

# Transportation Improvement Program

**TIP**  
FY 2021 - 2024



# Macon Area Transportation Study Transportation Improvement Program Fiscal Years 2021 – 2024

PREPARED BY  
Macon – Bibb Planning & Zoning Commission

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

Version Date: April 4, 2022

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**

### **A RESOLUTION OF THE MACON AREA TRANSPORTATION STUDY POLICY COMMITTEE ADOPTING THE TRANSPORTATION IMPROVEMENT PLAN FOR FY 2021 – 2024**

**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 23 CFR, Sec. 450.326 (Code of Federal Regulations Title 23, Section 450.326), the FY 2021 – 2024 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 the 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 resources over the FY 2021 – 2024 period; and

**WHEREAS**, under 23 CFR, Sec. 490.105, as authorized under the Moving Ahead for Progress in the 21<sup>st</sup> 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 49 CFR 625.17, as authorized under the aforementioned MAP-21 and FAST Act, GDOT adopted Performance Measures related to State of Good Repair for transit assets, and published the final rule establishing Transit Asset Management (TAM) requirements for recipients and sub-recipients of Federal transit funding; and

**WHEREAS**, because both Jones County Transit and Macon-Bibb County Transit Authority are recognized by GDOT Office of Intermodal are identified as Tier II transit service providers, and therefore are covered under the Statewide TAM targets published by GDOT

**WHEREAS**, pursuant 49 CFR 673, as authorized under the aforementioned MAP-21 and FAST Act, Federal Transit Administration has established procedural rules related to establishing and carrying out the Public Transportation Safety Programs for all Federal transit funding recipients and sub-recipients covered by the Urbanized Area Formula Funding Program (49 USC 5307); and

**WHEREAS**, on June 20, 2020, Macon-Bibb County Transit Authority, as the only transit funding sub-recipient in the MATS region covered by Urbanized Area Formula Funding, adopted a Public Transportation Agency Safety Plan, consistent with the requirements identified in 49 CFR 673; and

**WHEREAS**, under 23 CFR 490.105(f)(2) and 23 CFR 490.105(3)(i), MATS MPO has the option to reflect all Performance Management targets adopted by State of Georgia by adoption; and





## Macon Area Transportation Study

**WHEREAS**, under 23 USC 134(h)(2)(D) (United States Code Chapter 23, Section 134), MATS is directed by Federal law to “...integrate in the metropolitan transportation planning process, directly or by reference, the goals, objectives, performance measures, and targets described in other State transportation plans and transportation processes, as well as any plans developed under chapter 53 of title 49 by providers of public transportation, required as part of a performance-based program”

**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 2021 – 2024 period; and

**BE IT FURTHER RESOLVED**, the MATS Policy Committee does hereby adopt by reference all Performance Measures and Performance Targets currently adopted by GDOT under 23 CFR 490.105, as well as all Performance Measures and Performance Targets for Transit Asset Management and Public Transportation Agency Safety Plan adopted by GDOT and Macon-Bibb County Transit Authority under 49 CFR 627 and 49 CFR 673, respectively; and.

**BE IT FURTHER RESOLVED** that if, subsequent to this initial adoption, new State and/or MATS area Performance Targets on any Performance Measures described in the immediately preceding paragraph are identified, and changes *are initiated* by the authority of GDOT or Macon-Bibb County Transit Authority, such changes in Performance Targets may be incorporated into the TIP under the **Administrative Modification** process, as described in the MATS Public Participation Plan; and

**BE IT FURTHER RESOLVED**, that if, subsequent to this initial adoption, the MATS Policy Committee seeks to set revised Performance Targets on any Performance Measures identified above, and changes *are not initiated* by authority of GDOT or Macon-Bibb County Transit Authority, such changes in Performance Targets may be incorporated into the TIP under the formal **Amendment** process, as described in the MATS Public Participation Plan.

**BE IT FURTHER RESOLVED** that, in the event scrivener’s errors are discovered in this Resolution, in this TIP itself, or any examples or appendices thereto, the MATS Policy Committee authorizes and directs the MATS staff to correct any and all such errors, to post corrected documents as needed, and inform such parties and organizations requiring notice that the error has been corrected.

Adopted by the MATS Policy Committee on the 4th day of November 2020.

By: Robert A. B. Reichert  
MATS Policy Committee Chairman

**CERTIFICATION  
OF THE  
MACON AREA TRANSPORTATION STUDY (MATS)**

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

1. **23 U.S.C. 134, 49 U.S.C. 5305, and this subpart**
  - a) Agreements are in place to address responsibilities of each MPO for its share of the overall Metropolitan Planning Area (MPA), where multiple Metropolitan Planning Organizations share geographic portions of a Transportation Management Area (TMA).
  - b) All major modes of transportation are members of the MPO
  - c) Any changes to the MPA boundaries were reflected in the Policy Board representation.
  - d) Agreements or memorandums are signed and in place for identification of planning responsibilities among the MPO, GDOT, public transit operator(s), air quality agency(ies), or other agencies involved in the planning process.
  - e) Roles and responsibilities are defined for the development of the Long Range Transportation Plan (LRTP) / Metropolitan Transportation Plan (MTP), Transportation Improvement Program (TIP), Unified Planning Work Program (UPWP) and other related planning documents.
  - f) All MPO required planning products per 23 CFR Part 450, meeting minutes and agenda items are current and available on the MPO's website.
1. **UPWP (23 CFR Part 450.308)**
  - a) The UPWP documents in detail the activities to be performed with Title 23 and the Federal Transit Act.
  - b) The UPWP activities are developed, selected and prioritized with input from the State, MPO committees and public transit agency(ies).
  - c) The final UPWP is submitted in a timely manner to GDOT with authorization occurring before the MPO's fiscal year begins.
  - d) Initial Adoption and Amendments to the UPWP are developed and processed in accordance with procedures outlined in the MPO's Participation Plan.
  - e) Planning activities and status reports are submitted quarterly by the MPO to GDOT and FHWA.
2. **LRTP/MTP (23 CFR Part 450.324)**
  - a) The LRTP/MTP incorporates a minimum 20-year planning horizon.
  - b) The LRTP/MTP identifies both long-range and short-range strategies and actions leading to the development of an intermodal transportation system.
  - c) The LRTP/MTP is fiscally constrained.
  - d) The development of the LRTP/MTP and the TIP are coordinated with other providers of transportation (e.g. regional airports, maritime port operators).
  - e) All of the Fixing America's Surface Transportation (FAST) Act planning factors were considered in the planning process.
  - f) The LRTP/MTP includes a discussion of types of potential environmental mitigation activities and potential areas to carry out these activities in consultation with federal, state and tribal land management and regulatory agencies.
  - g) The MPO approves the LRTP/MTP in a timely manner without entering into a planning lapse.
  - h) Initial Adoption and Amendments to the LRTP/MTP are developed and processed in accordance with procedures outlined in the MPO's Participation Plan.
  - i) The transit authority's planning process is coordinated with the MPO's planning process.
  - j) In non-attainment and maintenance areas the MPO, as well as FHWA and FTA, must make a conformity determination on any updated or amended LRTP/MTP in accordance with 40 CFR Part 93.
3. **TIP 23 CFR Part 450.326)**
  - a) The TIP is updated at least every 4 years, on a schedule compatible with STIP development.
  - b) Each project included in the TIP is consistent with the LRTP/MTP.
  - c) The MPO, GDOT and the transit operator collaborate on the development of the TIP.
  - d) The TIP contains all projects to be funded under Title 23 U.S.C. and Title 49 U.S.C. Chapter 53.
  - e) The TIP is financially constrained by year and revenue estimates reflect reasonable assumptions.

- f) The MPO TIP is included in the STIP by reference, without modification.
  - g) Initial Adoption and Amendments to the TIP are developed and processed in accordance with procedures outlined in the MPO's Participation Plan.
  - h) In non-attainment and maintenance areas, the MPO as well as the FHWA and FTA must make a conformity determination on any updated or amended TIP in accordance with 40 CFR Part 93.
4. **Participation Plan (23 CFR Part 450.316)**
- a) A 45-day comment period was provided before the Participation Plan was adopted/revised.
  - b) Transportation plans, programs and projects provide timely information about transportation issues and processes to citizens and others who may be affected.
  - c) Opportunities are provided for participation by local, State, and federal environmental resource and permit agencies where appropriate.
  - d) The public involvement process demonstrates explicit consideration and responsiveness to public input received during the planning and program development process.
  - e) The transportation planning process identifies and addresses the needs of those traditionally underserved, including low-income and minority households.
  - f) The disposition of comments and changes in the final LRTP/MTP/TIP are documented and reported when significant comments are submitted.
  - g) Additional time is provided if the "final" document is significantly different from the draft originally made available for public review.
  - h) The MPO undertakes a periodic review of the public involvement process to determine if the process is efficient and provides full an open access for all.
5. **List of Obligated Projects (23 CFR Part 450.334)**
- a) The MPO provides a listing for all projects for which funds are obligated each year, including bicycle and pedestrian facilities.
  - b) The annual listing is made available to the public via the TIP or the LRTP/MTP.
- II. In non-attainment and maintenance areas, sections 174 and 176(c) and (d) of the Clean Air Act, as amended (42 U.S.C. 7504, 7506(c) and (d)) and 40 CFR part 93
- a) The MPO's UPWP incorporates all of the metropolitan transportation-related air quality planning activities addressing air quality goals, including those not funded by FHWA/FTA.
  - b) Agreements exist to outline the process for cooperative planning within full nonattainment/maintenance areas that are not designated by the MPO planning area.
  - c) The MPO coordinates the development of the LRTP/MTP with SIP development and the development of Transportation Control Measures (TCM) if applicable.
  - d) The LRTP/MTP includes design concept and scope descriptions of all existing and proposed transportation facilities in sufficient detail, regardless of funding source, to permit conformity determinations.
  - e) The MPO's TIP includes all proposed federally and non-federally funded regionally significant transportation projects, including intermodal facilities.
  - f) If applicable, the MPO ensures priority programming and expeditious implementation of TCMs from the STIP.
- III. Title VI of the Civil Rights Act of 1964, as amended (42 U.S.C. 2000d-1) and 49 CFR part 21
- a) The MPO has adopted goals, policies, approaches and measurements to address Title VI and related requirements.
  - b) The public involvement process is consistent with Title VI of the Civil Rights Act of 1964 and the Title VI assurance execution by the State.
  - c) The MPO has processes, procedures, guidelines, and/or policies that address Title VI, ADA, and DBE.
  - d) The MPO has a documented policy on how Title VI complaints will be handled.
  - e) The MPO has a demographic profile of the metropolitan planning area that includes identification of the locations of protected populations.
  - f) As appropriate, the planning process identifies/considers/addresses the needs of protected/traditionally underserved populations (low-income/minority as defined by the U.S. Census Bureau).
- IV. 49 U.S.C. 5332, prohibiting discrimination on the basis of race, color, creed, national origin, sex, or age in employment of business opportunity



- a) The MPO adheres to all requirements prohibiting discrimination against a person under, a project, program, or activity receiving financial assistance under because of race, color, creed, national origin, sex, or age.
- V. Section 1101(b) of the FAST Act (Pub. L. 114-357) and 49 CFR part 26 regarding the involvement of disadvantaged business enterprises in U.S. DOT funded projects
  - a) The GDOT establishes overall goals for the percentage of work to be performed by DBE's based on the projections of the number and types of federal-aid highway contracts to be awarded and the number and types of DBE's likely to be available to compete for the contracts.
- VI. 23 CFR part 230, regarding the implementation of an equal employment opportunity program on Federal and Federal-aid highway construction contracts
  - a) The MPO as required by Title VII of the Civil Rights Act of 1964, does not discriminate on employment opportunities based on race, color, religion, sex, or national origin;
- VII. The provisions of the Americans with Disabilities Act of 1990 (42 U.S.C. 12101 et seq.) and 49 CFR parts 27, 37, and 38
  - a) The MPO as required by 49 U.S.C. 5332 prohibits discrimination on the basis of race, color, creed, national origin, sex, or age, and prohibits discrimination in employment or business opportunity, otherwise known as Title VI of the Civil Rights Act of 1964, as amended, 42 U.S.C. 2000d, and U.S. DOT regulations, "Nondiscrimination in Federally-Assisted Programs of the Department of Transportation—Effectuation of Title VI of the Civil Rights Act," 49 CFR part 21 at 21.7.
- VIII. The Older Americans Act, as amended (42 U.S.C. 6101), prohibiting discrimination on the basis of age in programs or activities receiving Federal financial assistance
  - a) The MPO has identified strategies and services to meet the needs of older persons' needs for transportation planning and programming.
- IX. Section 324 of title 23 U.S.C. regarding the prohibition of discrimination based on gender
  - a) The MPO adheres to the Act on Equality between women and men and prohibits both direct and indirect discrimination based on gender.
  - b) The MPO adheres to the Equal Pay Act of 1963 (EPA), which protects men and women who perform substantially equal work in the same establishment from sex-based wage discrimination;
- X. Section 504 of the Rehabilitation Act of 1973 (29 U.S.C. 794) and 49 CFR part 27 regarding discrimination against individuals with disabilities.
  - a) The MPO adheres to Title I and Title V of the Americans with Disabilities Act of 1990 (ADA), which prohibits employment discrimination against qualified individuals with disabilities in the private sector, and in state and local governments.

  
 Mayor Lester Miller, Policy Committee Chairman  
 Macon MPO

5/14/21  
 Date

**Radney Simpson**

Digitally signed by Radney Simpson  
 DN: C=US, E=rsimpson@dot.ga.gov, O=GDOT,  
 OU=Office of Planning, CN=Radney Simpson  
 Date: 2021.05.27 10:28:04-04'00'

Radney Simpson, Assistant State Transportation Planning Administrator  
 Georgia Department of Transportation, Office of Planning

Date

**Matt Markham**

Digitally signed by Matt Markham  
 Date: 2021.05.27 11:21:10 -04'00'

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

Date

# Table of Contents

Resolutions.....	i
Chapter 1: Introduction .....	1
Chapter 2: Road & Bridge Projects .....	16
Chapter 3: Funding Plan.....	44
Chapter 4: Mass Transit .....	50
Chapter 5: Airports.....	61
Appendix .....	70
MATs Transportation Improvement Program System Performance Report .....	71
Lump Sum Funding Description .....	81
Transit Funding .....	85
Plan Amendment Processes and Public Participation Requirements .....	86
Legal Advertisements for Comment Period for TIP	
Adoption and Amendments.....	90
List of MPO Authorized Projects.....	91
List of Lump Sum Funded Projects.....	94
List of Administrative Modifications .....	97
List of Amendments .....	99
Interagency Coordinating Committee/	
Air Quality Conformity Communications Log .....	100



## INDEX OF TIP PROJECTS LISTED ALPHABETICALLY BY PROJECT NAME

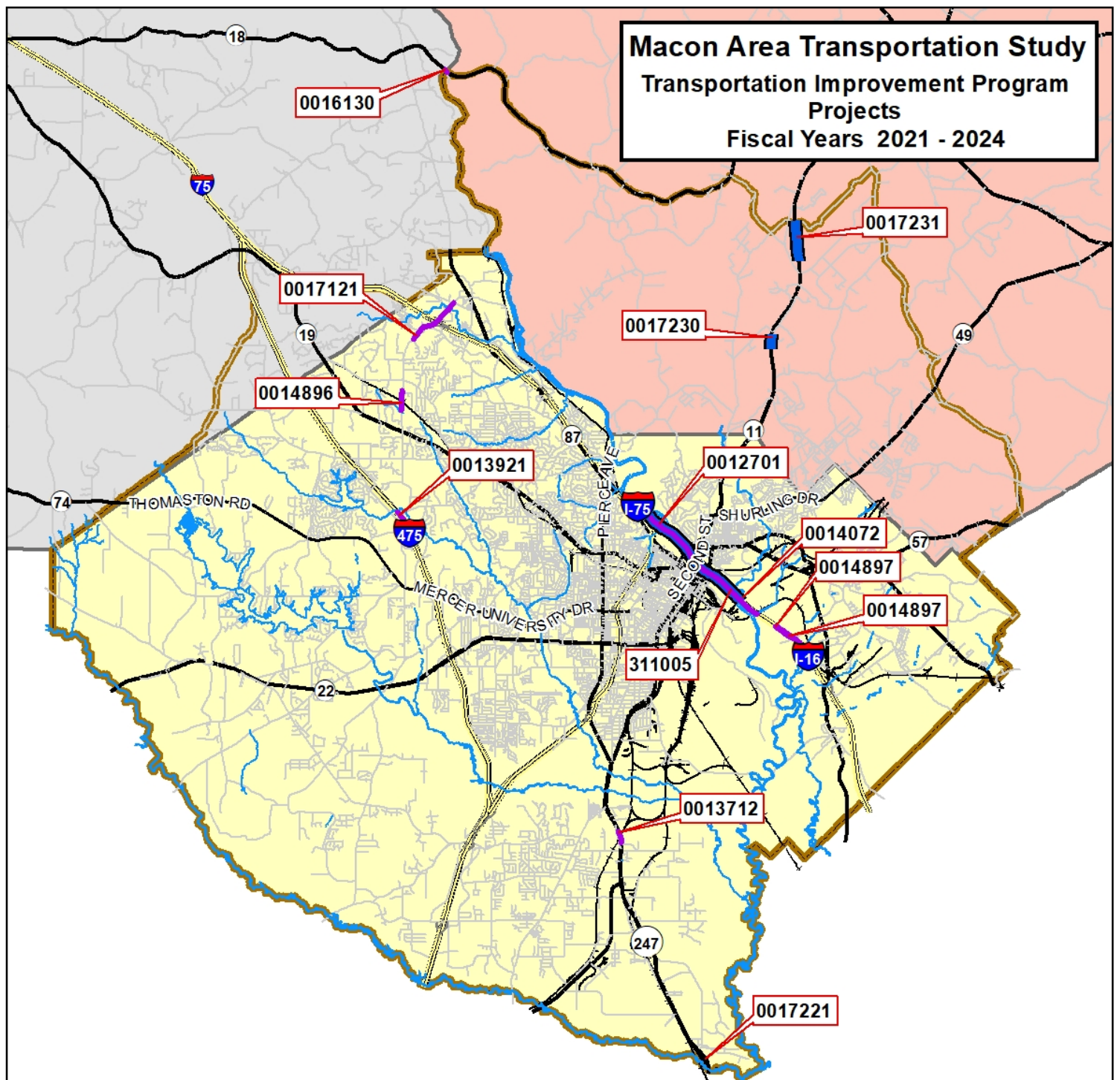
Project Name	Page
Bass Rd. @ Norfolk Southern RR (P.I. 0014896)	36
Bridge Painting (STP projects – Lump Sum)	20
Bridge Painting (Interstate Projects – Lump Sum)	24
Bridge Replacement at SR 18/Ocmulgee River, 13 miles East of Forsyth (P.I. 0016130)	38
Bass Rd. Widening, Phase 1 (P.I. 0017121)	39
Construction Management (Lump Sum)	28
1-16 EB from I-75 to Walnut Creek – Phase IV (P.I. 311005)	43
1-16 EB & WB @ Ocmulgee River Overflow (P.I. 0014897)	37
1-16 EB & WB @ Walnut Creek (P.I. 0014072)	35
1-16 WB from I-75 to Walnut Creek – Phase V (P.I. 0012701)	32
I-475 @ Tucker Rd. (P.I. 0013921)	34
Low Impact Bridges (Lump Sum)	30
Operational Improvements (Lump Sum)	29
Railroad Hazard Elimination Funds (Lump Sum)	22
Railroad Protection Devices (Lump Sum)	21
Road Maintenance – Any Area (NHS and STP)	19
Roadway Lighting (Lump Sum)	18
R-O-W Protective Buying (Lump Sum)	27
Safety Funds (Lump Sum)	23
SR 11/SR 22/US 129 @ Rock Creek (P.I. 0017230)	41
SR 11/SR 22/US 129 @ Sand Creek (P.I. 0017231)	42
SR 11/SR 49/US 41@Norfolk Southern RR (P.I. 0013712)	33
SR 247 @ Echeconne Creek & Overflows @ 3 Locations (P.I. 0017221)	40
Traffic Control Devices (Lump Sum)	25
Transportation Enhancements (Lump Sum)	31
Wetlands Mitigation (Lump Sum)	26

# Macon Area Transportation Study

## Transportation Improvement Program

### Projects

#### Fiscal Years 2021 - 2024



GDOTID	Description	Project Type
12701	I-16 from I-75 to Walnut Creek-Phase V	Roadway Project
13712	Replace Railroad Bridge on SR 11/SR 49/US 41 @ Norfolk Southern #734080Y, 1.4 Miles South of Macon	Bridges
13921	Bridge Replacement - Replace Bridge on I-475 @ CR 742/Tucker Rd, 2 miles West of Macon.	Bridges
14072	Bridge Replacement - Replace Bridge on I-16 Eastbound & Westbound @ Walnut Creek 1 Mile East of Macon	Bridges
14896	CR 742/BASS ROAD @ NS #718357C 2 MI W OF MACON	Bridge Replacement
14897	I-16 EB & WB @ OCMULGEE RIVER OVERFLOW	Bridge Replacement
16130	Bridge Replacement of SR 18 at Ocmulgee River.	Bridges
17121	CR 742/Bass Road from Providence Blvd to New Forsyth Rd	Bridges & Roadway Project
17221	Widen Bass Road from two to four lanes from Providence Blvd. to New Forsyth Rd	Roadway Project
17230	SR 11/SR 22/US 129 SB & NB @ ROCK CREEK	Roadway Project
17231	SR 11/SR 22/US 129 @ SAND CREEK	Roadway Project
311005	I-16 Eastbound from I-75 to Walnut Creek-Phase IV	Bridge Reconstruction

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 the material provided, it is specifically advised that you independently field verify the information contained within our records.

Date: 10/15/2020

Map Maker: Lesley G Hampton

1 inch = 3 miles



# INTRODUCTION

## Chapter 1 | Introduction

# Purpose and Document Organization

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 2021 - 2024. 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 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 2021-24.

**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 2021 and the end of FY 2024.

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.

## 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, Payne City (now defunct), Bibb County, 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 <https://www.maconmpo.com/lrtp/> for full details). This particular TIP outlines the roadway, airport and transit projects planned for the MATS Study Area during state fiscal years 2021 through 2024.<sup>1</sup>

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 2021-24 TIP to demonstrate financial constraint. The TIP addresses this requirement by depicting both project costs and anticipated available funding, grouped by federal funding codes.

<sup>1</sup> Fiscal years begin on July 1 of the previous year and end June 30 of the current year. For example, the fiscal year for 2021 (abbreviated FY 2021) began July 1, 2020, and ends June 30, 2021.



# 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 (<https://www.maconmpo.com/participation-plan/>). 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 programs are listed on the following page.

### How do I track changes in a Project?

Each project is summarized on project sheets in chapters associated with the general topic areas (highway, road and bridge projects are summarized in Chapter 2; transit projects are summarized in Chapter 4; aviation and airport projects are summarized in Chapter 5). The project sheets in each of these chapters will contain the most current information on each project including the relevant GDOT project or contract number, the dollar amount, and project location map (when applicable). The history of updates in the project sheets are indexed in this TIP according to the following system:

[4 digit year,2 digit month,2 digit day]\_[GDOT 7 digit Project #]\_[“M” or “A”, depending on whether or not the project modification was the result of an Administrative Modification or Amendment]

*Example: The index number “20180507\_0009861M” refers to a project change was applied on May 7, 2018 (date index=20180507). The change was applied to GDOT Project #0009861 (Replacement of Bridges on Houston Rd. at Rocky Creek & Tobosofkee Creek and Overflows), and was classified as an Administrative Modification (designation suffix=“M”)*

Administrative Modifications and full Amendments are fully described and indexed in the Appendix.

## TIP Program Funding Sources

**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.

**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)** – This program is a partnership between GDOT and FHWA, providing funds for local governments “to pursue non-traditional transportation related activities such as pedestrian facilities, bicycle facilities, and pedestrian streetscaping projects.”

# National Transportation Performance Measures and State Targets in the TIP

This section describes the effect the projects identified in the FY 2021-2024 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 below. Current status on achieving those targets can be found at <https://www.fhwa.dot.gov/tpm/reporting/state/state.cfm?state=Georgia>. 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 the original Highway Safety Performance Measure Targets proposed by GDOT. These targets are measured as a five year rolling average, and are updated on an annual basis. For a history of the Safety Performance Measure targets adopted by GDOT, see the MATS MPO System Performance Report, contained in the Appendix. The most recently adopted Statewide targets are listed below.

### Statewide Targets for National Safety Performance Measures (as of September 28, 2020)

National Safety Performance Measures	State Safety Targets (2017-2021 rolling avg.)
# of Fatalities	1,715.00
Rate of Fatalities per 100 million VMT	1.23
# of Serious Injuries	6,407.00
Rate of Serious Injuries per 100 million VMT	4.422
Total # of Non-Motorized Fatalities and Serious Injuries	686.50

The projects included in the FY 2021-2024 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. 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	2 Year Interim Targets	4-Year Target
Percentage of Interstate NHS pavements in <b>Good</b> condition	≥ 50% in Good Condition	≥ 50% in Good Condition
Percentage of Interstate NHS pavements in <b>Poor</b> condition	≤ 5% in Poor Condition	≤ 5% in Poor Condition
Percentage of Non-Interstate NHS pavements in <b>Good</b> condition	≥ 40% in Good Condition	≥ 40% in Good Condition
Percentage of NHS pavements in <b>Poor</b> condition	≤ 12% in Poor Condition	≤ 12% in Poor Condition
Percent of NHS Bridges in <b>Good</b> condition as a percentage of total NHS bridge deck are	≥ 50% in Good Condition	≥ 60% in Good Condition
Percent of NHS Bridges in <b>Poor</b> condition as a percentage of total NHS bridge deck area	≤ 10% in Poor Condition	≤ 10% in Poor Condition

Projects in the FY 2021-2024 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. Subsequently, on August 20, 2018, GDOT communicated new targets for emission reductions related to improved air quality. The most recently adopted 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 2021-2024 TIP that address these goals include:

- The reconstruction of the I-16/I-75 Interchange (as mentioned above)
- 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

### Transit Asset Management

In addition to the metrics and goals identified above for roads, highways and bridges, MAP-21 also directs 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 2021 – 2024 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 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.

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 2021 – 2024 TIP.

To that end, the following projects in the MATS FY 2021 – 2024 TIP are identified as supporting JCT and MTA compliance with transit performance measures:

- MTA purchase of six (6) 35 ft. Transit busses between FY 2021 and FY 2024, to replace anticipated fleet retirements (including at least two (2) 35 ft. electric busses under FTA 5339(a) Low Emission/No Emission grant);
- Continued assistance to Middle Georgia Regional Commission (MGRC), wherein MGRC serves as 5311 Rural Transit program manager for JCT



# 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
<b>Rolling Stock</b>	<b>775</b>		<b>96</b>	<b>12.4%</b>	
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%
<b>Equipment</b>	<b>55</b>		<b>23</b>	<b>42.6%</b>	
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
<b>Facilities</b>	<b>83</b>		<b>7</b>	<b>8.4%</b>	
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.

## Public Transit Agency Safety Planning

On July 19, 2018, the Federal Transit Administration published final rule 49 CFR 673, which requires agencies that receive money under 49 USC 5307 Urbanized Area Formula Funding program (aka “5307 funds”) to establish a Public Transportation Agency Safety Plan (PTASP). The PTASP must include the following:

- Documents the processes and activities related to safety management system implementation;
- Includes performance targets measures established under the National Public Transportation Safety Plan;
- Establish a process and timeline for conducting annual reviews and updates for performance targets

On June 20, 2020, Macon-Bibb County Transit Authority (MTA) adopted a PTASP document consistent with the requirements set forth by FTA. As the sole recipient of 5307 funds in the MATS planning area, the Macon-Bibb County Transit Authority Safety Plan (MTA-SP) document is the controlling reference for transit related Safety Performance Measures in the MATS region.

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

Section 4.2 of the MTA-SP identifies the following performance measures required by the National Public Transportation Safety Plan, and sets the target values to be achieved:

- Fatalities - Total number of reportable fatalities and rate per total vehicle revenue miles (VRM) by mode (The thresholds for "reportable" fatalities, injuries, and events are defined in the NTD Safety and Security);
- Injuries - Total number of reportable injuries and rate per total VRM by mode;
- Safety Events - Total number of reportable events and rate per total VRM by mode; and
- System Reliability - Mean distance between major mechanical failures by mode.

Specific targets safety performance measures are updated annually. Section 5 of the MTA-SP identifies the specific methods used to attain and maintain the targets.

The following activities in the TIP assist MTA in support of these goals:

- Lump Sum Maintenance projects, which include repair of road surfaces, shoulders and guardrails, in support of safe and efficient roadways on which MTA buses run;
- Lump Sum Roadway Lighting projects, which include improved lighting on State routes which may also be dual listed as local thoroughfares;
- Development and maintenance of the transit vehicle replacement schedule (See Ch. 4 for details)

STIP FUNDS							
(MATCHED)							
FY 2021 - FY 2024							
FUND	CODE	LUMP DESCRIPTION	2021	2022	2023	2024	TOTAL
NHPP	Z001		\$ 174,310,909	\$ 2,172,600	\$ -	\$ 504,000	\$ 176,987,509
STP	Z231		\$ -	\$ 5,180,799	\$ 27,394,363	\$ 11,098,185	\$ 43,673,347
STP	Z232		\$ -	\$ 1,750,000	\$ -	\$ 892,000	\$ 2,642,000
Freight	Z460		\$ 59,526,316	\$ -	\$ -	\$ -	\$ 59,526,316
Local	LOC		\$ -	\$ -	\$ -	\$ 5,387,700	\$ 5,387,700
Transit	5303		\$ 146,450	\$ 96,902	\$ 96,902	\$ 96,902	\$ 437,156
Transit	5304		\$ 22,292	\$ 22,292	\$ 22,292	\$ 22,292	\$ 89,168
Transit	5307	Capital	\$ 1,115,000	\$ 1,120,000	\$ 2,000,000	\$ 770,000	\$ 5,005,000
Transit	5307	Operations	\$ 6,085,000	\$ 6,200,800	\$ 6,400,000	\$ 6,592,000	\$ 25,277,800
Transit	5311		\$ 41,893	\$ 118,383.00	\$ 80,642	\$ -	\$ 240,918
Transit	5339		\$ 1,850,000	\$ -	\$ -	\$ -	\$ 1,850,000
TE	L220	ENHANCEMENT	\$ 125,000	\$ -	\$ -	\$ -	\$ 125,000
NHPP	Z001	BRIDGE PAINT - INTERSTATE	\$ 284,000	\$ 284,000	\$ 284,000	\$ 284,000	\$ 1,136,000
NHPP	Z001	ROADWAY LIGHTING	\$ 14,000	\$ 14,000	\$ 14,000	\$ 14,000	\$ 56,000
NHPP/STP	MULTI	ROAD MAINT - ANY AREA	\$ 3,266,000	\$ 3,266,000	\$ 3,266,000	\$ 3,266,000	\$ 13,064,000
STP	Z240	CST MGMT	\$ 738,000	\$ 738,000	\$ 738,000	\$ 738,000	\$ 2,952,000
STP	Z240	OPERATIONS	\$ 170,000	\$ 170,000	\$ 170,000	\$ 170,000	\$ 680,000
STP	Z240	BRIDGE PAINTING	\$ 142,000	\$ 142,000	\$ 142,000	\$ 142,000	\$ 568,000
STP	Z240	LOW IMPACT BRIDGES	\$ 298,000	\$ 298,000	\$ 298,000	\$ 298,000	\$ 1,192,000
STP	Z240	TRAF CONTROL DEVICES	\$ 426,000	\$ 426,000	\$ 426,000	\$ 426,000	\$ 1,704,000
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
HSIP	ZS30	SAFETY	\$ 1,420,000	\$ 1,420,000	\$ 1,420,000	\$ 1,420,000	\$ 5,680,000
HSIP	ZS40	RRX HAZARD ELIM	\$ 89,000	\$ 89,000	\$ 89,000	\$ 89,000	\$ 356,000
HSIP	ZS50	RRX PROTECTION DEV	\$ 75,000	\$ 75,000	\$ 75,000	\$ 75,000	\$ 300,000
<b>TOTAL</b>			<b>\$ 250,182,860</b>	<b>\$ 23,621,776</b>	<b>\$ 42,954,199</b>	<b>\$ 32,323,079</b>	<b>\$ 349,081,914</b>

# ROAD & BRIDGE PROJECTS

## Chapter 2 | Road & Bridge Projects

PROJECTS IN CURRENT FY 2021 – 2024 TIP		PI#
⌘ 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-16 East & Westbound @ Walnut Creek – Bridge Replacement		0014072
⌘ Bass Rd. @ Norfolk Southern RR – Bridge Replacement		0014896
⌘ I-16 East & Westbound @ Ocmulgee River Overflow – Bridge Replacement		0014897
⌘ SR 18/Ocmulgee River, 13 miles East of Forsyth – Bridge Replacement		0016130
⌘ I-16 Eastbound from I-75 to Walnut Creek-Phase IV		311005
⌘ I-16 Eastbound from I-75 to Walnut Creek-Phase IV		311400
NEW PROJECTS IN FY 2021 – 2024 TIP		PI#
⌘ CR 742/Bass Rd From Providence Blvd. to New Forsyth Rd.		0017121
⌘ SR 247/Hawkinsville Rd. @ Echeconnee Creek & Overflows at 3 Locations – Bridge Replacement		0017221
⌘ SR 11/SR 22/US 129 Southbound & Northbound @ Rock Creek – Bridge Replacement		0017230
⌘ SR 11/SR 22/US 129 @ Sand Creek– Bridge Replacement		0017231

**Project Worksheet Date: 7/14/2020**

<b>PROJECT NAME :</b>	ROADWAY LIGHTING	<b>PROJECT #:</b>
<b>PROJECT DESCRIPTION:</b>	LUMP SUM	<b>P.I. NOS:</b> LUMP SUM
		<b>TIP#:</b> MCN-72
		<b>COUNTY:</b> BIBB
<b>LENGTH (MI)</b>	<b># OF LANES-EXISTING:</b> N/A	<b>PLANNED:</b> N/A
<b>TRAFFIC VOLUMES (ADT)</b>	N/A (2012) N/A	(2040)
<b>LOCAL RD. #</b>	<b>ST./US. #</b>	<b>FUNDING</b> Z001

**COMMENTS/REMARKS:** For a more detailed explanation of the Lump Sum projects, please see the Appendix.

PROJECT PHASE	\$ SOURCE	FY 2021	FY 2022	FY 2023	FY 2024	TOTAL
PRELIMINARY ENGR.						\$0
RIGHT-OF-WAY						\$0
UTILITIES						\$0
CONSTRUCTION	FED./ST.	\$14,000	\$14,000	\$14,000	\$14,000	\$56,000
PROJECT COST		\$14,000	\$14,000	\$14,000	\$14,000	\$56,000
FEDERAL COST		\$11,200	\$11,200	\$11,200	\$11,200	\$44,800
STATE COST		\$2,800	\$2,800	\$2,800	\$2,800	\$11,200
LOCAL COST						\$0
DOT DISTRICT	3	CONGRESSIONALN DIST: 2 & 8			RC	MG
Fund 1 For P I 1:	Fund 2 For P I 2:			Fund 3 For P I 3:		

**PROJECT LOCATION**

**NO MAP AVAILABLE**

**Project Worksheet Date: 7/14/2020**

<b>PROJECT NAME:</b>	ROAD MAINTENANCE - ANY AREA	<b>PROJECT#:</b>
<b>PROJECT DESCRIPTION:</b>	Provide pavement resurfacing and maintenance at various locations under the Surface Transportation Program.	<b>P.I. NOS:</b> LUMP SUM
		<b>TIP#:</b> MCN-75
		<b>COUNTY:</b> BIBB
<b>LENGTH (MI):</b>	<b># OF LANES - EXISTING:</b> N/A	<b>PLANNED:</b> N/A
<b>TRAFFIC VOLUMES (ADT):</b>	N/A (2012) N/A	(2040)
<b>LOCAL RD. #:</b>	ST./US #	<b>FUNDING :</b> Z240

<b>COMMENTS/REMARKS:</b>	For a more detailed explanation of the Lump Sum projects, please see the Appendix.
--------------------------	--

PROJECT PHASE	\$ SOURCE	FY 2021	FY 2022	FY 2023	FY 2024	TOTAL
PRELIMINARY ENGR.						\$0
RIGHT-OF-WAY						\$0
UTILITIES						\$0
CONSTRUCTION	FED./ST.	\$3,266,000	\$3,266,000	\$3,266,000	\$3,266,000	\$13,064,000
PROJECT COST		\$3,266,000	\$3,266,000	\$3,266,000	\$3,266,000	\$13,064,000
FEDERAL COST		\$2,612,800	\$2,612,800	\$2,612,800	\$2,612,800	\$10,451,200
STATE COST		\$653,200	\$653,200	\$653,200	\$653,200	\$2,612,800
LOCAL COST						\$0
<b>DOT DISTRICT:</b> 3	<b>CONGRESSIONAL DIST:</b> 2 & 8				<b>RC</b>	<b>MG</b>
Fund 1 For PI 1:	Fund 2 For PI 2:				Fund 3 For PI 3:	

<b>PROJECT LOCATION</b>
<p style="text-align: center; font-size: 24pt; font-weight: bold;">NO MAP AVAILABLE</p>



**Project Worksheet Date: 7/14/2020**

<b>PROJECT NAME:</b>		BRIDGE PAINTING		<b>PROJECT#:</b>		
<b>PROJECT DESCRIPTION:</b>		Provide bridge painting at various locations under the Surface Transportation Program.		<b>P.I. NOS:</b> LUMP SUM		
				<b>TIP#:</b> MCN-76		
				<b>COUNTY:</b> BIBB		
<b>LENGTH (MI):</b>	<b># OF LANES - EXISTING:</b>	N/A		<b>PLANNED:</b> N/A		
<b>TRAFFIC VOLUMES (ADT):</b>	N/A	(2012)	N/A	(2040)		
<b>LOCAL RD. #:</b>	<b>ST./US #</b>			<b>FUNDING :</b> Z240		
<b>COMMENTS/REMARKS:</b>		For a more detailed explanation of the Lump Sum projects, please see the Appendix.				
<b>PROJECT PHASE</b>	<b>\$ SOURCE</b>	<b>FY 2021</b>	<b>FY 2022</b>	<b>FY 2023</b>	<b>FY 2024</b>	<b>TOTAL</b>
PRELIMINARY ENGR.						\$0
RIGHT-OF-WAY						\$0
UTILITIES						\$0
CONSTRUCTION	FED./ST.	\$142,000	\$142,000	\$142,000	\$142,000	\$568,000
PROJECT COST		\$142,000	\$142,000	\$142,000	\$142,000	\$568,000
FEDERAL COST		\$113,600	\$113,600	\$113,600	\$113,600	\$454,400
STATE COST		\$28,400	\$28,400	\$28,400	\$28,400	\$113,600
LOCAL COST						\$0
<b>DOT DISTRICT:</b>	3	<b>CONGRESSIONAL DIST:</b>		2 & 8		<b>RC</b> MG
<b>Fund 1 For PI 1:</b>	<b>Fund 2 For PI 2:</b>		<b>Fund 3 For PI 3:</b>			
<b>PROJECT LOCATION</b>						
<p><b>NO MAP AVAILABLE</b></p>						

**Project Worksheet Date: 7/14/2020**

<b>PROJECT NAME:</b>		RAILROAD PROTECTION DEVICES				<b>PROJECT#:</b>	
<b>PROJECT DESCRIPTION:</b>		LUMP SUM				<b>P.I. NOS:</b> LUMP SUM	
						<b>TIP#:</b> MCN-77	
						<b>COUNTY:</b> BIBB	
<b>LENGTH (MI):</b> N/A		<b># OF LANES - EXISTING:</b>		N/A		<b>PLANNED:</b> N/A	
<b>TRAFFIC VOLUMES (ADT):</b>		N/A		(2012)		N/A (2040)	
<b>LOCAL RD. #:</b>		<b>ST./US #</b>				<b>FUNDING :</b> ZS50	
<b>COMMENTS/REMARKS:</b>		For a more detailed explanation of the Lump Sum projects, please see the Appendix.					
<b>PROJECT PHASE</b>	<b>\$ SOURCE</b>	<b>FY 2021</b>	<b>FY 2022</b>	<b>FY 2023</b>	<b>FY 2024</b>	<b>TOTAL</b>	
PRELIMINARY ENGR.						\$0	
RIGHT-OF-WAY						\$0	
UTILITIES						\$0	
CONSTRUCTION	FED./ST.	\$75,000	\$75,000	\$75,000	\$75,000	\$300,000	
PROJECT COST		\$75,000	\$75,000	\$75,000	\$75,000	\$300,000	
FEDERAL COST		\$60,000	\$60,000	\$60,000	\$60,000	\$240,000	
STATE COST		\$15,000	\$15,000	\$15,000	\$15,000	\$60,000	
LOCAL COST						\$0	
<b>DOT DISTRICT:</b>	3	<b>CONGRESSIONAL DIST:</b>			2 & 8	<b>RC</b>	MG
<b>Fund 1 For PI 1:</b>	<b>Fund 2 For PI 2:</b>			<b>Fund 3 For PI 3:</b>			
<b>PROJECT LOCATION</b>							
NO MAP AVAILABLE							

**Project Worksheet Date: 7/14/2020**

<b>PROJECT NAME:</b>	RAILROAD HAZARDS ELIMINATION FUNDS	<b>PROJECT#:</b>	
<b>PROJECT DESCRIPTION:</b>	SFT LUMP SUM	<b>P.I. NOS:</b>	LUMP SUM
		<b>TIP#:</b>	MCN-78
		<b>COUNTY:</b>	BIBB
<b>LENGTH (MI):</b>	N/A	<b># OF LANES - EXISTING:</b>	N/A
<b>TRAFFIC VOLUMES (ADT):</b>	N/A	<b>(2012)</b>	N/A
<b>LOCAL RD. #:</b>	ST/US #	<b>FUNDING :</b>	ZS40
<b>COMMENTS/REMARKS:</b>	For a more detailed explanation of the Lump Sum projects, please see the Appendix.		

PROJECT PHASE	\$ SOURCE	FY 2021	FY 2022	FY 2023	FY 2024	TOTAL
PRELIMINARY ENGR.		\$0	\$0	\$0	\$0	\$0
RIGHT-OF-WAY		\$0	\$0	\$0	\$0	\$0
UTILITIES		\$0	\$0	\$0	\$0	\$0
CONSTRUCTION	FED./ST.	\$89,000	\$89,000	\$89,000	\$89,000	\$356,000
PROJECT COST		\$89,000	\$89,000	\$89,000	\$89,000	\$356,000
FEDERAL COST		\$80,100	\$80,100	\$80,100	\$80,100	\$320,400
STATE COST		\$8,900	\$8,900	\$8,900	\$8,900	\$35,600
LOCAL COST		\$0	\$0	\$0	\$0	\$0
DOT DISTRICT:	3	CONGRESSIONAL DIST:		2 & 8	RC	MG
Fund 1 For PI 1:		Fund 2 For PI 2:			Fund 3 For PI 3:	

**PROJECT LOCATION**

**NO MAP AVAILABLE**

**Project Worksheet Date: 7/14/2020**

<b>PROJECT NAME:</b>	SAFETY PROJECTS	<b>PROJECT#:</b>
<b>PROJECT DESCRIPTION:</b>	LUMP SUM	<b>P.I. NOS:</b> LUMP SUM
		<b>TIP#:</b> MCN-79
		<b>COUNTY:</b> BIBB
<b>LENGTH (MI):</b> N/A	<b># OF LANES - EXISTING:</b> N/A	<b>PLANNED:</b> N/A
<b>TRAFFIC VOLUMES (ADT):</b> N/A	(2012) N/A	(2040)
<b>LOCAL RD. #:</b>	<b>ST./US #</b>	<b>FUNDING :</b> ZS30
<b>COMMENTS/REMARKS:</b> For a more detailed explanation of the Lump Sum projects, please see the Appendix.		

PROJECT PHASE	\$ SOURCE	FY 2021	FY 2022	FY 2023	FY 2024	TOTAL
PRELIMINARY ENGR.		\$0	\$0	\$0	\$0	\$0
RIGHT-OF-WAY		\$0	\$0	\$0	\$0	\$0
UTILITIES		\$0	\$0	\$0	\$0	\$0
CONSTRUCTION	FED./ST.	\$1,420,000	\$1,420,000	\$1,420,000	\$1,420,000	\$5,680,000
PROJECT COST		\$1,420,000	\$1,420,000	\$1,420,000	\$1,420,000	\$5,680,000
FEDERAL COST		\$1,278,000	\$1,278,000	\$1,278,000	\$1,278,000	\$5,112,000
STATE COST		\$142,000	\$142,000	\$142,000	\$142,000	\$568,000
LOCAL COST		\$0	\$0	\$0	\$0	\$0
DOT DISTRICT:	3	CONGRESSIONAL DIST:			2 & 8	RC MG
Fund 1 For PI 1:		Fund 2 For PI 2:				Fund 3 For PI 3:

PROJECT LOCATION

**NO MAP AVAILABLE**

# Project Worksheet Date: 7/14/2020

<b>PROJECT NAME:</b>	BRIDGE PAINTING - INTERSTATE		<b>PROJECT#:</b>
<b>PROJECT DESCRIPTION:</b>	Provide bridge maintenance as part of interstate maintenance.		<b>P.I. NOS:</b> LUMP SUM
			<b>TIP#:</b> MCN-82
			<b>COUNTY:</b> BIBB
<b>LENGTH (MI):</b> N/A	<b># OF LANES - EXISTING:</b> N/A	<b>PLANNED:</b> N/A	
<b>TRAFFIC VOLUMES (ADT):</b> N/A	(2012)	N/A	(2040)
<b>LOCAL RD. #:</b>	<b>ST./US #</b>	<b>FUNDING :</b> Z001	
<b>COMMENTS/REMARKS:</b>	For a more detailed explanation of the Lump Sum projects, please see the Appendix.		

PROJECT PHASE	\$ SOURCE	FY 2021	FY 2022	FY 2023	FY 2024	TOTAL
PRELIMINARY ENGR.		\$0	\$0	\$0	\$0	\$0
RIGHT-OF-WAY		\$0	\$0	\$0	\$0	\$0
UTILITIES		\$0	\$0	\$0	\$0	\$0
CONSTRUCTION	FED./ST.	\$284,000	\$284,000	\$284,000	\$284,000	\$1,136,000
PROJECT COST		\$284,000	\$284,000	\$284,000	\$284,000	\$1,136,000
FEDERAL COST		\$227,200	\$227,200	\$227,200	\$227,200	\$908,800
STATE COST		\$56,800	\$56,800	\$56,800	\$56,800	\$227,200
LOCAL COST		\$0	\$0	\$0	\$0	\$0
DOT DISTRICT:	3	CONGRESSIONAL DIST:			2 & 8	RC MG
Fund 1 For PI 1:		Fund 2 For PI 2:				Fund 3 For PI 3:

**PROJECT LOCATION**

NO MAP AVAILABLE

# Project Worksheet Date: 7/14/2020

<b>PROJECT NAME:</b>		TRAFFIC CONTROL DEVICES			<b>PROJECT#:</b>	
<b>PROJECT DESCRIPTION:</b>		This is a Lump Sum Project and part of the Regional Traffic Signal Optimization group of projects. See the appendix for more details.			<b>P.I. NOS:</b> LUMP SUM	
					<b>TIP#:</b> MCN-85	
					<b>COUNTY:</b> BIBB	
<b>LENGTH (MI):</b> N/A		<b># OF LANES - EXISTING:</b>		N/A		<b>PLANNED:</b> N/A
<b>TRAFFIC VOLUMES (ADT):</b>		N/A		(2012)		N/A (2040)
<b>LOCAL RD. #:</b>		ST/US #				<b>FUNDING :</b> Z240
<b>COMMENTS/REMARKS:</b>						
<b>PROJECT PHASE</b>	<b>\$ SOURCE</b>	<b>FY 2021</b>	<b>FY 2022</b>	<b>FY 2023</b>	<b>FY 2024</b>	<b>TOTAL</b>
PRELIMINARY ENGR.		\$0	\$0	\$0	\$0	\$0
RIGHT-OF-WAY		\$0	\$0	\$0	\$0	\$0
UTILITIES		\$0	\$0	\$0	\$0	\$0
CONSTRUCTION	FED./ST.	\$426,000	\$426,000	\$426,000	\$426,000	\$1,704,000
PROJECT COST		\$426,000	\$426,000	\$426,000	\$426,000	\$1,704,000
FEDERAL COST		\$340,800	\$340,800	\$340,800	\$340,800	\$1,363,200
STATE COST		\$85,200	\$85,200	\$85,200	\$85,200	\$340,800
LOCAL COST		\$0	\$0	\$0	\$0	\$0
<b>DOT DISTRICT:</b>	3	<b>CONGRESSIONAL DIST:</b>			2 & 8	<b>RC</b> MG
<b>Fund 1 For PI 1:</b>		<b>Fund 2 For PI 2:</b>				<b>Fund 3 For PI 3:</b>
<b>PROJECT LOCATION</b>						

NO MAP AVAILABLE

**Project Worksheet Date: 7/14/2020**

<b>PROJECT NAME :</b>	WETLAND MITIGATION	<b>PROJECT #:</b>
<b>PROJECT DESCRIPTION:</b>	LUMP SUM	<b>P.I. NOS:</b> LUMP SUM
		<b>TIP#:</b> MCN-88
		<b>COUNTY:</b> BIBB
<b>LENGTH (MI)</b>	<b># OF LANES-EXISTING:</b> N/A	<b>PLANNED:</b> N/A
<b>TRAFFIC VOLUMES (ADT)</b>	N/A (2012) N/A (2040)	
<b>LOCAL RD. #</b>	<b>ST./US. #</b>	<b>FUNDING</b> Z240
<b>COMMENTS/REMARKS:</b> For a more detailed explanation of the Lump Sum projects, please see the Appendix.		

PROJECT PHASE	\$ SOURCE	FY 2021	FY 2022	FY 2023	FY 2024	TOTAL
PRELIMINARY ENGR.		\$0	\$0	\$0	\$0	\$0
RIGHT-OF-WAY		\$0	\$0	\$0	\$0	\$0
UTILITIES		\$0	\$0	\$0	\$0	\$0
CONSTRUCTION	FED./ST.	\$17,000	\$17,000	\$17,000	\$17,000	\$68,000
PROJECT COST		\$17,000	\$17,000	\$17,000	\$17,000	\$68,000
FEDERAL COST		\$13,600	\$13,600	\$13,600	\$13,600	\$54,400
STATE COST		\$3,400	\$3,400	\$3,400	\$3,400	\$13,600
LOCAL COST		\$0	\$0	\$0	\$0	\$0
DOT DISTRICT	3	CONGRESSIONAL DIST: 2 & 8			RC	MG
Fund 1 For P I 1:	Fund 2 For P I 2:			Fund 3 For P I 3:		

**PROJECT LOCATION**

NO MAP AVAILABLE



# Project Worksheet Date: 7/14/2020

<b>PROJECT NAME:</b>	RIGHTS - OF-WAY PROTECTIVE BUYING	<b>PROJECT#:</b>	
<b>PROJECT DESCRIPTION:</b>	LUMP SUM	<b>P.I. NOS:</b>	LUMP SUM
		<b>TIP#:</b>	MCN-89
		<b>COUNTY:</b>	BIBB
<b>LENGTH (MI):</b>	N/A	<b># OF LANES - EXISTING:</b>	N/A
<b>TRAFFIC VOLUMES (ADT):</b>	N/A	<b>PLANNED:</b>	N/A
<b>LOCAL RD. #:</b>	ST./US #	<b>FUNDING :</b>	Z240

**COMMENTS/REMARKS:** For a more detailed explanation of the Lump Sum projects, please see the Appendix.

PROJECT PHASE	\$ SOURCE	FY 2021	FY 2022	FY 2023	FY 2024	TOTAL
PRELIMINARY ENGR.		\$0	\$0	\$0	\$0	\$0
RIGHT-OF-WAY		\$21,000	\$21,000	\$21,000	\$21,000	\$0
UTILITIES		\$0	\$0	\$0	\$0	\$0
CONSTRUCTION	FED./ST.	\$0	\$0	\$0	\$0	\$0
PROJECT COST		\$21,000	\$21,000	\$21,000	\$21,000	\$84,000
FEDERAL COST		\$16,800	\$16,800	\$16,800	\$16,800	\$67,200
STATE COST		\$4,200	\$4,200	\$4,200	\$4,200	\$16,800
LOCAL COST		\$0	\$0	\$0	\$0	\$0
<b>DOT DISTRICT:</b>	3	<b>CONGRESSIONAL DIST:</b>			2 & 8	<b>RC</b>
<b>Fund 1 For PI 1:</b>		<b>Fund 2 For PI 2:</b>				<b>Fund 3 For PI 3:</b>

**PROJECT LOCATION**

NO MAP AVAILABLE

# Project Worksheet Date: 7/14/2020

<b>PROJECT NAME:</b>	CONSTRUCTION MANAGEMENT		<b>PROJECT#:</b>
<b>PROJECT DESCRIPTION:</b>	LUMP SUM		<b>P.I. NOS:</b> LUMP SUM
			<b>TIP#:</b> MCN-101
			<b>COUNTY:</b> BIBB
<b>LENGTH (MI):</b> N/A	<b># OF LANES - EXISTING:</b> N/A		<b>PLANNED:</b> N/A
<b>TRAFFIC VOLUMES (ADT):</b> N/A	(2012)	N/A	(2040)
<b>LOCAL RD. #:</b>	<b>ST./US #</b>		<b>FUNDING :</b> Z240

**COMMENTS/REMARKS:** For a more detailed explanation of the Lump Sum projects, please see the Appendix.

PROJECT PHASE	\$ SOURCE	FY 2021	FY 2022	FY 2023	FY 2024	TOTAL
PRELIMINARY ENGR.		\$0	\$0	\$0	\$0	\$0
RIGHT-OF-WAY		\$0	\$0	\$0	\$0	\$0
UTILITIES		\$0	\$0	\$0	\$0	\$0
CONSTRUCTION	FED./ST.	\$738,000	\$738,000	\$738,000	\$738,000	\$2,952,000
PROJECT COST		\$738,000	\$738,000	\$738,000	\$738,000	\$2,952,000
FEDERAL COST		\$590,400	\$590,400	\$590,400	\$590,400	\$2,361,600
STATE COST		\$147,600	\$147,600	\$147,600	\$147,600	\$590,400
LOCAL COST		\$0	\$0	\$0	\$0	\$0
DOT DISTRICT:	3	CONGRESSIONAL DIST:			2 & 8	RC MG
Fund 1 For PI 1:	Fund 2 For PI 2:			Fund 3 For PI 3:		

**PROJECT LOCATION**

NO MAP AVAILABLE

# Project Worksheet Date: 7/14/2020

<b>PROJECT NAME:</b>	OPERATIONS		<b>PROJ.#:</b>
<b>PROJECT DESCRIPTION:</b>	Improvements at various locations to be determined at a future date. This is a lump sum item and part of the safety group of projects. See the Appendix for more information.		<b>P.I. NOS:</b> LUMP SUM
			<b>TIP#:</b> MCN-102
			<b>COUNTY:</b> BIBB
<b>LENGTH (MI):</b> NA	<b># OF LANES-EXISTING:</b> NA	<b>PLANNED</b>	NA
<b>TRAFFIC VOLUMES (ADT):</b> N/A	(2012)	N/A	(2040)
<b>LOCAL RD.#</b> NA	<b>ST./US#</b> NA	<b>FUNDING</b>	Z240

COMMENTS/REMARKS:

PROJECT PHASE	\$ SOURCE	FY 2021	FY 2022	FY 2023	FY 2024	TOTAL
PRELIMINARY ENGR.	AUTH	\$0	\$0	\$0	\$0	\$0
RIGHT-OF-WAY		\$0	\$0	\$0	\$0	\$0
UTILITIES		\$0	\$0	\$0	\$0	\$0
CONSTRUCTION	FED./ST.	\$170,000	\$170,000	\$170,000	\$170,000	\$680,000
PROJECT COST		\$170,000	\$170,000	\$170,000	\$170,000	\$680,000
FEDERAL COST		\$136,000	\$136,000	\$136,000	\$136,000	\$544,000
STATE COST		\$34,000	\$34,000	\$34,000	\$34,000	\$136,000
LOCAL COST		\$0	\$0	\$0	\$0	\$0
DOT DISTRICT:	3	CONGRESSIONAL DIST:			2 & 8	RC MG
Fund 1 For PI 1:	Fund 2 For PI 2:			Fund 3 For PI 3:		

PROJECT LOCATION

NO MAP AVAILABLE

**Project Worksheet Date: 7/14/2020**

<b>PROJECT NAME:</b>	LOW IMPACT BRIDGES	<b>PROJECT#:</b>	
<b>PROJECT DESCRIPTION:</b>	LUMP SUM	<b>P.I. NOS:</b>	LUMP SUM
		<b>TIP#:</b>	MCN-121
		<b>COUNTY:</b>	BIBB
<b>LENGTH (MI):</b>	N/A	<b># OF LANES - EXISTING:</b>	N/A
<b>TRAFFIC VOLUMES (ADT):</b>	N/A	<b>(2012)</b>	N/A
<b>LOCAL RD. #:</b>	ST./US #	<b>FUNDING :</b>	Z240

**COMMENTS/REMARKS:** For a more detailed explanation of the Lump Sum projects, please see the Appendix.

PROJECT PHASE	\$ SOURCE	FY 2021	FY 2022	FY 2023	FY 2024	TOTAL
PRELIMINARY ENGR.		\$0	\$0	\$0	\$0	\$0
RIGHT-OF-WAY		\$0	\$0	\$0	\$0	\$0
UTILITIES		\$0	\$0	\$0	\$0	\$0
CONSTRUCTION	FED./ST.	\$298,000	\$298,000	\$298,000	\$298,000	\$1,192,000
PROJECT COST		\$298,000	\$298,000	\$298,000	\$298,000	\$1,192,000
FEDERAL COST		\$238,400	\$238,400	\$238,400	\$238,400	\$953,600
STATE COST		\$59,600	\$59,600	\$59,600	\$59,600	\$238,400
LOCAL COST		\$0	\$0	\$0	\$0	\$0
<b>DOT DISTRICT:</b>	3	<b>CONGRESSIONAL DIST:</b>			2 & 8	<b>RC</b>
Fund 1 For PI 1:		Fund 2 For PI 2:		Fund 3 For PI 3:		MG

**PROJECT LOCATION**

NO MAP AVAILABLE

**Project Worksheet Date: 7/14/2020**

<b>PROJECT NAME :</b>	TRANSPORTATION ENHANCEMENTS	<b>PROJECT #:</b>	
<b>PROJECT DESCRIPTION:</b>	LUMP SUM	<b>P.I. NOS:</b>	LUMP SUM
		<b>TIP#:</b>	MCN-TEA-1
		<b>COUNTY:</b>	BIBB
<b>LENGTH (MI)</b>	<b># OF LANES-EXISTING:</b>	<b>PLANNED:</b>	N/A
<b>TRAFFIC VOLUMES (ADT)</b>	N/A	<b>(2012)</b>	N/A
<b>LOCAL RD. #</b>	<b>ST./US. #</b>	<b>FUNDING</b>	L220

**COMMENTS/REMARKS:** For a more detailed explanation of the Lump Sum projects, please see the Appendix.

PROJECT PHASE	\$ SOURCE	FY 2021	FY 2022	FY 2023	FY 2024	TOTAL
PRELIMINARY ENGR.		\$0	\$0	\$0	\$0	\$0
RIGHT-OF-WAY		\$0	\$0	\$0	\$0	\$0
UTILITIES		\$0	\$0	\$0	\$0	\$0
CONSTRUCTION	FED./LOCAL	\$125,000	\$0	\$0	\$0	\$125,000
PROJECT COST		\$125,000	\$0	\$0	\$0	\$125,000
FEDERAL COST		\$100,000	\$0	\$0	\$0	\$100,000
STATE COST		\$25,000	\$0	\$0	\$0	\$25,000
LOCAL COST		\$0	\$0	\$0	\$0	\$0
<b>DOT DISTRICT</b>	<b>3</b>	<b>CONGRESSIONAL DIST:</b>			<b>2 &amp; 8</b>	<b>RC</b>
Fund 1 For P I 1:		Fund 2 For P I 2:			Fund 3 For P I 3:	

**PROJECT LOCATION**

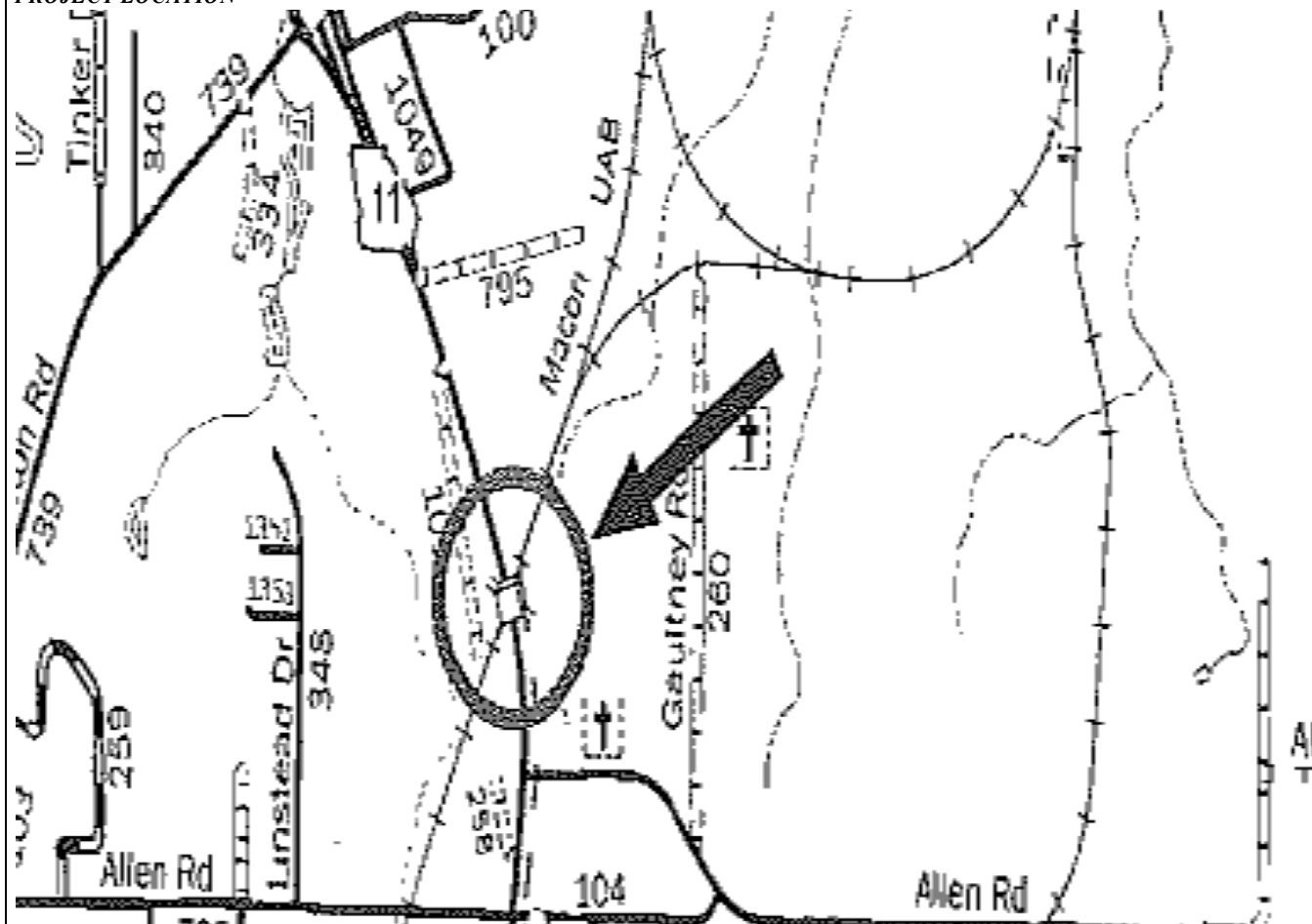
**NO MAP AVAILABLE**

<b>PROJECT NAME:</b>		I-16 WB FROM I-75 TO WALNUT CREEK - PHASE V				
<b>PROJECT WEBSITE:</b>		<a href="http://www.dot.ga.gov/applications/geopi/Pages/Dashboard.aspx?ProjectId=0012701">http://www.dot.ga.gov/applications/geopi/Pages/Dashboard.aspx?ProjectId=0012701</a>		<b>PROJECT#:</b>		
<b>PROJECT DESCRIPTION:</b> 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.		<b>P.I. #:</b>		0012701		
		<b>LRTP Priority #</b>		6		
		<b>TIP#:</b>		MCN-136		
		<b>COUNTY:</b>		BIBB		
<b>LENGTH (MI):</b> 2.69		<b># OF LANES - EXISTING:</b>		4		
		<b>PLANNED:</b>		6		
<b>TRAFFIC VOLUMES (ADT):</b>						
<b>LOCAL RD. #:</b>		<b>ST./US #</b>		<b>FUNDING :</b> Z001 & Z460		
<b>COMMENTS/REMARKS:</b>						
<b>LATEST <span style="color: red;">TOTAL</span> PROJECT COST:</b>		\$95,586,019.00		<b>TOTAL COST ESTIMATE DATE:</b> 8/6/2018		
<b>CURRENT TIP PHASES</b>						
<b>PROJECT PHASE</b>	<b>\$ SOURCE</b>	<b>FY 2021</b>	<b>FY 2022</b>	<b>FY 2023</b>	<b>FY 2024</b>	<b>TOTAL</b>
<b>PRELIMINARY ENGINEERING</b>		\$0	\$0	\$0	\$0	\$0
<b>RIGHT-OF-WAY</b>		\$0	\$0	\$0	\$0	\$0
<b>UTILITIES</b>	FED./ST.	\$484,783	\$0	\$0	\$0	\$484,783
<b>CONSTRUCTION</b>	FED./ST.	\$89,447,841	\$0	\$0	\$0	\$89,447,841
<b>PROJECT COST</b>		\$89,932,624	\$0	\$0	\$0	\$89,932,624
<b>FEDERAL COST</b>		\$71,946,099	\$0	\$0	\$0	\$71,946,099
<b>STATE COST</b>		\$17,986,525	\$0	\$0	\$0	\$17,986,525
<b>LOCAL COST</b>		\$0	\$0	\$0	\$0	\$0
<b>DOT DISTRICT:</b>	3	<b>CONGRESSIONAL DIST:</b> 2			<b>RC:</b> MG	
Fund 1 For PI 1:		Fund 2 For PI 2:			Fund 3 For PI 3:	

# Project Worksheet Date: 8/2/2021

<b>PROJECT NAME:</b> SR 11/SR 49/US 41 @ NS #734080Y 1.4 MI S OF MACON		<b>PROJECT#:</b>	
<b>PROJECT WEBSITE:</b> <a href="http://www.dot.ga.gov/applications/geopi/Pages/Dashboard.aspx?ProjectId=0013712">http://www.dot.ga.gov/applications/geopi/Pages/Dashboard.aspx?ProjectId=0013712</a>		<b>P.I. #:</b> 0013712	
<b>PROJECT DESCRIPTION:</b> Replace railroad bridge on SR 11/SR 49// US 41 @ Norfolk Southern Railroad, 1.4 miles south of Macon.		<b>L RTP Priority #</b> 30	
		<b>TIP#:</b> MCN-122	
		<b>COUNTY:</b> BIBB	
		<b>PLANNED:</b> N/A	
<b>LENGTH (MI):</b> .40		<b># OF LANES - EXISTING:</b> N/A	
<b>TRAFFIC VOLUMES (ADT):</b> N/A		<b>(2012)</b> N/A <b>(2040)</b>	
<b>LOCAL RD. #:</b> ST/US #		<b>FUNDING :</b> Z001	
<b>COMMENTS/REMARKS:</b> See Appendix entry 20210128_0013712M for details on Administrative Modification 1/28/2021. See Appendix entry 20210802_0013712M for details on Administrative Modification 8/2/2021.			
<b>LATEST TOTAL PROJECT COST:</b> \$13,126,275.00		<b>TOTAL COST ESTIMATE DATE:</b> 1/28/2021	
<b>CURRENT TIP PHASES</b>			
<b>PROJECT PHASE</b>	<b>\$ SOURCE</b>	<b>FY 2021</b>	<b>FY 2022</b>
PRELIMINARY ENGINEERING		\$0	\$0
RIGHT-OF-WAY	FED./ST.	\$0	\$1,458,600
UTILITIES		\$0	\$0
CONSTRUCTION	FED./ST.	\$0	\$0
PROJECT COST		\$0	\$1,458,600
FEDERAL COST		\$0	\$236,000
STATE COST		\$0	\$59,000
LOCAL COST		\$0	\$0
<b>DOT DISTRICT:</b> 3	<b>CONGRESSIONAL DIST:</b> 2		<b>RC:</b> MG
<b>Fund 1 For PI 1:</b>		<b>Fund 2 For PI 2:</b>	
		<b>Fund 3 For PI 3:</b>	

## PROJECT LOCATION





# Project Worksheet Date: 4/9/2021

<b>PROJECT NAME:</b>	I-475 @ CR 742/TUCKER ROAD 2 MI W OF MACON	
<b>PROJECT WEBSITE:</b>	<a href="http://www.dot.ga.gov/applications/geopi/Pages/Dashboard.aspx?ProjectId=0013921">http://www.dot.ga.gov/applications/geopi/Pages/Dashboard.aspx?ProjectId=0013921</a>	<b>PROJECT#:</b>
<b>PROJECT DESCRIPTION:</b> Bridge Replacement - Replace Bridge on I-475 @ Tucker Rd., 2 miles west of Macon		<b>P.I. #:</b> 0013921
		<b>LRTP Priority #</b> 31
		<b>TIP#:</b> MCN-130
		<b>COUNTY:</b> BIBB
<b>LENGTH (MI):</b> .40	<b># OF LANES - EXISTING:</b> N/A	<b>PLANNED:</b> N/A
<b>TRAFFIC VOLUMES (ADT):</b> N/A	(2012) N/A	(2040)
<b>LOCAL RD. #:</b>	<b>ST./US #</b>	<b>FUNDING :</b> Z231

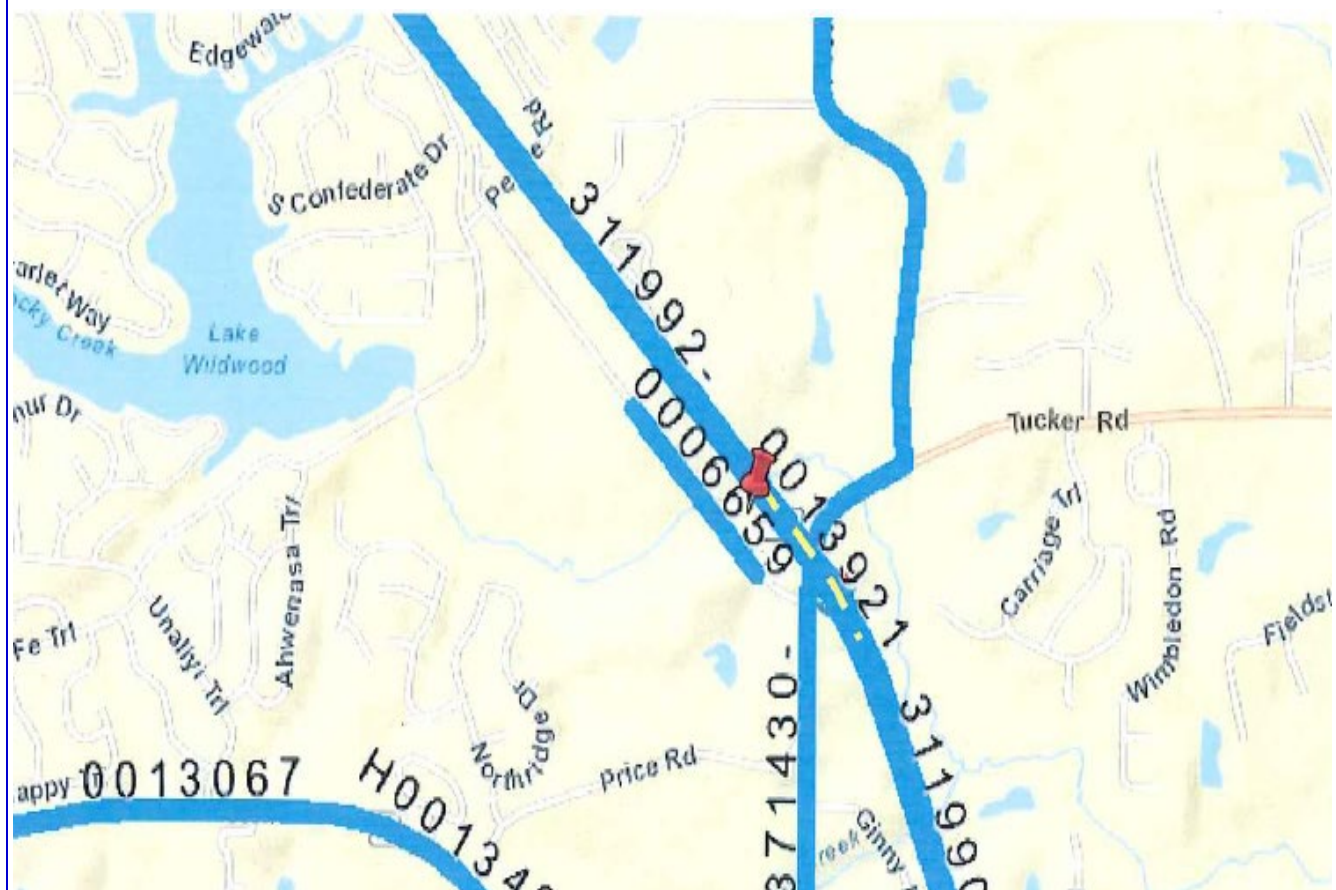
## COMMENTS/REMARKS:

See Appendix entry 20210128\_0013921M for details on Administrative Modification 1/28/2021.

See Appendix entry 20210409\_0013921M for details on Administrative Modification 4/9/2021.

LATEST <b>TOTAL PROJECT COST:</b>	\$11,851,965.00		TOTAL COST ESTIMATE DATE:		1/28/2021	
CURRENT TIP PHASES						
PROJECT PHASE	\$ SOURCE	FY 2021	FY 2022	FY 2023	FY 2024	TOTAL
PRELIMINARY ENGINEERING		\$0	\$0	\$0	\$0	\$0
RIGHT-OF-WAY	FED./ST.	\$0	\$459,000	\$0	\$0	\$459,000
UTILITIES		\$0	\$0	\$0	\$2,043,887	\$2,043,887
CONSTRUCTION	FED./ST.	\$0	\$0	\$0	\$9,054,298	\$9,054,298
PROJECT COST		\$0	\$459,000	\$0	\$11,098,185	\$11,557,185
FEDERAL COST		\$0	\$367,200	\$0	\$8,878,548	\$9,245,748
STATE COST		\$0	\$91,800	\$0	\$2,219,637	\$2,311,437
LOCAL COST		\$0	\$0	\$0	\$0	\$0
DOT DISTRICT: 3	CONGRESSIONAL DIST: 2 & 8				RC:	MG
Fund 1 For PI 1:	Fund 2 For PI 2:				Fund 3 For PI 3:	

## PROJECT LOCATION





# Project Worksheet Date: 7/14/2020

<b>PROJECT NAME:</b>		I-16 EB & WB @ WALNUT CREEK 1 MILE OF MACON				
<b>PROJECT WEBSITE:</b>		<a href="http://www.dot.ga.gov/applications/geopi/Pages/Dashboard.aspx?ProjectId=0014072">http://www.dot.ga.gov/applications/geopi/Pages/Dashboard.aspx?ProjectId=0014072</a>				
<b>PROJECT DESCRIPTION:</b> Replacement of Bridges on I-16 Eastbound and Westbound @ Walnut Creek, 1 mile east of Macon		<b>PROJECT#:</b>				
		P.I. #: 0014072				
		LRTP Priority # 32				
		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		
<b>COMMENTS/REMARKS:</b>						
<b>LATEST TOTAL PROJECT COST:</b>		\$17,412,820.00		<b>TOTAL COST ESTIMATE DATE:</b>		
<b>CURRENT TIP PHASES</b>						
<b>PROJECT PHASE</b>	<b>\$ SOURCE</b>	<b>FY 2021</b>	<b>FY 2022</b>	<b>FY 2023</b>	<b>FY 2024</b>	<b>TOTAL</b>
PRELIMINARY ENGINEERING		\$0	\$0	\$0	\$0	\$0
RIGHT-OF-WAY	FED./ST.	\$0	\$0	\$0	\$0	\$0
UTILITIES		\$0	\$0	\$0	\$0	\$0
CONSTRUCTION	FED./ST.	\$0	\$0	\$16,598,163	\$0	\$16,598,163
PROJECT COST		\$0	\$0	\$16,598,163	\$0	\$16,598,163
FEDERAL COST		\$0	\$0	\$13,278,530	\$0	\$13,278,530
STATE COST		\$0	\$0	\$3,319,633	\$0	\$3,319,633
LOCAL COST		\$0	\$0	\$0	\$0	\$0
<b>DOT DISTRICT:</b> 3		<b>CONGRESSIONAL DIST:</b> 2			<b>RC:</b> MG	
Fund 1 For PI 1:		Fund 2 For PI 2:			Fund 3 For PI 3:	
<b>PROJECT LOCATION</b>						

# Project Worksheet Date: 10/27/2020


<b>PROJECT NAME:</b> CR 742/BASS ROAD @ NS # 718357C 2 MI W OF MACON		<b>PROJECT#:</b>				
<b>PROJECT WEBSITE:</b> <a href="http://www.dot.ga.gov/applications/geopi/Pages/Dashboard.aspx?ProjectId=0014896">http://www.dot.ga.gov/applications/geopi/Pages/Dashboard.aspx?ProjectId=0014896</a>		<b>P.I. #:</b> 0014896				
<b>PROJECT DESCRIPTION:</b> Bridge Replacement on Bass Rd. @ Norfolk Southern Railroad - 2 miles west of Macon		<b>L RTP Priority #</b> 18				
		<b>TIP#:</b> MCN-126				
		<b>COUNTY:</b> BIBB				
<b>LENGTH (MI):</b> .4	<b># OF LANES - EXISTING:</b> N/A	<b>PLANNED:</b> N/A				
<b>TRAFFIC VOLUMES (ADT):</b> N/A	(2012)	N/A	(2040)			
<b>LOCAL RD. #:</b>	<b>ST./US #</b>	<b>FUNDING :</b> Z231				
<b>COMMENTS/REMARKS:</b> See Appendix entry 20210409_0014896M for details on Administrative Modification 4/9/2021.						
<b>LATEST TOTAL PROJECT COST:</b> \$6,481,799.00		<b>TOTAL COST ESTIMATE DATE:</b> 4/9/2021				
<b>CURRENT TIP PHASES</b>						
<b>PROJECT PHASE</b>	<b>\$ SOURCE</b>	<b>FY 2021</b>	<b>FY 2022</b>	<b>FY 2023</b>	<b>FY 2024</b>	<b>TOTAL</b>
PRELIMINARY ENGINEERING		\$0	\$0	\$0	\$0	\$0
RIGHT-OF-WAY		\$0	\$0	\$0	\$0	\$0
UTILITIES		\$0	\$493,209	\$0	\$0	\$493,209
CONSTRUCTION		\$0	\$4,228,590	\$0	\$0	\$4,228,590
PROJECT COST		\$0	\$4,721,799	\$0	\$0	\$4,721,799
FEDERAL COST		\$0	\$3,777,439	\$0	\$0	\$3,777,439
STATE COST		\$0	\$944,360	\$0	\$0	\$944,360
LOCAL COST		\$0	\$0	\$0	\$0	\$0
<b>DOT DISTRICT:</b> 3	<b>CONGRESSIONAL DIST:</b> 8		<b>RC:</b> MG			
<b>Fund 1 For PI 1:</b>	<b>Fund 2 For PI 2:</b>		<b>Fund 3 For PI 3:</b>			
<b>PROJECT LOCATION</b>						

**Project Worksheet Date: 10/21/2021**

<b>PROJECT NAME:</b>		I-16 EB & WB @ OCMULGEE RIVER OVERFLOW				
<b>PROJECT WEBSITE:</b>		<a href="http://www.dot.ga.gov/applications/geopi/Pages/Dashboard.aspx?ProjectId=0014897">http://www.dot.ga.gov/applications/geopi/Pages/Dashboard.aspx?ProjectId=0014897</a>				
<b>PROJECT DESCRIPTION:</b> Bridge Replacement Project on I-16 @ Ocmulgee River overflow		<b>PROJECT#:</b>				
		P.I. #: 0014897				
		LRTP Priority # 16				
		TIP#: MCN-127				
		COUNTY: BIBB				
<b>LENGTH (MI): 1.60</b>		<b># OF LANES - EXISTING:</b>				
<b>TRAFFIC VOLUMES (ADT):</b>		<b>PLANNED:</b>				
		(2012) (2040)				
<b>LOCAL RD. #:</b>		<b>FUNDING:</b>				
ST/US #		Z231				
<b>COMMENTS/REMARKS:</b>						
See Appendix entry 20211021_0014897M for details on Administrative Modification 10/21/2021.						
<b>LATEST TOTAL PROJECT COST:</b>		<b>TOTAL COST ESTIMATE DATE:</b>				
\$12,497,200.00		10/1/2021				
<b>PROJECT PHASE</b>						
<b>\$ SOURCE</b>						
<b>FY 2021</b>						
<b>FY 2022</b>						
<b>FY 2023</b>						
<b>FY 2024</b>						
<b>TOTAL</b>						
PRELIMINARY ENGINEERING		\$0	\$0	\$0	\$0	\$0
RIGHT-OF-WAY	FED./ST.	\$0	\$0	\$0	\$0	\$0
UTILITIES		\$0	\$0	\$0	\$0	\$0
CONSTRUCTION	FED./ST.	\$0	\$0	\$10,796,200	\$0	\$10,796,200
PROJECT COST		\$0	\$0	\$10,796,200	\$0	\$10,796,200
FEDERAL COST		\$0	\$0	\$8,636,960	\$0	\$8,636,960
STATE COST		\$0	\$0	\$2,159,240	\$0	\$2,159,240
LOCAL COST		\$0	\$0	\$0	\$0	\$0
<b>DOT DISTRICT:</b>		<b>CONGRESSIONAL DIST:</b>		<b>RC:</b>		
3		2		MG		
<b>Fund 1 For PI 1:</b>		<b>Fund 2 For PI 2:</b>		<b>Fund 3 For PI 3:</b>		
<b>PROJECT LOCATION</b>						



**Project Worksheet Date: 7/14/2020**

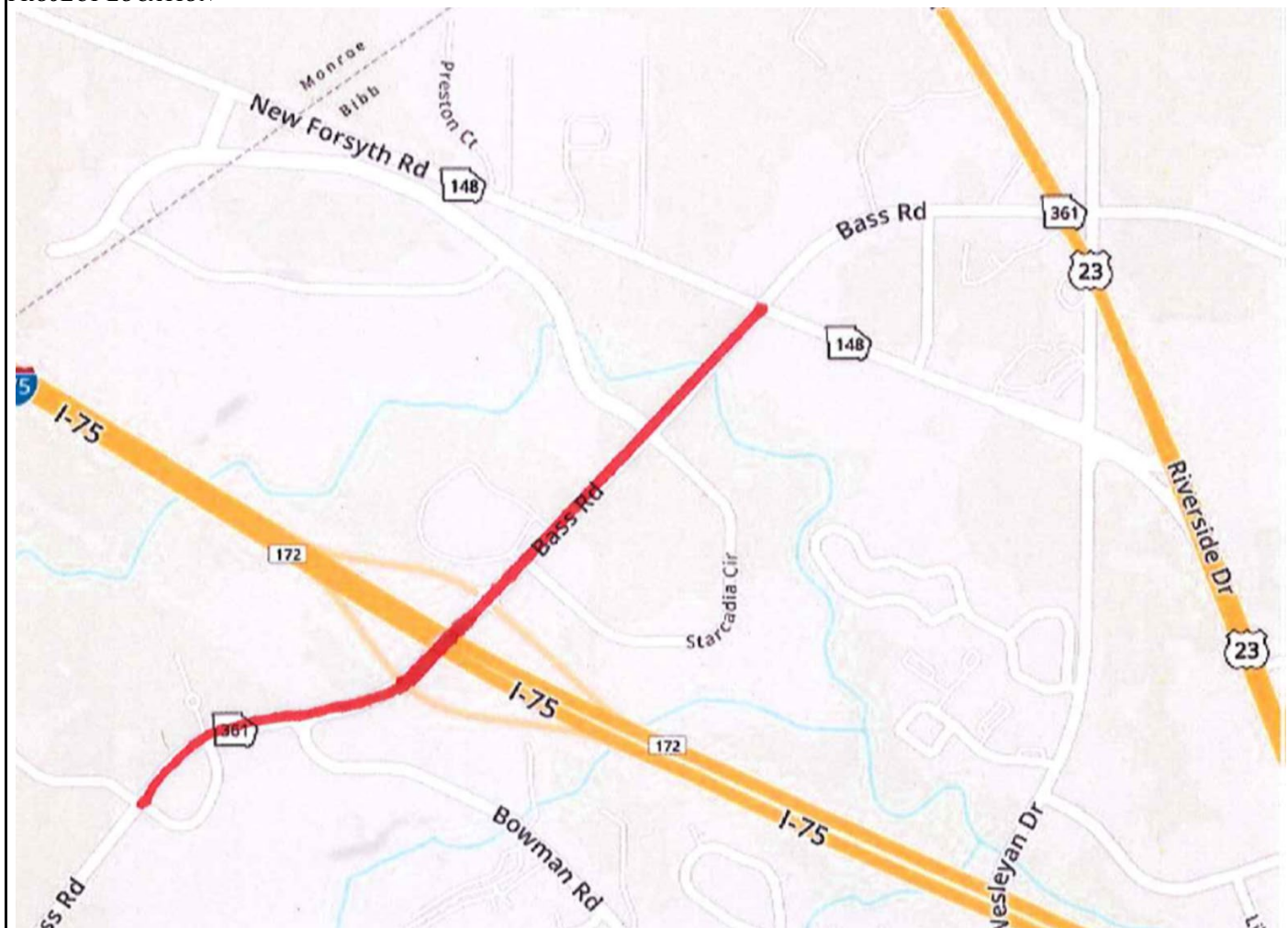
<b>PROJECT NAME:</b>		SR 18 @ OCMULGEE RIVER 13 MI EAST OF FORSYTH				
<b>PROJECT WEBSITE:</b>		<a href="http://www.dot.ga.gov/applications/geopi/Pages/Dashboard.aspx?ProjectId=0016130">http://www.dot.ga.gov/applications/geopi/Pages/Dashboard.aspx?ProjectId=0016130</a>				
<b>PROJECT DESCRIPTION:</b> Bridge replacement, partially located within MATS area.					<b>PROJECT#:</b>	
					<b>P.I. #:</b> 0016130	
					<b>L RTP Priority #</b> 43	
					<b>TIP#:</b> MCN-133	
					<b>COUNTY:</b> JONES	
<b>LENGTH (MI):</b>		<b># OF LANES - EXISTING:</b>		<b>PLANNED:</b>		
<b>TRAFFIC VOLUMES (ADT):</b> 4,620 (GDOT Estimate)		(2016)		(2040)		
<b>LOCAL RD. #:</b>		<b>ST./US #</b>		<b>FUNDING :</b> Z232		
<b>COMMENTS/REMARKS:</b> 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 current MATS TIP. Total project cost for PE and ROW (both inside and outside MATS MPO area) is currently estimated at \$1,100,000.00						
<b>LATEST TOTAL PROJECT COST:</b> \$1,100,000.00		<b>TOTAL COST ESTIMATE DATE:</b>		9/24/2018		
<b>CURRENT TIP PHASES</b>						
<b>PROJECT PHASE</b>	<b>\$ SOURCE</b>	<b>FY 2021</b>	<b>FY 2022</b>	<b>FY 2023</b>	<b>FY 2024</b>	<b>TOTAL</b>
PRELIMINARY ENGINEERING		\$0	\$0	\$0	\$0	\$0
RIGHT-OF-WAY		\$0	\$0	\$0	\$42,000	\$42,000
UTILITIES		\$0	\$0	\$0	\$0	\$0
CONSTRUCTION		\$0	\$0	\$0	\$0	\$0
PROJECT COST		\$0	\$0	\$0	\$42,000	\$42,000
FEDERAL COST		\$0	\$0	\$0	\$33,600	\$33,600
STATE COST		\$0	\$0	\$0	\$8,400	\$8,400
LOCAL COST		\$0	\$0	\$0	\$0	\$0
<b>DOT DISTRICT:</b> 3	<b>CONGRESSIONAL DIST:</b> 2			<b>RC:</b> MG		
<b>Fund 1 For PI 1:</b>		<b>Fund 2 For PI 2:</b>		<b>Fund 3 For PI 3:</b>		
<b>PROJECT LOCATION</b>						
						

# Project Worksheet Date: 7/14/2020

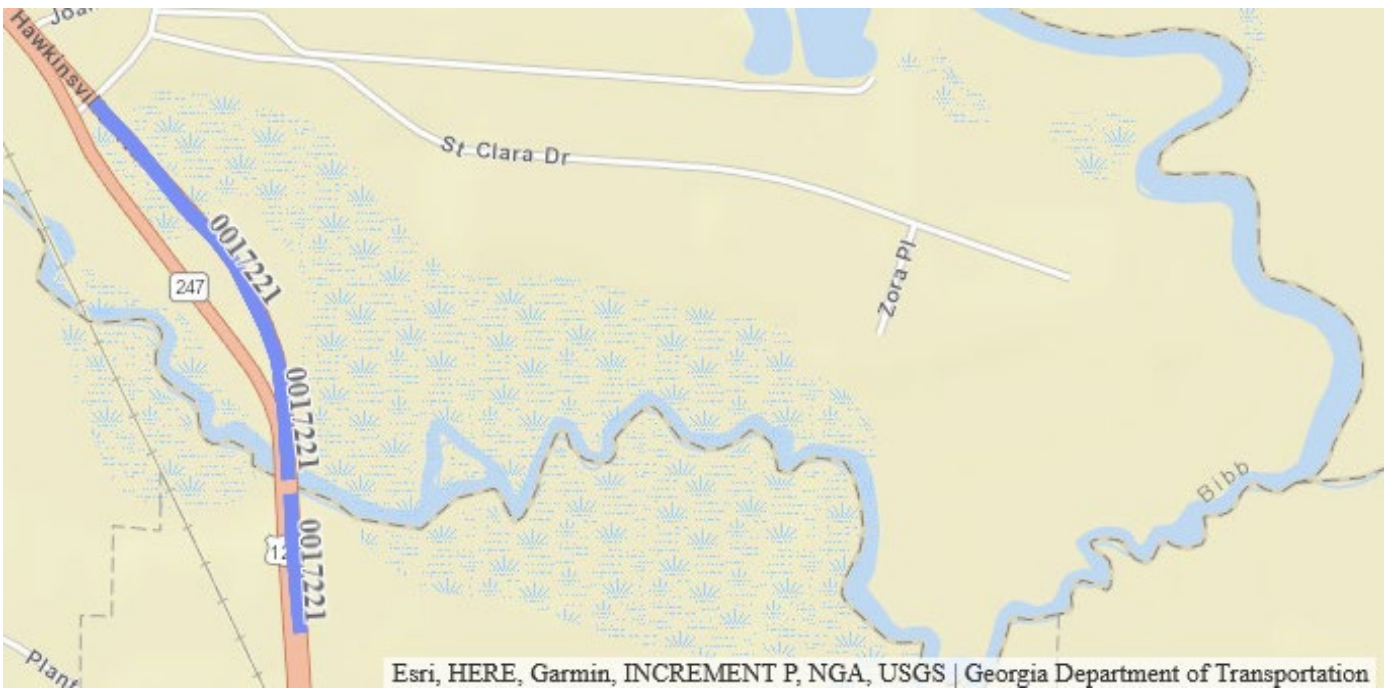
<b>PROJECT NAME:</b>	CR 742/BASS ROAD FROM PROVIDENCE BLVD TO NEW FORSYTH ROAD	
<b>PROJECT WEBSITE:</b>	<a href="http://www.dot.ga.gov/applications/geopi/Pages/Dashboard.aspx?ProjectId=0017121">http://www.dot.ga.gov/applications/geopi/Pages/Dashboard.aspx?ProjectId=0017121</a>	<b>PROJECT#:</b>
<b>PROJECT DESCRIPTION:</b> Widen Bass Road from two to four lanes from Providence Blvd. to New Forsyth Rd		<b>P.I. #:</b> 0017121
		<b>L RTP Priority #</b> 8
		<b>TIP#:</b> MCN-135
		<b>COUNTY:</b> Bibb
<b>LENGTH (MI):</b> 1.1	<b># OF LANES - EXISTING:</b> 2	<b>PLANNED:</b> 4
<b>TRAFFIC VOLUMES (ADT):</b>	(2018)	(2040)
<b>LOCAL RD. #:</b> ST./US #		<b>FUNDING :</b> LOC
<b>COMMENTS/REMARKS:</b> 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 <b>TOTAL</b> PROJECT COST:				TOTAL COST ESTIMATE DATE:			
CURRENT TIP PHASES							
PROJECT PHASE	\$ SOURCE	FY 2021	FY 2022	FY 2023	FY 2024	TOTAL	
PRELIMINARY ENGINEERING		\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	
RIGHT-OF-WAY		\$0.00	\$0.00	\$0.00	\$5,387,700.00	\$5,387,700.00	
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	\$0.00	\$5,387,700.00	\$5,387,700.00	
FEDERAL COST		\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	
STATE COST		\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	
LOCAL COST		\$0.00	\$0.00	\$0.00	\$5,387,700.00	\$5,387,700.00	
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



# Project Worksheet Date: 7/14/2020

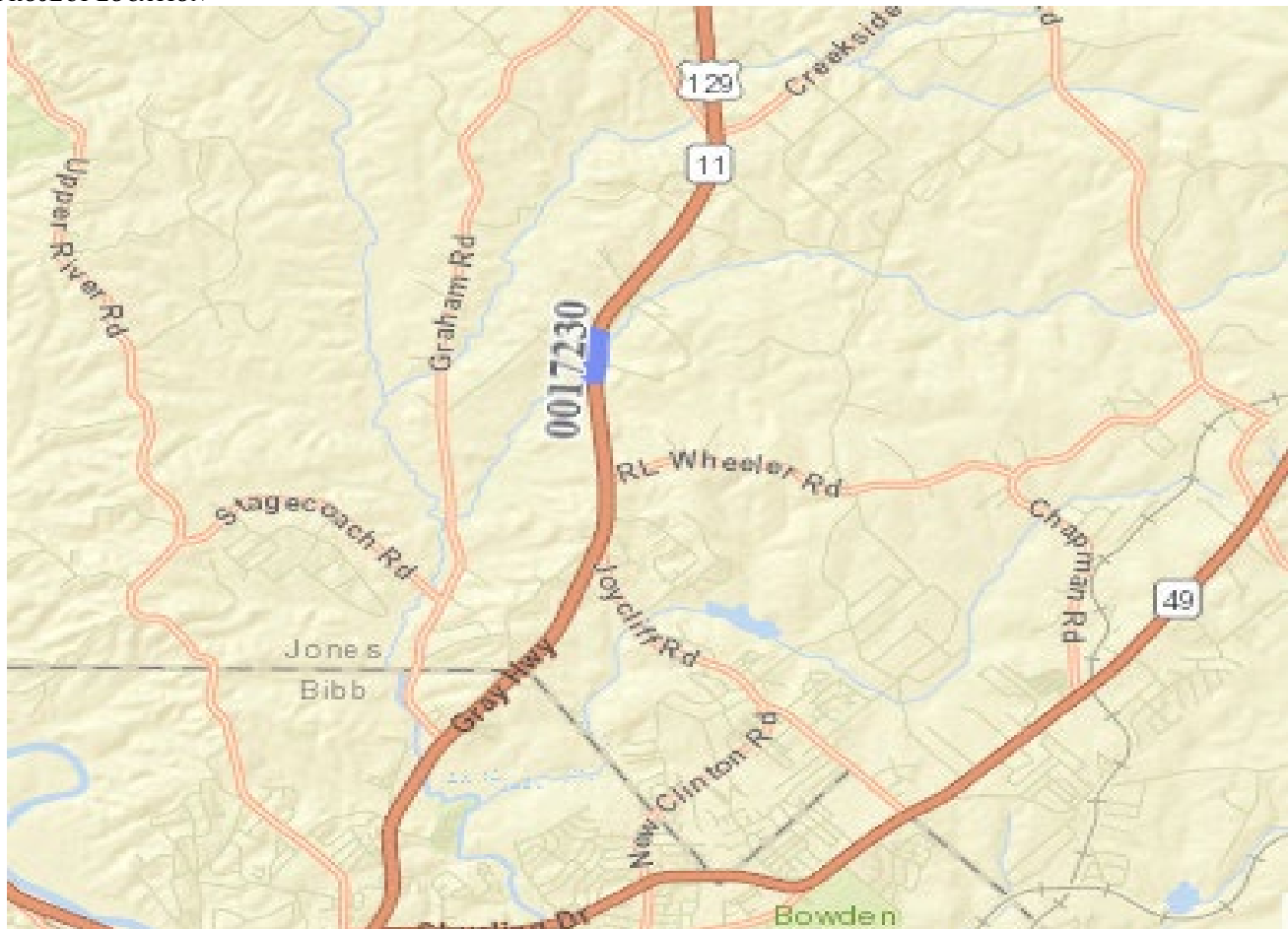
<b>PROJECT NAME:</b>		SR 247 @ ECHECONNIE CREEK & OVERFLOW @ 3 LOCS				
<b>PROJECT WEBSITE:</b>		<a href="http://www.dot.ga.gov/applications/geopi/Pages/Dashboard.aspx?ProjectId=0017221">http://www.dot.ga.gov/applications/geopi/Pages/Dashboard.aspx?ProjectId=0017221</a>		<b>PROJECT#:</b>		
<b>PROJECT DESCRIPTION:</b> Bridge Replacement				<b>P.I. #:</b> 0017221		
				<b>L RTP Priority #</b> 44		
				<b>TIP#:</b> MCN-138		
				<b>COUNTY:</b> Bibb		
<b>LENGTH (MI):</b>		<b># OF LANES - EXISTING:</b>		<b>PLANNED:</b>		
<b>TRAFFIC VOLUMES (ADT):</b>		(2018)		(2040)		
<b>LOCAL RD. #:</b>		<b>ST./US #</b>		<b>FUNDING :</b> Z001		
<b>COMMENTS/REMARKS:</b>						
<b>LATEST TOTAL PROJECT COST:</b>		\$17,900,000.00		<b>TOTAL COST ESTIMATE DATE:</b> 7/14/2020		
<b>CURRENT TIP PHASES</b>						
<b>PROJECT PHASE</b>	<b>\$ SOURCE</b>	<b>FY 2021</b>	<b>FY 2022</b>	<b>FY 2023</b>	<b>FY 2024</b>	<b>TOTAL</b>
PRELIMINARY ENGINEERING		\$0.00	\$714,000.00	\$0.00	\$0.00	\$714,000.00
RIGHT-OF-WAY		\$0.00	\$0.00	\$0.00	\$504,000.00	\$504,000.00
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	\$714,000.00	\$0.00	\$504,000.00	\$1,218,000.00
FEDERAL COST		\$0.00	\$571,200.00	\$0.00	\$403,200.00	\$974,400.00
STATE COST		\$0.00	\$142,800.00	\$0.00	\$100,800.00	\$243,600.00
LOCAL COST		\$0.00	\$0.00	\$0.00	\$0.00	\$0.00
<b>DOT DISTRICT:</b> 3	<b>CONGRESSIONAL DIST:</b> 8			<b>RC:</b> MG		
<b>Fund 1 For PI 1:</b>		<b>Fund 2 For PI 2:</b>		<b>Fund 3 For PI 3:</b>		
<b>PROJECT LOCATION</b>						
						

# Project Worksheet Date: 7/14/2020

<b>PROJECT NAME:</b> SR 11/SR 22/US 129 SB & NB @ ROCK CREEK		<b>PROJECT#:</b>	
<b>PROJECT WEBSITE:</b> <a href="http://www.dot.ga.gov/applications/geopi/Pages/Dashboard.aspx?ProjectId=0017230">http://www.dot.ga.gov/applications/geopi/Pages/Dashboard.aspx?ProjectId=0017230</a>		<b>P.I. #:</b> 0017230	
<b>PROJECT DESCRIPTION:</b> Bridge Replacement		<b>LRTD Priority #</b> 45	
		<b>TIP#:</b> MCN-139	
		<b>COUNTY:</b> Jones	
<b>LENGTH (MI):</b>	<b># OF LANES - EXISTING:</b>	<b>PLANNED:</b>	
<b>TRAFFIC VOLUMES (ADT):</b> (2018)		<b>(2040)</b>	
<b>LOCAL RD. #:</b>	<b>ST./US #</b>	<b>FUNDING :</b> Z232	
<b>COMMENTS/REMARKS:</b>			

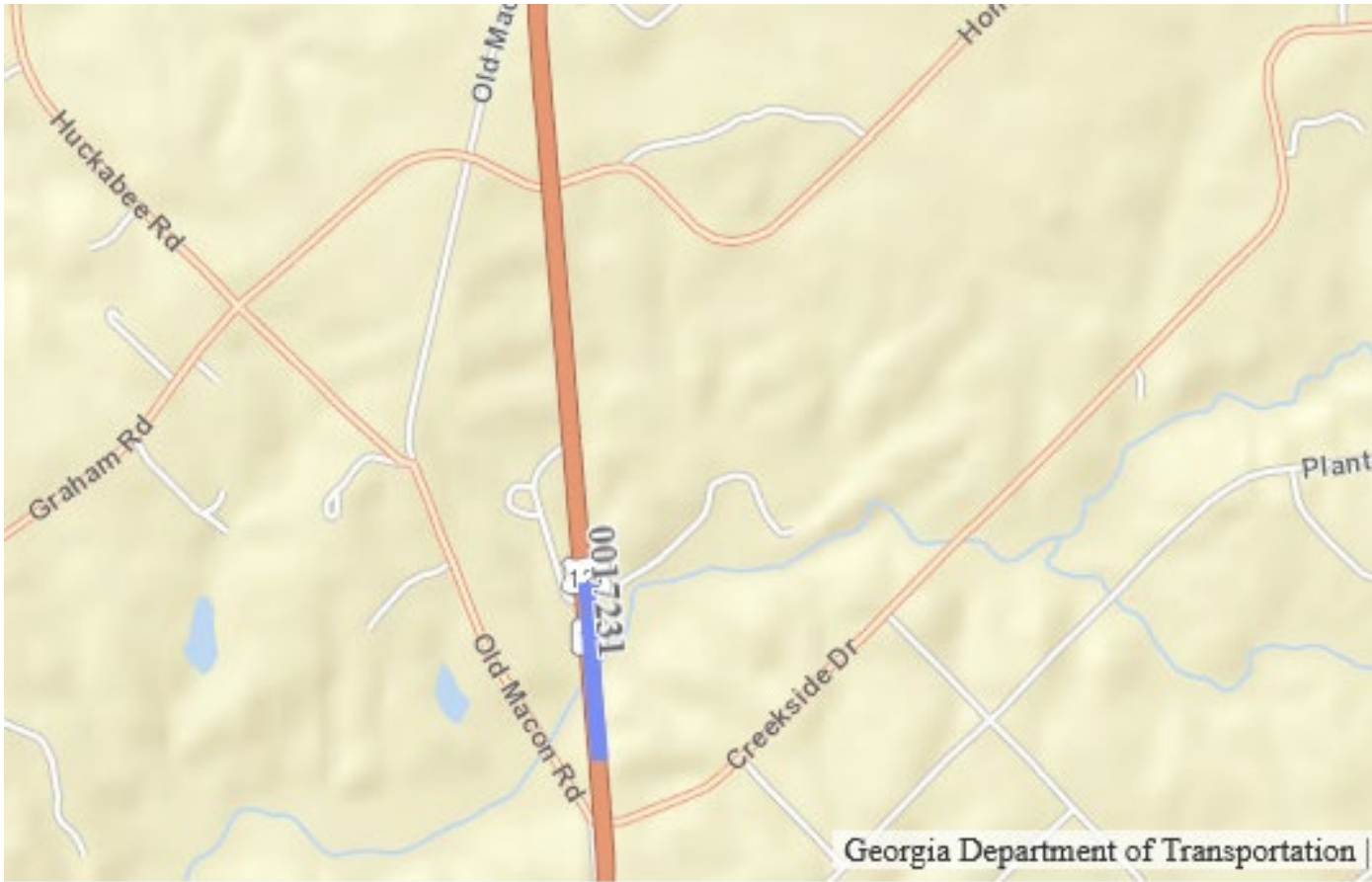
LATEST <b>TOTAL</b> PROJECT COST:		\$10,386,748.00		TOTAL COST ESTIMATE DATE:		
CURRENT TIP PHASES						
PROJECT PHASE	\$ SOURCE	FY 2021	FY 2022	FY 2023	FY 2024	TOTAL
PRELIMINARY ENGINEERING		\$0.00	\$1,000,000.00	\$0.00	\$0.00	\$1,000,000.00
RIGHT-OF-WAY		\$0.00	\$0.00	\$0.00	\$500,000.00	\$500,000.00
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	\$1,000,000.00	\$0.00	\$500,000.00	\$1,500,000.00
FEDERAL COST		\$0.00	\$800,000.00	\$0.00	\$400,000.00	\$1,200,000.00
STATE COST		\$0.00	\$200,000.00	\$0.00	\$100,000.00	\$300,000.00
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





# Project Worksheet Date: 7/14/2020

<b>PROJECT NAME:</b> SR 11/SR 22/US 129 @ SAND CREEK		<b>PROJECT#:</b>	
<b>PROJECT WEBSITE:</b> <a href="http://www.dot.ga.gov/applications/geopi/Pages/Dashboard.aspx?ProjectId=0017231">http://www.dot.ga.gov/applications/geopi/Pages/Dashboard.aspx?ProjectId=0017231</a>		<b>P.I. #:</b> 0017231	
<b>PROJECT DESCRIPTION:</b> Bridge Replacement		<b>L RTP Priority #</b> 46	
		<b>TIP#:</b> MCN-140	
		<b>COUNTY:</b> Jones	
<b>LENGTH (MI):</b>	<b># OF LANES - EXISTING:</b>	<b>PLANNED:</b>	
<b>TRAFFIC VOLUMES (ADT):</b>	(2018)	(2040)	
<b>LOCAL RD. #:</b>	<b>ST./US #</b>	<b>FUNDING :</b> Z232	
<b>COMMENTS/REMARKS:</b> 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.			
<b>LATEST TOTAL PROJECT COST:</b>	\$3,945,066.00	<b>TOTAL COST ESTIMATE DATE:</b>	7/14/2020
<b>CURRENT TIP PHASES</b>			
<b>PROJECT PHASE</b>	<b>\$ SOURCE</b>	<b>FY 2021</b>	<b>FY 2022</b>
PRELIMINARY ENGINEERING		\$0.00	\$750,000.00
RIGHT-OF-WAY		\$0.00	\$0.00
UTILITIES		\$0.00	\$0.00
CONSTRUCTION		\$0.00	\$0.00
<b>PROJECT COST</b>		<b>\$0.00</b>	<b>\$750,000.00</b>
<b>FEDERAL COST</b>		\$0.00	\$600,000.00
<b>STATE COST</b>		\$0.00	\$150,000.00
<b>LOCAL COST</b>		\$0.00	\$0.00
<b>DOT DISTRICT:</b> 3	<b>CONGRESSIONAL DIST:</b> 8	<b>RC:</b> MG	
<b>Fund 1 For PI 1:</b>	<b>Fund 2 For PI 2:</b>	<b>Fund 3 For PI 3:</b>	
<b>PROJECT LOCATION</b>			
			



# Project Worksheet Date: 10/27/2020

<b>PROJECT NAME:</b>	I-16 EB FROM I-75 TO WALNUT CREEK-PHASE IV		
<b>PROJECT WEBSITE:</b>	<a href="http://www.dot.ga.gov/applications/geopi/Pages/Dashboard.aspx?ProjectId=311005-">http://www.dot.ga.gov/applications/geopi/Pages/Dashboard.aspx?ProjectId=311005-</a>		
<b>PROJECT DESCRIPTION:</b> 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.	<b>PROJECT#:</b>		
	<b>P.I. #:</b>	311005	
	<b>L RTP Priority #</b>	5	
	<b>TIP#:</b>	MCN-66	
	<b>COUNTY:</b>	BIBB	
<b>LENGTH (MI):</b> 2.92	<b># OF LANES - EXISTING:</b> 4	<b>PLANNED:</b>	6
<b>TRAFFIC VOLUMES (ADT):</b> 50,830-81,840	(2012)	82,370-102,980	(2040)
<b>LOCAL RD. #:</b>	<b>ST./US #</b>	<b>FUNDING :</b>	2001
<b>COMMENTS/REMARKS:</b> 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.			

<b>LATEST TOTAL PROJECT COST:</b>	\$143,935,297.00	<b>TOTAL COST ESTIMATE DATE:</b>	8/6/2018
-----------------------------------	------------------	----------------------------------	----------

CURRENT TIP PHASES						
PROJECT PHASE	\$ SOURCE	FY 2021	FY 2022	FY 2023	FY 2024	TOTAL
PRELIMINARY ENGINEERING		\$0	\$0	\$0	\$0	\$0
RIGHT-OF-WAY		\$0	\$0	\$0	\$0	\$0
UTILITIES	FED./ST.	\$950,922	\$0	\$0	\$0	\$950,922
CONSTRUCTION	FED./ST.	\$142,953,679	\$0	\$0	\$0	\$142,953,679
PROJECT COST		\$143,904,602	\$0	\$0	\$0	\$143,904,602
FEDERAL COST		\$115,123,682	\$0	\$0	\$0	\$115,123,682
STATE COST		\$28,780,920	\$0	\$0	\$0	\$28,780,920
LOCAL COST		\$0	\$0	\$0	\$0	\$0
<b>DOT DISTRICT:</b> 3	<b>CONGRESSIONAL DIST:</b> 2				<b>RC:</b>	MG
Fund 1 For PI 1:		Fund 2 For PI 2:			Fund 3 For PI 3:	

## PROJECT LOCATION



# FUNDING

## Chapter 3 | Funding

CHAPTER 3 - FINANCIAL PLAN

MACON AREA TRANSPORTATION STUDY  
ANTICIPATED FEDERAL EXPENDITURES

NHPP FUNDS (Z001)

PI#	PROJECT DESCRIPTION	TIP PAGE #	TIP															
			FY 2021				FY 2022				FY 2023				FY 2024			
			PE	RW	UT	CST	PE	RW	UT	CST	PE	RW	UT	CST	PE	RW	UT	CST
0012701	I-75 Westbound from I-75 to Walnut Creek -PH 5				\$ 484,783	\$ 29,921,525												
0013712	SR 11/SR 49/US 41@ NS 734080Y 1.4 MI S OF MACON							\$ 1,458,600										
0017221	SR 247 @ ECHECONNEE CREEK & OVERFLOW @ 3 LOCS						\$ 714,000									\$ 504,000		
311005	I-16 Eastbound from I-75 to Walnut Creek -PH IV				\$ 950,922	\$ 142,953,679												

SUBTOTAL Z001 COSTS	\$	-	\$	-	\$	1,435,705	\$	172,875,204	\$	714,000	\$	1,458,600	\$	-	\$	-	\$	-	\$	-	\$	504,000	\$	-	\$	-
TOTAL Z001 COSTS						\$	174,310,909							\$	2,172,600				\$	-				\$	504,000	
AVAILABLE Z001 FUNDS						\$	174,310,909							\$	2,172,600				\$	-				\$	504,000	

STP FUNDS (Z231)

PI#	PROJECT DESCRIPTION	TIP PAGE #	TIP															
			FY 2021				FY 2022				FY 2023				FY 2024			
			PE	RW	UT	CST	PE	RW	UT	CST	PE	RW	UT	CST	PE	RW	UT	CST
0013921	I-475 @ Tucker Rd.							\$ 459,000									\$ 2,043,887	\$ 9,054,298
0014072	I-16 East & Westbound @ Walnut Creek													\$ 16,598,163				
0014896	Bass Rd. @ Norfolk Southern Railroad								\$ 493,209	\$ 4,228,590								
0014897	I-16 East & Westbound @ Ocmulgee River Overflow													\$ 10,796,200				

SUBTOTAL Z231 COSTS	\$	-	\$	-	\$	-	\$	-	\$	459,000	\$	493,209	\$	4,228,590	\$	-	\$	-	\$	-	\$	27,394,363	\$	-	\$	-	\$	2,043,887	\$	9,054,298
TOTAL Z231 COSTS						\$	-				\$	5,180,799			\$	27,394,363					\$	27,394,363					\$	11,098,185		
AVAILABLE Z231 FUNDS						\$	-				\$	5,180,799			\$	27,394,363					\$	27,394,363					\$	11,098,185		

STP FUNDS (Z232)

PI#	PROJECT DESCRIPTION	TIP PAGE #	TIP															
			FY 2021				FY 2022				FY 2023				FY 2024			
			PE	RW	UT	CST	PE	RW	UT	CST	PE	RW	UT	CST	PE	RW	UT	CST
0016130	Bridge Replacement at SR 18/ Ocmulgee River, 13 mi East of Forsyth															\$ 42,000		
0017230	SR 11/SR 22/US 129 SB & NB @ Rock Creek						\$ 1,000,000									\$ 500,000		
0017231	SR 11/SR 22/US 129 @ Sand Creek						\$ 750,000									\$ 350,000		

SUBTOTAL Z232 COSTS	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 1,750,000	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 892,000	\$ -	\$ -
TOTAL Z232 COSTS						\$ -				\$ 1,750,000				\$ -			\$ 892,000	
AVAILABLE Z232 FUNDS						\$ -				\$ 1,750,000				\$ -			\$ 892,000	

FREIGHT FUNDS (Z460)

PI#	PROJECT DESCRIPTION	TIP PAGE #	TIP															
			FY 2021				FY 2022				FY 2023				FY 2024			
			PE	RW	UT	CST	PE	RW	UT	CST	PE	RW	UT	CST	PE	RW	UT	CST
0012701	I-75 Westbound from I-75 to Walnut Creek -PH 5					\$ 59,526,316												

SUBTOTAL Z460 COSTS	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 59,526,316	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
TOTAL Z460 COSTS						\$ 59,526,316				\$ -				\$ -			\$ -	
AVAILABLE Z460 FUNDS						\$ 59,526,316				\$ -				\$ -			\$ -	

LOCAL FUNDS (LOC)

PI#	PROJECT DESCRIPTION	TIP PAGE #	TIP															
			FY 2021				FY 2022				FY 2023				FY 2024			
			PE	RW	UT	CST	PE	RW	UT	CST	PE	RW	UT	CST	PE	RW	UT	CST
0017121	CR 742/Bass Rd From Providence Blvd TO New Forsyth Rd															\$ 5,387,700		

SUBTOTAL LOC COSTS	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 5,387,700	\$ -	\$ -
TOTAL LOC COSTS						\$ -				\$ -				\$ -			\$ 5,387,700	
AVAILABLE LOC FUNDS						\$ -				\$ -				\$ -			\$ 5,387,700	

STP ENHANCEMENT FUNDS (L220)

PI#	PROJECT DESCRIPTION	TIP PAGE #	TIP															
			FY 2021				FY 2022				FY 2023				FY 2024			
			PE	RW	UT	CST	PE	RW	UT	CST	PE	RW	UT	CST	PE	RW	UT	CST
LUMP SUM	Transportation Enhancements					\$ 125,000												

SUBTOTAL L220 COSTS	\$ -	\$ -	\$ -	\$ 125,000	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
TOTAL L220 COSTS				\$ 125,000						\$ -				\$ -				\$ -
AVAILABLE L220 FUNDS				\$ 125,000						\$ -				\$ -				\$ -

NHPP FUNDS (Z001)

PI#	PROJECT DESCRIPTION	TIP PAGE #	TIP															
			FY 2021				FY 2022				FY 2023				FY 2024			
			PE	RW	UT	CST	PE	RW	UT	CST	PE	RW	UT	CST	PE	RW	UT	CST
LUMP SUM	Bridge Painting - Interstate					\$ 284,000				\$ 284,000				\$ 284,000				\$ 284,000
LUMP SUM	Roadway Lighting					\$ 14,000				\$ 14,000				\$ 14,000				\$14,000

SUBTOTAL Z001 COSTS	\$ -	\$ -	\$ -	\$ 298,000	\$ -	\$ -	\$ -	\$ 298,000	\$ -	\$ -	\$ -	\$ 298,000	\$ -	\$ -	\$ -	\$ 298,000	\$ -	\$ 298,000
TOTAL Z001 COSTS				\$ 298,000				\$ 298,000				\$ 298,000				\$ 298,000		\$ 298,000
AVAILABLE Z001 FUNDS				\$ 298,000				\$ 298,000				\$ 298,000				\$ 298,000		\$ 298,000

NHPP/STP FUNDS (MULTI)

PI#	PROJECT DESCRIPTION	TIP PAGE #	TIP															
			FY 2021				FY 2022				FY 2023				FY 2024			
			PE	RW	UT	CST	PE	RW	UT	CST	PE	RW	UT	CST	PE	RW	UT	CST
LUMP SUM	Road Maintenance - Any Area					\$ 3,266,000				\$ 3,266,000				\$ 3,266,000				\$ 3,266,000

SUBTOTAL Z001 COSTS	\$ -	\$ -	\$ -	\$ 3,266,000	\$ -	\$ -	\$ -	\$ 3,266,000	\$ -	\$ -	\$ -	\$ 3,266,000	\$ -	\$ -	\$ -	\$ 3,266,000	\$ -	\$ 3,266,000
TOTAL Z001 COSTS				\$ 3,266,000				\$ 3,266,000				\$ 3,266,000				\$ 3,266,000		\$ 3,266,000
AVAILABLE Z001 FUNDS				\$ 3,266,000				\$ 3,266,000				\$ 3,266,000				\$ 3,266,000		\$ 3,266,000

STP FUNDS (Z240)

PI#	PROJECT DESCRIPTION	TIP PAGE #	TIP															
			FY 2021				FY 2022				FY 2023				FY 2024			
			PE	RW	UT	CST	PE	RW	UT	CST	PE	RW	UT	CST	PE	RW	UT	CST
LUMP SUM	Construction Management					\$ 738,000				\$ 738,000				\$ 738,000				\$ 738,000
LUMP SUM	Operations					\$ 170,000				\$ 170,000				\$ 170,000				\$ 170,000
LUMP SUM	Bridge Painting					\$ 142,000				\$ 142,000				\$ 142,000				\$ 142,000
LUMP SUM	Low Impact Bridges					\$ 298,000				\$ 298,000				\$ 298,000				\$ 298,000
LUMP SUM	Traffic Control Devices					\$ 426,000				\$ 426,000				\$ 426,000				\$ 426,000
LUMP SUM	R-O-W Protective Buying			\$ 21,000				\$ 21,000				\$ 21,000				\$ 21,000		
LUMP SUM	Wetland Mitigation					\$ 17,000				\$ 17,000				\$ 17,000				\$17,000

SUBTOTAL Z240 COSTS	\$ -	\$ 21,000	\$ -	\$ 1,791,000	\$ -	\$ 21,000	\$ -	\$ 1,791,000	\$ -	\$ 21,000	\$ -	\$ 1,791,000	\$ -	\$ 21,000	\$ -	\$ 1,791,000
TOTAL Z240 COSTS				\$ 1,812,000				\$ 1,812,000				\$ 1,812,000				\$ 1,812,000
AVAILABLE Z240 FUNDS				\$ 1,812,000				\$ 1,812,000				\$ 1,812,000				\$ 1,812,000

HSIP FUNDS (ZS30)

PI#	PROJECT DESCRIPTION	TIP PAGE #	TIP															
			FY 2021				FY 2022				FY 2023				FY 2024			
			PE	RW	UT	CST	PE	RW	UT	CST	PE	RW	UT	CST	PE	RW	UT	CST
LUMP SUM	Safety Projects					\$ 1,420,000				\$ 1,420,000				\$ 1,420,000				\$ 1,420,000

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

HSIP (ZS40)

PI#	PROJECT DESCRIPTION	TIP PAGE #	TIP															
			FY 2021				FY 2022				FY 2023				FY 2024			
			PE	RW	UT	CST	PE	RW	UT	CST	PE	RW	UT	CST	PE	RW	UT	CST
LUMP SUM	Railroad Hazards Elimination Funds					\$ 89,000				\$ 89,000				\$ 89,000				\$ 89,000

SUBTOTAL ZS40 COSTS	\$ -	\$ -	\$ -	\$ 89,000	\$ -	\$ -	\$ -	\$ 89,000	\$ -	\$ -	\$ -	\$ 89,000	\$ -	\$ -	\$ -	\$ 89,000
TOTAL ZS40 COSTS				\$ 89,000				\$ 89,000				\$ 89,000				\$ 89,000
AVAILABLE ZS40 FUNDS				\$ 89,000				\$ 89,000				\$ 89,000				\$ 89,000

HSIP FUNDS (ZS50)

PI#	PROJECT DESCRIPTION	TIP PAGE #	TIP															
			FY 2021				FY 2022				FY 2023				FY 2024			
			PE	RW	UT	CST	PE	RW	UT	CST	PE	RW	UT	CST	PE	RW	UT	CST
LUMP SUM	Railroad Protection Devices Fund					\$ 75,000				\$ 75,000				\$ 75,000				\$ 75,000
SUBTOTAL ZS50 COSTS			\$ -	\$ -	\$ -	\$ 75,000	\$ -	\$ -	\$ -	\$ 75,000	\$ -	\$ -	\$ -	\$ 75,000	\$ -	\$ -	\$ -	\$ 75,000
TOTAL ZS50 COSTS						\$ 75,000				\$ 75,000				\$ 75,000				\$ 75,000
AVAILABLE ZS50 FUNDS						\$ 75,000				\$ 75,000				\$ 75,000				\$ 75,000

# 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 Conditions & Capabilities**

The Macon Transit Authority (MTA) 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 MTA operating and capital costs. MTA first applied for federal assistance in FY 2000.

Macon-Bibb County supports (and is anticipated to continue supporting) MTA, and MTA anticipates fleet expansions in order to provide increased transit service to the public. Historic capital, operations and system planning funding information is presented below, and specific Federal transit funding programs are discussed in detail in the Appendix.

At the end of the each fiscal year, MTA performs a full audit. The most recent independent audit found that the system is within its operating budget and that the budget was fully funded.

Historic and Projected Patterns of Transit Activities Taking Place in MATS Area (FY 2018 - 2024)						
Program Year	FTA Program	Activity Group	Federal	State	Other	Total
<i>Historic Funding</i>						
2018	SEC.5303	Planning	\$ 75,439.00	\$ 9,430.00	\$ 9,431.00	\$ 94,300.00
2018	SEC.5304	Planning	\$ 17,834.00	\$ -	\$ 4,459.00	\$ 22,293.00
2018	SEC.5307	Capital	\$ 944,000.00	\$ 118,000.00	\$ 118,000.00	\$ 1,180,000.00
2018	SEC.5307	Operations	\$ 2,726,729.00	\$ -	\$ 2,726,729.00	\$ 5,453,458.00
2018	SEC.5311	Operations	\$ 75,483.00	\$ -	\$ 75,483.00	\$ 150,966.00
2018	SEC.5316	Capital	\$ 62,448.59	\$ -	\$ 15,612.15	\$ 78,060.74
2018	SEC.5339	Capital	\$ 344,000.00	\$ -	\$ 86,000.00	\$ 430,000.00
2019	SEC.5303	Planning	\$ 75,264.00	\$ 9,408.00	\$ 9,408.00	\$ 94,080.00
2019	SEC.5307	Capital	\$ 1,209,776.00	\$ 151,222.00	\$ 151,222.00	\$ 1,512,220.00
2019	SEC.5307	Operations	\$ 2,928,211.00	\$ -	\$ 2,928,211.00	\$ 5,856,422.00
2019	SEC.5311	Operations	\$ 84,112.00	\$ -	\$ 84,112.00	\$ 168,224.00
2019	SEC.5316	Capital	\$ 48,000.00	\$ -	\$ 12,000.00	\$ 60,000.00
2019	SEC.5339(C)	Capital	\$ 1,750,000.00	\$ -	\$ 308,823.00	\$ 2,058,823.00
2020	SEC.5303	Planning	\$ 77,522.00	\$ 9,690.00	\$ 9,690.00	\$ 96,902.00
2020	SEC.5304	Planning	\$ 17,834.00	\$ 2,229.00	\$ 2,229.00	\$ 22,292.00
2020	SEC.5307	Capital	\$ 2,524,547.00	\$ 109,000.00	\$ 109,000.00	\$ 2,742,547.00
2020	SEC.5307	Operations*	\$ 10,121,381.00	\$ -	\$ 2,370,906.00	\$ 12,492,287.00
2020	SEC.5311	Capital	\$ 170,847.13	\$ 10,488.89	\$ 10,488.90	\$ 191,824.92
2020	SEC.5311	Operations	\$ 420,105.00	\$ -	\$ 85,947.00	\$ 506,052.00
<i>Projected/Anticipated Funding</i>						
2021	SEC.5303	Planning	\$ 117,160.00	\$ 14,645.00	\$ 14,645.00	\$ 146,450.00
2021	SEC.5304	Planning	\$ 17,836.00	\$ 2,229.00	\$ 2,230.00	\$ 22,295.00
2021	SEC.5307	Operations	\$ 3,855,692.00	\$ 146,574.00	\$ 2,829,674.00	\$ 6,831,940.00
2021	SEC.5311	Operations	\$ 179,483.00	\$ -	\$ 101,483.00	\$ 280,966.00
2021	SEC.5339(A)	Capital	\$ 1,480,000.00	\$ -	\$ 370,000.00	\$ 1,850,000.00
2022	SEC.5303	Planning	\$ 84,396.00	\$ 10,549.00	\$ 10,551.00	\$ 105,495.00
2022	SEC.5307	Operations	\$ 2,133,815.00	\$ -	\$ 2,133,815.00	\$ 4,267,630.00
2022	SEC.5311	Capital	\$ 137,911.00	\$ 6,000.00	\$ 95,911.00	\$ 239,822.00
2023	SEC.5303	Planning	\$ 84,397.00	\$ 10,550.00	\$ 10,550.00	\$ 105,496.00
2023	SEC.5307	Operations	\$ 2,133,815.00	\$ -	\$ 2,133,815.00	\$ 4,267,630.00
2023	SEC.5311	Capital	\$ 224,772.80	\$ -	\$ 56,193.20	\$ 280,966.00
2024	SEC.5303	Planning	\$ 73,342.00	\$ 9,167.75	\$ 9,167.75	\$ 91,677.50
2024	SEC.5307	Operations	\$ 2,133,815.00	\$ -	\$ 2,133,815.00	\$ 4,267,630.00
2024	SEC.5311	Capital	\$ 224,772.80	\$ -	\$ 56,193.20	\$ 280,966.00

\* For Fiscal Year 2020, the Operations funding level represents an assumption by the Federal government of **all** costs related to transit operations starting from January 1, 2020, through June 30, 2022 (i.e., the end of FY 2021), under the Coronavirus Aid, Relief and Economic Security Act of 2020 (CARES 2020; PL 116-136).

The assumption of these costs has been administered by adding funds to the existing FY 2020 service provision contracts MTA has with GDOT Office of Intermodal. However, this assumption of cost does not prevent State and/or local government from continuing to contribute their normally anticipated local shares to transit activities. The values in the table represent the technical assumption that MTA partners will continue to contribute their local match, thus resulting in a momentary funding windfall that is not anticipated to continue in out years.

# CAPITAL IMPROVEMENT JUSTIFICATIONS FOR THE MACON - BIBB COUNTY TRANSIT AUTHORITY

## **FY 2021**

- Bus Maintenance Parts & Supplies for fleet – To have materials on hand to keep transit vehicles properly maintained and in operating condition
- Purchase 35 ft. Transit Diesel bus (1) – Regularly scheduled purchase to replace a bus of similar type that exceeds its useful life due to age and/or mileage.
- Purchase 35 ft. Transit Electric buses (2) – Opportunistic purchase in response to an award of discretionary funds from Georgia Dept. of Transportation under the FTA 5339(a) – Buses and Bus Facilities Program
- Purchase ADA service vehicle (1) – Opportunistic purchase in response to an award of discretionary funds from Georgia Dept. of Transportation under the FTA 5339(a) – Buses and Bus Facilities Program
- Terminal Station Maintenance & Renovation – Involves roof, ventilation, plumbing, electrical, structural and/or elevator maintenance and upgrades to a property owned by Macon-Bibb County Transit Authority, in a manner consistent with the property's listing on the National Historic Register.

## **FY 2022**

- Bus Maintenance Parts & Supplies for fleet – To have materials on hand to keep transit vehicles properly maintained and in operating condition
- Purchase 35 ft. Transit Diesel bus (1) – Regularly scheduled purchase to replace a bus of similar type that exceeds its useful life due to age and/or mileage.
- Computer Equipment & Software - Maintenance, upgrade and/or replacement of functionally obsolete computer systems.
- GPS Tablets with Kits (10) – This purchase is to facilitate real time tracking of transit vehicles during normal hours of operation.
- New Service Vehicles (1) – Replacement of current service vehicle at the end of useful life, capable of conducting field repairs on transit vehicle with a service vehicle of similar type (i.e., mobile oil & grease tanks, full tool box, heavy compressor)
- Office Equipment & Furniture - Replacement of dilapidated office furniture & equipment.

## **FY 2023**

- Bus Maintenance Parts & Supplies for fleet – To have materials on hand to keep transit vehicles properly maintained and in operating condition
- Purchase Electric buses (1) – Regularly scheduled purchase, replacing a diesel bus of similar type that exceeds its useful life due to age and/or mileage.
- Buses for ADA Service (2) – Regularly scheduled purchase to replace vehicles of similar type that exceed their useful life due to age and/or mileage.
- Replace & Refurbish Bus Shelters and Benches – Continuation of ongoing repair and maintenance of bus stops. Last time similar activity was pursued was 2014.
- Terminal Station Maintenance & Renovation – Involves roof, ventilation, plumbing, electrical, structural and/or elevator maintenance and upgrades to a property owned by Macon-Bibb County Transit Authority, in a manner consistent with the property's listing on the National Historic Register.

## **FY 2024**

- Bus Maintenance Parts & Supplies for fleet – To have materials on hand to keep transit vehicles properly maintained and in operating condition
- Purchase 35 ft. Transit Diesel bus (1) – Regularly scheduled purchase to replace a bus of similar type that exceeds its Useful life Benchmark due to age and/or mileage.
- Computer Equipment & Software - Maintenance, upgrade and/or replacement of functionally obsolete computer systems.
- GPS Tablets with Kits (10) – This purchase is to facilitate real time tracking of transit vehicles during normal hours of operation.
- Office Equipment & Furniture - Replacement of old dilapidated office furniture & equipment.

# Project Worksheet Date: 4/4/2022

<b>PROJECT NAME:</b>		TRANSIT PLANNING ACTIVITIES				<b>PROJECT#:</b>	
<b>PROJECT DESCRIPTION:</b> Transit planning support services provided by Macon-Bibb Planning & Zoning in their capacity as MATS MPO staff.						<b>P.I. #:</b>	
						<b>LRTP Priority #</b>	
						<b>TIP#:</b>	
						<b>COUNTY:</b> BIBB	
<b>LENGTH (MI):</b> N/A		<b># OF LANES - EXISTING:</b> N/A		<b>PLANNED:</b> N/A			
<b>TRAFFIC VOLUMES (ADT):</b> N/A		<b>(2012)</b> N/A		<b>(2040)</b> N/A			
<b>LOCAL RD. #:</b> N/A		<b>ST./US #</b> N/A		<b>FUNDING :</b>		5303	
<b>COMMENTS/REMARKS:</b> Project Phase categories do not apply to this worksheet. Federal, State and Local cost shares are as per usual (80%/10%/10%). <b>Administrative Modification:</b> Transit Planning funding for FY 2022 and FY 2023 activities under Sec. 5303 sub-recipient grant updated to reflect new values verified by GDOT Office of Intermodal. See Admin Mod 2022_T006878 for additional details							
<b>LATEST <i>TOTAL</i> PROJECT COST:</b>		\$454,343.00		<b>TOTAL COST ESTIMATE DATE:</b>		4/4/2022	
<b>CURRENT TIP PHASES</b>							
<b>PROJECT PHASE</b>	<b>\$ SOURCE</b>	<b>FY 2021</b>	<b>FY 2022</b>	<b>FY 2023</b>	<b>FY 2024</b>	<b>TOTAL</b>	
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		\$146,450	\$105,495	\$105,496	\$96,902	\$454,343	
FEDERAL COST		\$117,160	\$84,396	\$84,397	\$77,522	\$363,474	
STATE COST		\$14,645	\$10,549	\$10,550	\$9,690	\$45,434	
LOCAL COST		\$14,645	\$10,551	\$10,550	\$9,690	\$45,436	
<b>DOT DISTRICT:</b>		<b>CONGRESSIONAL DIST:</b>				<b>RC:</b>	
Fund 1 For PI 1:		Fund 2 For PI 2:				Fund 3 For PI 3:	
<b>PROJECT LOCATION</b>							

# Project Worksheet Date: 7/14/2020

<b>PROJECT NAME:</b>		NON-METROPOLITAN TRANSPORTATION PLANNING				<b>PROJECT#:</b>	
<b>PROJECT DESCRIPTION:</b> Transit planning support services provided by Middle Georgia Regional Commission in their capacity as transit program managers for rural transit programs in Jones County.						<b>P.I. #:</b> T006055	
						<b>LRTP Priority #</b>	
						<b>TIP#:</b>	
						<b>COUNTY:</b>	
<b>LENGTH (MI):</b> N/A		<b># OF LANES - EXISTING:</b> N/A		<b>PLANNED:</b> N/A			
<b>TRAFFIC VOLUMES (ADT):</b> N/A		<b>(2012)</b> N/A		<b>(2040)</b> N/A			
<b>LOCAL RD. #:</b> N/A		<b>ST./US #</b> N/A		<b>FUNDING :</b> 5304			
<b>COMMENTS/REMARKS:</b> Project Phase categories do not apply to this worksheet. Federal, State and Local cost shares are as per usual (80%/10%/10%).							
<b>LATEST TOTAL PROJECT COST:</b> \$8,024.00				<b>TOTAL COST ESTIMATE DATE:</b>		4/3/2017	
<b>CURRENT TIP PHASES</b>							
<b>PROJECT PHASE</b>	<b>\$ SOURCE</b>	<b>FY 2021</b>	<b>FY 2022</b>	<b>FY 2023</b>	<b>FY 2024</b>	<b>TOTAL</b>	
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		\$22,292.00	\$22,292.00	\$22,292.00	\$22,292.00	\$89,168.00	
FEDERAL COST		\$17,834	\$17,834	\$17,834	\$17,834	\$71,334	
STATE COST		\$2,229	\$2,229	\$2,229	\$2,229	\$8,917	
LOCAL COST		\$2,229	\$2,229	\$2,229	\$2,229	\$8,917	
<b>DOT DISTRICT:</b>	<b>CONGRESSIONAL DIST:</b> 8				<b>RC:</b> MG		
<b>Fund 1 For PI 1:</b>		<b>Fund 2 For PI 2:</b>			<b>Fund 3 For PI 3:</b>		
<b>PROJECT LOCATION</b>							

**OPERATING ASSISTANCE SCHEDULE FOR MACON-BIBB COUNTY TRANSIT AUTHORITY**

**SECTION 5307**

<b>STIP #</b>	<b>T006128</b>	<b>T006847</b>	<b>T006848</b>	<b>T007057</b>	
<b>OPERATING PERIOD</b>	<b>FY 2021</b>	<b>FY 2022</b>	<b>FY 2023</b>	<b>FY 2024</b>	<b>TOTAL</b>
Fiscal Year 2021	\$6,085,000				\$6,085,000
(07/01/20-06/30/21)					
Fiscal Year 2022		\$6,200,800			\$6,200,800
(07/01/21- 06/30/22)					
Fiscal Year 2023			\$6,400,000		\$6,400,000
(07/01/22 - 06/30/23)					
Fiscal Year 2024				\$6,592,000	\$6,592,000
(07/01/23 - 06/30/24)					
<b>PROJECT COST</b>	<b>\$6,085,000</b>	<b>\$6,200,800</b>	<b>\$6,400,000</b>	<b>\$6,592,000</b>	<b>\$25,277,800</b>
<i>FEDERAL COST</i>	\$3,042,500	\$3,100,400	\$3,200,000	\$3,296,000	\$12,638,900
<i>LOCAL COST</i>	\$3,042,500	\$3,100,400	\$3,200,000	\$3,296,000	\$12,638,900
<i>DOT DISTRICT # 3</i>		CONG. DIST.	2 & 8	RDC	MG

CAPITAL SCHEDULE FOR MACON-BIBB COUNTY TRANSIT AUTHORITY						
Section 5307						
STIP #		T006128	T006847	T006848	T007057	
DESCRIPTION	Unit Cost	FY 2021	FY 2022	FY 2023	FY 2024	TOTAL
Purchase Electric buses (1)	\$850,000			\$850,000		\$850,000
Purchase 35 ft. Transit buses (3)	\$490,000	\$490,000	\$490,000		\$490,000	\$1,470,000
Buses for ADA Service (2)	\$150,000			\$300,000		\$300,000
GPS Tablets with Kits (20)	\$2,000		\$20,000		\$20,000	\$40,000
Computer Equipment & Software	N/A		\$150,000		\$50,000	\$200,000
Terminal Station Maintenance & Renovation	N/A	\$500,000		\$500,000		\$1,000,000
Bus Maintenance Parts & Supplies for fleet	N/A	\$125,000	\$250,000	\$150,000	\$200,000	\$725,000
Replace & Refurbish Bus Shelters and Benches	N/A			\$200,000		\$200,000
New Service Vehicles (1)	\$200,000		\$200,000			\$200,000
Office Equipment & Furniture	N/A		\$10,000		\$10,000	\$20,000

CAPITAL SCHEDULE FOR MACON-BIBB COUNTY TRANSIT AUTHORITY						
Section 5339(a)						
		T007119	TBD	TBD	TBD	
DESCRIPTION	Unit Cost	FY 21	FY 22	FY 23	FY 24	TOTAL
Purchase Electric buses (2)	\$850,000	\$1,700,000				\$1,700,000
						\$0
Buses for ADA Service (1)	\$150,000	\$150,000				\$150,000
						\$0
						\$0
<b>PROJECT COST</b>		<b>\$1,850,000</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$1,850,000</b>
FEDERAL COST		\$1,480,000	\$0	\$0	\$0	\$1,480,000
LOCAL COST		\$370,000	\$0	\$0	\$0	\$370,000
DOT DISTRICT # 3			CONG. DIST.	2 & 8	RC	MG



**CAPITAL SCHEDULE IN MACON FOR ELDERLY AND DISABLED**

**Section 5310**

STIP #					
DESCRIPTION	FY 2021	FY 2022	FY 2023	FY 2024	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
<b>PROJECT COST</b>	<b>\$132,771</b>	<b>\$139,410</b>	<b>\$146,381</b>	<b>\$147,113</b>	<b>\$565,675</b>
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

**CAPITAL SCHEDULE FOR JONES CO.**

**Section 5311**

STIP #					
DESCRIPTION	FY 21	FY 22	FY 23	FY 24	TOTAL
Purchase of Service	\$41,893				\$41,893
Purchase of Service		\$118,383			\$118,383
Purchase of Service			\$80,642		\$80,642
					\$0
<b>PROJECT COST</b>	<b>\$41,893</b>	<b>\$118,383</b>	<b>\$80,642</b>	<b>\$0</b>	<b>\$240,918</b>
FEDERAL COST	\$41,893	\$94,706	\$64,514	\$0	\$201,113
LOCAL COST	\$0	\$23,677	\$16,128	\$0	\$48,184
DOT DISTRICT # 3		CONG. DIST.	2 & 8	RC	MG

# Macon-Bibb County Transit Authority Projected Vehicle Replacement Schedule FY 2021 - 2028

Transit									
Model Year	Fiscal Year								
	2021	2022	2023	2024	2025	2026	2027	2028	
2010	3	2	0	0	0	0	0	0	0
2011	0	0	0	0	0	0	0	0	0
2012	0	0	0	0	0	0	0	0	0
2013	1	1	1	0	0	0	0	0	0
2014	1	1	1	1	0	0	0	0	0
2015	4	4	4	4	3	2	0	0	0
2016	0	0	0	0	0	0	0	0	0
2017	2	2	2	2	2	2	2	2	0
2018	7	7	7	7	7	7	7	7	7
2019	8	8	8	8	8	8	8	8	8
2020	3	3	3	3	3	3	3	3	3
2021	0	1	1	1	1	1	1	1	1
2022	0	0	2	2	2	2	2	2	2
2023	0	0	0	1	1	1	1	1	1
2024	0	0	0	0	2	2	2	2	2
2025	0	0	0	0	0	1	1	1	1
2026	0	0	0	0	0	0	2	2	2
2027	0	0	0	0	0	0	0	2	2
2028	0	0	0	0	0	0	0	0	0
Active Fleet	29	29	29	29	29	29	29	29	29
Peak Buses	16	16	16	16	16	16	16	16	16
Spares	13	13	13	13	13	13	13	13	13
Spare Ratio	81.25%	81.25%	81.25%	81.25%	81.25%	81.25%	81.25%	81.25%	81.25%
Buses Retired	1	1	2	1	1	1	2	2	2
Buses Purchased	3	1	2	1	2	1	2	2	2

Para Transit									
Model Year	Fiscal Year								
	2021	2022	2023	2024	2025	2026	2027	2028	
2010	3	3	1	1	0	0	0	0	0
2011	0	0	0	0	0	0	0	0	0
2012	0	0	0	0	0	0	0	0	0
2013	0	0	0	0	0	0	0	0	0
2014	0	0	0	0	0	0	0	0	0
2015	0	0	0	0	0	0	0	0	0
2016	5	5	5	5	4	4	1	0	0
2017	0	0	0	0	0	0	0	0	0
2018	3	3	3	3	3	3	3	2	2
2019	2	2	2	2	2	2	2	2	2
2020	0	0	0	0	0	0	0	0	0
2021	0	0	0	0	0	0	0	0	0
2022	0	0	2	2	2	2	2	2	2
2023	0	0	0	0	0	0	0	0	0
2024	0	0	0	0	2	2	2	2	2
2025	0	0	0	0	0	0	0	0	0
2026	0	0	0	0	0	0	3	3	3
2027	0	0	0	0	0	0	0	2	2
2028	0	0	0	0	0	0	0	0	0
Active Fleet	13	13	13	13	13	13	13	13	13
Peak Buses	10	10	10	10	10	10	10	10	10
Spares	3	3	3	3	3	3	3	3	3
Spare Ratio	30.00%	30.00%	30.00%	30.00%	30.00%	30.00%	30.00%	30.00%	30.00%
Buses Retired	0	0	2	0	2	0	3	0	0
Buses Purchased	0	0	2	0	2	0	3	0	0

# AIRPORTS

## Chapter 5 | Airports

**MIDDLE GEORGIA REGIONAL AIRPORT**

PROJECT # 1 CATEGORY: Airports

PROJECT DESCRIPTION: Runway 5/23 Extension - Design

TASK	FY 21	FY 22	FY 23	FY 24	FY 25	TOTAL
Capital Assistance	\$1,890,000					\$1,890,000
Total Cost Per Task	\$1,890,000					\$1,890,000

Share	%	Cost
Federal	90	\$1,701,000
State	5	\$94,500
Local	5	\$94,500

PROJECT # 2 CATEGORY: Airports

PROJECT DESCRIPTION: Runway 5/23 Extension - Environmental Permitting

TASK	FY 21	FY 22	FY 23	FY 24	FY 25	TOTAL
Capital Assistance	\$60,000					\$60,000
Total Cost Per Task	\$60,000					\$60,000

Share	%	Cost
Federal	90	\$54,000
State	5	\$3,000
Local	5	\$3,000

PROJECT # 3 CATEGORY: Airports

PROJECT DESCRIPTION: Runway 5/23 Extension - Phase 1 Excess Pavement Removal &amp; Materials

TASK	FY 21	FY 22	FY 23	FY 24	FY 25	TOTAL
Capital Assistance	\$4,023,150					\$4,023,150
Total Cost Per Task	\$4,023,150					\$4,023,150

Share	%	Cost
Federal	90	\$3,620,835
State	5	\$201,158
Local	5	\$ 201,158

PROJECT # 4      CATEGORY: Airports

PROJECT DESCRIPTION: DBE Plan Update (FY 21-23)

TASK	FY 21	FY 22	FY 23	FY 24	FY 25	TOTAL
Capital Assistance	\$10,000					\$10,000
Total Cost Per Task	\$10,000					\$10,000

Share	%	Cost
Federal	90	\$9,000
State	5	\$500
Local	5	\$500

PROJECT # 5      CATEGORY: Airports

PROJECT DESCRIPTION: Runway 14/32 - Rehabilitation (Constructon)

TASK	FY 21	FY 22	FY 23	FY 24	FY 25	TOTAL
Capital Assistance	\$2,559,095					\$2,559,095
Total Cost Per Task	\$2,559,095					\$2,559,095

Share	%	Cost
Federal		
State	75	\$1,919,321
Local	25	\$639,774

PROJECT # 6      CATEGORY: Airports

PROJECT DESCRIPTION: Runway 14/32 - Rehabilitation (Design)

TASK	FY 21	FY 22	FY 23	FY 24	FY 25	TOTAL
Capital Assistance	\$222,530					\$222,530
Total Cost Per Task	\$222,530					\$222,530

Share	%	Cost
Federal	100	\$222,530
State		
Local		

PROJECT # 7 CATEGORY: Airports

PROJECT DESCRIPTION: Taxiway Charlie/Delta Rehabilitation

TASK	FY 21	FY 22	FY 23	FY 24	FY 25	TOTAL
Capital Assistance		\$1,900,000				\$1,900,000
Total Cost Per Task		\$1,900,000				\$1,900,000

Share	%	Cost
Federal	90	\$1,710,000
State	5	\$95,000
Local	5	\$95,000

PROJECT # 8 CATEGORY: Airports

PROJECT DESCRIPTION: Wetland Mitigation - 900 ft.

TASK	FY 21	FY 22	FY 23	FY 24	FY 25	TOTAL
Capital Assistance		\$2,250,000				\$2,250,000
Total Cost Per Task		\$2,250,000				\$2,250,000

Share	%	Cost
Federal	90	\$2,025,000
State	5	\$112,500
Local	5	\$112,500

PROJECT # 9 CATEGORY: Airports

PROJECT DESCRIPTION: Wetland Mitigation - 600 ft.

TASK	FY 21	FY 22	FY 23	FY 24	FY 25	TOTAL
Capital Assistance		\$120,000				\$120,000
Total Cost Per Task		\$120,000				\$120,000

Share	%	Cost
Federal	0	\$0
State	0	\$0
Local	100	\$120,000

PROJECT # 10 CATEGORY: Airports

PROJECT DESCRIPTION: Land Acquisiton - 2 parcels

TASK	FY 21	FY 22	FY 23	FY 24	FY 25	TOTAL
Capital Assistance		\$900,000				\$900,000
Total Cost Per Task		\$900,000				\$900,000

Share	%	Cost
Federal	90	\$810,000
State	5	\$45,000
Local	5	\$45,000

PROJECT # 11 CATEGORY: Airports

PROJECT DESCRIPTION: Runway 5/23 Extension - Phase II Construction

TASK	FY 21	FY 22	FY 23	FY 24	FY 25	TOTAL
Capital Assistance			\$25,230,600			\$25,230,600
Total Cost Per Task			\$25,230,600			\$25,230,600

Share	%	Cost
Federal	90	\$22,707,540
State	5	\$1,261,530
Local	5	\$1,261,530

PROJECT # 12 CATEGORY: Airports

PROJECT DESCRIPTION: Runway 5/23 Extension - NAVAID Temporary Decommissioning

TASK	FY 21	FY 22	FY 23	FY 24	FY 25	TOTAL
Capital Assistance			\$300,000			\$300,000
Total Cost Per Task			\$300,000			\$300,000

Share	%	Cost
Federal	90	\$270,000
State	5	\$15,000
Local	5	\$15,000

PROJECT # 13 CATEGORY: Airports

PROJECT DESCRIPTION: Runway 5/23 Extension - Phase III Construction

TASK	FY 21	FY 22	FY 23	FY 24	FY 25	TOTAL
Capital Assistance				\$4,145,600		\$4,145,600
Total Cost Per Task				\$4,145,600		\$4,145,600

Share	%	Cost
Federal	90	\$3,731,040
State	5	\$207,280
Local	5	\$207,280

PROJECT # 14 CATEGORY: Airports

PROJECT DESCRIPTION: Runway 5/23 Extension - Phase III Construction (Local)

TASK	FY 21	FY 22	FY 23	FY 24	FY 25	TOTAL
Capital Assistance				\$2,890,350		\$2,890,350
Total Cost Per Task				\$2,890,350		\$2,890,350

Share	%	Cost
Federal	0	\$0
State	0	\$0
Local	100	\$2,890,350

PROJECT # 15 CATEGORY: Airports

PROJECT DESCRIPTION: Runway 5/23 Extension - FAA NAVAID Install/Commissioning

TASK	FY 21	FY 22	FY 23	FY 24	FY 25	TOTAL
Capital Assistance				\$700,000		\$700,000
Total Cost Per Task				\$700,000		\$700,000

Share	%	Cost
Federal	90	\$630,000
State	5	\$35,000
Local	5	\$35,000



PROJECT # 16 CATEGORY: Airports

PROJECT DESCRIPTION: Taxiway Echo Design/Construct

TASK	FY 21	FY 22	FY 23	FY 24	FY 25	TOTAL
Capital Assistance					\$5,400,000	\$5,400,000
Total Cost Per Task					\$5,400,000	\$5,400,000

Share	%	Cost
Federal	90	\$4,860,000
State	5	\$270,000
Local	5	\$270,000

PROJECT # 17 CATEGORY: Airports

PROJECT DESCRIPTION: South Apron Rehabilitation

TASK	FY 21	FY 22	FY 23	FY 24	FY 25	TOTAL
Capital Assistance					\$1,200,000	\$1,200,000
Total Cost Per Task					\$1,200,000	\$1,200,000

Share	%	Cost
Federal	90	\$1,080,000
State	5	\$60,000
Local	5	\$60,000

PROJECT # 18 CATEGORY: Airports

PROJECT DESCRIPTION: Runway 5/23 Extension - FAA NAVAID Install/Commissioning

TASK	FY 21	FY 22	FY 23	FY 24	FY 25	TOTAL
Capital Assistance				\$700,000		\$700,000
Total Cost Per Task				\$700,000		\$700,000

Share	%	Cost
Federal	90	\$630,000
State	5	\$35,000
Local	5	\$35,000

**MACON AIRPORT/HERBERT SMART FIELD**

PROJECT # 1 CATEGORY: Airports

PROJECT DESCRIPTION: Runway 10/28 Reconstruction (Design/Construct)

TASK	FY 21	FY 22	FY 23	FY 24	FY 25	TOTAL
Capital Assistance					\$3,600,000	\$3,600,000
Total Cost Per Task					\$3,600,000	\$3,600,000

Share	%	Cost
Federal	90	\$3,240,000
State	5	\$180,000
Local	5	\$180,000

PROJECT # 2 CATEGORY: Airports

PROJECT DESCRIPTION: Perimeter Fencing

TASK	FY 21	FY 22	FY 23	FY 24	FY 25	TOTAL
Capital Assistance		\$550,000				\$550,000
Total Cost Per Task		\$550,000				\$550,000

Share	%	Cost
Federal	90	\$495,000
State	5	\$27,500
Local	5	\$27,500

PROJECT # 3 CATEGORY: Airports

PROJECT DESCRIPTION: Taxiway Alpha Relocation - Design

TASK	FY 21	FY 22	FY 23	FY 24	FY 25	TOTAL
Capital Assistance			\$230,000			\$230,000
Total Cost Per Task			\$230,000			\$230,000

Share	%	Cost
Federal	90	\$207,000
State	5	\$11,500
Local	5	\$11,500

PROJECT # 4      CATEGORY: Airports

PROJECT DESCRIPTION: Taxiway Alpha Relocation - Phase 1 Construction

TASK	FY 21	FY 22	FY 23	FY 24	FY 25	TOTAL
Capital Assistance				\$1,500,000		\$1,500,000
Total Cost Per Task				\$1,500,000		\$1,500,000

Share	%	Cost
Federal	90	\$1,350,000
State	5	\$75,000
Local	5	\$75,000

PROJECT # 5      CATEGORY: Airports

PROJECT DESCRIPTION: Taxiway Alpha Relocation - Phase 1 Construction

TASK	FY 21	FY 22	FY 23	FY 24	FY 25	TOTAL
Capital Assistance					\$1,500,000	\$1,500,000
Total Cost Per Task					\$150,000	\$150,000

Share	%	Cost
Federal	90	\$1,350,000
State	5	\$75,000
Local	5	\$75,000

# APPENDIX

# Appendix

## Transportation Improvement Program System Performance Report

### Background

Pursuant to the Moving Ahead for Progress in the 21st Century Act (MAP-21) Act enacted in 2012 and the Fixing America's Surface Transportation Act (FAST Act) enacted in 2015, state Departments of Transportation (DOT) and Metropolitan Planning Organizations (MPO) must apply a transportation performance management approach in carrying out their federally-required transportation planning and programming activities. The process requires the establishment and use of a coordinated performance-based approach to transportation decision-making to support national goals for the federal-aid highway and public transportation programs.

On May 27, 2016, the Federal Highway Administration (FHWA) and the Federal Transit Administration (FTA) issued the Statewide and Nonmetropolitan Transportation Planning; Metropolitan Transportation Planning Final Rule (The Planning Rule).<sup>2</sup> This regulation implements the transportation planning and transportation performance management provisions of MAP-21 and the FAST Act.

In accordance with The Planning Rule and the Georgia Performance Management Agreement between the Georgia DOT (GDOT) and the Georgia Association of Metropolitan Planning Organizations (GAMPO), GDOT and each Georgia MPO must publish a System Performance Report for applicable performance measures in their respective statewide and metropolitan transportation plans and programs. The System Performance Report presents the condition and performance of the transportation system with respect to required performance measures, documents performance targets and progress achieved in meeting the targets in comparison with previous reports. This is required for the following:

- In any statewide or metropolitan transportation plan or program amended or adopted after May 27, 2018, for Highway Safety/PM1 measures;
- In any statewide or metropolitan transportation plan or program amended or adopted after October 1, 2018, for transit asset measures;
- In any statewide or metropolitan transportation plan or program amended or adopted after May 20, 2019, for Pavement and Bridge Condition/PM2 and System Performance, Freight, and Congestion Mitigation and Air Quality/PM3 measures; and
- In any statewide or metropolitan transportation plan or program amended or adopted after July 20, 2021, for transit safety measures.

<sup>2</sup> 23 CFR 450.314

The current Macon Area Transportation Study (MATS) Fiscal Year (FY) 2021-2024 Transportation Improvement Program (TIP) was adopted on November 4, 2021 (the previous Macon Area Transportation Study (MATS) Transportation Improvement Program (TIP), covering Fiscal Year (FY) 2018-2021, was adopted on August 2, 2017 and amended most recently on February 5, 2020).

Per the Planning Rule and the Georgia Performance Management Agreement, the System Performance Report for the MATS FY 2021-2024 TIP is included, herein, for the required Highway Safety/PM1, Bridge and Pavement Condition/PM2, and System Performance and Freight/PM3 measures.

## **Highway Safety/PM1**

Effective April 14, 2016, the FHWA established the highway safety performance measures<sup>3</sup> to carry out the Highway Safety Improvement Program (HSIP). These performance measures are:

1. Number of fatalities;
2. Rate of fatalities per 100 million vehicle miles traveled;
3. Number of serious injuries;
4. Rate of serious injuries per 100 million vehicle miles traveled; and
5. Number of combined non-motorized fatalities and non-motorized serious injuries.

Safety performance targets are provided annually by the States to FHWA for each safety performance measure. Current statewide safety targets address calendar year 2021 and are based on an anticipated five-year rolling average. Georgia statewide safety performance targets for 2021 are included in Table 1, along with statewide safety performance for the two most recent reporting periods<sup>4</sup>. The MATS MPO adopted/approved the most recent Georgia statewide safety performance targets on November 4, 2020.

The latest safety conditions will be updated annually on a rolling 5-year window and reflected within each subsequent System Performance Report, to track performance over time in relation to baseline conditions and established targets.

<sup>3</sup> 23 CFR Part 490, Subpart B

<sup>4</sup> [https://safety.fhwa.dot.gov/hsip/spm/state\\_safety\\_targets/](https://safety.fhwa.dot.gov/hsip/spm/state_safety_targets/)

**Table 1. Highway Safety/PM1, System Conditions and Performance**

<b>Performance Measures</b>	<b>Georgia Statewide Performance (Five-Year Rolling Average 2012-2016)</b>	<b>Georgia Statewide Performance (Five-Year Rolling Average 2013-2017)</b>	<b>Georgia Statewide Performance Target (Five-Year Rolling Average 2015-2019)</b>	<b>Georgia Statewide Performance Target (Five-Year Rolling Average 2015-2019)</b>	<b>Georgia Statewide Performance Target (Five-Year Rolling Average 2016-2020)</b>	<b>Georgia Statewide Performance Target (Five-Year Rolling Average 2017-2021)</b>
Number of Fatalities	1,305.2	1,376.6	1,593	1,655	1,698	1715
Rate of Fatalities per 100 Million Vehicle Miles Traveled	1.148	1.172	1.320	1.310	1.280	1.230
Number of Serious Injuries	17,404.6	23,126.8	19,643	24,324.0	24,094	6,407.0
Rate of Serious Injuries per 100 Million Vehicle Miles Traveled	15.348	19.756	16.318	18.900	21.8	4.422
Number of Combined Non-Motorized Fatalities and Non-Motorized Serious Injuries	1,138.0	978.4	1,027.0	1,126.0	1,163.0	686.5

The MATS MPO recognizes the importance of linking goals, objectives, and investment priorities to stated performance objectives, and that establishing this link is critical to the achievement of national transportation goals and statewide and regional performance targets. As such, the FY 2021-2024 TIP planning process directly reflects the goals, objectives, performance measures, and targets as they are available and described in other State and public transportation plans and processes; specifically, the Georgia Strategic Highway Safety Plan (SHSP), the Georgia Highway Safety Improvement Program (HSIP), the current 2040 Georgia Statewide Transportation Plan (SWTP), and the current MATS MPO 2040 Long Range Transportation Plan (LRTP).

- The Georgia SHSP is intended to reduce the number of fatalities and serious injuries resulting from motor vehicle crashes on public roads in Georgia. Existing highway safety plans are aligned and coordinated with the SHSP, including (but not limited to) the Georgia HSIP, MPO and local agencies' safety plans. The SHSP guides GDOT, the Georgia MPOs, and other safety partners in addressing safety and defines a framework for implementation activities to be carried out across Georgia.
- The GDOT HSIP annual report provide for a continuous and systematic process that identifies and reviews traffic safety issues around the state to identify locations with potential for improvement. The ultimate goal of the HSIP process is to reduce the number of crashes, injuries and fatalities by eliminating certain predominant types of crashes through the implementation of engineering solutions.
- The GDOT SWTP summarizes transportation deficiencies across the state and defines an investment portfolio across highway and transit capacity, highway preservation, highway safety, and highway operations over the 25-year plan horizon. Investment priorities reflect optimal performance impacts across each investment program given anticipated transportation revenues.
- The MATS MPO 2040 LRTP increases the safety of the transportation system for motorized and non-motorized users as required by the Planning Rule. The RTP identifies safety needs within the metropolitan planning area and provides funding for targeted safety improvements.

To support progress towards approved highway safety targets, the FY 2021-2024 TIP includes a number of key safety investments. A total of \$7,320,384 was programmed in the FY 2018-2021 TIP (the latest TIP for which program funding was calculated) to improve highway safety; averaging approximately \$1,830,096 per year.

## **Pavement and Bridge Condition/PM2**

Effective May 20, 2017, FHWA established performance measures to assess pavement condition<sup>5</sup> and bridge condition<sup>6</sup> for the National Highway Performance Program. This second FHWA performance measure rule (PM2) established six performance measures:

1. Percent of Interstate pavements in good condition;
2. Percent of Interstate pavements in poor condition;
3. Percent of non-Interstate National Highway System (NHS) pavements in good condition;

<sup>5</sup> 23 CFR Part 490, Subpart C

<sup>6</sup> 23 CFR Part 490, Subpart D



4. Percent of non-Interstate NHS pavements in poor condition;
5. Percent of NHS bridges by deck area classified as in good condition; and
6. Percent of NHS bridges by deck area classified as in poor condition.

## Pavement Condition Measures

The pavement condition measures represent the percentage of lane-miles on the Interstate or non-Interstate NHS that are in good condition or poor condition. FHWA established five metrics to assess pavement condition: International Roughness Index (IRI); cracking percent; rutting; faulting; and Present Serviceability Rating (PSR). For each metric, a threshold is used to establish good, fair, or poor condition. Pavement condition is assessed using these metrics and thresholds. A pavement section is in good condition if three metric ratings are good, and in poor condition if two or more metric ratings are poor. Pavement sections that are not good or poor are considered fair.

The pavement condition measures are expressed as a percentage of all applicable roads in good or poor condition. Pavement in good condition suggests that no major investment is needed. Pavement in poor condition suggests major reconstruction investment is needed due to either ride quality or a structural deficiency.

## Bridge Condition Measures

The bridge condition measures represent the percentage of bridges, by deck area, on the NHS that are in good condition or poor condition. The condition of each bridge is evaluated by assessing four bridge components: deck, superstructure, substructure, and culverts. FHWA created a metric rating threshold for each component to establish good, fair, or poor condition. Every bridge on the NHS is evaluated using these component ratings. If the lowest rating of the four metrics is greater than or equal to seven, the structure is classified as good. If the lowest rating is less than or equal to four, the structure is classified as poor. If the lowest rating is five or six, it is classified as fair.

To determine the percent of bridges in good or in poor condition, the sum of total deck area of good or poor NHS bridges is divided by the total deck area of bridges carrying the NHS. Deck area is computed using structure length and either deck width or approach roadway width. Good condition suggests that no major investment is needed. Bridges in poor condition are safe to drive on; however, they are nearing a point where substantial reconstruction or replacement is needed.

## Pavement and Bridge Targets

Pavement and bridge condition performance is assessed and reported over a four-year performance period. The first performance period began on January 1, 2018, and runs through December 31, 2021. GDOT reported baseline PM2 performance and targets to FHWA on October 1, 2018, and will report updated performance information at the midpoint and end of the performance period. The second four-year performance period will cover January 1, 2022, to December 31, 2025, with additional performance periods following every four years.

The PM2 rule requires states and MPOs to establish two-year and/or four-year performance targets for each PM2 measure. Current two-year targets represent expected pavement and bridge condition at the end of calendar year 2019, while the current four-year targets represent expected condition at the end of calendar year 2021.

States establish targets as follows:

- Percent of Interstate pavements in good and poor condition – four-year targets;
- Percent of non-Interstate NHS pavements in good and poor condition – two-year and four-year targets; and
- Percent of NHS bridges by deck area in good and poor condition – two-year and four-year targets.

MPOs establish four-year targets for each measure by either agreeing to program projects that will support the statewide targets, or setting quantifiable targets for the MPO's planning area that differ from the state targets.

GDOT established current statewide two-year and four-year PM2 targets on May 16, 2018. The MATS MPO adopted/approved the Georgia statewide PM2 targets on August 1, 2018, as part of the FY 2018 – 2021 TIP. Since MATS has not been informed of any new updated PM 2 performance targets since the original adoption, the previously adopted targets from the FY 2018 – 2021 TIP are continued in the FY 2021 – 2024 TIP. Table 5 presents statewide baseline performance for each PM2 measure as well as the current two-year and four-year statewide targets established by GDOT.

On September 28, 2020, GDOT provided FHWA a detailed report of pavement and bridge condition performance covering the period of January 1, 2018, to December 31, 2019. GDOT and the MATS MPO had the opportunity at that time to revisit the four-year PM2 targets. At that time, GDOT recommended no change to any of the PM2 targets; MATS MPO accepts this finding, though MATS will continue to have the opportunity to revisit the four-year PM3 targets in future reporting cycles.

**Table 5. Pavement and Bridge Condition/PM2 Performance and Targets**

Performance Measures	Georgia Performance (Baseline)	Georgia 2-year Target (2019)	Mid Performance Progress Report (9/28/2020)	Georgia 4-year Target (2021)
Percent of Interstate pavements in good condition	60%	N/A	57.0%	≥50%
Percent of Interstate pavements in poor condition	4%	N/A	0.3%	≤5%
Percent of non-Interstate NHS pavements in good condition	44%	≥40%	46.5%	≥40%
Percent of non-Interstate NHS pavements in poor condition	10%	≤12%	0.8%	≤12%
Percent of NHS bridges (by deck area) in good condition	49.1%	≥60%	67.5%	≥60%
Percent of NHS bridges (by deck area) in poor condition	1.35%	≤10%	0.8%	≤10%

The MATS MPO recognizes the importance of linking goals, objectives, and investment priorities to stated performance objectives, and that establishing this link is critical to the achievement of national transportation goals and statewide and regional performance targets. As such, the FY 2021-2024 TIP planning process directly reflects the goals, objectives, performance measures, and targets as they are available and described in other State and public transportation plans and processes; specifically, Georgia's Transportation Asset Management Plan (TAMP), the Georgia Interstate Preservation Plan, the current 2040 Georgia Statewide Transportation Plan (SWTP), and the MATS MPO 2040 Long Range Transportation Plan (LRTP).

MAP-21 requires GDOT to develop a TAMP for all NHS pavements and bridges within the state. GDOT's TAMP must include investment strategies leading to a program of projects that would make progress toward achievement of GDOT's statewide pavement and bridge condition targets.

- The Georgia Interstate Preservation Plan applied a risk profile to identify and communicate Interstate preservation priorities; this process leveraged a combination of asset management techniques with risk management concepts to prioritize specific investment strategies for the Interstate system in Georgia.
- The GDOT SWTP summarizes transportation deficiencies across the state and defines an investment portfolio across highway and transit capacity, highway preservation, highway safety, and highway operations over the 25-year plan horizon. Investment priorities reflect optimal performance impacts across each investment program given anticipated transportation revenues.
- The MATS MPO 2040 LRTP addresses infrastructure preservation and identifies pavement and bridge infrastructure needs within the metropolitan planning area, and allocates funding for targeted infrastructure improvements.

To support progress towards GDOT's statewide PM2 targets, the FY 2021-2024 TIP includes a number of investments that will maintain pavement and bridge condition performance. Investments in pavement and bridge condition include pavement replacement and reconstruction, bridge replacement and reconstruction, new bridge and pavement capacity, and system resiliency projects that improve NHS bridge components (e.g., upgrading culverts).

A total of \$27,684,355 for bridges has been programmed was programmed in the FY 2018-2021 TIP (the latest TIP for which program funding was calculated) to improve conditions pavement and bridge (averaging approximately \$6,921,089 per year). A total of \$882,645,530 is available for NHS maintenance for pavement statewide; averaging approximately \$220,661,383.

### **System Performance, Freight, and Congestion Mitigation & Air Quality Improvement Program (PM3)**

Effective May 20, 2017, FHWA established measures to assess performance of the National Highway System<sup>7</sup>, freight movement on the Interstate system<sup>8</sup>, and the Congestion Mitigation and Air Quality Improvement (CMAQ) Program<sup>9</sup>. This third FHWA performance measure rule (PM3) established six performance measures, described below.

#### *National Highway System Performance:*

1. Percent of person-miles on the Interstate system that are reliable;
2. Percent of person-miles on the non-Interstate NHS that are reliable;

#### *Freight Movement on the Interstate:*

3. Truck Travel Time Reliability Index (TTTR);

<sup>7</sup> 23 CFR Part 490, Subpart E

<sup>8</sup> 23 CFR Part 490, Subpart F

<sup>9</sup> 23 CFR Part 490, Subparts G and H

## *Congestion Mitigation and Air Quality Improvement (CMAQ) Program:*

4. Annual hours of peak hour excessive delay per capita (PHED);
5. Percent of non-single occupant vehicle travel (Non-SOV); and
6. Cumulative two-year and four-year reduction of on-road mobile source emissions for CMAQ funded projects (CMAQ Emission Reduction).

The CMAQ performance measures apply to states and MPOs with projects financed with CMAQ funds whose boundary contains any part of a nonattainment or maintenance area for ozone, carbon monoxide or particulate matter. The MATS MPO meets air quality standards, therefore, the CMAQ measures do not apply and are not reflected in the System Performance Report.

## System Performance Measures

The two System Performance measures assess the reliability of travel times on the Interstate or non-Interstate NHS system. The performance metric used to calculate reliability is the Level of Travel Time Reliability (LOTTR). LOTTR is defined as the ratio of longer travel times (80th percentile) to a normal travel time (50th percentile) over all applicable roads during four time periods (AM peak, Mid-day, PM peak, and weekends) that cover the hours of 6 AM to 8 PM each day.

The LOTTR ratio is calculated for each segment of applicable roadway, essentially comparing the segment with itself. A segment is deemed to be reliable if its LOTTR is less than 1.5 during all four time periods. If one or more time periods has a LOTTR of 1.5 or above, that segment is unreliable.

The measures are expressed as the percent of person-miles traveled on the Interstate or non-Interstate NHS system that are reliable. Person-miles take into account the number of people traveling in buses, cars, and trucks over these roadway segments. To determine total person miles traveled, the vehicle miles traveled (VMT) on each segment is multiplied by average vehicle occupancy. To calculate the percent of person miles traveled that are reliable, the sum of the number of reliable person miles traveled is divided by the sum of total person miles traveled.

## Freight Movement Performance Measure

The Freight Movement performance measure assesses reliability for trucks traveling on the Interstate. A TTTR ratio is generated by dividing the 95th percentile truck travel time by a normal travel time (50th percentile) for each segment of the Interstate system over five time periods throughout weekdays and weekends (AM peak, Mid-day, PM peak, weekend, and overnight) that cover all hours of the day. For each segment, the highest TTTR value among the five time periods is multiplied by the length of the segment. The sum of all length-weighted segments is then divided by the total length of Interstate to generate the TTTR Index.

## PM3 Performance Targets

Performance for the PM3 measures is assessed and reported over a four-year performance period. For all PM3 measures applicable to the MATS MPO, the first performance period began on January 1, 2018, and will end on December 31, 2021. GDOT reported baseline PM3 performance and targets to FHWA on October 1, 2018, and will report updated performance information at the midpoint and end of the performance period. The second four-year performance period will cover January 1, 2022, to December 31, 2025, with additional performance periods following every four years.

The PM3 rule requires state DOTs and MPOs to establish two-year and/or four-year performance targets for each PM3 measure. The current two-year and four-year targets represent expected performance at the end of calendar years 2019 and 2021, respectively. States establish targets as follows:

- Percent of person-miles on the Interstate system that are reliable – two-year and four-year targets;
- Percent of person-miles on the non-Interstate NHS that are reliable – four-year targets;
- Truck Travel Time Reliability – two-year and four-year targets;
- Annual hours of peak hour excessive delay per capita (PHED) – four-year targets;
- Percent of non-single occupant vehicle travel (Non-SOV) – two-year and four-year targets; and
- CMAQ Emission Reductions – two-year and four-year targets.

MPOs establish four-year targets for the System Performance, Freight Movement, and PHED measures, and two-year and four-year targets for the Non-SOV and CMAQ Emission Reduction measures. MPOs establish targets by either agreeing to program projects that will support the statewide targets, or setting quantifiable targets for the MPO's planning area that differ from the state targets.

GDOT established statewide PM3 targets on May 16, 2018. The MATS MPO adopted the Georgia statewide PM3 targets on August 1, 2018. Table 6 presents statewide baseline performance for each PM3 measure as well as the current two-year and four-year statewide targets established by GDOT.

On September 28, 2020, pursuant to federal requirements, GDOT provided FHWA a detailed mid-performance report of PM3 measures covering the period of January 1, 2018, to December 31, 2019. At that time, GDOT recommended no change to any of the PM3 targets; MATS MPO accepts this finding, though MATS will continue to have the opportunity to revisit the four-year PM3 targets in future reporting cycles.

**Table 6. System Performance/Freight Movement/CMAQ (PM3) Performance and Targets**

Performance Measure	Georgia Performance (Baseline)	Georgia 2-year Target (2019)	Mid Performance Progress Report (9/28/2020)	Georgia 4-year Target (2021)
Percent of person-miles on the Interstate system that are reliable	80.4%	73.0%	80.8%	67.0%
Percent of person-miles on the non-Interstate NHS that are reliable	84.9%	N/A	86.5%	81.0%
Truck Travel Time Reliability Index	1.44	1.66	1.44	1.78

The MATS MPO recognizes the importance of linking goals, objectives, and investment priorities to stated performance objectives, and that establishing this link is critical to the achievement of national transportation goals and statewide and regional performance targets. As such, the FY 2021-2024 TIP planning process directly reflects the goals, objectives, performance measures, and targets as they are available and described in other State and public transportation plans and processes; specifically, the Georgia Statewide Freight and Logistics Action Plan, the current 2040 Georgia Statewide Transportation Plan (SWTP), and the MATS MPO 2040 Long Range Transportation Plan (LRTP).

- GDOT's Statewide Freight and Logistics Action Plan defines the conditions and performance of the state freight system and identifies the policies and investments that will enhance Georgia's highway freight mobility well into the future. The Plan identifies freight needs and the criteria Georgia will use to determine investments in freight, and prioritizes freight investments across modes.
- The GDOT SWTP summarizes transportation deficiencies across the state and defines an investment portfolio across highway and transit capacity, highway preservation, highway safety, and highway operations over the 25-year plan horizon. Investment priorities reflect optimal performance impacts across each investment program given anticipated transportation revenues.
- The MATS MPO 2040 LRTP addresses reliability, freight movement, congestion, and identifies needs for each of these issues within the metropolitan planning area and allocates funding for targeted improvements. Projects in the FY 2021-2024 TIP that address these goals include:
  - The reconstruction of the I-16/I-75 Interchange
  - 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.

To support progress towards GDOT's statewide PM3 targets, the FY 2021-2024 TIP devotes a significant amount of resources to projects that will address passenger and highway freight reliability and delay, reduce SOV travel, and reduce emissions.

Based on the FY 2018-2021 TIP (the latest TIP for which program funding was calculated) a total of \$194,572,038 (averaging approximately \$48,643,010 per year) was programmed to address system performance;. This money is divided as follows:

- A total of \$95,586,019 programmed in the FY 2018-2021 TIP to address truck travel time reliability; averaging approximately \$23,896,505 per year.
- A total of \$98,986,019 programmed in the FY 2018-2021 TIP to address Peak Hour Excessive Delay (PHED); averaging approximately \$24,746,505 per year.

## 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

# Transit Funding

In contrast to highway Lump Sum funding, transit system funding support is highly programmed, based on the activity to be supported, and the size of the population area to be served. Transit system funding support originates from the Federal Transit Administration (FTA). Because population in the MATS area is under a 200,000 person threshold, transit systems and local governments in the MATS area receive their funding as a sub-recipient of funds awarded annually from FTA to the Georgia Dept. of Transportation-Intermodal Division (GDOT Intermodal). The list below (taken from the Georgia FY 2018 – 2021 Statewide Transportation Improvement Program) summarizes the various types of activities supported by FTA grants. Note that not all of these programs are relevant to transit operations in the MATS area; they are included here for the sake of comprehensiveness.

- **Section 5303 and 5304 Metropolitan and Statewide Planning Programs** – These programs provide funding to states and urbanized areas to carry out transit planning activities in order to plan and develop multimodal transportation systems.
- **Section 5307 -Urbanized Area Formula Grants Program**– FTA Section 5307 provides funding for capital, operating and planning assistance. Funds are distributed nationwide on a formula basis.
- **Section 5310 –Formula Grants for the Enhanced Mobility of Seniors and Individuals with Disabilities Program** – FTA Section 5310 supports the capital costs of transportation services for older adults and people with disabilities. This program is administered by the Georgia Department of Human Services (DHS) which coordinates its activities with the GDOT Transit Program.
- **Section 5311 -Formula Grants for Rural Areas Program** – FTA Section 5311 provides funding to enhance the access of people in non-urbanized areas to healthcare, shopping, education, employment, public services and recreation. Funds are available for capital, operating assistance, and administrative expenses. This program also includes the Rural Transit Assistance Program (RTAP) for State DOTs (Section 5311(b)(3) which provides funding for training, technical assistance projects, research and other support services for rural transit operations. The Section 5311 Program also includes a 15% set-aside for capital projects associated with private intercity bus operations (Section 5311(f)).
- **Section 5329 -State Safety Oversight** – FTA Section 5329 provides authority to establish and enforce a new comprehensive framework to oversee the safety of public transportation throughout the United States as it pertains to heavy rail, light rail, buses, ferries, and streetcars. GDOT has this responsibility in Georgia.
- **Section 5339-Grants for Bus and Bus Facilities Program** - FTA Section 5339 provides capital funds for purchase or major rehabilitation of bus vehicles and for the development and construction of bus-related facilities, such as maintenance centers, administrative buildings, park and ride lots, and other related bus facilities.

Support for transit is generally broken down into two areas: Capital (i.e., the buildings, vehicles and tangible infrastructure related to providing transit service) and Operations (i.e., the staffing, activities and consumable resources related to providing transit service). Both of these areas are funded through a combination of Federal, State and Local contributions, although at different rates. Capital is supported at a rate of 80 % Federal funding, 10% State funding and 10% Local funding. Operations is supported at a rate of 50% Federal Funding, 50% Local funding. Note that Local funding can (and often does) include both transit fares, special user fees, and general fund allocations from local governments.

In addition to the Capital and Operations categories, Federal and State transit funds are also separately categorized as Formula or Discretionary. As the name implies, Formula funds are allocated to transit systems and regions based on a pre-defined population based formula; the amount of eligible funding is fixed. In contrast, Discretionary funding is often awarded competitively, the amount of award available is limited only by the terms of the funding opportunity, and there is no requirement for State matching funds.

In both Formula and Discretionary funding, the sub-recipient must contribute some level of match funds in order to receive an award. When a sub-recipient doesn't match their Formula funds (either the sub recipient can't meet the Local matching funds requirement, or they choose not to have a public transit system), those Formula funds that aren't awarded are returned to a supplemental funds pool administered by GDOT Intermodal for the benefit of the other remaining systems. The supplemental funding still must be matched according to the requirements of the program from which the funds originated.

## **Plan Amendment Processes and Public Participation Requirements**

The following sections are based on the MATS Public Participation Plan, as amended November 4, 2020. 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 [https://www.maconmpo.com/wp-content/uploads/2020/11/MATS\\_PublicParticipationPlan\\_20201104-FINAL.pdf](https://www.maconmpo.com/wp-content/uploads/2020/11/MATS_PublicParticipationPlan_20201104-FINAL.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 October 2, 2020 and concluded on November 2, 2020. 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.

## **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 October 2, 2020 and concluded on November 2, 2020. 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.

Macon Telegraph, 1 October 2020, Pg. 6B., col. 2 - 3

### **NOTICE OF COMMENT PERIOD FOR ADOPTION OF THE FY 2021 – 2024 TRANSPORTATION IMPROVEMENT PROGRAM FOR THE MACON AREA TRANSPORTATION STUDY**

Notice is hereby given that the public comment period has begun for adoption of the FY 2021-2024 Transportation Improvement Program (TIP) for the Macon Area Transportation Study region, which covers all of Macon-Bibb County, and portions of Jones and Monroe counties.

The draft plan is available for review on the MATS website at [www.maconmpo.com](http://www.maconmpo.com). 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 November 2, 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](mailto:knorth@mbpz.org) or please call (478) 751-7460.



MPO: Macon Year: Between 2018 - 2020

MPO Authorized Projects - Macon

Processed on: Oct-27-2020 11:50 AM

Primary County: Appling

PROJ	PROJ NO.	TIP NO.	DESCRIPTION	Phase Status	Phase Code	Program Year	MPO	Latest Cost Estimated Total	% in MPO	Amount
T004959			FY 2020-21-FTA SEC.5329 SSO PROGRAM ADMINISTRATION	AUTHORIZED	740A1	2020	Macon	\$0.00	10	\$0.00

Primary County: Bibb

PROJ	PROJ NO.	TIP NO.	DESCRIPTION	Phase Status	Phase Code	Program Year	MPO	Latest Cost Estimated Total	% in MPO	Amount
0009861		MCN-118	SR 11/SR 49 @ROCKY CRK &OVERFLOW & @TOBESOFKEE CRK &OVERFLOW	AUTHORIZED	CST	2019	Macon	\$20,664,797.22	100	\$20,664,797.22
0013332			SR 22 @ CR 740/FULTON MILL ROAD - HRRR	AUTHORIZED	ROW	2020	Macon	\$370,000.00	100	\$370,000.00
0013676			CR 723/FOREST HILL RD FROM SR 19 TO CR 5277/WOOD FOREST PL	AUTHORIZED	PE	2018	Macon	\$0.00	100	\$0.00
0014895		MCN-125	SR 247 @ NS #718364M IN MACON	AUTHORIZED	CST	2019	Macon	\$281,406.00	100	\$281,406.00
					ROW	2019	Macon	\$460,000.00	100	\$460,000.00
					UTL	2019	Macon	\$181,406.00	100	\$181,406.00
0014896		MCN 126	CR 742/BASS ROAD @ NS # 718357C 2 MI W OF MACON	AUTHORIZED	ROW	2020	Macon	\$400,000.00	100	\$400,000.00
0014899		MCN 129	CR 5813/COLLEGE STREET @ NS #718370R IN MACON	AUTHORIZED	CST	2019	Macon	\$15,074,270.50	100	\$15,074,270.50
					ROW	2019	Macon	\$220,000.00	100	\$220,000.00
					UTL	2019	Macon	\$444,898.00	100	\$444,898.00
0015467			PL MACON - FY 2018	AUTHORIZED	PLN	2018	Macon	\$239,400.00	100	\$239,400.00
0015873			PL MACON - FY 2019	AUTHORIZED	PLN	2019	Macon	\$210,720.69	100	\$210,720.69
0016380			SIGNING & PAVEMENT MARKING @ 41 NS LOCATIONS IN DISTRICT 3	AUTHORIZED	CST	2020	Macon	\$223,639.67	37	\$82,746.68
0016559			PL MACON FY 2020	AUTHORIZED	PLN	2020	Macon	\$249,702.00	100	\$249,702.00
0016951			CR 6109/RAINES AVE/TUFT SPRINGS ROAD @ NS #904097X	AUTHORIZED	CST	2020	Macon	\$250,275.00	100	\$250,275.00
0017121		MCN-135	CR 742/BASS ROAD FROM PROVIDENCE BLVD TO NEW FORSYTH ROAD	AUTHORIZED	PE	2020	Macon	\$2,092,635.00	100	\$2,092,635.00
M005422			I-75 @ SR 18 & @ CR 885/ROCKY CREEK ROAD - BRIDGE REHAB	AUTHORIZED	MCST	2018	Macon	\$2,419,533.91	50	\$1,209,766.96
M005432			I-75 @ 9 LOCS IN BIBB COUNTY - BRIDGE PRESERVATION	AUTHORIZED	MCST	2018	Macon	\$1,736,385.47	100	\$1,736,385.47
M005669			I-475 FROM I-75/BIBB TO I-75/MONROE	AUTHORIZED	MCST	2020	Macon	\$20,717,622.18	92	\$19,060,212.41
M005819			SR 19 FROM SR 247 TO CR 5233/RESTHAVEN AVE	AUTHORIZED	MCST	2020	Macon	\$738,425.16	100	\$738,425.16
M005826			SR 11 FROM 0.36 MI S OF CR 12/LIBERTY CHURCH RD TO SR 247	AUTHORIZED	MCST	2020	Macon	\$663,105.29	100	\$663,105.29
M005905			SR 19 FROM TWIGGS COUNTY LINE TO SR 11	AUTHORIZED	MCST	2020	Macon	\$3,142,800.36	100	\$3,142,800.36
M005946			I-16 FROM W OF SR 87 TO W OF CR 193/SGODA ROAD	AUTHORIZED	MCST	2019	Macon	\$1,311,822.28	71	\$931,393.82
M006012			I-75 FROM CR 717/SARDIS CHURCH ROAD TO NS #71836BP	AUTHORIZED	MCST	2020	Macon	\$3,026,942.17	100	\$3,026,942.17
M006161			I-475 @ 8 LOCS IN BIBB COUNTY - BRIDGE PRESERVATION	AUTHORIZED	MPE	2020	Macon	\$30,000.00	100	\$30,000.00
S014986			NEW SIGNAL SR 19/US 80@SR 57	AUTHORIZED	TSA	2018	Macon	\$67,440.00	100	\$67,440.00
S014997			INSTALL NEW TRAF SIGNAL SR 19/US 80 @ SR 57	AUTHORIZED	TSA	2018	Macon	\$160,000.00	100	\$160,000.00
S015015			ADD R-CUT SR 22/US 80 EISENHOWER PKWY @ EISENHOWER PLAZA	AUTHORIZED	TSA	2018	Macon	\$40,000.00	100	\$40,000.00
S015016			ADD R-CUT SR 22/US 80 EISENHOWER PKWY @ AT&T BUILDING	AUTHORIZED	TSA	2018	Macon	\$45,000.00	100	\$45,000.00
S015017			ADD R-CUT SR 22/US 80/EISENHOWER PKWY @ ACADEMY SP LOCATION	AUTHORIZED	TSA	2018	Macon	\$38,000.00	100	\$38,000.00
S015018			ADD R-CUT & U-TURN SR 22/US 80/EISENHOWER PKWY @ LAVETA DR	AUTHORIZED	TSA	2018	Macon	\$140,000.00	100	\$140,000.00
S015020			ADD R-CUT SR 22/US 80/EISENHOWER PKWY @ WESTGATE SHP CNTR	AUTHORIZED	TSA	2018	Macon	\$45,000.00	100	\$45,000.00
S015130			TRAFFIC SIGNAL ON SR 87 @ SB I-75 RAMP IN BIBB COUNTY	AUTHORIZED	TSA	2018	Macon	\$196,000.00	100	\$196,000.00
S015132			RIGHT TURN LANE ON I-75 SB OFF RAMP @ BASS RD	AUTHORIZED	TSA	2020	Macon	\$192,000.00	100	\$192,000.00
S015133			RT TURN LANE ON BASS RD @ I-75 NB OFF RAMP	AUTHORIZED	TSA	2018	Macon	\$186,000.00	100	\$186,000.00
S015151			ADD RCUT AND PEDESTRIAN HYBRID BEACON AT SR 22 & C STREET	AUTHORIZED	TSA	2019	Macon	\$186,000.00	100	\$186,000.00
S015223			Traffic Sig & ped upgrades on I-75 NB off ramp at Bass RD	AUTHORIZED	TSA	2020	Macon	\$147,000.00	100	\$147,000.00
S015228			Traffic signal/ ped upgrade on I-75 SB off ramp @ bass Rd.	AUTHORIZED	TSA	2019	Macon	\$130,000.00	100	\$130,000.00
S015316			traffic signal w/ped accommodations on SR74 @ I-75 off Ramp	AUTHORIZED	TSA	2020	Macon	\$196,619.18	100	\$196,619.18
T005137			FY 2018-MACON MPO-SEC.5303-PLANNING	AUTHORIZED	442A1	2018	Macon	\$0.00	100	\$0.00

T005995			FY 2019-MACON MPO-SEC.5303-PLANNING	AUTHORIZED	442A1	2019	Macon	\$0.00	100	\$0.00
T006006			FY 2020-MACON MPO-SEC.5303-PLANNING	AUTHORIZED	442A1	2020	Macon	\$0.00	100	\$0.00
T006045			FY 2018-MACON-SEC.5307-CAPITAL AND OPERATIONS	AUTHORIZED	111A1	2018	Macon	\$0.00	100	\$0.00
					117A5	2018	Macon	\$0.00	100	\$0.00
					300A6	2018	Macon	\$0.00	100	\$0.00
T006106			FY 2019-MACON-SEC.5307-CAPITAL AND OPERATIONS	AUTHORIZED	111A1	2019	Macon	\$0.00	100	\$0.00
					113A7	2020	Macon	\$0.00	100	\$0.00
					114A2	2019	Macon	\$0.00	100	\$0.00
					116A5	2019	Macon	\$0.00	100	\$0.00
					119A6	2019	Macon	\$0.00	100	\$0.00
					300A4	2019	Macon	\$0.00	100	\$0.00
T006117			FY 2020-MACON-SEC.5307-CAPITAL AND OPERATIONS	AUTHORIZED	111A1	2020	Macon	\$0.00	100	\$0.00
					111A5	2020	Macon	\$0.00	100	\$0.00
					114A2	2020	Macon	\$0.00	100	\$0.00
					114A3	2020	Macon	\$0.00	100	\$0.00
					119A7	2020	Macon	\$0.00	100	\$0.00
					300A4	2020	Macon	\$0.00	100	\$0.00
T006495			FY 2018-MACON.SEC.5339-CAPITAL ONLY	AUTHORIZED	111A1	2018	Macon	\$0.00	100	\$0.00
T006686		MTA-EVSupp-1	FY 2019-MACON-SEC.5339(C)-CAPITAL-LO-NO GRANT	AUTHORIZED	111A3	2019	Macon	\$0.00	100	\$0.00
					115A1	2019	Macon	\$0.00	100	\$0.00
					620A2	2019	Macon	\$0.00	100	\$0.00

Primary County: **Houston**

PROJ	PROJ NO.	TIP NO.	DESCRIPTION	Phase Status	Phase Code	Program Year	MPO	Latest Cost Estimated Total	% in MPO	Amount
0017137			LED UPGRADES @ 29 NS LOCS IN BIBB; DOOLY & HOUSTON	AUTHORIZED	CST	2020	Macon	\$999,209.85	21	\$209,834.07

Primary County: **Jones**

PROJ	PROJ NO.	TIP NO.	DESCRIPTION	Phase Status	Phase Code	Program Year	MPO	Latest Cost Estimated Total	% in MPO	Amount
T006175			FY 2018-JONES COUNTY-SEC.5311-OPERATIONS ONLY	AUTHORIZED	300A1	2018	Macon	\$0.00	20	\$0.00
T006266			FY 2019-JONES COUNTY-SEC.5311-OPERATIONS ONLY	AUTHORIZED	300A1	2019	Macon	\$0.00	20	\$0.00
T006358			FY 2020-JONES COUNTY-SEC.5311-CAPITAL AND OPERATIONS	AUTHORIZED	111A3	2020	Macon	\$0.00	20	\$0.00
					300A7	2020	Macon	\$0.00	20	\$0.00
					TOPR	2020	Macon	\$0.00	20	\$0.00

Primary County: **Monroe**

PROJ	PROJ NO.	TIP NO.	DESCRIPTION	Phase Status	Phase Code	Program Year	MPO	Latest Cost Estimated Total	% in MPO	Amount
0016130		MCN-133	SR 18 @ OCMULGEE RIVER 13 MI E OF FORSYTH	AUTHORIZED	PE	2019	Macon	\$1,155,000.00	14	\$161,700.00
M005670			I-75 @ 3 LOCS & I-475 @ 1 LOC - BRIDGE REHABILITATION	AUTHORIZED	MCST	2018	Macon	\$7,090,905.57	25	\$1,772,726.39
M005845			I-75 FROM N OF CR 85/ARKWRIGHT ROAD/BIBB TO I-475/MONROE	AUTHORIZED	MCST	2018	Macon	\$966,352.35	48	\$463,849.13
M006152			I-475 SB & NB @ SR 19 - BRIDGE REHABILITATION	AUTHORIZED	MPE	2020	Macon	\$30,000.00	4	\$1,200.00

Primary County: **Muscogee**

PROJ	PROJ NO.	TIP NO.	DESCRIPTION	Phase Status	Phase Code	Program Year	MPO	Latest Cost Estimated Total	% in MPO	Amount
M005425			I-75 @ 1 LOC & I-185 @ 2 LOCS - BRIDGE REHAB	AUTHORIZED	MCST	2018	Macon	\$2,200,894.00	22	\$484,196.68

Primary County: **Peach**

PROJ	PROJ NO.	TIP NO.	DESCRIPTION	Phase Status	Phase Code	Program Year	MPO	Latest Cost Estimated Total	% in MPO	Amount
M005852			I-75 FROM SR 96/PEACH TO CR 717/SARDIS CHURCH ROAD/BIBB	AUTHORIZED	MCST	2018	Macon	\$147,343.99	14	\$20,628.16

Primary County: **Wilkinson**

PROJ	PROJ NO.	TIP NO.	DESCRIPTION	Phase Status	Phase Code	Program Year	MPO	Latest Cost Estimated Total	% in MPO	Amount
T006055			FY 2018-MIDDLE GEORGIA RC-SEC.5304-PLANNING	AUTHORIZED	441A2	2018	Macon	\$0.00	9	\$0.00
T006080			FY 2020-MIDDLE GEORGIA RC-SEC.5304-PLANNING	AUTHORIZED	441A2	2020	Macon	\$0.00	9	\$0.00
T006182			FY 2018-MIDDLE GEORGIA RC-SEC.5316-MOBILITY MGMT	AUTHORIZED	TCAP	2018	Macon	\$0.00	9	\$0.00
T006273			FY 2019-MIDDLE GEORGIA RC-SEC.5316-MOBILITY MGMT	AUTHORIZED	TCAP	2019	Macon	\$0.00	9	\$0.00
T006365			FY 2020-MIDDLE GEORGIA RC-SEC.5311-MOBILITY MGMT	AUTHORIZED	117A4	2020	Macon	\$0.00	9	\$0.00

## MPO Lump Sum Projects - Macon

Time run: 10/27/2020 11:52:00 AM

### Appling

				PE		ROW		CST		UTL	
PROJ	PROJ NO.	TIP NO.	DESCRIPTION								
0014090			I-75 FROM SR 215/DOOLY TO CS 636/BILL GARDNER PKWY/HENRY	PE	AUTHORIZED			CST	PRECST		

### Bibb

				PE		ROW		CST		UTL	
PROJ	PROJ NO.	TIP NO.	DESCRIPTION								
0009960			SR 22 @ CR 715/KNOXVILLE ROAD	PE	AUTHORIZED	ROW	PRECST	CST	PRECST	UTL	PRECST
0013332			SR 22 @ CR 740/FULTON MILL ROAD - HRRR	PE	AUTHORIZED	ROW	AUTHORIZED	CST	PRECST	UTL	PRECST
0015686			SR 11/SR 49 @ SR 247	PE	AUTHORIZED	ROW	AUTHORIZED	CST	PRECST	UTL	PRECST
0015692			SR 87 @ CR 742/BASS ROAD/CR 85/ARKWRIGHT ROAD	PE	AUTHORIZED	ROW	PRECST	CST	PRECST	UTL	PRECST
0017394			SR 74 FROM CR 5462/OGLESBY PLACE TO CR 741/COLUMBUS ROAD	PE	AUTHORIZED	ROW	PRECST	CST	PRECST	UTL	PRECST
0017395			SR 247/US 41 @ CR 5104/CR 5481/ANTHONY ROAD	PE	AUTHORIZED	ROW	PRECST	CST	PRECST	UTL	PRECST
M004519			I-475 @ 5 LOCS - SIGN UPGRADES								
M004823			SR 87 CONN FROM SR 19 TO SR 87								

M006093			SR 247/US 41 FROM N OF SR 49 TO S OF SR 19								
M006161			I-475 @ 8 LOCS IN BIBB COUNTY - BRIDGE PRESERVATION								
M006207			I-75 @ 11 LOCS & I-475 @ 2 LOCS - BRIDGE PRESERVATION								

### Jones

				PE		ROW		CST		UTL	
PROJ	PROJ NO.	TIP NO.	DESCRIPTION								
M006188			SR 18 FROM MONROE COUNTY LINE TO SR 11/SR 22								

### Monroe

				PE		ROW		CST		UTL	
PROJ	PROJ NO.	TIP NO.	DESCRIPTION								
M006067			I-75 FROM 0.55 MI N OF CR 85/ARKWRIGHT ROAD TO I-475								
M006152			I-475 SB & NB @ SR 19 - BRIDGE REHABILITATION								

### Peach

				PE		ROW		CST		UTL	
PROJ	PROJ NO.	TIP NO.	DESCRIPTION								
M006049			I-75 FM 0.43 MI N OF SR 96 TO 0.95 MI S OF SARDIS CHURCH RD								

**Twiggs**

				PE		ROW		CST		UTL	
PROJ	PROJ NO.	TIP NO.	DESCRIPTION								
M005133			SR 57 FROM SR 19 TO WILKINSON COUNTY LINE								

## Administrative Modifications and Amendments

### Administrative Modifications

20201117\_0012701M – 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><b>\$89,447,841</b></u>	<u><b>\$89,447,841</b></u>

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

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

20210128\_0013712M – The following changes were made on 1/28/2020, at the request of Georgia Dept. of Transportation Office of Planning:

- Increase total project cost from \$11,444,539 to \$13,126,275
- Move Utilities and Construction phases out from FY 2024 into Long Range (FY 2025)

GDOT Fund Z001:	Revised	Previous
Utilities		
Federal contribution:	\$0	\$1,039,959
State of Georgia Contribution:	\$0	\$259,990
GDOT Fund Z001 Total:	<u>\$0</u>	<u>\$1,299,949</u>
GDOT Fund Z001:	Revised	Previous
Construction		
Federal contribution:	\$0	\$7,133,836
State of Georgia Contribution:	\$0	\$1,783,459
GDOT Fund Z001 Total:	<u>\$0</u>	<u>\$8,917,295</u>
 FY 2024 Grand Total:	 <u><b>\$0</b></u>	 <u><b>\$10,217,244</b></u>

Revised Total Project Cost: \$13,126,275

Total Project Cost **Increase**: +1,681,736 (+14.69%)

20210128\_0013921M – The following changes were made on 1/28/2020, at the request of Georgia Dept. of Transportation Office of Planning:

- Move Utilities and Construction phase costs from FY 2023 to FY 2024
- Adjust Utilities and Construction phase costs in FY 2024 to reflect cost updates and contributions from different funding sources as follows:

i.	GDOT Fund Z231:	Revised	Previous
	Utilities		
	Federal contribution:	\$1,635,109	\$1,603,048
	State of Georgia Contribution:	\$408,777	\$400,762
	GDOT Fund Z231 Total:	<u>\$2,043,887</u>	<u>\$2,003,810</u>
ii.	GDOT Fund Z231:	Revised	Previous
	Construction		
	Federal contribution:	\$7,243,438	\$7,101,410
	State of Georgia Contribution:	\$1,810,860	\$1,775,353
	GDOT Fund Z231 Total:	<u>\$9,054,298</u>	<u>\$8,876,763</u>
	FY 2024 Grand Total:	<u>\$11,098,185</u>	<u>\$10,880,573</u>

Revised Total Project Cost: \$11,851,965

Total Project Cost **Increase**: +217,612 (1.87%)

20210409\_0013921M – The following changes were made on 4/9/2021, at the request of Georgia Dept. of Transportation Office of Planning:

- Reduce Right of Way Phase FY 2022 to reflect cost updates and contributions from different funding sources as follows:

i.	GDOT Fund Z231:	Revised	Previous
	Right Of Way		
	Federal contribution:	\$367,200	\$603,024
	State of Georgia Contribution:	\$91,800	\$150,756
	GDOT Fund Z231 Total:	<u>\$459,000</u>	<u>\$753,780</u>
	FY 2022 Grand Total:	<u>\$459,000</u>	<u>\$753,780</u>

Revised Total Project Cost: \$11,557,185

Total Project Cost **Decrease**: -294,780 (-2.49%)



20210128\_0014896M – The following changes were made on 1/28/2020, at the request of Georgia Dept. of Transportation Office of Planning:

- Adjust Utilities and Construction phase costs in FY 2022 to reflect cost updates and contributions from different funding sources as follows:

iii.	GDOT Fund Z231:	Revised	Previous
	Utilities		
	Federal contribution:	\$394,567	\$2,180,687
	State of Georgia Contribution:	\$98,642	\$545,172
	GDOT Fund Z231 Total:	<u>\$493,209</u>	<u>\$2,725,859</u>
iv.	GDOT Fund Z231:	Revised	Previous
	Construction		
	Federal contribution:	\$3,382,872	\$2,604,097
	State of Georgia Contribution:	\$845,718	\$651,024
	GDOT Fund Z231 Total:	<u>\$4,228,590</u>	<u>\$3,255,121</u>
	FY 2022 Grand Total:	<u><b>\$4,721,799</b></u>	<u><b>\$5,980,980</b></u>

Revised Total Project Cost: \$6,481,799

Total Project Cost **Decrease: -\$1,259,181 (-16.27%)**

20210802\_0013712M – The following changes were made on 8/2/2020, at the request of Georgia Dept. of Transportation Office of Planning:

- Adjust Right Of Way Phase FY 2022 to reflect cost updates as follows:

i.	GDOT Fund Z001:	Revised	Previous
	Right Of Way		
	Federal contribution:	\$1,166,880	\$236,000
	State of Georgia Contribution:	\$291,720	\$59,000
	GDOT Fund Z231 Total:	<u>\$1,458,600</u>	<u>\$295,000</u>
	FY 2022 Grand Total:	<u><b>\$1,458,600</b></u>	<u><b>\$295,000</b></u>

Revised Total Project Cost: \$14,289,875

Total Project Cost **Increase: +1,163,600 (8.86%)**

20211021\_0014897M – The following changes were made on 8/2/2020, at the request of Georgia Dept. of Transportation Office of Planning:

- Move Construction Phase from FY 2022 to FY 2023, and update costs as follows:

i. GDOT Fund Z231:	Revised	Previous
Construction		
Federal contribution:	\$8,636,960	\$8,246,527
State of Georgia Contribution:	\$2,159,240	\$2,061,632
GDOT Fund Z231 Total:	<u>\$10,796,200</u>	<u>\$10,308,159</u>
FY 2022 Grand Total:	<u><b>\$10,796,200</b></u>	<u><b>\$10,308,159</b></u>

Revised Total Project Cost: \$12,497,200

Total Project Cost **Increase**: +\$1,231,898 (10.94%)

GDOT\_PM1\_20211220M – On October 18, 2021 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, for Calendar Year 2022. The new statewide safety targets are:

GA STATEWIDE SAFETY PERFORMANCE MEASURE TARGETS (ADOPTED OCTOBER 18, 2021)					
	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. 2018-2022)	1,696.0	1.21	8,443	4.610	793

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 2021 – 2024 Transportation Improvement Program.

20220404\_T006878M – The following changes were made on 4/4/2022, in response to requests by and discussions with Georgia Dept. of Transportation Office of Intermodal during February and March of 2022 to update funding amounts for the MATS 5303 Transit Planning Sub-Recipient Grant, to reflect updated formula funding values, and corrections from the original draft figures provided as part of the development of the original MATS FY 2021 – 2024 TIP:

- Update MATS FY 2022 contract with GDOT Intermodal (Contract #T006878) to reflect a total contract value of \$105,496 (\$84,396 Federal/\$10,549 State/\$10,551 Local)
- Update MATS FY 2023 contract with GDOT Intermodal (Contract number forthcoming) to reflect a total contract value of \$105,497 (\$84,397 Federal/\$10,550 State/\$10,550 Local)

## Amendments

# Interagency Coordinating Committee/ Air Quality Conformity Communications Log

## IAC Consultation--Comments on Draft Macon Area Transportation Study FY 2021 - 2024 Transportation Improvement Program

Michael Greenwald <mgreenwald@mbpz.org>

Fri 9/25/2020 12:11 PM

To: Olivia Lewis <olivia.lewis@dot.gov>; Sathi, Kaniz S <KSathi@dot.ga.gov>; gil.grodzinsky@dnr.ga.gov <gil.grodzinsky@dnr.ga.gov>; Walker, Charles R. <crwalker@dot.ga.gov>; Weston Stroud <wstroud@mta-mac.com>; Sheckler, Kelly A. <Sheckler.Kelly@epa.gov>; Larocca, Sarah <Larocca.Sarah@epa.gov>  
Cc: James Thomas <jpthomas@mbpz.org>; Craig Ross <c.ross@mta-mac.com>; Myers, Dianna <Myers.Dianna@epa.gov>; Edwards, Andrew (FHWA) <andrew.edwards@dot.gov>; McQueen, Thomas <tmcqueen@dot.ga.gov>; Delgadillo Canizares, Marlene V. <mcanizares@dot.ga.gov>

 2 attachments (6 MB)

AirQualityConformityDeterminationReport\_APPROVED24May2019.pdf; TIP2021\_2024\_UPDATE\_20200924\_DRAFT\_MJG.pdf;

Good afternoon 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 the proposed MATS Transportation Improvement Program for FY 2021 – 2024. This proposed TIP update is anticipated to be adopted at the November 4, 2020 MATS Policy Committee meeting.

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 projects contained in the TIP are **Non-Exempt** for air quality analysis for Ozone. 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);
- The proposed plan update meets fiscal constraint requirements of the Long Range Transportation Plan, as required under 23 CFR 450.324(11);
- The proposed plan 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;
- Pursuant to 40 CFR 93.109(c), the proposed plan update does not create the requirement for a regional emissions analysis. MATS latest conformity review with a regional emissions analysis was determined on 4/26/2016 by U.S. EPA Region IV, wherein the MPO region was found to be in conformity with applicable National Ambient Air Quality Standards."

Please send any comments or questions to the entire recipient list for this message by **October 12, 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 - Bibb  
County Planning &  
Zoning](#)

**Macon Area Transportation Study**

Terminal Station | 200 Cherry Street, Suite 300

Macon, GA 31201 | 478-338-9472

[MATS2040.org](https://www.mats2040.org)

**RE: FOR YOUR REVIEW--DRAFT MATS FY 2021-2024 TIP (MTA Comments)**

Craig Ross <craigross@mta-mac.com>

Fri 9/25/2020 12:16 PM

To: Michael Greenwald <mgreenwald@mbpz.org>

Mike,

The only correction I see that needs to be made is; page 11, last paragraph, first bullet point. Transit buses, not cut-aways.

Thanks,

Craig Ross

---

**From:** Michael Greenwald <mgreenwald@mbpz.org>

**Sent:** Thursday, September 24, 2020 5:05 PM

**To:** Kaniz Sathi <KSathi@dot.ga.gov>; Walker, Charles R. <crwalker@dot.ga.gov>

**Cc:** James Thomas <jpthomas@mbpz.org>; Ken North <knorth@mbpz.org>; Delgadillo Canizares, Marlene V. <mcanizares@dot.ga.gov>; Blake Roy <blake.roy@tbiam.aero>; Craig Ross <craigross@mta-mac.com>; Lee Brown <lbrown@mta-mac.com>; Greg Boike <gboike@mg-rc.org>; Ken North <knorth@mbpz.org>

**Subject:** FOR YOUR REVIEW--DRAFT MATS FY 2021-2024 TIP

Ladies and Gentlemen,

Please find attached for your review the DRAFT version of the MATS FY 2021 - 2024 TIP, scheduled for adoption at the November 4, 2020 Policy Committee meeting. You are being copied on this draft because you all have interests in projects that are directly impacted by their correct representation in this document.

Please review the sections of the attached PDF document that are relevant to your particular topic area, and let me know if there are any problems or questions. Check Table of Contents for the page numbers for your individual topic areas. Please have all questions/comments to me by close of business on **September 30, 2020**. MATS timeline is to have this document out for public review starting on October 2, 2020, if not sooner.

Thanks for everyone's earlier efforts in getting this document completed and ready for adoption, and I look forward to talking with all of you again soon.

Yours truly,

Mike Greenwald

Planning Director/MPO Technical Coordinator

Macon-Bibb County Planning & Zoning Commission/MATS MPO

200 Cherry St., Suite 300

Macon, GA 31201

Tel: 478-338-9472

E-mail: [mgreenwald@mbpz.org](mailto:mgreenwald@mbpz.org)

## RE: IAC Consultation--Comments on Draft Macon Area Transportation Study FY 2021 - 2024 Transportation Improvement Program (GA EPD, Air Protection Branch)

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

Fri 9/25/2020 4:44 PM

To: Michael Greenwald <mgreenwald@mbpz.org>

Cc: Smith-Hayes, Tamara <tamara.hayes@dnr.ga.gov>

Hi Michael:

I reviewed the TIP document and have the following comments that appear to be typos/lack of updates only (if the section described below is supposed to be for FY2018-2021 for some reason, let me know and then never mind!)

1. Page 16 of 96: The page is titled: "National Transportation Performance Measures and State Targets in the TIP (continued) :

Transit Performance Measures

On this page it states: "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. " Recommend modifying "2018 – 2021 TIP" to "2021 – 2024 TIP"

2. Page 16 of 96: "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)."

Typo: Modify "both a preliminary assessments" to "both preliminary assessments"

Do Note: This refers to FY2019 through FY2022; does this need to be updated through FY2024?

3. Same page of TIP: "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 Draft"

A. Recommend modifying "MATS FY 2018 – 2021 TIP." to "MATS FY 2021– 2024 TIP"

B. Recommend modifying "2018 – 2021 TIP" to "2021 – 2024 TIP"

C. Recommend modifying "FY 2018 and FY 2021" to "FY 2021 and FY 2024" OR modifying ALL three bullets to include projects during 2021-2024 TIP period (I think these are all for the previous TIP"

As for conformity:

The email provides the boilerplate language okayed by the IAC and documented in the May 2019 CDR where no replacement CDR is required, just this language. So I concur on the assessment. In hindsight, I should have



noted that not all the projects are non-exempt and technically you should still check each one for exemption status individually. However in the end, if even just one is non-exempt, then conformity is assessed so the language ideally should have been: "The proposed project list contained in the TIP contain Non-Exempt projects for air quality analysis for Ozone. However, no.." versus "The proposed projects contained in the TIP are all Exempt from air quality analysis for Ozone. Therefore, no..". However, in the end it is in the spirit of the requirements and agreed upon by IAC so I concur with the language here.

Thanks!

Gil

Gil Grodzinsky, Ph.D.  
Senior Modeler (MOVES)  
Emissions and Control Strategies Unit  
Planning and Support Program  
Air Protection Branch  
GA EPD  
404-363-7123  
Fax# (678) 692-6838  
gil.grodzinsky@dnr.ga.gov

---

**From:** Michael Greenwald <mgreenwald@mbpz.org>  
**Sent:** Friday, September 25, 2020 12:12 PM  
**To:** Olivia Lewis <olivia.lewis@dot.gov>; Sathi, Kaniz S <KSathi@dot.ga.gov>; Grodzinsky, Gil <Gil.Grodzinsky@dnr.ga.gov>; Walker, Charles R. <crwalker@dot.ga.gov>; Weston Stroud <wstroud@mta-mac.com>; Sheckler, Kelly A. <Sheckler.Kelly@epa.gov>; Larocca, Sarah <Larocca.Sarah@epa.gov>  
**Cc:** James Thomas <jpthomas@mbpz.org>; Craig Ross <c.ross@mta-mac.com>; Myers, Dianna <Myers.Dianna@epa.gov>; Edwards, Andrew (FHWA) <andrew.edwards@dot.gov>; McQueen, Thomas <tmcqueen@dot.ga.gov>; Delgadillo Canizares, Marlene V. <mcanizares@dot.ga.gov>  
**Subject:** IAC Consultation--Comments on Draft Macon Area Transportation Study FY 2021 - 2024 Transportation Improvement Program  
**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 afternoon 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 the proposed MATS Transportation Improvement Program for FY 2021 – 2024. This proposed TIP update is anticipated to be adopted at the November 4, 2020 MATS Policy Committee meeting.

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 projects contained in the TIP are **Non-Exempt** for air quality analysis for Ozone. 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);
- The proposed plan update meets fiscal constraint requirements of the Long Range Transportation Plan, as required under 23 CFR 450.324(11);
- The proposed plan 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;
- Pursuant to 40 CFR 93.109(c), the proposed plan update does not create the requirement for a regional emissions analysis. MATS latest conformity review with a regional emissions analysis was determined on 4/26/2016 by U.S. EPA Region IV, wherein the MPO region was found to be in conformity with applicable National Ambient Air Quality Standards.”

Please send any comments or questions to the entire recipient list for this message by **October 12, 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 - Bibb  
County Planning &  
Zoning](#)

**Macon Area Transportation Study**

Terminal Station | 200 Cherry Street, Suite 300

Macon, GA 31201 | 478-338-9472

[MATS2040.org](https://www.mats2040.org)

**RE: FOR YOUR REVIEW--DRAFT MATS FY 2021-2024 TIP (FHWA Comments)**

Lewis, Olivia D. (FHWA) <Olivia.Lewis@dot.gov>

Wed 9/30/2020 3:33 PM

To: Michael Greenwald <mgreenwald@mbpz.org>

Hello Michael,

I only have one significant comment regarding the draft TIP which is to ensure a current System Performance Report/Template is incorporated into the TIP. Although it is not required for the report to be in the TIP, we do recommend the Report/Template be incorporated into both the MTP and TIP. The only other comment I have is recommending a spell/grammar check and format review to ensure applicable words and layout are as you intended. I have informed GDOT of my comments.

Thank you

Olivia

---

**From:** Michael Greenwald [mailto:mgreenwald@mbpz.org]

**Sent:** Friday, September 25, 2020 10:00 AM

**To:** Lewis, Olivia D. (FHWA) <Olivia.Lewis@dot.gov>; Edwards, Andrew (FHWA) <andrew.edwards@dot.gov>

**Cc:** Delgadillo Canizares, Marlene V. <mcanizares@dot.ga.gov>

**Subject:** Fw: FOR YOUR REVIEW--DRAFT MATS FY 2021-2024 TIP

**CAUTION:** This email originated from outside of the Department of Transportation (DOT). Do not click on links or open attachments unless you recognize the sender and know the content is safe.

Good morning Olivia/Andy,

Vivian Canizares at GDOT just informed me that I forgot to add you to the original distribution list. I'll be sending this along to IAC as well, this afternoon. I will of course give them the necessary time to comment.

My apologies for the oversight. Please let me know if you have any questions.

Yours truly,

Mike Greenwald

Planning Director/MPO Technical Coordinator

Macon-Bibb County Planning & Zoning Commission/MATS MPO

200 Cherry St., Suite 300

Macon, GA 31201

Tel: 478-338-9472

E-mail: [mgreenwald@mbpz.org](mailto:mgreenwald@mbpz.org)

---

**From:** Michael Greenwald

**Sent:** Thursday, September 24, 2020 5:05 PM

**To:** Kaniz Sathi <[KSathi@dot.ga.gov](mailto:KSathi@dot.ga.gov)>; Walker, Charles R. <[crwalker@dot.ga.gov](mailto:crwalker@dot.ga.gov)>

**Cc:** James Thomas <[jpthomas@mbpz.org](mailto:jpthomas@mbpz.org)>; Ken North <[knorth@mbpz.org](mailto:knorth@mbpz.org)>; Delgadillo Canizares, Marlene V. <[mcanizares@dot.ga.gov](mailto:mcanizares@dot.ga.gov)>; Blake Roy <[blake.roy@tbiam.aero](mailto:blake.roy@tbiam.aero)>; [craigross@mta-mac.com](mailto:craigross@mta-mac.com) <[Version Date: April 4, 2022](mailto:craigross@mta-</a></p></div><div data-bbox=)

[mac.com](mailto:mac.com)>; Lee Brown <[lbrown@mta-mac.com](mailto:lbrown@mta-mac.com)>; Greg Boike <[gboike@mg-rc.org](mailto:gboike@mg-rc.org)>; Ken North <[knorth@mbpz.org](mailto:knorth@mbpz.org)>

**Subject:** FOR YOUR REVIEW--DRAFT MATS FY 2021-2024 TIP

Ladies and Gentlemen,

Please find attached for your review the DRAFT version of the MATS FY 2021 - 2024 TIP, scheduled for adoption at the November 4, 2020 Policy Committee meeting. You are being copied on this draft because you all have interests in projects that are directly impacted by their correct representation in this document.

Please review the sections of the attached PDF document that are relevant to your particular topic area, and let me know if there are any problems or questions. Check Table of Contents for the page numbers for your individual topic areas. Please have all questions/comments to me by close of business on **September 30, 2020**. MATS timeline is to have this document out for public review starting on October 2, 2020, if not sooner.

Thanks for everyone's earlier efforts in getting this document completed and ready for adoption, and I look forward to talking with all of you again soon.

Yours truly,

Mike Greenwald  
Planning Director/MPO Technical Coordinator  
Macon-Bibb County Planning & Zoning Commission/MATS MPO  
200 Cherry St., Suite 300  
Macon, GA 31201  
Tel: 478-338-9472  
E-mail: [mgreenwald@mbpz.org](mailto:mgreenwald@mbpz.org)

## FW: GDOT Comments on Draft MATS FY 2021-2024 TIP (GDOT Office of Planning)

Delgadillo Canizares, Marlene V. <mcanizares@dot.ga.gov>

Wed 9/30/2020 5:51 PM

To: Michael Greenwald <mgreenwald@mbpz.org>

Cc: Sathi, Kaniz S <KSathi@dot.ga.gov>; McQueen, Thomas <tmcqueen@dot.ga.gov>

Good afternoon Mike,

I hope you are doing well. GDOT Planning has reviewed the Macon FY 2021-2024 Draft TIP and our comments are below. Overall, this is a solid document and the revisions are only to help the reader and for accuracy:

### Formatting:

- **“INDEX OF TIP PROJECTS LISTED ALPHABETICALLY BY PROJECT NAME”** (no page # but within the first five sheets on the PDF sent)
  - From this list please delete “Road Maintenance – National Highway System (NHS)” line
  - rename “Road Maintenance – Any Areas (STP)” as “Road Maintenance – Any Areas (NHS and STP)”
  - Please delete “Traffic Control Devices – National Highway System” line
  - Delete the double parenthesis from “I-475@ Tucker Rd. (P.I. 0013921))”

### Content:

- **Page 16:** In the title “PROJECTS IN FY 2021 – 2024 TIP CURRENTLY UNDERWAY”, the words “CURRENTLY UNDERWAY” might create confusion for the reader; please change the title to “Projects in current TIP” (underway may be taken as in construction).
- **Please delete pages 23 and 30** (“Lump Sum sheets”). Those are repeated Lum Sum categories that are not in the current TIP HWY funds (page 14).

**TIP sheets:** In general, make sure you verify project information in GeoPi

- **Pages 33, 34, 36, 38, 39, 44 :** Please **match** the project names with the GDOT project descriptions, sent to you in the “Detail project list” within the package sent previously, to avoid issues with funding authorization. Please do check in other places and change where required.
- **Page 33:** “Regionally significant project” is a legal term. Please define that for the reader or delete this sentence if not appropriate.
- **Page 42:** In PI 0017230 project sheet, the stated county should be “Jones” instead of “Bibb”.
- **Page 45: please take PI 311400 out of the TIP sheets and constrained list:** This project is out of the TIP years (FY 21-24), it is consider “LR”. Please do the revision in all pages related to this project (including the map on page 6 and the financial plan).

### **Financial Plan:**

- **Table of Contents and Page 47:** Please use the title “CHAPTER 3 – FINANCIAL PLAN” instead of “CHAPTER 3 – FUNDING PLAN”
- **Page 50:** In HSIP FUNDS (ZS30) table, please put the CST amount “\$1,420,000” in the rest of the years (FY 2022, 2023, and 2024).

If you have any questions, please feel free to contact me and thank you for the opportunity to review the MPO draft TIP.

Thanks,

**Kaniz S. Sathi**

*Transportation Planning Specialist*



Office of Planning  
600 West Peachtree Street, 5th Floor  
Atlanta, GA, 30308  
Phone: 404.631.1745 office

---

**From:** Michael Greenwald <[mgreenwald@mbpz.org](mailto:mgreenwald@mbpz.org)>  
**Sent:** Thursday, September 24, 2020 5:05 PM  
**To:** Sathi, Kaniz S <[KSathi@dot.ga.gov](mailto:KSathi@dot.ga.gov)>; Walker, Charles R. <[crwalker@dot.ga.gov](mailto:crwalker@dot.ga.gov)>  
**Cc:** James Thomas <[jpthomas@mbpz.org](mailto:jpthomas@mbpz.org)>; Ken North <[knorth@mbpz.org](mailto:knorth@mbpz.org)>; Delgadillo Canizares, Marlene V. <[mcanizares@dot.ga.gov](mailto:mcanizares@dot.ga.gov)>; Blake Roy <[blake.roy@tbiam.aero](mailto:blake.roy@tbiam.aero)>; [craigross@mta-mac.com](mailto:craigross@mta-mac.com); Lee Brown <[lbrown@mta-mac.com](mailto:lbrown@mta-mac.com)>; Greg Boike <[gboike@mg-rc.org](mailto:gboike@mg-rc.org)>; Ken North <[knorth@mbpz.org](mailto:knorth@mbpz.org)>  
**Subject:** FOR YOUR REVIEW--DRAFT MATS FY 2021-2024 TIP

Ladies and Gentlemen,

Please find attached for your review the DRAFT version of the MATS FY 2021 - 2024 TIP, scheduled for adoption at the November 4, 2020 Policy Committee meeting. You are being copied on this draft because you all have interests in projects that are directly impacted by their correct representation in this document.

Please review the sections of the attached PDF document that are relevant to your particular topic area, and let me know if there are any problems or questions. Check Table of Contents for the page numbers for your individual topic areas. Please have all questions/comments to me by close of business on **September 30, 2020**. MATS timeline is to have this document out for public review starting on October 2, 2020, if not sooner.

Thanks for everyone's earlier efforts in getting this document completed and ready for adoption, and I look forward to talking with all of you again soon.

Yours truly,

Mike Greenwald  
Planning Director/MPO Technical Coordinator  
Macon-Bibb County Planning & Zoning Commission/MATS MPO  
200 Cherry St., Suite 300  
Macon, GA 31201  
Tel: 478-338-9472  
E-mail: [mgreenwald@mbpz.org](mailto:mgreenwald@mbpz.org)

Vote daily for Columbus Riverwalk, on the banks of the Chattahoochee River, as the People's Choice. Riverwalk was named a top twelve finalist in AASHTO's 2020 America's Transportation Awards. The People's Choice Award is decided by online popular vote. Help GDOT bring home national recognition and a \$10,000 award that will be donated to charity. Vote online once a day per device (laptop, tablet or mobile) through Oct. 25. Ask your coworkers, family and friends to vote too. Visit [www.dot.ga.gov](http://www.dot.ga.gov) for a direct voting link.