: States are required to identify these roadways (and expend the HRRR funds) according to the following definition:

Any roadway functionally classified as a rural major or minor collector or a rural local road and

- A. on which the accident rate for fatalities and incapacitating injuries exceeds the statewide average for those functional classes of roadway; or**
- B. that will likely have increases in traffic volume that are likely to create an**

accident rate for fatalities and incapacitating injuries that exceeds the statewide average for those functional classes of roadway.

Group: Regional Traffic Signal Optimization

Criteria: Applies to maintenance and operation of traffic control devices statewide.

Candidate projects include:

- A. Regional Traffic Operations Concepts
- B. Micro-Regional Traffic Operations
- C. Traffic Control Maintenance Contracts
- D. Signal Timing

Identification of minor operational improvement projects to be submitted for Operational Projects under another Lump Sum category.

Projects will:

- A. Have to support the Regional or Statewide Traffic Signal Concept of Operations
- B. Focus on operating and maintaining the components of traffic control systems on which the accident rate for fatalities and incapacitating injuries exceeds the statewide average for those functional classes of roadway; or that will likely have increases in traffic volume that are likely to create an accident rate for fatalities.
- C. Local or quasi-governmental agencies may be contracted with at the project level.

Group: Low Impact Bridges

Criteria: Candidates for this process will require minimal permits, minor utility impacts, minimal FEMA coordination, no on-site detour, and meet other low-impact characteristics as identified in this document. Projects that ultimately qualify for this expedited process also must not exceed established environmental impact thresholds and thus qualify as a Categorical Exclusion (CE) determinations in compliance with the National Environmental Policy Act (NEPA). The Program has been created with three major principles in mind – safety, stewardship and streamlining.

- A. The safety of the travelling public is of paramount importance. It is the intent of this program to reduce risk associated with structurally deficient, scour critical, temporarily shored, or fracture critical structures.
- B. Second only to safety, the program will foster stewardship of Georgia's environmental and financial resources. Projects developed under the Program will seek to minimize the impact to the natural environment while providing long-term cost effective engineering solutions.
- C. The Program will result in accelerated, streamlined delivery of all phases of the bridge replacement including, planning, design, environmental approval and construction

Plan Amendment Processes and Public Participation Requirements

The following sections are based on the MATS Public Participation Plan, as amended March 9, 2016. The only difference between that document and the text below is that the text below has been edited to reflect the update in status of the MATS region from “Maintenance” to “Conforming” under the 2012 National Ambient Air Quality Standards. See <http://www.mats2040.org/wp-content/uploads/2017/03/20160309-MATS-Participation-Plan.pdf> for the full current document.

Plan Amendment Processes

In some cases, it may be necessary to amend certain planning documents. The information below summarizes the amendment process under the MATS program in case revisions are needed.

Transportation Improvement Program (TIP) and Long Range Transportation Program (LRTP)

If the Policy Committee determines it necessary to amend the final LRTP and/or TIP, the proposed change will be classified as either an Administrative Modification or an Amendment (described below).

Administrative Modifications

The following actions are eligible as Administrative Modifications to the TIP/LRTP:

- A. Revise a project description without changing the project scope, conflicting with the environmental document or changing the conformity finding in nonattainment and maintenance areas (less than 10% change in project termini according to GDOT). This change would not alter the original project intent.
- B. Splitting or combining projects.
- C. Federal funding category change.
- D. Minor changes in expenditures for transit projects as stipulated by GDOT.
- E. Roadway project phases may have a cost increase less than \$2,000,000 or 20% of the amount to be authorized.
- F. Shifting projects within the 4-year STIP as long as the subsequent annual draft STIP was submitted prior to September 30.
- G. Projects may be funded from lump sum banks as long as they are consistent with category definitions.

An Administrative Modification can be processed in accordance with these procedures provided:

1. It does not affect the air quality conformity determination.
2. It does not impact financial constraint.
3. It does not require public review and comment.

The Administrative Modification process consists of a monthly list of notifications from GDOT to all involved parties, with change summaries sent on a monthly basis to the FHWA and FTA by the GDOT.

The GDOT will submit quarterly reports detailing projects drawn from each lump sum bank with remaining balance to the FHWA.

Amendments for Initial Authorizations:

The following actions are eligible as Amendments to the TIP/LRTP:

- A. Addition or deletion of a project.
- B. Addition or deletion of a phase of a project.
- C. Roadway project phases that increase in cost over the thresholds described in the Administrative Modification section.
- D. Addition of an annual TIP.
- E. Major change to scope of work of an existing project. A major change would be any change that alters the original intent i.e. a change in the number of through lanes, a change in termini of more than 10 percent.
- F. Shifting projects within the 4-year STIP which require redemonstration of fiscal constraint or when the subsequent annual draft STIP was not submitted prior to September 30. (See Administrative Modification item F.)

Amendments to the STIP/TIP/LRTP will be developed in accordance with the provisions of 23 CFR Part 450. This requires public review and comment and responses to all comments, either individually or in summary form. For amendments in MPO areas, the public review process should be carried out in accordance with the procedures outlined in the Participation Plan. The GDOT will assure that the amendment process and the public involvement procedures have been followed. Cost changes made to the second, third and fourth years of the STIP will be balanced during the STIP yearly update process. All amendments should be approved by FHWA and/or FTA.

Notes:

1. The date a TIP becomes effective is when the Governor or his designee approves it. For nonattainment and maintenance areas, the effective date of the TIP is based on the date of U.S. Department of Transportation's positive finding of conformity.
2. The date the STIP becomes effective is when FHWA and FTA approve it.
3. The STIP is developed on the state fiscal year which is July 1-June 30.
4. Funds for cost increases will come from those set aside in the STIP financial plan by GDOT for modifications and cost increases. Fiscal Constraint will be maintained in the STIP at all times.

Public Participation Requirements

Long Range Transportation Plan (LRTP)

A public review period will be required before the adoption of the Transportation Plan. Public notice for the comment period will be given by publishing an advertisement in a newspaper(s) of general circulation at least thirty (30) days before the final transportation plan is adopted by the Policy Committee. The public notice will also be placed on the MPO website as well as other places of general interest. Furthermore, the public review notice will also be made available to other interested parties (i.e. public transit agencies, freight companies, and bike/ped users). In addition, the public review period notice will also be made available in minority publications and on public transit buses for minority and low income groups. If determined by the Policy Committee that the final transportation plan differs significantly from the one which was made available for public comment, and such plan raises new material issues which interested parties could not reasonably have foreseen from the public involvement efforts, an additional public comment period will be required. Public notice for this comment period will be given by publishing an advertisement in a newspaper(s) of general circulation, in addition to the other locations previously discussed and posting a notice on the website at least fifteen (15) days before the plan is finally adopted by the Policy Committee. The draft Transportation Plan will be made available to the public at the Macon-Bibb County Planning & Zoning Commission and on the Commission's website. Final copies of the Transportation Plan will also be made available to the public for information purposes and posted on the Commission's website. If the Policy Committee determines it necessary to amend the final plan, the Policy Committee may approve the proposed amendment(s) subject to a 15 day public review and comment period. If no significant comments are received, the amendments will stand as approved with no further action required by the Policy Committee. Results of the public review and comment period will be provided to the Policy Committee, for their information, at the next regularly scheduled meeting. If comments are received which the MPO staff considers as potentially significant, the comments will be presented to the Policy Committee for consideration and appropriate action. A summary, analysis, and report on the disposition of comments shall be made as part of the final document.

Transportation Improvement Program (TIP):

A public review period will be required for the adoption of the Transportation Improvement Program. Public notice will be given by publishing an advertisement in a newspaper(s) of general circulation at least thirty (30) days before the final Transportation Improvement Program is adopted by the Policy Committee. The public notice will also be placed on the Commission's website as well as other places of general interest. Furthermore, the public review notice will also be made available to other interested parties (i.e. public

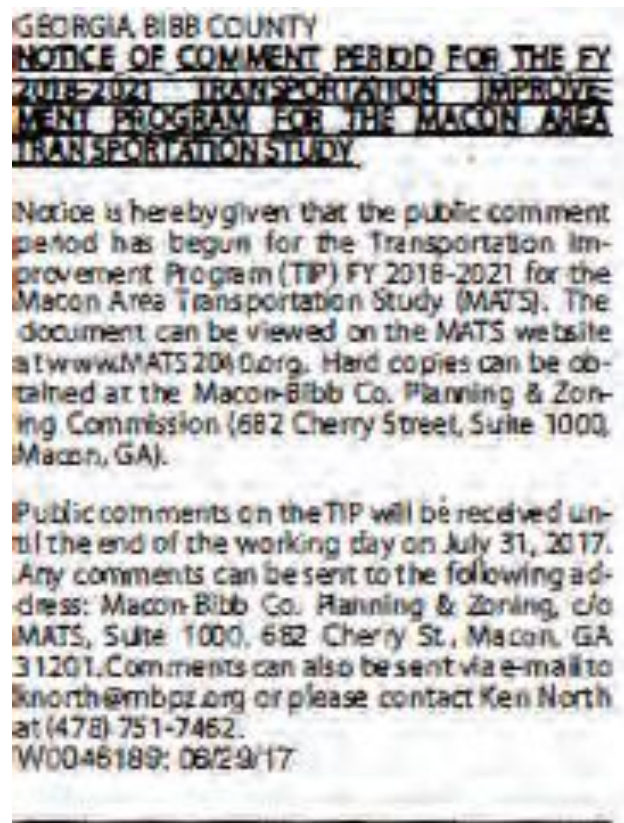
transit agencies, freight companies, and bike/ped users). In addition, the public review notice will also be made available in minority publications and on public transit buses for minority and low income groups. If determined by the Policy Committee that the final Transportation Improvement Program differs significantly from the one which was made available for public comment, and such plan raises new material issues which interested parties could not reasonably have foreseen from the public involvement efforts, an additional public comment period will be required. Public notice for this comment period will be given by publishing an advertisement in a newspaper(s) of general circulation, in addition to the other locations previously discussed and posting the notice on the website at least (15) days before the final Transportation Improvement Program is adopted by the Policy Committee. A summary, analysis and report on the disposition of comments shall be made as part of the final document. The draft Transportation Improvement Program will be made available to the public at the Macon-Bibb County Planning & Zoning Commission and on the Commission's website. Final copies will also be made available for information purposes and will be posted on the Commission's website. If it is necessary to amend the TIP, a 15 day public review and comment period will be required. If no significant comments are received, no further action is required once the proposed amendment(s) have been approved by the Policy Committee. However, if comments are received which the MPO staff considers as potentially significant, the comments will be presented to the Policy Committee for consideration and appropriate action. Where a TIP amendment requires changes to the source LRTP document, the TIP amendment and LRTP public comment period will run concurrently.

PUBLIC COMMENT PERIOD FOR THE TIP

A thirty day public comment period was held for the Transportation Improvement Program (TIP) as suggested in the MATS Public Participation Plan. The public comment period began on June 29, 2017 and concluded on July 31, 2017. A legal ad was placed in the newspaper to announce the public review period. In addition, a public notice was also put on the MATS website along with the TIP document. However, no comments were received from the public during the review period.

PUBLIC COMMENT PERIOD FOR THE TIP

A thirty day public comment period was held for the Transportation Improvement Program (TIP) as suggested in the MATS Public Participation Plan. The public comment period began on June 29, 2017 and concluded on July 31, 2017. A legal ad was placed in the newspaper to announce the public review period. In addition, a public notice was also put on the MATS website along with the TIP document. However, no comments were received from the public during the review period.



**GEORGIA, BIBB COUNTY
NOTICE OF COMMENT PERIOD FOR AN
AMENDMENT TO THE TRANSPORTA-
TION IMPROVEMENT PROGRAM FOR
THE MACON AREA TRANSPORTATION
STUDY**

Notice is hereby given that the public comment period has begun for an amendment to the FY 2018 - 21 Transportation Improvement Program (TIP) and the 2040 Long Range Transportation Plan (LRTP) for the Macon Area Transportation Study. The amendment concerns funding under the Low or No Emissions Vehicle Grant Program for the purchase of at least two electric buses, related charging infrastructure and staff training. Comments on the proposed amendment will be received until the end of the working day on December 5, 2017.

Copies of the amendment may be obtained at the Macon-Bibb County Planning and Zoning Commission Office (682 Cherry Street, Suite 1000, Macon, GA 31201) and can also be viewed on the MATS official website at www.MATS2040.org. If you have any questions, please call Ken North at (478) 751-7462, or e-mail at knorth@mbpz.org

W0049348: 11/20/17

GEORGIA, BIBB COUNTY
NOTICE OF COMMENT PERIOD FOR AMEND-
MENTS TO THE FY 2018 – 2021 TRANSPORTA-
TION IMPROVEMENT PROGRAM AND 2040
LONG RANGE TRANSPORTATION PLAN FOR THE
MACON AREA TRANSPORTATION STUDY

Notice is hereby given that the public comment period has begun for amendments to the Transportation Improvement Program (TIP) FY 2018-2021 and 2040 Long Range Transportation Plan Update (LRTP) for the Macon Area Transportation Study (MATS). These amendments formally incorporate the MATS Safety Performance Measure Targets into both the LRTP and the TIP, and prepares both documents for upcoming Performance Measure targets related to Infrastructure Condition, Highway System Reliability, Freight Movement, and Congestion Reduction. The amendments can be viewed on the MATS website at www.MATS2040.org. Copies of the amendments can also be obtained at the Macon-Bibb Co. Planning & Zoning Commission (200 Cherry St., Suite 300, Macon, GA).

Public comments will be received until the end of the working day on April 30, 2018. Any comments can be sent to the following address: Macon-Bibb Co. Planning & Zoning, c/o MATS, Suite 300, 200 Cherry St., Macon, GA 31201. Comments can also be sent via e-mail to knorth@mbpz.org or please call (478) 751-7462. W0053081: 04/12/18

PUBLIC NOTICE OF AMENDMENT TO MATS 2040 LONG RANGE TRANSPORTATION PLAN
AND FY 2018 - 2021 TRANSPORTATION IMPROVEMENT PROGRAM

Macon Telegraph 14 July 2018 Pg. 5F, col. 5 & col. 6

THE TELEGRAPH

5F

**NOTICE OF COMMENT PERIOD FOR
AMENDMENTS TO THE FY 2018 -
2021 TRANSPORTATION IMPROVE-
MENT PROGRAM AND 2040 LONG
RANGE TRANSPORTATION PLAN FOR
THE MACON AREA
TRANSPORTATION STUDY**

Notice is hereby given that the public comment period has begun for amendments to the Transportation Improvement Program (TIP) FY 2018-2021 and 2040 Long Range Transportation Plan Update (LRTP) for the Macon Area Transportation Study (MATS). These amendments formally incorporate the Performance Measure targets related to Infrastructure Condition, Highway System Reliability, Freight Movement, and Congestion Reduction, adopted by Georgia Dept. of Transportation on 16 May 2018, into both the LRTP and the TIP. The amendments can be viewed on the MATS website at www.MATS2040.org. Copies of the amendments can also be obtained at the Macon-Bibb Co. Planning & Zoning Commission (200 Cherry St., Suite 300, Macon, GA).

Public comments will be received until

Legals & Public Notices

the end of the working day on July 31, 2018. Any comments can be sent to the following address: Macon-Bibb Co. Planning & Zoning, c/o MATS, Suite 300, 200 Cherry St., Macon, GA 31201. Comments can also be sent via e-mail to knorth@mbpz.org or please call (478) 751-7462.

PUBLIC NOTICE OF AMENDMENT TO MATS 2040 LONG RANGE TRANSPORTATION PLAN
AND FY 2018 - 2021 TRANSPORTATION IMPROVEMENT PROGRAM

Macon Telegraph 26 October 2018 Pg. 8B, col. 3

NOTICE OF COMMENT PERIOD FOR
AMENDMENTS TO THE 2040 LONG
RANGE TRANSPORTATION PLAN UP-
DATE AND
FY 2018 - 2021 TRANSPORTATION
IMPROVEMENT PROGRAM
FOR THE MACON AREA TRANSPOR-
TATION STUDY

Notice is hereby given that the public comment period has begun for amendments to the 2040 Long Range Transportation Plan (LRTP) and FY 2018 - 2021 Transportation Improvement Program (TIP) for the Macon Area Transportation Study region, covering all of Macon-Bibb County, and portions of Jones and Monroe counties. Specifically, the following project changes are anticipated in the FY 2018 - 2021 TIP, or removed from the 2040 LRTP:

Projects to be Added or Amended in
MATS 2040 LRTP
GDOT Project #0016130 - Bridge on
SR18/Dames Ferry Rd. at Ocmulgee
River, on Jones county/Monroe County
border
New Project, to be added at GDOT Re-
quest - \$154,000
GDOT Project #0013712 - Norfolk
Southern Bridge #734080Y on
Hawkinsville Rd., 1.4 miles South of
Macon
Increase project cost - \$4,597,410.00
to \$12,118,732.00

Projects to be Added or Amended in
MATS FY 2018- 2021 TIP
GDOT Project #0016130 - Bridge on
SR18/Dames Ferry Rd. at Ocmulgee
River, on Jones County/Monroe County
border
New project. Add Preliminary Engi-
neering Phase (\$112,000) in FY 2019
and Right of Way Acquisition Phase
(\$42,000) in FY 2021
GDOT Project #351060 - Jeffersonville
Rd. from Recreation Rd. to SR
540/Emery Rd./Ocmulgee East Blvd.
Intersection
New project. Add Construction Phase
(\$6,821,702) in FY 2019

Projects to be Removed from MATS
2040 LRTP and FY 2018- 2021 TIP
GDOT Project # 0013929 - Bridge Re-
placement on SR 87/Riverside over 1-
75 Southbound.
GDOT Project # 0014898 - Bridge re-
placement over Norfolk Southern Rail-
road at Oglethorpe St. in Macon.

Comments will be received until the
end of the working day on November
13, 2018.

If you would like to review the plan,
please visit the website of the Macon
Area Transportation Study (MATS) at
<http://mats2040.org/lrtp/>. Copies of the
plan may also be obtained at the
Macon-Bibb Co. Planning & Zoning
Commission (200 Cherry St. - Termi-
nal Station, Suite 300, Macon, GA
31201).

Comments regarding these amend-
ments can be directed to Ken North at
(478) 751-7462 (e-mail: [KNorth@mac
onbibb.us](mailto:KNorth@mac
onbibb.us)), or sent to: MATS, c/o
Macon-Bibb Co. Planning & Zoning
Commission, 200 Cherry St. - Termi-
nal Station, Suite 300, Macon, GA
31201.

PUBLIC NOTICE OF AMENDMENT TO MATS 2040 LONG RANGE TRANSPORTATION PLAN
AND FY 2018 – 2021 TRANSPORTATION IMPROVEMENT PROGRAM

Macon Telegraph 17 April 2019 Pg. 7B, col.1 & 2

**NOTICE OF COMMENT PERIOD FOR
AMENDMENTS TO THE
FY 2018 – 2021 TRANSPORTATION
IMPROVEMENT PROGRAM
FOR THE MACON AREA
TRANSPORTATION STUDY**

Notice is hereby given that the public comment period has begun for amendments to the FY 2018 – 2021 Transportation Improvement Program (TIP) for the Macon Area Transportation Study (MATS) region, covering all of Macon-Bibb County, and portions of Jones and Monroe counties. Specifically, the following project changes are anticipated in the MATS FY 2018 – 2021 TIP for Georgia Dept. of Transportation (GDOT) PI#0009881 (Replacement of bridges on Houston Rd at Rocky Creek & Tobosoofkee Creek and Overflows):

Advance Construction and Utilities project phases from FY 2020 to FY 2019

Increase total cost in Construction phase to \$22,804,668.49

Increase total cost in Utilities phase to \$204,000.00

Pursuant to guidance from U.S. EPA, amend MATS FY 2018 – 2021 TIP to reflect reinstatement of Air Quality Conformity Determination and Interagency Coordination Committee for compliance with 1997 8-Hour Ozone designation

Comments will be received until the end of the working day on May 6, 2019.

If you would like to review the plan,

please visit the website of the Macon Area Transportation Study (MATS) at <http://mats2040.org/lrtp/>. Copies of the plan may also be obtained at the Macon-Bibb Co. Planning & Zoning Commission (200 Cherry St. – Terminal Station, Suite 300, Macon, GA 31201).

Comments regarding these amendments can be directed to Ken North at (478) 338-9462 (e-mail: KNorth@mbpz.org), or sent to: MATS, c/o Macon-Bibb Co. Planning & Zoning Commission, 200 Cherry St. – Terminal Station, Suite 300, Macon, GA 31201.

PUBLIC NOTICE OF AMENDMENT TO MATS 2040 LONG RANGE TRANSPORTATION PLAN
AND FY 2018 – 2021 TRANSPORTATION IMPROVEMENT PROGRAM

Macon Telegraph 14 January 2020, Sec. B, Pg. 9 col. 3 & 4

**NOTICE OF COMMENT PERIOD FOR
AMENDMENT TO THE TRANSPORTA-
TION IMPROVEMENT PROGRAM AND
LONG RANGE TRANSPORTATION
PLAN FOR THE MACON AREA TRANS-
PORTATION STUDY**

Notice is hereby given that the public comment period has begun for amendments to the FY 2018 – 2021 Transportation Improvement Program (TIP) and Long Range Transportation Plan Update (LRTP) for the Macon Area Transportation Study (MATS) region, covering all of Macon-Bibb County, and portions of Jones and Monroe counties. This amendment concerns a new project for the widening of Bass Rd. from Providence Blvd. to New Forsyth Rd. Specifically, the following actions are proposed:

- Add GDOT Project #0017121 (expansion of Bass Rd. from New Forsyth Rd. to Providence Blvd.) to MATS 2040 LRTP Chapter 6 – Roads & Bridges Projects List;
- Revise project description for current Bass Rd. Phase 3 in MATS 2040 LRTP Chapter 6 – Roads & Bridges Projects List to extend from Providence Blvd. to Zebulon Rd.;
- Remove existing Bass Rd. Phase 1 and Bass Rd. Phase 2 from MATS 2040 LRTP Chapter 6 – Roads & Bridges Projects List;
- Amend MATS 2040 LRTP Chapter 8 – Fiscal Assessment to reflect the change in available funding balance associated with the previously listed changes, and demonstrate continued fiscal balancing;
- Amends the MATS FY 2018 – 2021 TIP to include those phases of GDOT Project #0017121 which are anticipated in fiscal years 2020 and 2021.

This amendment can be viewed on the MATS website at www.MaconMPO.org. Copies of the amendment can also be obtained at the Macon-Bibb Co. Planning & Zoning Commission (200 Cherry St., Suite 300, Macon, GA).

Public comments will be received until the end of the working day on January 31, 2020. Any comments can be sent to the following address: Macon-Bibb Co. Planning & Zoning, c/o MATS, Suite 300, 200 Cherry St., Macon, GA 31201. Comments can also be sent via e-mail to knorth@mbpz.org or please call (478) 751-7460.

MPO AUTHORIZED PROJECTS

Bibb						
PROJ	PROJ NO.	TIP NO.	DESCRIPTION	Phase Code	Program Year	Total Funding by CD
0000566	STP00-0000-00(566)	MCN-39	CR 717/SARDIS CHURCH RD. EXT FM E OF SKIPPER RD OF TO SR 247	CST	2015	\$59,533,970.72
0000835	STP00-0000-00(835)	MCN-28	CR 727/JEFFERSONVILLE RD @ NORFOLK SOUTHER RAILROAD	PE	2016	\$140,000.00
0008986	CSTEE-0008-00(986)		OCMULGEE HERITAGE TRAIL - WALNUT CREEK EXTENSION	CST	2017	\$674,347.00
				ROW	2017	\$0.00
0009214	CSCMQ-0009-00(214)	MCN-116	EPD RAILROAD RELATED EMISSIONS REDUCTIONS IN BIBB - F 2016	CST	2016	\$437,240.00
0009861		MCN-118	SR 11/SR 49 @ ROCKY CRK & OVERFLOW & TOBESOFKEE CRK & OVERFLOW	ROW	2017	\$760,000.00
0009960			SR 22 @ CR 715/KNOXVILLE ROAD	PE	2016	\$200,000.00
0012699		MCN-120	PLEASANT HILL NEIGHBORHOOD IMPROVEMENTS - PHASE 1B	CST	2017	\$12,877,720.36
				PE	2015	\$104,000.00
					2016	\$148,672.48
					2017	\$5,400,000.00
0012700		MCN-122	I-75 NB FROM SR 19 TO I-16 - PHASE II	CST	2017	\$67,657,367.14
0012753		MCN-99	I-75 FROM SR 247 TO CR 85/ARKWRIGHT ROAD - REPLACE LIGHTING	CST	2016	\$4,864,063.19
0012395			PL MACON - FY 2015	PLN	2015	\$248,613.75
0013405			PL MACON - FY 2016	PLN	2016	\$248,614.24
0013547			OFF-SYSTEM SAFETY IMPROVEMENTS @ 19 CR LOCS IN BIBB COUNTY	CST	2016	\$292,585.67
0013676			OFF-SYSTEM SAFETY IMPROVEMENTS @ 19 CR LOCS IN BIBB COUNTY	PE	2017	\$5,000.00
0013712		MCN-122	SR 11/SR 49/US 41 @ NS #734080Y 1.4 MI S OF MACON	PE	2016	\$500,000.00
0013921			I-475 @ CR 742/TUCKER ROAD 2 MI W OF MACON	PE	2017	\$500,000.00
0013929			I-75 @ SR 87/US 23 IN MACON	PE	2017	\$500,000.00
0014072			I-16 EB & WB @ WALNUT CREEK 1 MI E OF MACON	PE	2017	\$1,000,000.00
0014111			PL MACON - FY 2017	PLN	2017	\$254,147.32
0014895		MCN-125	SR 247 @ NS #718364M IN MACON	PE	2017	\$500,000.00
0014896		MCN-126	CR 742/BASS ROAD @ NS #718357C 2 MI W OF MACON	PE	2017	\$750,000.00
0014897		MCN-127	I-16 EB & WB @ OCMULGEE RIVER OVERFLOW	PE	2017	\$1,000,000.00
0014898		MCN 128	CR 1694/OGLETHORPE STREET @ NS #718371X IN MACON	PE	2017	\$500,000.00
014899		MCN 129	CR 5813/COLLEGE STREET @ NS #718370R IN MACON	PE	2017	\$500,000.00
311000-	NHIM0-0016-01(092)	MCN-10	I-16 FROM I-75 TO SR 87; INCL SR 87 INTERCHANGE - PHASE I	CST	2017	\$75,158,453.06
311410-	NH000-0016-01(104)	MCN-9	I-75 SB FROM SR 19 TO I-16 INTERCHANGE - PHASE III	CST	2017	\$93,530,900.13
351095-	BRMLB-3223-00(006)	MCN-55	CR 727/JEFFERSONVILLE RD @ WALNUT CREEK IN NE MACON	PE	2016	\$10,000.00
M004188			I-16 @ 5 LOCS & I-75 @ 4 LOCS	MCST	2016	\$794,981.38
M004768			SR 11 @ 2 LOCS; SR 22 @ 1 LOC & SR 87 @ 1 LOC - BRIDGE REHAB	MCST	2016	\$5,484,852.25

PROJ	PROJ NO.	TIP NO.	DESCRIPTION	Phase Code	Program Year	Total Funding by CD
M004820			SR 74 FROM MONROE COUNTY LINE TO CR 45/MCMANUS ROAD	MCST	2017	\$2,069,755.21
M004821			SR 11/US 129 FROM CR 109/BARNES FERRRY ROAD TO N OF SR 247	MCST	2016	\$1,116,958.14
M004822			SR 19 FRIN CS 907/RESTHAVEN AVE TO CR 815/WINDEMERE CIRCLE	MCST	2017	\$1,056,423.46
M005225			SR 247/US 129 @ sr 11/US 41 -BEAM REPAIR	MCST	2015	\$234,926.00
M005422			I-75 @ SR 18 & @ CR 885/ROCKY CREEK ROAD - BRIDGE REHAB	MPE	2016	\$153,160.40
M005432			i-75 @ 9 LOCS IN BIBB COUNTY - BRIDGE PRESERVATION	MPE	2017	\$35,000.00
S014659			MINI ROUNABOUT US 23/SR 87/RIVERSIDE DR @ CR85/BASS RD	TSA	2016	\$198,000.00
S014741			RIGHT TURN LN SR 19/US41 @CR 6176/ASTON HALL	TSA	2017	\$150,000.00
S014767			R-CUTS ON SR 74 @ CR581/W.HIHLAND, CR1116/STEVEN DR & W.OAK DR	TSA	2017	\$162,000.00
S014840			RRFB PED XING US41/SR247/PIO NONO AVE@CIRRUS ACADEMY CH SCH	TSA	2017	\$85,000.00
T004383			FY 2016 SECTION 5307 CAPITAL FOR MACON-BIBB	CST	2016	\$2,186,990.00
T005364			MACON-ENVIRONMENTAL ASSESSEMTN-RUNWAY 28 EXT	AVIA	2015	\$56,565.00
T005396			MACON- APRON REHABILITATION AND TAXIWAY CRACK SEAL	AVIA	2015	\$2,204,570.80
T005433			FY 2016 SECTION 5307 OPERATING FOR MACON-BIBB	TOPR	2016	\$1,794,050.12
T005610			FY 2016 5307 Operating GA-90-X286	TOPR	2016	\$295,200.00
Jones						
PROJ	PROJ NO.	TIP NO.	DESCRIPTION	Phase Code	Program Year	Total Funding by CD
0010412		MCN-119	SR 49 @ NS # 733420E 8.5 MI S OF GRAY	CST	2017	\$9,101,524.25
				ROW	2016	\$250,000.00
0013543			OFF-SYSEM SAFETY IMPROVEMENTS @ 11 LOCS IN JONES COUNTY	CST	2016	\$223,069.39

Administrative Modifications and Amendments

Administrative Modifications

0009861_20180507M – The following changes were made on 5/7/2018, at the request of Georgia Dept. of Transportation Office of Planning, due to Bridge Office program balance activities:

- a. Move Construction and Utilities project phases from FY 2019 to FY 2020;
- b. Increased Federal funding support for Construction Phase from \$13,065,837.00 to \$13,327,153.85;
- c. Increased Federal funding support for Utilities Phase from \$116,903.00 to \$119,240.73;
- d. Increased State of Georgia funding support for Construction Phase from \$3,266,459.00 to \$3,331,788.46;
- e. Increased State of Georgia funding support for Utilities Phase from \$29,266.00 to \$29,810.18

Revised Total Project Cost: \$16,807,993.22

Total Project Cost Increase: \$329,569.22 (2.00%)

0012701_20180806M – The following changes were made on 8/6/2018, at the request of Georgia Dept. of Transportation Office of Planning:

- a. Increase Utilities Phase in FY 2021 from \$568,276.89 to \$663,255.00;
- b. Decrease Construction in FY 2021 from \$97,249,502.10 to \$94,922,764.35
- c. Change cost sharing allocations in FY 2021 as follows:
 - i. Reduce Federal allocation from \$78,254,224 to \$76,468,815.48
 - ii. Reduce State allocation from \$19,563,555 to \$19,117,203.87

Revised Total Project Cost: \$95,586,019

Total Project Cost **Decrease: -\$2,231,760 (-2.28%)**

0013712_20180507M – The following changes were made on 5/7/2018, at the request of Georgia Dept. of Transportation Office of Planning, due to Bridge Office program balance activities:

- a. Move Right of Way Acquisition project phase from FY 2019 to FY 2020

Revised Total Project Cost: \$4,097,410.00
Total Project Cost Increase: \$0.00 (0.00%)

0013921_20180507M – The following changes were made on 5/7/2018, at the request of Georgia Dept. of Transportation Office of Planning, due to Bridge Office program balance activities:

- a. Move Right of Way Acquisition project phase from FY 2019 to FY 2020;
- b. Increase Federal funding support for Right of Way Acquisition phase from \$200,000 to \$212,241.60;

Revised Total Project Cost: \$3,865,302.00
Total Project Cost Increase: \$15,302.00 (0.40%)

0013929_20180507M – The following changes were made on 5/7/2018, at the request of Georgia Dept. of Transportation Office of Planning, due to Bridge Office program balance activities:

- a. Increase Federal funding support for Right of Way Acquisition phase from \$200,000 to \$204,000;
- b. Increase Federal funding supports for Construction Phase from \$4,400,000.00 to \$4,669,315.20;
- c. Increase State of Georgia funding support for Right of Way Acquisition phase from \$50,000 to \$51,000.00;
- d. Increase State of Georgia funding supports for Construction Phase from \$1,100,000.00 to \$1,167,328.80

Revised Total Project Cost: \$6,091,644.00
Total Project Cost Increase: \$341,644.00 (5.94%)

0014072_20180507M – The following changes were made on 5/7/2018, at the request of Georgia Dept. of Transportation Office of Planning, due to Bridge Office program balance activities:

- a. Move Right of Way Acquisition project phase from FY 2019 to FY 2020;
- b. Increase Federal funding support for Right of Way Acquisition phase from \$200,000 to \$424,483.20;

- c. Increase State of Georgia funding support for Right of Way Acquisition phase from \$50,000 to \$106,120.80

Revised Total Project Cost: \$10,030,604.00

Total Project Cost Increase: \$280,604.00 (2.88%)

0014895_20180507M – The following changes were made on 5/7/2018, at the request of Georgia Dept. of Transportation Office of Planning, due to Bridge Office program balance activities:

- a. Move Right of Way Acquisition project phase from FY 2019 to FY 2020;
- b. Increase Federal funding support for Right of Way Acquisition phase from \$200,000 to \$212,241.60;
- c. Increase Local/Norfolk Southern Railroad funding support for Right of Way Acquisition phase from \$50,000 to \$53,060.40

Revised Total Project Cost: \$2,765,302.00

Total Project Cost Increase: \$15,302.00 (0.56%)

0014896_20180507M – The following changes were made on 5/7/2018, at the request of Georgia Dept. of Transportation Office of Planning, due to Bridge Office program balance activities:

- a. Move Right of Way Acquisition project phase from FY 2019 to FY 2020;
- b. Increase Federal funding support for Right of Way Acquisition phase from \$200,000 to \$212,241.60;
- c. Increase Local/Norfolk Southern Railroad funding support for Right of Way Acquisition phase from \$50,000 to \$53,060.40

Revised Total Project Cost: \$4,265,302.00

Total Project Cost Increase: \$15,302.00 (0.36%)

0014897_20180507M – The following changes were made on 5/7/2018, at the request of Georgia Dept. of Transportation Office of Planning, due to Bridge Office program balance activities:

- a. Move Right of Way Acquisition project phase from FY 2019 to FY 2020;

- b. Increase Federal funding support for Right of Way Acquisition phase from \$200,000 to \$212,241.60;
- c. Increase Local/Norfolk Southern Railroad funding support for Right of Way Acquisition phase from \$50,000 to \$53,060.40

Revised Total Project Cost: \$10,265,302.00

Total Project Cost Increase: \$15,302.00 (0.15%)

0311005_20180806M – The following changes were made on 8/6/2018, at the request of Georgia Dept. of Transportation Office of Planning:

- a. Increase Construction Phase Cost in FY 2021 from \$128,678,253.64 to \$142,953,679.41
- b. Increase Utilities Phase Cost in FY 2021 from \$920,067.34 to \$981,617.40
- c. Change cost sharing allocations in FY 2021 as follows:
 - iii. Increase Federal allocation from \$103,678,657 in FY 2021 to \$115,148,237.45
 - iv. Increase State allocation from \$25,9196,664 to \$28,787,059.36

Revised Total Project Cost: \$143,935,296.81

Total Project Cost Increase: \$14,336,975.81 (11.06%)

GDOT_PM3_20180820M – On 8/20/2018, Georgia Dept. of Transportation communicated to Georgia Association of MPOs new standards for PM 3 Targets related to Emissions Reductions. Pursuant to the resolution passed by the MATS Policy Committee on 8/1/2018, those updates are hereby incorporated:

Performance Measure	2-Year Target	4-year Target
Original Targets		
VOC (kg/day)	764.309	748.185
NOx (kg/day)	1,429.118	1,347.270
Updated Targets (8/20/2018)		
VOC (kg/day)	205.7	386.6
NOx (kg/day)	563.3	1,085.0

GDOT_PM1_20190213M – On July 11 2018, Georgia Dept. of Transportation submitted the State Highway Safety Improvement Program 2018 Annual Report to Federal Highway Administration. That report established new statewide targets for Safety Performance Measures, as described and identified under the FAST Act and 23 CFR 490. The new statewide safety targets are:

GA STATEWIDE SAFETY PERFORMANCE MEASURE TARGETS (ADOPTED JULY 11, 2018)					
	Number of Fatalities	Fatality Rate (per 100 million VMT)	Number of Serious Injuries	Serious Injury Rate (per 100 million VMT)	Non-motorized Fatalities and Serious Injuries
GA Targets (5-yr avg. 2015-2019)	1,655	1.31	24,324	18.9	1,126

Pursuant to directions established by MATS Policy Committee under the resolution adopted on 8/1/2018, MATS MPO hereby incorporates the updated Safety Performance Measure targets into the MATS FY 2018 – 2021 Transportation Improvement Program. The table below demonstrates conformity with these updated targets for the MATS MPO area, using the most recent available data.

MATS SAFETY PERFORMANCE MEASURES					
	Number of Fatalities	Fatality Rate (per 100 million VMT)	Number of Serious Injuries	Serious Injury Rate (per 100 million VMT)	Non-motorized Fatalities and Serious Injuries
MATS MPO Baseline - 2019 (5-yr avg. 2013-2017)	30.4	1.19	212	8.40	27.0

0013921_20191002M – The following changes were made on 10/2/2019, at the request of Georgia Dept. of Transportation Office of Planning:

- a. Increase Right of Way Acquisition project phase in FY 2020 from \$265,302 to \$278,460

Revised Total Project Cost: \$3,878,460.00

Total Project Cost Increase: \$13,158.00 (0.34%)

GDOT_PM1_20200205M – On August 23, 2019, Georgia Dept. of Transportation submitted the State Highway Safety Improvement Program 2018 Annual Report to Federal Highway Administration. That report established new statewide targets for Safety Performance Measures, as described and identified under the FAST Act and 23 CFR 490. The new statewide safety targets are:

GA STATEWIDE SAFETY PERFORMANCE MEASURE TARGETS (ADOPTED JULY 11, 2018)					
	Number of Fatalities	Fatality Rate (per 100 million VMT)	Number of Serious Injuries	Serious Injury Rate (per 100 million VMT)	Non-motorized Fatalities and Serious Injuries
GA Targets (5-yr avg. 2016-2020)	1,698	1.28	24,094	21.8	1,163

Pursuant to directions established by MATS Policy Committee under the resolution adopted on 8/1/2018, MATS MPO hereby incorporates the updated Safety Performance Measure targets into the MATS FY 2018 – 2021 Transportation Improvement Program. The table below demonstrates conformity with these updated targets for the MATS MPO area, using the most recent available data.

MATS SAFETY PERFORMANCE MEASURES					
	Number of Fatalities	Fatality Rate (per 100 million VMT)	Number of Serious Injuries	Serious Injury Rate (per 100 million VMT)	Non-motorized Fatalities and Serious Injuries
MATS MPO Baseline - 2020 (5-yr avg. 2014-2018)	30.60	1.21	184.1	7.30	22.0

0014896_20200326M – The following changes were made on 3/26/2020, at the request of Georgia Dept. of Transportation Office of Planning, due to Bridge Office program balance activities:

- a. Increase Federal funding support for Right of Way Acquisition phase from \$212,241.60 to \$320,000;
- b. Increase State/Norfolk Southern Railroad funding support for Right of Way Acquisition phase from \$53,060.40 to 80,000

Revised Total Project Cost: \$4,400,000.00

Total Project Cost Increase: \$134,698.00 (3.16%)

0012701_20200420M – The following changes were made on 4/20/2020, at the request of Georgia Dept. of Transportation Office of Planning:

- a. Increase Federal funding support for Utilities phase in FY 2021 from **\$530,604** to **\$894,744**
- b. Increase State funding support for Utilities phase in FY 2021 from **\$132,651** to **\$223,686**
- c. Adjust Construction phase costs in FY 2021 to reflect cost updates and contributions from different funding sources as follows:

i. GDOT Fund Z001:	Revised	Original
Federal contribution:	\$30,831,500	\$75,938,211
State of Georgia Contribution:	\$7,707,875	\$18,984,553
GDOT Fund Z001 Total:	<u>\$38,539,375</u>	<u>\$94,922,764</u>
ii. GDOT Fund Z460:	Revised	Original
Federal contribution:	\$40,726,773	\$0
State of Georgia Contribution:	\$10,181,693	\$0
GDOT Fund Z460 Total:	<u>\$50,908,466</u>	<u>\$0</u>
iii. FY 2021 Construction Phase Grand Total:	<u>\$89,447,841</u>	<u>\$94,922,764</u>

Revised Total Project Cost: \$90,566,271

Total Project Cost **Decrease: -\$5,019,748 (-5.25%)**

0013712_20200420M – The following changes were made on 4/20/2020, at the request of Georgia Dept. of Transportation Office of Planning:

- a. Increase Federal funding support for Right Of Way Acquisition phase in FY 2021 by **\$236,000**
- b. Increase State funding support for Right Of Way Acquisition phase in FY 2021 by **\$59,000**

Revised Total Project Cost: \$12,118,732 (\$11,444,539 in FY 2018 – 2021 TIP)

Total Project Cost Increase: \$295,000 (2.65% in FY 2018 – 2021 TIP)

0013921_20200420M – The following changes were made on 4/20/2020, at the request of Georgia Dept. of Transportation Office of Planning:

- a. Increase Federal funding support for Right Of Way Acquisition phase in FY 2021 by **\$227,223**
- b. Increase State funding support for Right Of Way Acquisition phase in FY 2021 by **\$56,806**

Revised Total Project Cost: \$4,365,302 (\$4,162,489 in FY 2018 – 2021 TIP)

Total Project Cost Increase: \$284,029 (6.82% in FY 2018 – 2021 TIP)

311005_20200420M – The following changes were made on 4/20/2020, at the request of Georgia Dept. of Transportation Office of Planning:

- a. Increase Federal funding support for Utilities phase in FY 2021 by **\$66,873**
- b. Increase State funding support for Right Of Way Acquisition phase in FY 2021 by **\$16,718**

Revised Total Project Cost: \$144,014,888

Total Project Cost Increase: \$1,061,208 (0.74%)

0012701_20201026M – The following changes were made on 10/26/2020, at the request of Georgia Dept. of Transportation Office of Planning:

- a. Reduce Federal funding support for Utilities phase in FY 2021 from **\$894,744** to **\$387,826**
- b. Increase State funding support for Utilities phase in FY 2021 from **\$223,686** to **\$96,957**
- c. Adjust Construction phase costs in FY 2021 to reflect cost updates and contributions from different funding sources as follows:

i. GDOT Fund Z001:	Revised	Previous
Federal contribution:	\$23,637,652	\$30,831,500
State of Georgia Contribution:	\$5,909,413	\$7,707,875
GDOT Fund Z001 Total:	<u>\$29,547,065</u>	<u>\$38,539,375</u>
ii. GDOT Fund Z460:	Revised	Previous
Federal contribution:	\$47,920,621	\$40,726,773
State of Georgia Contribution:	\$11,980,155	\$10,181,693
GDOT Fund Z460 Total:	<u>\$59,900,766</u>	<u>\$50,908,466</u>
iii. FY 2021 Construction Phase Grand Total:	<u>\$89,447,841</u>	<u>\$89,447,841</u>

Revised Total Project Cost: \$89,932,624

Total Project Cost **Decrease: -\$633,647 (-0.70%)**

311005_20201026M – The following changes were made on 10/26/2020, at the request of Georgia Dept. of Transportation Office of Planning:

- a. Reduce Federal funding support for Utilities phase in FY 2021 by **-\$88,228**
- b. Increase State funding support for Right Of Way Acquisition phase in FY 2021 by **-\$22,058**

Revised Total Project Cost: \$143,904,602

Total Project Cost **Decrease: -\$110,286 (-0.08%)**

0012701_20201117M – The following changes were made on 11/17/2020, at the request of Georgia Dept. of Transportation Office of Planning:

Adjust Construction phase costs in FY 2021 to reflect cost updates and contributions from different funding sources as follows:

i.	GDOT Fund Z001:	Revised	Previous
	Federal contribution:	\$23,937,220	\$23,637,652
	State of Georgia Contribution:	\$5,984,305	\$5,909,413
	GDOT Fund Z001 Total:	<u>\$29,921,525</u>	<u>\$29,547,065</u>
ii.	GDOT Fund Z460:	Revised	Previous
	Federal contribution:	\$47,621,053	\$47,920,621
	State of Georgia Contribution:	\$11,905,263	\$11,980,155
	GDOT Fund Z460 Total:	<u>\$59,526,316</u>	<u>\$59,900,776</u>
iii.	FY 2021 Construction Phase Grand Total:	<u>\$89,447,841</u>	<u>\$89,447,841</u>

Revised Total Project Cost: \$89,932,624

Total Project Cost Decrease: +/- \$0.00 (0.00%)

Amendments

01_20171206A - On June 26, 2017, Macon Transit Authority (MTA) applied for a competitive grant under the Federal Transit Administration 5339(c) Low or No Emissions Vehicle Grant Program for the intended purchase of up to six (6) electric buses, and pay for related charging infrastructure installation and upgrades, and staff training. The original grant application was submitted in the amount of \$4,115,002.00, to be matched with \$1,075,998.00, resulting in a total request of \$5,191,000.00

On September 12, 2017, MTA was notified they were awarded a grant in the amount of \$1,750,000.00. Subsequent to this notification, on October 17, 2017 the Macon-Bibb County Board of Commissioners authorized local matching funds in the amount of \$1,076,000, for a grand total of \$2,826,000.00. A letter was sent on or about October 23, 2017 to Georgia Dept. of Transportation – Intermodal Division committing these local matching funds.

The table for Total Expected Highway Funds (Chapter 1, pg. 10), the FY 2018 Capital Improvement Justification for the Macon-Bibb County Transit Authority (Chapter 4, pg. 49) and the Capital Schedule for Macon-Bibb County Transit Authority (Chapter 4, pg. 50) have been updated to reflect the budget and expenditure increases for the award described in this amendment. The result is an increase in the total FY 2018-2021 TIP from \$337,388,386 to \$340,214,386, based entirely on an increase in the FY 2018 budget from \$16,199,826 to \$19,025,826. This increase reflects an additional \$1,750,000.00 in Federal funding, \$0.00 in State Match funding, and \$1,076,000.00 in Local Match funding.

02_20181114A – In email communications to MATS of August 6, 2018 and September 26, 2018, GDOT Office of Planning requested the following adjustments to PI #0013712 (Replacement of Railroad Bridge on SR 11/SR 49/US 41 @ Norfolk Southern #734080Y, 1.4 Miles South of Macon):

- a. Increase the Right of Way Acquisition fund from \$250,000 to \$306,918
- b. Increase the Utilities fund from \$0 to \$1,379,516, and include this project phase in FY 2021
- c. Increase the Construction fund from \$3,847,410 to \$9,463,105, and shift this project phase from FY 2020 to FY 2021

Revised Total Project Cost: \$12,118, 732.00 (\$11,149,539 in FY 2018 – 2021 TIP)

Total Project Cost Increase: \$7,521,322.00 (\$7,052,129 in FY 2018 – 2021 TIP;
163.60%)

03_20181114A – In email communications to MATS of August 6, 2018 GDOT Office of Planning requested PI #0013929 (Replace Bridge on I-75 @ SR 87/US 23 in Macon) be removed from the MATS FY 2018 – 2021 TIP and the MATS 2040 Long Range Transportation Plan. Project is no longer necessary because the work is being incorporated into the existing project PI #0012700 (Phase II of the I-16/I-75 Interchange upgrade), which is currently underway.

Revised Total Project Cost: \$0.00 (\$0.00 in FY 2018 – 2021 TIP)

Total Project Cost **Decrease: -\$6,091,644** (100.00%)

04_20181114A – In email communications to MATS of August 6, 2018 GDOT Office of Planning requested PI #0014898 (CR 1694/Oglethorpe St @ NS #718371X in Macon) be removed from the MATS FY 2018 – 2021 TIP and the MATS 2040 Long Range Transportation Plan. Project is cancelled because Norfolk Southern Railroad has withdrawn the required local match for the project.

Revised Total Project Cost: \$0.00 (\$0.00 in FY 2018 – 2021 TIP)

Total Project Cost **Decrease: -\$1,700,000** (-\$250,000 in FY 2018 – 2021 TIP;
100.00%)

05_20181114A – In email communications to MATS of August 6, 2018 GDOT Office of Planning requested PI #0016130 (Bridge replacement at SR 18/Ocmulgee River, 13 Miles East of Forsyth) be added to the the MATS FY 2018 – 2021 TIP and the MATS 2040 Long Range Transportation Plan.

This project is partially (14%) located in the Jones County portion of the MATS service area. Therefore, that portion of the project must be included in the 2040 LRTP and FY 2018-2021 TIP. Preliminary Engineering funds have been authorized for FY 2019, and Right-Of-Way Acquisition funds have been authorized for FY 2021. Total project cost for all phases (both inside and outside MATS MPO area) is currently estimated at \$1,100,000.00

Revised Total Project Cost: \$154,000 (\$154,000 in FY 2018 – 2021 TIP)

Total Project Cost Increase: \$154,000

06_20181114A – In email communications to MATS of August 6, 2018 GDOT Office of Planning requested PI #0351080- (Widen Jeffersonville Road from 2 to 4 thru lanes with a continuous left turn lane from Recreation Rd. to Emery Rd/US 80) be added to the MATS FY 2018 – 2021 TIP.

While this project does not involve Federal funds, since earlier projects connected to this one *have* involved federal funds in the past, this project is included in this TIP pursuant to GDOT Office of Planning guidance, and federal requirements found in 23 CFR 450.326(f)

Revised Total Project Cost: \$9,070,702.00 (\$6,821,702 in FY 2018 – 2021 TIP)

Total Project Cost Increase: \$424,000

07_20190508A - In email communications to MATS of March 26, 2019 GDOT Office of Planning requested PI #0009861 (Replacement of Bridges on Houston Rd. at Rocky Creek & Tobosofkee Creek and Overflows) be amended in the MATS FY 2018 – 2021 TIP as follows:

- Advance Construction and Utilities project phases from FY 2020 to FY 2019
- Increase Total Project Cost to \$23,008,668.49
- Increase total cost in Construction phase to \$22,804,668.49
- Increase total cost in Utilities phase to \$204,000.00

The requested changes were approved by the MATS Policy Committee on May 8, 2019

Revised Total Project Cost: \$23,008,668.49 (\$6,821,702 in FY 2018 – 2021 TIP)

Total Project Cost Increase: \$6,200,675.27

08_20200205A – - In email communications to MATS of December 16, 2019 GDOT Office of Planning requested PI #0017211 (Bass Rd. Widening from New Forsyth Rd. to Providence Blvd.) be amended in the MATS FY 2018 – 2021 TIP as follows:

- Add project to MATS FY 2018 – 2021 TIP, with Preliminary Engineering phase in FY 2020 in the amount of \$2,092,635.00

The requested change was approved by the MATS Policy Committee on February 5, 2020

Interagency Coordinating Committee/ Air Quality Conformity Communications

Interagency Coordinating Committee - Air Quality Conformity for GDOT PI #0017121 (Bass Rd. from New Forsyth to Providence Blvd.)

E-mail Thread #1 of 2

From: [Michael Greenwald](#)
To: [Myers, Dianna](#); [Gil Grodzinsky](#); [Olivia Lewis](#); [Risher, Matthew C](#); [Walker, Charles R](#); [Weston Stroud](#)
Cc: [Jim Thomas](#); [Delgadillo Canizares, Marlene V.](#); [McQueen, Thomas](#); [Andy Edwards](#)
Subject: RE: IAC Consultation--Proposed GDOT Project #0017121 (Bass Rd. from New Forsyth Rd. to Providence Blvd.)
Date: Friday, January 10, 2020 10:48:40 AM
Attachments: [AirQualityConformityDeterminationReport_APPROVED24May2019.pdf](#)
Importance: High

Good morning All,

Following up on the comments from Gil Grodzinsky and Dianna Myers below:

- CORRECTION: Based on Gil and Dianna's advice, MATS is revising the description of proposed GDOT Project (PI #0017121) to "Non-Exempt" for air quality analysis. However, no new air quality analysis is required, since MATS was found to be conforming with the 1997 NAAQS for Ozone during the latest model run (dated 4/26/2016).
- Gil and Dianna make reference to using the template language in the approved CDR. The requested language was included in the original e-mail notification, starting with the paragraph "In accordance with . . . " The source template can be found in Sec. 5.3, of the attached document pgs. 10-11.

As before, please e-mail the group if you have any additional questions or concerns. Thank you very much for your continued attention in this matter.

Yours truly,

Mike Greenwald

Michael J. Greenwald, Ph.D., AICP
MPO Technical Coordinator



Macon Area Transportation Study
Terminal Station | 200 Cherry Street, Suite 300
Macon, GA 31201 | 478-338-9472
MATS2040.org

From: Myers, Dianna <Myers.Dianna@epa.gov>
Sent: Friday, January 10, 2020 10:07 AM

To: Gil Grodzinsky <Gil.Grodzinsky@dnr.ga.gov>; Michael Greenwald <mgreenwald@mbpz.org>; Olivia Lewis <olivia.lewis@dot.gov>; Risher, Matthew C <MRisher@dot.ga.gov>; Walker, Charles R. <crwalker@dot.ga.gov>; Weston Stroud <wstroud@mta-mac.com>
Cc: Jim Thomas <jpthomas@mbpz.org>; Delgadillo Canizares, Marlene V. <mcanizares@dot.ga.gov>; McQueen, Thomas <tmcqueen@dot.ga.gov>; Andy Edwards <Andrew.Edwards@fhwa.dot.gov>
Subject: RE: IAC Consultation--Proposed GDOT Project #0017121 (Bass Rd. from New Forsyth Rd. to Providence Blvd.)

Good Morning Mike,

I agree with Gil. These projects are “non-exempt.” You should use the last CDR which was based on the template as the starting point for this amendment.

Let me know if you have any further questions.

Dianna B. Myers

[U.S. Environmental Protection Agency](#)

Physical Scientist

Regional Transportation Conformity Contact

Air Regulatory Management Section

Phone: (404) 562-9207 Fax: (404) 562-9019

e-mail myers.dianna@epa.gov

From: Grodzinsky, Gil <Gil.Grodzinsky@dnr.ga.gov>

Sent: Thursday, January 9, 2020 12:46 PM

To: Michael Greenwald <mgreenwald@mbpz.org>; Myers, Dianna <Myers.Dianna@epa.gov>; Olivia Lewis <olivia.lewis@dot.gov>; Risher, Matthew C <MRisher@dot.ga.gov>; Walker, Charles R. <crwalker@dot.ga.gov>; Weston Stroud <wstroud@mta-mac.com>

Cc: Jim Thomas <jpthomas@mbpz.org>; Delgadillo Canizares, Marlene V. <mcanizares@dot.ga.gov>; McQueen, Thomas <tmcqueen@dot.ga.gov>; Andy Edwards <Andrew.Edwards@fhwa.dot.gov>

Subject: RE: IAC Consultation--Proposed GDOT Project #0017121 (Bass Rd. from New Forsyth Rd. to Providence Blvd.)

Hi Mike: After reading through this, here are my only comments:

1. The project is non-exempt for transportation conformity but does not require an emissions analysis and refer specifically to the guidance document from EPA that says this and why. I think this wording would be ideal instead of “exempt” which can be misinterpreted.
2. Yes, with a template now available for this process of transportation conformity for the 1997 ozone NAAQS, I would employ it fully as you have referenced loosely below (yes, no TCMs, and meets fiscal constraint, etc.). It should be quick and short now that you have the template.

Thanks for the information and if you have any other questions or if I misunderstood anything, let me know!

Gil

From: Michael Greenwald <mgreenwald@mbpz.org>

Sent: Thursday, January 9, 2020 12:09 PM

To: Myers, Dianna <Myers.Dianna@epa.gov>; Olivia Lewis <olivia.lewis@dot.ga.gov>; Risher, Matthew C <MRisher@dot.ga.gov>; Walker, Charles R. <crwalker@dot.ga.gov>; Weston Stroud <wstroud@mta-mac.com>; Grodzinsky, Gil <Gil.Grodzinsky@dnr.ga.gov>

Cc: Jim Thomas <jpthomas@mbpz.org>; Delgadillo Canizares, Marlene V. <mcanizares@dot.ga.gov>; McQueen, Thomas <tmcqueen@dot.ga.gov>; Andy Edwards <Andrew.Edwards@fhwa.dot.gov>

Subject: IAC Consultation--Proposed GDOT Project #0017121 (Bass Rd. from New Forsyth Rd. to Providence Blvd.)

Importance: High

CAUTION: This email originated from outside of the organization. Do not click links or open attachments unless you recognize the sender and know the content is safe.

Good morning IAC members,

Pursuant to the requirements of the updated Air Quality Conformity Determination for the MATS MPO area (MATS AQCD; adopted by MATS 5/8/2019, approved by FHWA 5/24/2019), MATS MPO is submitting the attached documentation for review and comments on proposed updates to the MATS Roads and Bridges project list.

The following amendments to the MATS 2040 LRTP and MATS FY 2018 – 2021 TIP are proposed to be made at the MATS Policy Committee meeting on February 5, 2020:

- Add GDOT Project #0017121 (expansion of Bass Rd. from New Forsyth Rd. to Providence Blvd.) to MATS 2040 LRTP Chapter 6 – Roads & Bridges Projects List;
- Amend project description for Bass Rd. Phase 3 in MATS 2040 LRTP Chapter 6 – Roads & Bridges Projects List to extend from Providence Blvd. to Zebulon Rd.;
- Remove Bass Rd. Phase 1 and Bass Rd. Phase 2 from MATS 2040 LRTP Chapter 6 – Roads & Bridges Projects List;
- Amend MATS 2040 LRTP Chapter 8 – Fiscal Assessment to reflect the change in available funding balance associated with the previously listed changes, and demonstrate continued fiscal balancing;
- Amends the MATS FY 2018 – 2021 TIP to include those phases of GDOT Project #0017121 which are anticipated within the period covered by the TIP.

In accordance with requirements under Federal regulations and the most recent guidance related to the designation of the MATS area as Maintenance area for the 1997 8-hour Ozone air quality standard, MATS hereby states:

- The proposed project **Is Exempt** from air quality impact analysis for Ozone;

- The proposed project update meets fiscal constraint requirements of the Long Range Transportation Plan, as required under 23 CFR 450.324(11);
- The proposed project update has been evaluated against the most recent planning assumptions, pursuant to 40 CFR 93.110. Because the latest applicable conformity determination for the MATS region does not identify any required Transportation Control Measures (TCMs), none have been applied in the evaluation of the proposed project update;

Please send any comments or questions to the entire recipient list for this message by **January 31, 2020**. In accordance with the procedures specified under Section 5.3 of the MATS AQCD, if MATS does not receive comments by the close of this comment period, MATS will presume there are no objections and proceed through the remainder of the LRTP/TIP amendment process.

Thank you very much for your attention in this matter.

Yours truly,

Mike Greenwald

Michael J. Greenwald, Ph.D., AICP
MPO Technical Coordinator

Macon Area Transportation Study
Terminal Station | 200 Cherry Street, Suite 300
Macon, GA 31201 | 478-338-9472
MATS2040.org

Interagency Coordinating Committee - Air Quality Conformity for
GDOT PI #0017121 (Bass Rd. from New Forsyth to Providence Blvd.)
E-mail Thread #2 of 2

From: [Michael Greenwald](#)
To: [Sheckler, Kelly A.](#); [Larocca, Sarah](#)
Cc: [Myers, Dianna](#)
Subject: FW: IAC Consultation--Proposed GDOT Project #0017121 (Bass Rd. from New Forsyth Rd. to Providence Blvd.)
Date: Thursday, January 23, 2020 1:44:04 PM
Attachments: [AirQualityConformityDeterminationReport_APPROVED24May2019.pdf](#)
[PI0017121ProjectDescAndFiscalBalancingPUBLICCOMMENTDocs.pdf](#)
Importance: High

Good afternoon Ms. Sheckler and Ms. Larocca,

Following up on the e-mail thread from Dianna Myers this morning, I am forwarding to you the e-mail thread requesting IAC comments for GDOT Project #0017121 (expansion of Bass Rd. from New Forsyth Rd. to Providence Blvd.). This project is located in Macon-Bibb County.

Please review the e-mail thread, then the attachments to this message, and have your comments/questions to me by **January 31, 2020**. Thanks in advance for your efforts.

Yours truly,

Mike Greenwald
MPO Technical Coordinator



Macon Area Transportation Study
Terminal Station | 200 Cherry Street, Suite 300
Macon, GA 31201 | 478-338-9472
MATS2040.org

From: Michael Greenwald
Sent: Friday, January 10, 2020 10:49 AM
To: Myers, Dianna <Myers.Dianna@epa.gov>; Gil Grodzinsky <Gil.Grodzinsky@dnr.ga.gov>; Olivia Lewis <olivia.lewis@dot.gov>; Risher, Matthew C <MRisher@dot.ga.gov>; Walker, Charles R. <crwalker@dot.ga.gov>; Weston Stroud <wstroud@mta-mac.com>
Cc: Jim Thomas <jpthomas@mbpz.org>; Delgadillo Canizares, Marlene V. <mcanizares@dot.ga.gov>; McQueen, Thomas <tmcqueen@dot.ga.gov>; Andy Edwards <Andrew.Edwards@fhwa.dot.gov>
Subject: RE: IAC Consultation--Proposed GDOT Project #0017121 (Bass Rd. from New Forsyth Rd. to Providence Blvd.)
Importance: High

Good morning All,

Following up on the comments from Gil Grodzinsky and Dianna Myers below:

- CORRECTION: Based on Gil and Dianna's advice, MATS is revising the description of proposed GDOT Project (PI #0017121) to "Non-Exempt" for air quality analysis. However, no new air quality analysis is required, since MATS was found to be conforming with the 1997 NAAQS for Ozone during the latest model run (dated 4/26/2016).
- Gil and Dianna make reference to using the template language in the approved CDR. The requested language was included in the original e-mail notification, starting with the paragraph "In accordance with" The source template can be found in Sec. 5.3, of the attached document pgs. 10-11.

As before, please e-mail the group if you have any additional questions or concerns. Thank you very much for your continued attention in this matter.

Yours truly,

Mike Greenwald

Michael J. Greenwald, Ph.D., AICP
MPO Technical Coordinator



Macon Area Transportation Study
Terminal Station | 200 Cherry Street, Suite 300
Macon, GA 31201 | 478-338-9472
MATS2040.org

From: Myers, Dianna <Myers.Dianna@epa.gov>

Sent: Friday, January 10, 2020 10:07 AM

To: Gil Grodzinsky <Gil.Grodzinsky@dnr.ga.gov>; Michael Greenwald <mgreenwald@mbpz.org>; Olivia Lewis <olivia.lewis@dot.ga.gov>; Risher, Matthew C <MRisher@dot.ga.gov>; Walker, Charles R. <crwalker@dot.ga.gov>; Weston Stroud <wstroud@mta-mac.com>

Cc: Jim Thomas <jpthomas@mbpz.org>; Delgadillo Canizares, Marlene V. <mcanizares@dot.ga.gov>; McQueen, Thomas <tmcqueen@dot.ga.gov>; Andy Edwards <Andrew.Edwards@fhwa.dot.gov>

Subject: RE: IAC Consultation--Proposed GDOT Project #0017121 (Bass Rd. from New Forsyth Rd. to Providence Blvd.)

Good Morning Mike,

I agree with Gil. These projects are “non-exempt.” You should use the last CDR which was based on the template as the starting point for this amendment.

Let me know if you have any further questions.

Dianna B. Myers

[U.S. Environmental Protection Agency](#)

Physical Scientist

Regional Transportation Conformity Contact

Air Regulatory Management Section

Phone: (404) 562-9207 Fax: (404) 562-9019

e-mail myers.dianna@epa.gov

From: Grodzinsky, Gil <Gil.Grodzinsky@dnr.ga.gov>

Sent: Thursday, January 9, 2020 12:46 PM

To: Michael Greenwald <mgreenwald@mbpz.org>; Myers, Dianna <Myers.Dianna@epa.gov>; Olivia Lewis <olivia.lewis@dot.ga.gov>; Risher, Matthew C <MRisher@dot.ga.gov>; Walker, Charles R. <crwalker@dot.ga.gov>; Weston Stroud <wstroud@mta-mac.com>

Cc: Jim Thomas <jpthomas@mbpz.org>; Delgadillo Canizares, Marlene V. <mcanizares@dot.ga.gov>; McQueen, Thomas <tmcqueen@dot.ga.gov>; Andy Edwards <Andrew.Edwards@fhwa.dot.gov>

Subject: RE: IAC Consultation--Proposed GDOT Project #0017121 (Bass Rd. from New Forsyth Rd. to Providence Blvd.)

Hi Mike: After reading through this, here are my only comments:

1. The project is non-exempt for transportation conformity but does not require an emissions analysis and refer specifically to the guidance document from EPA that says this and why. I think this wording would be ideal instead of “exempt” which can be misinterpreted.
2. Yes, with a template now available for this process of transportation conformity for the 1997 ozone NAAQS, I would employ it fully as you have referenced loosely below (yes, no TCMS, and meets fiscal constraint, etc.). It should be quick and short now that you have the template.

Thanks for the information and if you have any other questions or if I misunderstood anything, let me know!

Gil

From: Michael Greenwald <mgreenwald@mbpz.org>

Sent: Thursday, January 9, 2020 12:09 PM

To: Myers, Dianna <Myers.Dianna@epa.gov>; Olivia Lewis <olivia.lewis@dot.ga.gov>; Risher, Matthew

C <MRisher@dot.ga.gov>; Walker, Charles R. <crwalker@dot.ga.gov>; Weston Stroud <wstroud@mta-mac.com>; Grodzinsky, Gil <Gil.Grodzinsky@dnr.ga.gov>

Cc: Jim Thomas <jpthomas@mbpz.org>; Delgadillo Canizares, Marlene V. <mcanizares@dot.ga.gov>; McQueen, Thomas <tmcqueen@dot.ga.gov>; Andy Edwards <Andrew.Edwards@fhwa.dot.gov>

Subject: IAC Consultation--Proposed GDOT Project #0017121 (Bass Rd. from New Forsyth Rd. to Providence Blvd.)

Importance: High

CAUTION: This email originated from outside of the organization. Do not click links or open attachments unless you recognize the sender and know the content is safe.

Good morning IAC members,

Pursuant to the requirements of the updated Air Quality Conformity Determination for the MATS MPO area (MATS AQCD; adopted by MATS 5/8/2019, approved by FHWA 5/24/2019), MATS MPO is submitting the attached documentation for review and comments on proposed updates to the MATS Roads and Bridges project list.

The following amendments to the MATS 2040 LRTP and MATS FY 2018 – 2021 TIP are proposed to be made at the MATS Policy Committee meeting on February 5, 2020:

- Add GDOT Project #0017121 (expansion of Bass Rd. from New Forsyth Rd. to Providence Blvd.) to MATS 2040 LRTP Chapter 6 – Roads & Bridges Projects List;
- Amend project description for Bass Rd. Phase 3 in MATS 2040 LRTP Chapter 6 – Roads & Bridges Projects List to extend from Providence Blvd. to Zebulon Rd.;
- Remove Bass Rd. Phase 1 and Bass Rd. Phase 2 from MATS 2040 LRTP Chapter 6 – Roads & Bridges Projects List;
- Amend MATS 2040 LRTP Chapter 8 – Fiscal Assessment to reflect the change in available funding balance associated with the previously listed changes, and demonstrate continued fiscal balancing;
- Amends the MATS FY 2018 – 2021 TIP to include those phases of GDOT Project #0017121 which are anticipated within the period covered by the TIP.

In accordance with requirements under Federal regulations and the most recent guidance related to the designation of the MATS area as Maintenance area for the 1997 8-hour Ozone air quality standard, MATS hereby states:

- The proposed project **is Exempt** from air quality impact analysis for Ozone;
- The proposed project update meets fiscal constraint requirements of the Long Range Transportation Plan, as required under 23 CFR 450.324(11);
- The proposed project update has been evaluated against the most recent planning assumptions, pursuant to 40 CFR 93.110. Because the latest applicable conformity determination for the MATS region does not identify any required Transportation Control Measures (TCMs), none have been applied in the evaluation of the proposed project update;

Please send any comments or questions to the entire recipient list for this message by **January 31, 2020**. In accordance with the procedures specified under Section 5.3 of the MATS AQCD, if MATS

does not receive comments by the close of this comment period, MATS will presume there are no objections and proceed through the remainder of the LRTP/TIP amendment process.

Thank you very much for your attention in this matter.

Yours truly,

Mike Greenwald

Michael J. Greenwald, Ph.D., AICP
MPO Technical Coordinator

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