

Macon-Bibb Metropolitan Planning Organization

**FISCAL YEAR 2024 UNIFIED PLANNING WORK
PROGRAM**

FOR THE
CONTINUING TRANSPORTATION PLANNING PROCESS
OF THE
MACON AREA TRANSPORTATION STUDY

PREPARED BY
THE MACON-BIBB COUNTY PLANNING & ZONING COMMISSION
GREGORY L. BROWN, ASSISTANT PLANNING DIRECTOR

PREPARED IN COOPERATION WITH
THE GEORGIA DEPARTMENT OF TRANSPORTATION, THE FEDERAL HIGHWAY
ADMINISTRATION, AND THE FEDERAL TRANSIT ADMINISTRATION

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AMENDMENT DATE: This space is reserved for any necessary amendments.

**A RESOLUTION OF THE MACON AREA TRANSPORTATION
STUDY POLICY COMMITTEE ADOPTING THE FISCAL YEAR 2024
UNIFIED PLANNING WORK PROGRAM**

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

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

WHEREAS, the Technical Coordinating Committee and the Citizens Advisory Committee reviewed the draft UPWP and recommend that the MATS Policy Committee, assembled on this 3rd day of May 2023, adopt the Fiscal Year 2024 Unified Planning Work Program;

NOW THEREFORE BE IT RESOLVED that the MATS Policy Committee hereby approves the adoption of the Fiscal Year 2024 Unified Planning Work Program.

Adopted by the MATS Policy Committee on the 3rd day of May, 2023.

By:


Seth Clark, MATS Policy Chairman

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INTRODUCTION

What Is The UPWP?

In all metropolitan regions of more than 50,000 persons, the Metropolitan Planning Organization (MPO) is responsible for the development of a Unified Planning Work Program (UPWP), in cooperation with federal, state, and local officials. The UPWP is an instrument for coordinating transportation and comprehensive planning in the metropolitan region to broaden MPO awareness of activities and plans that impact surface transportation.



Why Do We Do The UPWP?

A UPWP is done by the MPO because it is required by federal law. Title 23 of The Code of Federal Regulation Part 450 Sub part C 450.308 stipulates:

“MPO(s) in cooperation with the State(s) and public transportation operator(s) shall develop a unified planning work program (UPWP) that includes a discussion of the planning priorities facing the Metropolitan Planning Area (MPA). The UPWP shall identify work proposed for the next one or two year period by major activity and task in sufficient detail to indicate who will perform the work, the schedule for completing the work, the resulting products, the proposed funding by activity/task, and a summary of the total amounts and sources of federal and matching funds.”

By law, an MPO is a policy board comprised of local elected officials. Representatives from local governments and transportation agencies serve on MPOs and perform the seven core functions that follow:

1. Establish a setting for effective decision making – Develop and manage settings for effective regional decision making in the metropolitan area.
2. Identify and evaluate transportation improvement options – Develop options and use planning methods to evaluate if those options support the criteria.
3. Prepare and maintain a Metropolitan Transportation Plan – Develop and update an MTP covering a 20 year planning horizon.
4. Develop a Transportation Improvement Program – Develop a four year program of transportation improvements developed from the MTP.
5. Identify performance measures targets and monitor if projects are meeting their target – MPOs should establish targets that address performance measures in regard to transportation.
6. Involve the public – The general public should be involved in decision making.
7. Air Quality Planning - This is a core function for MPOs that are in nonattainment.

Your Local MPO

The Macon Area Transportation Study has been designated as the MPO for the Macon urbanized area and is supported through joint resolution and adopted bylaws of the local governments of Macon-Bibb County, Monroe County and Jones County through a Memorandum of Understanding (MOU) that was approved on June 17, 2015. A map of the MPO region is provided on page 9. The implementation of the Unified Planning Work Program is the responsibility of the MPO utilizing the staff of the Macon-Bibb County Planning & Zoning Commission.

The Commission staff works with the Macon Area Transportation Study Committee structure composed of a Policy Committee consisting of local and state officials, a Technical Coordinating Committee consisting of government department heads and technical staff involved in transportation, and a Citizen Advisory Committee consisting of



interested citizens. These committees were established as part of the MOU and meet a minimum of four times a year generally in February, April, August and November; however, special called meetings are occasionally held. Citizen participation is also encouraged through the public participation process which provides opportunities for input into various planning tasks and project review. All planning documents are readily available to the public through the use of printed materials, newsletters and the Planning & Zoning web site.

This document represents the FY 2024 Unified Planning Work Program for the Macon Area Transportation Study (MATS). It describes the transportation planning tasks and studies that will be conducted by the staff of the Macon-Bibb County Planning & Zoning Commission from July 1, 2023 to June 30, 2024 utilizing FHWA-PL and FTA 5303 planning funds.

The MPO is involved in the maintenance of the MATS 2050 Metropolitan Transportation Plan (MTP). One of the elements of the Metropolitan Transportation Plan is the development of goals and objectives which were adopted after considerable public input. This UPWP will guide the transportation planning process of the MPO toward those goals and objectives but is specifically intended to identify planning activities that will occur during the 2024 fiscal year. This represents the continuation of the MATS transportation planning process that will concentrate on developing the information, data, and studies that are necessary to maintain a viable and effective transportation plan.

MATS MPO's FY 2024 Planning Priorities

The overall planning program is designed to align with the requirements of the Infrastructure Investment and Jobs Act/Bipartisan Infrastructure Law (IIJA/BIL), which provides long-term funding certainty for surface transportation. IIJA/BIL emphasizes the local transportation planning process, and outlines requirements for specific performance measures and targets. MATS MPO will work towards the following planning priorities in FY 2024:

1. Staff will be seeking opportunities to further the Equity and Justice 40 in Transportation Planning and Public Involvement goals as described in the Planning Emphasis Areas joint memo from FHWA and FTA, dated 30 December 2021. This will help to identify potential equity deficiencies in our planning process. Census data may be used to assist in this process. **(Task #15, Sub-Element 2.10)**
2. Staff will amend or update, as needed, the MTP in conjunction with the Transportation Improvement Program (TIP) which is a subset of the MTP. This will be conducted through agency, stakeholder, and public coordination. **(Task #4, Sub-Element 4.11)**
3. Staff will support the adopted Statewide Safety Performance and Management Targets, Bridge and Pavement Performance Targets, and Transit Asset Management Targets. **(Task #3, Sub-Element 4.12)**
4. Staff will develop and adopt the FY 2024 -2027 TIP document by selecting projects included in the 2050 Metropolitan Transportation Plan Update, in conjunction with GDOT Office of Planning and GDOT Office of Intermodal. **(Task #4, Sub-Element 4.12)**
5. Staff will conduct corridor/land use studies, analysis for future growth areas and neighborhood planning district studies for Macon-Bibb County, as needed. Additional urban design projects, economic development projects and special topics may also be undertaken by the MPO staff. **(Task #2, Sub-Element 4.13)**
6. MATS will engage a consultant to generate a freight transportation plan consistent with the goals of the Federal government (as expressed in the IIJA), and the needs of the State and Local governments, for the MATS MPO planning area. This task is anticipated to extend through the end of FY 2025. PL Supplemental funds have been preliminary approved, and required local match obtained, for this project. **(Sub-Element 4.10)**
7. Staff will continue the ongoing efforts to increase safe and accessible transportation options along with various stakeholders to identify and prioritize non-motorized transportation projects consistent with Complete Streets policy. **(Sub-Element Y410)**
8. Staff will continue to provide ongoing planning assistance, technical support as needed to Macon-Bibb Co. and the Macon Transit Authority. **(Task #1 & 2, Sub-Element 4.14)**

MPO Planning Factors



The FY 2024 UPWP follows the emphasis on Planning Factors addressed as part of the ***Infrastructure Investment & Jobs Act/Bipartisan Infrastructure Law (IIJA/BIL) passed on November 15, 2021 (PL 117-58)***. The IIJA/BIL continues the emphasis originally articulated in the Fixing America's Surface Transportation Act (FAST Act; PL 114-04), signed into law on December 4, 2015. The FAST Act maintains the current program structures and funding shares between highways and transit. The Metropolitan Planning Organizations (MPO) are required to provide for consideration of projects and strategies that will serve to advance eleven transportation planning factors identified under the federal legislation as follows:

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

The planning factors are addressed in the UPWP by the work program tasks in FY 2024 as shown in the table on the following page.

MPO Planning Factors

Task #	1. Economic	2. Safety	3. Security	4. Accessibility & Mobility	5. Environment & Energy	6. Multi-modal Connectivity	7. Management & Operations	8. Preserve Existing System	9. Improve system resiliency reliability & stormwater impact	10. Enhance travel & tourism
FHWA 1.11: MATS Program Coordination	X	X	X	X	X	X	X	X	X	X
FHWA 1.30: Training/Professional Development					X	X	X		X	
FHWA 1.50: Contracts and Grants	X						X			
FHWA 1.60: Unified Planning Work Program	X	X	X	X	X	X	X	X	X	X
FHWA 2.10: Citizens Outreach & Education	X	X	X	X	X	X	X	X	X	X
FHWA 3.20: Transportation Systems/Land Use Monitoring	X	X	X	X	X	X	X	X	X	X
FHWA 4.10: Freight Planning	X	X	X	X	X	X	X	X	X	X
FHWA 4.11: Metropolitan Transportation Plan Update	X	X	X	X	X	X	X	X	X	X
FHWA 4.12: Transportation Improvement Program	X	X	X	X	X	X	X	X	X	X
FHWA 4.13: Special Studies/Streets/Highways/Transportation/Land Use	X	X	X	X	X	X	X	X	X	X
FHWA 4.40: Air Quality	X				X				X	X
FHWA Y410: Increasing Safe & Accessible Transportation Options		X		X		X				X
FTA 1.31: Transit/Multimodal Training and Professional Development		X	X	X	X	X	X		X	X
FTA 1.51: Contracts and Grants	X						X			

FTA 1.61: Unified Planning Work Program	X	X	X	X	X	X	X	X	X	X
FTA 2.20: Environmental Justice/Title VI	X	X		X	X	X	X	X	X	
FTA 4.14: Special Transit/Multimodal Studies and Projects	X			X	X	X	X	X	X	X
FTA 4.20: Transit/Para-Transit Planning	X	X	X	X	X	X	X	X	X	X

The matrix on the preceding page demonstrates how each work task addresses the ten planning factors. As an example, the MATS Program work task (FHWA 1.11) supports economic vitality because it provides technical and administrative support for the transportation planning process in order to make it more efficient and productive. This work task also increases the safety of the transportation system through the use of traffic and land use model data. Furthermore, the Transportation Improvement Plan (FHWA 4.12) increases the security of the transportation system by programming projects for all modes of travel that have been prioritized by the MATS Committees. The Metropolitan Transportation Plan Update (FHWA 4.11) increases mobility & accessibility options, protects the environment, and promotes connectivity because it examines different transportation modes and evaluates the impact of projects regarding land use, economic, historical, and environmental factors and the coordination of these factors. Finally, the Special Transit Studies task (FTA 4.14) helps to promote efficient system management and emphasizes preservation of the system by assessing the feasibility of possible transit route extensions.

Planning Emphasis Areas

The Federal Highway Administration (FHWA) and the Federal Transit Administration (FTA) have introduced the three Planning Emphasis Areas (PEA) that should be included as part of the UPWP. These three areas are 1) IJJA/BIL and FAST Act Implementation, which includes performance based planning and programming 2) Models of Regional Planning Cooperation and 3) Access to Essential Services. For the MPO, these items promote a transition to performance based planning. The Macon MPO is involved in various projects that support these important emphasis areas. These three emphasis areas are discussed in more detail below.

1. Implementation of the FAST Act – The Macon MPO began to introduce performance based planning with the development and adoption of the 2050 MTP. The FAST Act requirements were integrated into the 2050 MTP Update to develop a plan that provides for consideration and implementation of projects and strategies. The Macon MPO is also in the process of updating the UPWP as part of the FAST Act implementation. The individual work tasks in the UPWP have been evaluated to determine if they address the planning factors established by the

FAST Act regulations. In FY 2024, the MTP update work task will continue to implement the FAST Act guidelines regarding performance based planning. This will include the development of work performance measures in coordination with Georgia DOT and FHWA. Specifically, detailed performance measures and activities will be devised as part of the MTP update process.

2. **Models of Regional Planning Cooperation** – The Macon MPO coordinates Planning on a regional basis as part of its work program. The Macon MPO collaborates with the Middle Georgia Regional Commission and Georgia DOT on regional transportation needs through the MATS program. There is also coordination with the local governments of Jones County and Monroe County as part of the Memorandum of Understanding (MOU) for MATS. In addition, the MPO staff collaborates on other transportation planning programs including the Rural Humans Services Transportation Advisory Committee, the Age Friendly Council, the Macon-Bibb Road Improvement Program, and the Macon Transit Authority. The MPO staff also works with other organizations that promote land use, transportation, and economic development such as the College Hill Corridor, Newtown Macon, and the Greater Macon Chamber of Commerce. In FY 2024, the MATS Program Coordination task will continue to coordinate the transportation planning process of the MPO with other federal, state, and local agencies. This will include coordination with the Warner Robins MPO and the Middle Georgia Regional Commission. Also, as part of the Contracts and Grants work task, the MPO will prepare, process and monitor grant activities for FHWA PL funds and FTA grants.
3. **Access to Essential Services** – The Macon MPO is dedicated to improving the connectivity of the transportation network and to establishing a multimodal system. The 2050 MTP Update introduced methods to enhance the expansion and connectivity of the transportation network between different modes for people and freight. Future improvements for the transportation system were presented for multimodal sources of transportation such as bicycles, pedestrian sidewalks and transit service were also discussed. The MPO will continue to evaluate planning in this area to establish more specific measures. In FY 2024, the Transit/Paratransit Planning work task will continue to support the improvement of public transit services in Macon-Bibb County. The MPO staff will provide planning and technical assistance to update the transit facility plan, as well as providing route mapping, graphic and GIS services for the public transit agency. In addition, the Special Transit/Multimodal Studies work task will provide technical and planning assistance as needed to examine possible route and service extension for the public transit system. Furthermore, the Macon MPO will perform an environmental justice analysis. Finally, the Macon MPO will seek out and consider the needs of those groups who are traditionally underserved by the existing transportation system, such as low-income and minority households and provide access to essential services as well. These groups sometimes face

challenges accessing employment and other services. All Title VI & Environmental Justice requirements will be complied with to ensure that services are available to all members of the public.

On 30 December 2021, the Federal Highway Administration and Federal Transit Administration issued a joint memo describing the Planning Emphasis Areas to be used in development of the Unified Planning Work Program. The memo referred to eight (8) PEAs for 2021:

- Tackling the Climate Crisis – Transition to a Clean Energy Resilient Future
- Equity and Justice⁴⁰ in Transportation Planning
- Complete Streets
- Public Involvement
- Strategic Highway Network (STRAHNET)/U.S. Dept. of Defense Coordination
- Federal Land Management Agency (FLMA) Coordination
- Planning and Environment Linkages
- Data in Transportation Planning

These PEAs have been explicitly referenced in the description of each of the individual work tasks below, where applicable.

Your UPWP

The Macon-Bibb County Planning & Zoning Commission receives federal funding for both highway and transit planning. The Georgia Department of Transportation and the Macon Transit Authority are active partners in the planning process and also receive federal transportation funding. The Federal Highway Administration, Federal Transit Administration and other local agencies in Bibb County participate in the process as well.

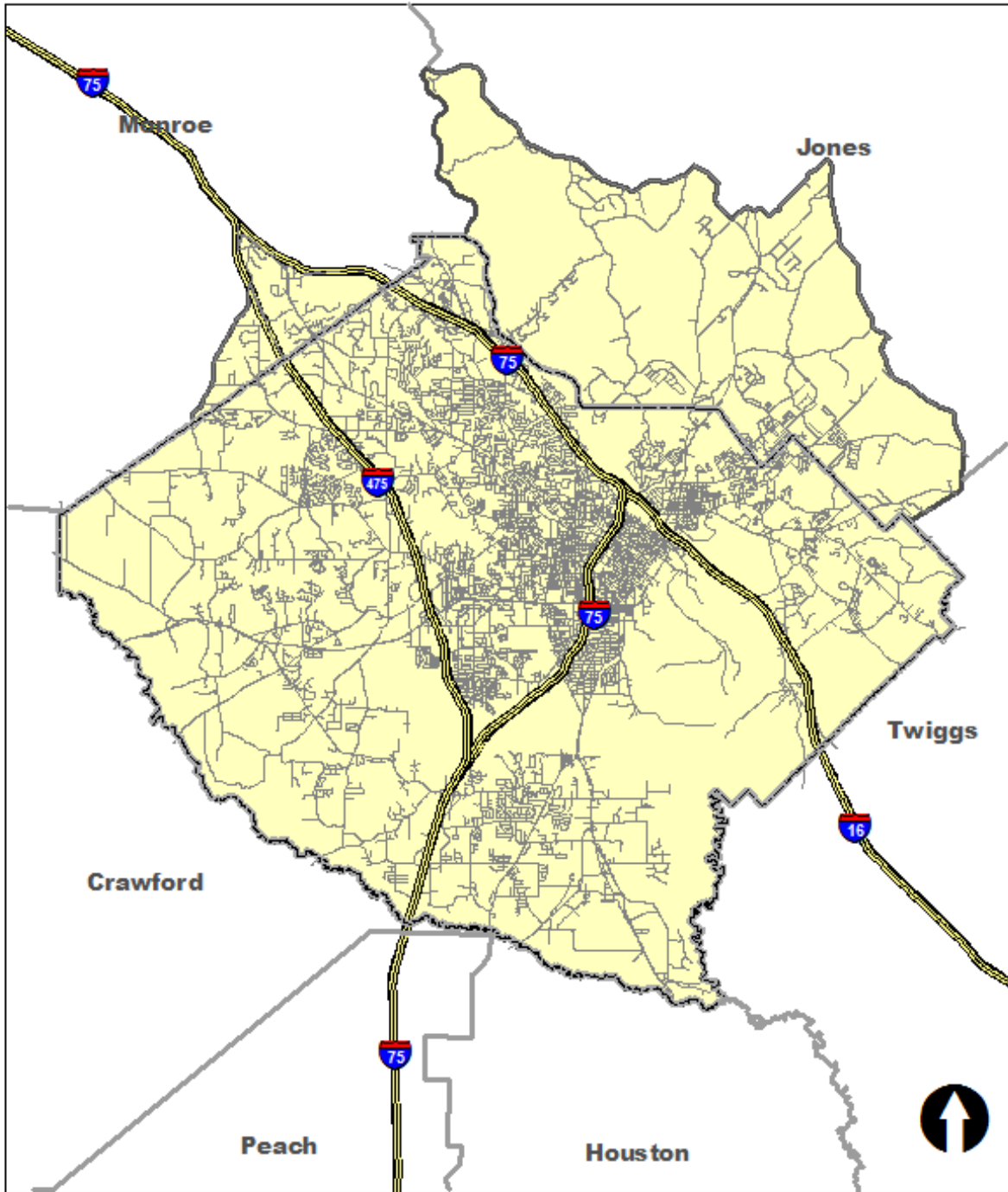
The Fiscal Year 2024 UPWP contains some features that were put in place to; 1) address accounting requirements requested from the Georgia Department of Transportation's Intermodal Programs Division and 2) formatting features that add greater clarity in helping the reader distinguish between planning activities that are new from those that may be ongoing tasks from a previous year.

In terms of accounting requirements, an **Activity Line Item** number (ALI) has been added to the headings of each category heading that is funded by the Federal Transit Administration (FTA). The ALI is sandwiched between the task category and the description of the sub-element associated with that task category. In terms of formatting changes, the planning activities that are new are depicted in italicized font.

This document breaks down the UPWP into four task categories that will be undertaken by the staff throughout the fiscal year. The task categories are the following:

- (1). Program Support & Administration;
- (2). Public Involvement;
- (3). Data Collection;
- (4). System Planning;
- (5). Transit Planning

Macon Area Transportation Study MPO Region



TASK CATEGORY ONE: Program Support & Administration

Task: Program Support & Administration
Sub-Element: 1.11 MATS Program Coordination

Purpose: To provide technical and administrative support for the transportation planning process and coordinate the activities of the MPO with Macon-Bibb County, Jones County, Monroe County, GDOT, FHWA, and FTA.

Previous Work FY 2023:

1. Conducted MATS Interagency Coordination Meetings with Federal and State partners.
2. Managed MATS membership committee lists.
3. Administered all aspects of the MATS Committee process (Citizens Advisory Committee; Technical Coordinating Committee; and Policy Committee.)
4. Prepared agendas and minutes for each committee meeting.
5. Maintained records of MATS and other meetings, as well as administrative reports as required by Georgia Department of Transportation.
6. Received and presented GDOT's Area 3 Project Status Report to MATS CAC.
7. Maintained and updated Macon MPO's website.
8. Represented the MPO at transportation related meetings.
9. Produced quarterly and annual PL reports.
10. Gathered information and data for transportation planning purposes.
11. Monitored UPWP work tasks.

FY 2024 Activities:

1. Complete any administrative reports required by Georgia Dept. of Transportation.
2. Represent the MPO at other transportation related meetings and gather information and data necessary for the planning process not described elsewhere in the UPWP.
3. Conduct MATS Interagency Coordination Meetings with Federal and State partners.
4. Manage MATS membership committee lists.
5. Administer all aspects of the MATS Committee process (Citizens Advisory Committee; Technical Coordinating Committee; and Policy Committee.)
6. Prepare agendas and minutes for each committee meeting.
7. Maintain records of MATS and other meetings, as well as administrative reports as required by Georgia Department of Transportation.
8. Maintain and update Macon MPO's website.
9. Represent the MPO at transportation related meetings.
10. Gather information and data for transportation planning purposes.
11. Monitor UPWP work tasks.

In pursuing these activities, MATS staff will seek opportunities to further the Planning Emphasis Areas goals as described in the joint memo from FHWA and FTA dated 30 December 2021.

Resulting Product: Ongoing coordination of meetings held at least quarterly, meeting minutes, and other administrative reports as needed.

Transportation Related Planning Activities

Organization	Activities
MBP&Z Macon Transit Authority	MATS committee meetings, coordination.
GDOT, FHWA and FTA Clean Air Coalition Clean Cities Coalition	Preconstruction and concept meetings;

Target Start and End Dates: This task will be completed by June 30, 2024

Lead Agency: Macon-Bibb County Planning & Zoning Commission

Funding Source	Amount
FHWA – PL	\$ 82,960.84 (Revised)
STATE – PL	
LOCAL	\$ 20,740.21 (Revised)
FHWA (SPR)	
STATE (SPR)	
TOTAL	\$103,701.05 (Revised)

Task: Program Support & Administration
Sub-Element: 1.30 Training / Professional Development

Purpose: To maintain professional competency in transportation planning and enhance the technical capacity of the Planning Staff.

Previous Work FY 2023:

1. MATS staff participated in meetings, trainings, and workshops provided by professional organizations such as the American Planning Association, Georgia Planning Association, Institute of Transportation Engineers, Transportation Research Board (TRB), the Association of Metropolitan Planning Organizations (AMPO, and the affiliated Georgia Sub chapter GAMPO), and the Urban & Regional Information Systems Association (URISA).
2. Attended Bipartisan Infrastructure Law (BIL) related webinars.

FY 2024 Activities:

1. Attend webinars/in-person conferences hosted by the Association of Metropolitan Planning Organizations (AMPO); American Planning Association (APA); Georgia Planning Association (GPA); Georgia Association of Metropolitan Planning Organizations (GAMPO). Attend Bipartisan Infrastructure Law (BIL) related webinars.
2. Attend other transportation and planning related seminars, conferences, and continuing education courses offered by American Institute of Certified Planners (AICP); Georgia Department of Transportation (GDOT); Georgia Transit Association (GTA); Georgia Institute of Transportation Engineers (GaITE); Transportation Research Board (TRB); Federal Highway Administration (FHWA); Federal Transit Administration (FTA); National Highway Institute (NHI); and Urban and Regional Information Systems Association (URISA)

Resulting Product: Enhanced staff capabilities; training materials and resources.

Transportation Related Planning Activities

Organization	Activities

Target Start and End Dates: This task will be completed by June 30, 2024

Lead Agency: Macon-Bibb County Planning & Zoning Commission

Funding Source	Amount
FHWA – PL	\$ 12,935.76 (Revised)
STATE – PL	
LOCAL	\$ 3,233.95 (Revised)
FHWA (SPR)	
STATE (SPR)	
TOTAL	\$ 16,169.71 (Revised)

Task: Program Support & Administration
Sub-Element: 1.50 Contracts and Grants
ALI# 44.21.00 (Program Support & Administration)

Purpose: To provide administrative support to prepare, process and track the quarterly progress documentation for the FHWA PL funds.

Previous Work FY 2023:

1. Completed FY 2023 quarterly reimbursements for FHWA PL Funds sub-recipient contracts

FY 2024 Activities:

1. Prepare and administer the FHWA contracts for planning services. This will also include tracking tasks and documenting progress of the planning work program for reimbursement requests.

Resulting Product: Completed 5303 grant application and ongoing contract and grant administration.

Transportation Related Planning Activities

Organization	Activities
MBP&Z	PL Funds documentation
Macon-Bibb Co.	Grant and contract management assistance

Target Start and End Dates: 5303 grant application completed by March 1, 2023 and ongoing contract administration throughout the fiscal year.

Lead Agency: Macon-Bibb County Planning & Zoning Commission

Funding Source	Amount
FHWA-PL	\$ 1,600.00
STATE	
LOCAL	\$400.00
TOTAL	\$ 2,000.00

Task: Program Support & Administration**Sub-Element: 1.60 Unified Planning Work Program (UPWP)**

Purpose: To develop that portion of the FY 2025 UPWP related to the use of the PL Funds portion of the MATS budget, as governed by the annual with GDOT Office of Planning sub-recipient contract.

Previous Work FY 2023: These activities were handled in previous UPWPs through the FTA 1.60 line item, as part of general coordination of activities related to developing the UPWP.

The separation of work tasks based on FHWA vs. FTA subrecipient contracts is being done at the request of FHWA and GDOT Office of Planning staff.

FY 2024 Activities:

1. Prepare the UPWP for FY 2025. This will describe the planning tasks and anticipated costs for the Macon-Bibb County Planning & Zoning Commission (in their capacity as MPO staff) related to the completion of the anticipated sub-recipient contract with GDOT Office of Planning. The task will involve the production of quarterly reporting and annual close out. Tasks will be developed with input from all MATS committees, with public input regarding tasks to be considered for future UPWPs. The work tasks developed will also address the planning factors originally developed under the FAST Act, and continued by the Infrastructure Investment & Jobs Act of 2021 (PL 117-58). The development of the UPWP may include a work program review meeting to ensure a continuous, cooperative and comprehensive planning process.

Resulting Product: Completed FY 2025 UPWP document.

Transportation Related Planning Activities

Organization	Activities
GDOT	Planning Coordination
CAC, Technical, Policy Committees	Coordination

Target Start and End Dates: According to the GDOT schedule, the timeline for this project will involve completion of the Draft UPWP by December 1, 2023.

Final UPWP will be completed by June 30, 2024

Lead Agency: Macon-Bibb County Planning & Zoning Commission

Funding Source	Amount
FHWA – PL	\$ 5,600.00
STATE – PL	
LOCAL	\$ 1,400.00
FHWA (SPR)	
STATE (SPR)	
TOTAL	\$ 7,000.00

TASK CATEGORY TWO: Public Involvement

Task: Public Involvement**Sub-Element: 2.10 Citizens Outreach & Education**

Purpose: To provide information to assist the community in understanding the transportation planning process and to maintain a community outreach and education program for the general public in regard to the planning process.

Previous Work FY 2023:

1. Distributed MATS Committee meeting agendas and meeting notices to the public, stakeholders, MPO website, and local media.
2. Created a space to allow the public to address the MATS committees regarding transportation planning.
3. Corresponded with the MATS CAC on a regular basis.
4. Managed and updated website of MPO activities.
5. Produced MATS Transportation Connection e-newsletters.
6. Published legal advertisements seeking public input on MPO document updates and amendments (UPWP, TIP, MTP, etc.).
7. Maintained and updated email and MailChimp contact list of citizens and stakeholders.
8. Attended Webinar: Achieving Meaningful Public Involvement Outcomes in Transportation Decision-Making hosted by PublicInput.

FY 2024 Activities:

1. Prepare and distribute MATS Committee meeting agendas and meeting notices to the public, stakeholders, MPO website, and local media.
2. Create a space to allow the public to address the MATS committees regarding transportation planning.
3. Correspond with the MATS CAC on a regular basis.
4. Manage and update website of information and data related to transportation planning issues.
5. Produce MATS Transportation Connection e-newsletters.
6. Receive and present GDOT's Area 3 Project Status Report to MATS CAC.
7. Publish legal advertisements seeking public input on MPO document updates and amendments (UPWP, TIP, MTP, etc.), as needed.
8. Maintain and update email and MailChimp contact lists of citizens and stakeholders to notify regarding transportation activities.
9. Attend webinars to learn of new public involvement techniques and innovative ways to increase participation and public outreach.
10. Monitor and update the MATS Public Participation Plan, as needed.
11. Continue to explore ways to make the MATS MPO transportation planning process more transparent and inclusionary.
12. Maintain and update information on the MPO's website regarding Performance Based Planning and Program and in regard to the statewide targets.
13. Educate the public about the Performance Based Planning and Program measures.
14. Notify the public about the safety performance management measures that have been adopted.
15. Seek opportunities to further the Equity and Justice 40 in Transportation Planning and Public Involvement goals as described in the Planning Emphasis Areas joint memo from FHWA and FTA, dated 30 December 2021.

Resulting Product: Quarterly newsletters, a maintained and updated website, a revised public participation plan (if needed), general public information meetings, and education.

Transportation Related Planning Activities

Organization	Activities
GDOT	Coordination of public outreach activities

Target Start and End Dates: This task will be completed by June 30, 2024.

Lead Agency: Macon-Bibb County Planning & Zoning Commission

Funding Source	Amount
FHWA – PL	\$ 54,518.94 (Revised)
STATE – PL	
LOCAL	\$ 13,629.73 (Revised)
FHWA (SPR)	
STATE (SPR)	
TOTAL	\$ 68,148.67 (Revised)

TASK CATEGORY THREE: Data Collection

Task: Data Collection**Sub-Element: 3.20 Transportation Systems/Land Use Monitoring**

Purpose: To maintain the transportation resource database and land use data, provide technical assistance to MPO partners through the use of local traffic and land use model data (where it exists), and to analyze travel demand impacts of development trends and proposals to the transportation network.

Previous Work FY 2023:

1. Updated TAZ (Traffic Analysis Zone), census tracts, and land use GIS (Geographic Information System) databases. A TAZ is a geographic area, made up of multiple census blocks, used in travel demand forecasting models.

FY 2024 Activities:

1. Coordinate, track, and plan for land use activities in the community with the goal of better coordination with transportation needs within the MPO area.
2. Study and analyze development trends.
3. Track and update land use activity for the GIS database.
4. Review land use changes for integration into the MPO's transportation plans.
5. Updates to the MTP involving monitoring existing conditions and forecasting future population & employment growth, projecting land uses and identifying major growth corridors.
6. Staff will identify areas comprised of groups who are traditionally underserved by the existing transportation system, such as low income and minority households, older adults, and individuals with disabilities. Data collection and mapping activities will be done to identify environmental justice communities.

In pursuing these activities, MATS staff will seek opportunities to further the Complete Streets and Data in Transportation Planning goals as described in the Planning Emphasis Areas joint memo from FHWA and FTA, dated 30 December 2021.

Resulting Product: Updated GIS, land use data and transportation databases.

Transportation Related Planning Activities

Organization	Activities
Macon-Bibb Planning & Zoning	Coordination of and use activities with transportation plans
Macon - Bibb County	Coordination of access management

Target Start and End Dates: This task will be completed by June 30, 2024.

Lead Agency: Macon-Bibb County Planning & Zoning Commission

Funding Source	Amount
FHWA – PL	\$ 11,472.79 (Revised)
STATE – PL	
LOCAL	\$ 2,868.20 (Revised)
FHWA (SPR)	
STATE (SPR)	
TOTAL	\$ 14,340.99 (Revised)

TASK CATEGORY FOUR: System Planning

Task: System Planning
Sub-Element: 4.10 Freight Planning

MATS 2050 Freight Plan

Purpose: Produce a freight transportation plan consistent with the needs of the Federal, State and Local governments for the MATS MPO planning area. Example elements of such a freight study may include, but are not limited to;

- Analyzing existing patterns of freight and goods movement (including Environmental Justice/EJ 40 Initiative analyses);
- Forecasting future freight movement trends and volumes through the 2050 plan horizon year, by mode;
- Assessing existing freight handling and freight forward facilities (e.g. vacant existing warehousing) and available land to accommodate forecasted freight volumes;
- Identification of freight network bottlenecks;
- Recommendations for specific freight related projects to be included in the MATS 2050 MTP and/or moved from the 2050 MTP into the TIP

Previous Work FY 2023:

1. MATS staff described the proposed scope of work for this freight plan at the MATS CAC meetings on 10/12/2022 and 1/11/2023;
2. MATS Technical Coordinating Committee on 10/19/2022 and 1/18/2023;
3. MATS Policy Committee on 11/2/2022 and 2/1/2023.

At these meetings, MATS staff also discussed the anticipated application to the GAMPO PL Supplemental Funds Committee in March 2023 in order to support this proposed work.

FY 2024 Activities:

1. This project is anticipated to span at least two UPWP funding cycles, and involve the contracting of consultant services. For FY 2024, the activities will involve posting a Request for Proposals (or similar document), evaluation of received proposals, selection of a consultant, and commencement of work under the terms of the contract.

Resulting Product: A freight plan document capable of meeting the planning factors requirements as well as inform and complement the MTP, including identification of specific projects and potential recommendations that can be included on the adopted MPO federally required documents. added to either the 2050 MTP, the current TIP, or both.

Transportation Related Planning Activities

Organization	Activities
GDOT	Coordination activities

Target Start and End Dates: The contract is anticipated to begin on or before January 1, 2024, and be completed by June 30, 2025. Zero dollar cost contract extensions will be considered if/as necessary. After a Contract has been executed, any revisions and/or extensions will need to be approved by GDOT and FHWA.

Lead Agency: Macon-Bibb County Planning & Zoning Commission

Funding Source	Amount
FHWA – PL	\$ 200,000.00
STATE – PL	
LOCAL	\$ 50,000.00
TOTAL	\$ 250,000.00

Task: System Planning**Sub-Element: 4.11 Metropolitan Transportation Plan Update/IIJA Compliance**

Purpose: To update, maintain and implement the Metropolitan Transportation Plan (MTP) and to ensure its full compliance with IIJA requirements including performance based planning & programming. The implementation of the MTP also includes the Transportation Improvement Program (TIP) which is a subset of the MTP. The long term goals and strategies of the MTP will be consistent with the Unified Planning Work Program (UPWP) for the MPO. The MTP covers a planning horizon of 20 years.

Previous Work FY 2023:

1. Confirmed modeling base year for forthcoming MTP update in 2026 with GDOT Office of Strategic Planning & Technical Services (10/6/2022);
2. Confirmed with Interagency Coordinating Committee the continued need for Air Quality Conformity Determination reporting in forthcoming MTP update in 2026
3. Attended Pleasant Hill Transportation Focus Group Meeting.
4. Updated 2050 MTP which contained the goals & objectives, land use, financial and safety sections.

FY 2024 Activities:

1. Staff will continue to refine and update elements of the Metropolitan Transportation Plan including socio-economic projections, financial, housing, employment, land use, streets & highways, transit, bicycle & pedestrian issues, aviation, rail, freight & goods movement, and safety.
2. Develop a system to evaluate the impact of projects in the Plan and TIP regarding land use, economic, historical, and environmental factors and the coordination of these factors with other state and local agencies will be utilized.
3. Implement the FAST Act requirements regarding performance based planning and programming which is included in the Planning Emphasis Areas. The safety performance management targets that were adopted will be included.
4. Amend or update the MTP in conjunction with the Transportation Improvement Program (TIP) which is a subset of the MTP.
5. Amend the budget in the Roads & Bridges projects list, and the fiscal balancing, as needed.

In addition, in pursuit of these activities, MATS staff will seek opportunities to further the Tackling Climate Crisis/Transition to a Clean Energy-Resilient Future, Equity and Justice⁴⁰ in Transportation Planning, Strategic Highway Network/U.S. Dept. of Defense Coordination goals as described in the Planning Emphasis Areas joint memo from FHWA and FTA, dated 30 December 2021.

Resulting Product: The update of the Metropolitan Transportation Plan
Transportation Related Planning Activities

Organization	Activities
GDOT	Coordination activities

Target Start and End Dates: The MTP Update will be completed by June 30, 2024

Lead Agency: Macon-Bibb County Planning & Zoning Commission

Funding Source	Amount
FHWA – PL	\$ 18,021.51 (Revised)
STATE – PL	
LOCAL	\$ 4,505.38 (Revised)
TOTAL	\$ 22,526.89 (Revised)

Task: System Planning**Sub-Element: 4.12 Transportation Improvement Program**

Purpose: To maintain the existing FY 2021 – 2024 TIP 4 year capital improvement plan by programming projects identified in the Metropolitan Transportation Plan, and preparing to develop the TIP for the next 4 year planning period (FY 2024-FY 2027)

Previous Work FY 2023:

1. Coordinated with Middle GA Regional Airport to discuss need for TIP project updates, based on IIJA funding.
2. Coordinated with GDOT project team and Macon-Bibb County re: status of Bass Rd. Phase 1 expansion (GDOT Project #0017121)

FY 2024 Activities:

1. Coordinate with GDOT, as needed, for future TIP projects and updates.
2. Maintain and amend the current TIP, as needed, with input from GDOT, the public, and MATS committees.
3. Incorporate and support the adopted Statewide Safety Performance and Management Targets, Bridge and Pavement Performance Targets, and Transit Asset Management Targets.
4. Develop and adopt annual TIP document by programming projects which are identified for implementation in the Metropolitan Transportation Plan Update.
 - a. The TIP will address the requirements regarding performance based planning and programming and include the safety performance management targets that were adopted.
 - b. The TIP will be consistent with the MTP and any revisions to the TIP will require corresponding changes to the MTP. With respect to the TIP for FY 2024-2027, the tasks to be completed include:
 - i. The development of a list of programmed projects added to the TIP and the status of all TIP projects.
 - ii. The development of an updated four year program for the TIP for all modes of travel.
 - iii. Prioritizing of projects based on funding and needs as defined by the MATS committees.
 - iv. A description of projects to include termini, mileage, existing and projected traffic volumes, funding sources, and a TIP identification number.
 - v. Preparation of a financial plan which includes an estimate of project costs allocated by proposed fiscal year, funding sources and categories.
 - vi. Development of the System Performance Report (per the requirements of MAP-21 and IIJA). System Performance Report will be included as an appendix in the FY 2024-2027 TIP.
 - vii. A presentation of the TIP for public review through the public participation process.

In pursuit of these activities, MATS staff will seek opportunities to further the Tackling Climate Crisis/Transition to a Clean Energy-Resilient Future, Equity and Justice⁴⁰ in Transportation Planning, Strategic Highway Network/U.S. Dept. of Defense Coordination, Complete Streets, and Federal Land Management Area Coordination, and Planning and Environment Linkages goals as described in the Planning Emphasis Areas joint memo from FHWA and FTA, dated 30 December 2021.

Resulting Product: A complete FY 2024-2027 TIP.

Transportation Related Planning Activities

Organization	Activities
GDOT	Financial analysis, programming
MATS committees	Coordination

Target Start and End Dates: All tasks related to this project will be completed by June 30, 2024

Lead Agency: Macon-Bibb County Planning & Zoning Commission

Funding Source	Amount
FHWA – PL	\$ 50,903.67 (Revised)
STATE – PL	
LOCAL	\$ 12,725.92 (Revised)
FHWA (SPR)	
STATE (SPR)	
TOTAL	\$ 63,629.59 (Revised)

Task: System Planning**Sub-Element: 4.13 Special Studies / Streets / Highways / Transportation / Land Use**

Purpose: To provide special transportation and urban planning projects that are identified by the MPO, MATS Committees, Macon-Bibb County, the general public, and other transportation stakeholders.

Previous Work FY 2023:

1. Provided planning assistance for the Pleasant Hill Neighborhood mitigation process, the Unionville Neighborhood, the Central High School Neighborhood; the Beall's Hill Neighborhood; and landscape improvement plans for I-75 interchanges within the City of Macon.
2. Provided planning support for the City of Macon; the Sardis Church Road extension to I-16; the College Hill Corridor; and the Urban Redevelopment Plan for the City of Macon.

FY 2024 Activities:

1. Complete any special projects or studies as needed during FY 2024 with concurrence from GDOT, FHWA, and MATS Committees. There are no special projects or studies identified at this time.
2. Conduct corridor/land use studies, analysis for future growth areas and neighborhood planning district studies for Macon-Bibb County, as needed. Additional urban design projects, economic development projects and special topics may also be undertaken by the MPO staff. In pursuit of these activities, MATS staff will seek opportunities to further the Equity and Justice40 in Transportation Planning, Complete Streets and Planning and Environment Linkages goals as described in the Planning Emphasis Areas joint memo from FHWA and FTA, dated 30 December 2021.

Resulting Product: Reports, studies, plans, and planning assistance to Macon-Bibb Co. & MPO area as needed.

Transportation Related Planning Activities

Organization	Activities
Macon-Bibb Planning & Zoning	Land use / transportation coordination
Macon – Bibb County	Transportation studies

Target Start and End Dates: The special projects will be completed by June 30, 2024

Lead Agency: Macon-Bibb County Planning & Zoning Commission

Funding Source	Amount
FHWA – PL	\$ 14,065.07 (Revised)
STATE – PL	
LOCAL	\$ 3,516.27 (Revised)
FHWA (SPR)	
STATE (SPR)	
TOTAL	\$ 17,581.34 (Revised)

Task: Air Quality**Sub-Element: 4.40 Air Quality**

Purpose: To comply with additional requirements for transportation planning activities in areas designated as not in full conformity with air quality standards authorized under Section 176(c) of the Clean Air Act of 1991 (42 USC 7506(c)).

Previous Work FY 2023:

1. None. This work task is being added at the direction of GDOT Office of Planning and FHWA, to reflect the assignment of funds under the Congestion Mitigation and Air Quality (CMAQ) program. These funds were last assigned to MATS MPO during the FY 2017 UPWP cycle. MATS MPO was designated by U.S. EPA as a Maintenance area for the 1997 NAAQS for the 8-hour Ozone standard in November 2007. As part of being designated as a NAAQS Maintenance area, MATS MPO was required to coordinate all Amendments and Administrative Modifications related to the MTP and TIP through an Interagency Coordinating Committee (IAC), composed of staff from MATS, Macon-Bibb County Transit Authority, GDOT, Georgia Dept. of Natural Resources – Air Resources Branch, FHWA Georgia Division Office, and US EPA Division 4 Office. When the 1997 NAAQS for Ozone was replaced with the 2008 NAAQS, MATS received communications from U.S. EPA that the Maintenance designation was lifted, and IAC activities were no longer necessary. At that time, GDOT determined that the CMAQ funding would no longer be required for the MATS FY 2018 UPWP.

However, MATS designation as a Maintenance area under the 1997 NAAQS for Ozone was reinstated as part of the Federal 3rd Circuit Court decision in *South Coast Air Quality Mgmt. District v. EPA* (882 F.3d 1138). Because of this reinstatement, and the need to reinstate activities related to the IAC (described above), GDOT has assigned monies to MATS to perform IAC coordination work related to demonstrating continued air quality conformity as it relates to the MTP update and to address the South Coast court decision. Activities should include forming IAC during the plan update and to produce the conformity determination report (CDR).

FY 2024 Activities:

1. Develop Standard Operating Procedures for communication and coordination, in conjunction with State and Federal participants in IAC, and in accordance with requirements set forth in the current MATS Air Quality task.
2. Coordinate IAC processes related to the MTP development; while documenting the process as the future Standard Operating Procedures.

Resulting Product: Producing the Conformity Determination Report (CDR) and the Standard Operating Procedures memo, for future use.

Transportation Related Planning Activities

Organization	Activities
Macon-Bibb Planning & Zoning	Coordination of and use activities with transportation plans
Macon - Bibb County	Coordination of access management

Target Start and End Dates: This task will be completed by June 30, 2024.

Lead Agency: Macon-Bibb County Planning & Zoning Commission

Funding Source	Amount
FHWA – PL	\$ 8,777.01 (New)
STATE – PL	
LOCAL	\$ 2,194.25 (New)
FHWA (SPR)	
STATE (SPR)	
TOTAL	\$ 10,971.26 (New)

Task: System Planning**Sub-Element: Y410 – Increasing Safe & Accessible Transportation Options**

Purpose: To support MATS Committees, Macon-Bibb, Jones and Monroe Counties, the general public, and other transportation stakeholders in identifying and prioritizing non-motorized transportation projects consistent with Complete Streets policies.

Previous Work FY 2023:

1. Attended Pedestrian Safety Review Board monthly meetings.
2. Attended Pedestrian Safety Stakeholders meeting with GDOT area 3/Macon-Bibb officials.
3. Conducted Pedestrian Safety Outreach (Wesleyan College).
4. Produced monthly Pedestrian Safety Review Board's progress reports to the Governor's Office of Highway Safety.
5. Attended Statewide Intersection Safety & Roadway Departure Task Team meeting.
6. Attended Macon-Bibb County Age-Friendly Council bi-monthly meetings.
7. Attended Urban Development Authority monthly meetings.
8. Coordinated with MATS/Middle Georgia Regional Airport regarding IIJA projects.
9. Participated in SS4A (Safe Streets for All) Grants meetings.
10. Assisted Middle Georgia Regional Commission with filing project grant for Gray Highway discretionary funding under IIJA.
11. Attended Bike Walk Macon Board bi-monthly meetings.
12. Attended the 2022 Georgia Bike-Walk Virtual Summit.
13. Attended Macon Area Habitat for Humanity Board bi-monthly meetings.
14. Attended Georgia's Statewide Pedestrian Safety Task Team monthly meetings.
15. Attended Macon Arts Alliance Board bi-monthly meetings.
16. Participated in AARP Georgia Walks College program.
17. Attended AARP's 2022 Livable Communities Workshop (House for People of All Ages).
18. Attended AARP's Inaugural Age-Friendly Leadership Academy sessions.
19. Attended OneMacon Mobility+Placemaking Working Group meeting.
20. Attended Cherry Blossom Board of Directors bi-monthly meeting.
21. Attended AASHTOWare Safety Dashboards State Roundtable webinar.

FY 2024 Activities:

1. Attend Pedestrian Safety Review Board monthly meetings, Georgia's Statewide Pedestrian Safety Task Team meetings, and participate in additional tasks relating to pedestrian safety.
2. Attend Macon-Bibb County Age-Friendly Council bi-monthly meetings and participate in additional tasks relating to AARP and Age-Friendly.
3. Attend Urban Development Authority monthly meetings.
4. Coordinate with MATS/Middle Georgia Regional Airport regarding IIJA projects.
5. Attend Bike Walk Macon Board bi-monthly meetings, and participate in additional tasks related to Bike Walk Macon.
6. Attend summit's, webinars, conference related to biking and walking.
7. Attend Macon Area Habitat for Humanity Board bi-monthly meetings, and additional tasks relating to Habitat for Humanity.
8. Attend Macon Arts Alliance Board bi-monthly meetings, and additional tasks related to the Arts Alliance.
9. Participate in AARP Georgia Walks College program.

10. Attend OneMacon Mobility+Placemaking Working Group meetings.
11. Attend Cherry Blossom Board of Directors bi-monthly meeting, and additional tasks related to the Cherry Blossom and Keep Macon-Bibb Beautiful.
12. Provide technical assistance to (upon request) Macon-Bibb, Jones and Monroe Counties for:
 - Development of a Complete Streets policy;
 - Identification and prioritization of potential policies and projects for inclusion in the MATS 2050 MTP document and FY 2021 – 2024 TIP documents that meet the Complete Streets definition of “[ensuring] *the safe and adequate accommodation of all users of the transportation system, including pedestrians, bicyclists, public transportation users, children, older individuals, individuals with disabilities, motorists, and freight vehicles* [PL 117-58 §11206(a)]”

In pursuit of these activities, MATS staff will seek opportunities to further the Equity and Justice40 in Transportation Planning, Complete Streets and Planning and Environment Linkages goals as described in the Planning Emphasis Areas joint memo from FHWA and FTA, dated 30 December 2021. MATS staff will continue to take an active role in the Macon-Bibb County Pedestrian Safety Review Board.

Resulting Product: Reports, studies, plans, and planning assistance to Macon-Bibb Co. & MPO area as needed.
Project Amendments to the MATS 2050 MTP and FY 2021 2024 TIP as needed.

Transportation Related Planning Activities

Organization	Activities
Macon-Bibb Planning & Zoning	Participation on Macon-Bibb County Pedestrian Safety Review Board (PSRB) Technical assistance to other agencies in the MATS area considering development of Complete Streets policies Research assistance on Complete Streets as needed

Target Start and End Dates: The special projects will be completed by June 30, 2024

Lead Agency: Macon-Bibb County Planning & Zoning Commission

Funding Source	Amount
FHWA – PL	\$ 7,211.18 (Revised)
STATE – PL	
LOCAL	\$ 127.38 (Revised)
FHWA (SPR)	
STATE (SPR)	
TOTAL	\$ 7,338.56 (Revised)

TASK CATEGORY FIVE: Transit Planning

Task: Transit Planning

Sub-Element: 1.31 Transit / Multimodal Training and Professional Development

ALI# 44.21.00 (Program Support & Administration)

Purpose: To keep the MPO staff knowledgeable and current on transit and multimodal technologies, information, regulations, and guidelines.

Previous Work FY 2023:

1. Attended GDOT Intermodal Annual subrecipient briefing August 24th and 25th.

FY 2024 Activities:

1. Attend transit / multimodal and urban planning related meetings, seminars, conferences, and workshops offered by GDOT, FTA, NTI, APA, GAMPO, GTA, Transportation Research Board (TRB) and other transit related professional organizations which will improve technical capabilities of the MPO staff and enhance professional development. Out of State travel may be required.

Resulting Product: Enhanced staff capabilities; training materials and resources.

Transportation Related Planning Activities

Organization	Activities

Target Start and End Dates: This task will be completed by June 30, 2024

Lead Agency: Macon-Bibb County Planning & Zoning Commission

Funding Source	Amount
FTA (SECT 5303)	\$ 3,521.35
STATE	\$ 440.17
LOCAL	\$ 440.17
TOTAL	\$ 4,401.69

Task: Transit Planning
Sub-Element: 1.51 Contracts and Grants
ALI# 44.21.00 (Program Support & Administration)

Purpose: To provide administrative support to prepare, process and track the quarterly progress documentation for the FHWA PL funds and FTA grants.

Previous Work FY 2023:

1. Completed FY 2022 Q4 quarterly reimbursements for GDOT sub-recipient contracts

FY 2024 Activities:

1. Prepare and administer the FTA and FHWA contracts for planning services. This will result in the completion of the 5303 grant application. This will also include tracking tasks and documenting progress of the planning work program for reimbursement requests.

Resulting Product: Completed 5303 grant application and ongoing contract and grant administration.

Transportation Related Planning Activities

Organization	Activities
MBP&Z	Section 5303 documentation
Macon-Bibb Co.	Grant and contract management assistance

Target Start and End Dates: 5303 grant application completed by March 1, 2023 and ongoing contract administration throughout the fiscal year.

Lead Agency: Macon-Bibb County Planning & Zoning Commission

Funding Source	Amount
FTA (SECT 5303)	\$ 24,393.14
STATE	\$ 3,049.14
LOCAL	\$ 3,049.14
TOTAL	\$ 30,491.43

Task: Transit Planning
Sub-Element: 1.61 Unified Planning Work Program
ALI# 44.21.00 (Program Support & Administration)

Purpose: To develop a planning work program that addresses transportation, land use, and other community needs.

Previous Work FY 2023:

1. Coordination with GDOT staff re: development of FY 2023 grants.

FY 2024 Activities:

1. Prepare the UPWP for FY 2025. This will describe the planning tasks and anticipated costs for the Macon-Bibb County Planning & Zoning Commission (in their capacity as MPO staff) related to the completion of the anticipated sub-recipient contract with GDOT Office of Intermodal. The task will involve the production of quarterly reporting and annual close out. Tasks will be developed with input from all MATS committees, with public input regarding tasks to be considered for future UPWPs. The work tasks developed will also address the planning factors originally developed under the FAST Act, and continued by the Infrastructure Investment & Jobs Act of 2021 (PL 117-58). The development of the UPWP may include a work program review meeting to ensure a continuous, cooperative and comprehensive planning process.

Resulting Product: Completed FY 2025 UPWP document

Transportation Related Planning Activities

Organization	Activities
GDOT	Planning Coordination
CAC, Technical, Policy Committees	Coordination

Target Start and End Dates: According to the GDOT schedule, the timeline for this project will involve completion of the Draft UPWP by December 1, 2023. In addition, the Final UPWP will be completed by May 15, 2024.

Lead Agency: Macon-Bibb County Planning & Zoning Commission

Funding Source	Amount
FTA (SECT 5303)	\$ 18,771.15
STATE	\$ 2,346.39
LOCAL	\$ 2,346.40
TOTAL	\$ 23,463.94

Task: Transit Planning
Sub-Element: 2.20 Environmental Justice / Title VI
ALI# 44.21.00 (Program Support & Administration)

Purpose: To ensure full and fair participation by all potentially affected communities in the transportation planning process and to document the continuing planning efforts which are responsive to the requirements of Title VI.

Previous Work FY 2023:

1. Documented Title VI compliance for the MPO and the Macon Transit Authority for FY 2022. In addition, Environmental Justice\Title VI documentation was included in the plan considerations for the LRTP Update.

FY 2024 Activities:

1. Update the documentation of the MPO's compliance with Title VI of the Civil Rights Act of 1964 for FY 2023.
2. Document Title VI requirements for the Macon Transit Authority.
3. Seek out and consider the needs of those groups who are traditionally underserved by the existing transportation system, such as low-income and minority households, older adults and individuals with disabilities.
4. Analyze the needs of transit riders. These groups sometimes face challenges accessing employment and other services.
5. Contact the MATS Citizens Advisory Committee (CAC) in order to provide diverse positions. The MPO will comply with the EJ/Title VI requirements for all documents to ensure that services are available to all people regardless of race, gender, age, disability, national origin or income.

In pursuit of these activities, MATS staff will seek opportunities to further the Equity and Justice40 in Transportation Planning and Public Involvement goals as described in the Planning Emphasis Areas joint memo from FHWA and FTA, dated 30 December 2021.

Resulting Product: Completed Environmental Justice/Title VI documentation

Transportation Related Planning Activities

Organization	Activities
Macon Transit Authority	Title VI Documentation

Target Start and End Dates: The report will be completed by March 15, 2024

Lead Agency: Macon-Bibb County Planning & Zoning Commission

Funding Source	Amount
FTA (Section 5303)	\$ 14,967.23
STATE	\$ 1,870.90
LOCAL	\$ 1,870.90
TOTAL	\$ 18,709.04

Task: Transit Planning**Sub-Element: 4.14 Special Transit / Multimodal Studies and Projects****ALI# 44.23.01 (Long Range Transportation Planning-System Level)**

Purpose: To provide for special projects to improve the transit system and other modes of transportation including bicycle and pedestrian facilities.

Previous Work FY 2023:

1. Assisted Macon-Bibb County Transit Authority and GA Power with developing NEPA Categorical Exclusion application for expanded bus parking area and inclusion of new electric bus charging infrastructure.

FY 2024 Activities:

1. Provide ongoing planning assistance as needed to Macon-Bibb Co. and the Macon Transit Authority.
2. Provide ongoing planning and technical support to the MPO area in reference to local and regional transit initiatives and other modes of transportation. This work task will include assistance to the Macon Transit Authority to assess feasibility of transit route extensions and changes, including population/service area studies.

In pursuit of these activities, MATS staff will seek opportunities to further the Federal Land Management Agency Coordination and Planning and Planning and Environment Linkages goals as described in the Planning Emphasis Areas joint memo from FHWA and FTA, dated 30 December 2021.

Resulting Product: Reports, studies, and plans as needed.

Transportation Related Planning Activities

Organization	Activities
Macon Transit Authority	Coordination activities
Macon-Bibb County	Coordination activities

Target Start and End Dates: The special projects will be completed by June 30, 2024

Lead Agency: Macon-Bibb County Planning & Zoning Commission

Funding Source	Amount
FTA (SECT 5303)	\$ 16,451.45
STATE	\$ 2,056.43
LOCAL	\$ 2,056.44
TOTAL	\$ 20,564.32

Task: Transit Planning
Sub-Element: 4.20 Transit/ Para-Transit Planning
ALI# 44.24.00 (Short Range Transportation Planning)

Purpose: To provide transit planning assistance to support the improvement of public transit services in Macon - Bibb County.

Previous Work FY 2023:

1. Attended press conferences regarding new electric bus roll out.
2. Attended Macon-Bibb County Transit Authority monthly board meetings

FY 2024 Activities:

1. Provide ongoing planning and technical support for the transit facility update; route mapping services, graphic, GIS, and publishing services for the Macon Transit Authority. In pursuit of these activities, MATS staff will seek opportunities to further the Tackling Climate Crisis/Transition to a Clean Energy-Resilient Future, Equity and Justice⁴⁰ in Transportation Planning, and Data in Transportation Planning goals as described in the Planning Emphasis Areas joint memo from FHWA and FTA, dated 30 December 2021.

Resulting Product: The Transit Facilities Plan, technical coordination and assistance, reports and studies.

Transportation Related Planning Activities

Organization	Activities
Macon Transit Authority	Coordination activities
DFACS	Coordination activities
Macon-Bibb County	Coordination activities

Target Start and End Dates: This task will be completed by June 30, 2024

Lead Agency: Macon-Bibb County Planning & Zoning Commission

Funding Source	Amount
FTA (SECT 5303)	\$ 24,283.66
STATE	\$ 3,035.46
LOCAL	\$ 3,035.46
TOTAL	\$ 30,354.58

TECHNICAL DATA: Proposed Funding Sources and
UPWP Task Schedule FY 2024

PROPOSED FUNDING SOURCE BY PERFORMING AGENCY - FY 2024													
	FUNDING SOURCE	TASK NO.	Task Description	FHWA	FHWA - SPR	FTA - 5303	FEDERAL TOTAL	STATE PL MATCH	STATE SPR MATCH	STATE 5303 MATCH	STATE TOTAL	LOCAL	TOTAL
	FHWA - Funded Activities												
	FHWA	1.11	MATS Program Coordination	\$ 82,960.84			\$ 82,960.84				\$ -	\$ 20,740.21	\$ 103,701.05
	FHWA	1.30	Training/Professional Development	\$ 12,935.76			\$ 12,935.76				\$ -	\$ 3,233.95	\$ 16,169.71
	FHWA	1.50	Contracts and Grants	\$ 1,600.00			\$ 1,600.00				\$ -	\$ 400.00	\$ 2,000.00
	FHWA	1.60	Unified Planning Work Program	\$ 5,600.00			\$ 5,600.00				\$ -	\$ 1,400.00	\$ 7,000.00
	FHWA	2.10	Citizens Outreach & Education	\$ 54,518.94			\$ 54,518.94				\$ -	\$ 13,629.73	\$ 68,148.67
	FHWA	3.20	TransportationSystems/Land Use Monitoring	\$ 11,472.79			\$ 11,472.79				\$ -	\$ 2,868.20	\$ 14,340.99
	FHWA	4.11	Metropolitan Transportation Plan Update /IIJA Compliance	\$ 18,021.51			\$ 18,021.51				\$ -	\$ 4,505.38	\$ 22,526.89
	FHWA	4.12	TIP - Transportation Improvement Program	\$ 50,903.67			\$ 50,903.67				\$ -	\$ 12,725.92	\$ 63,629.59
	FHWA	4.13	Special Studies Streets/Highways/Transportation/Lan d Use	\$ 14,065.07			\$ 14,065.07				\$ -	\$ 3,516.27	\$ 17,581.34
	FHWA	4.40	Air Quality	\$ 8,777.01			\$ 8,777.01				\$ -	\$ 2,194.25	\$ 10,971.26
	FHWA	Y410	Increasing Safe & Accessible Transportation Options	\$ 7,211.18			\$ 7,211.18				\$ -	\$ 127.38	\$ 7,338.56
	FHWA Funded Totals				\$ 268,066.77	\$ -	\$ -	\$ 268,066.77	\$ -	\$ -	\$ -	\$ -	\$ 65,341.28
FHWA - UnFunded Contingent Activities													
FHWA	4.10	Freight Study	\$ 200,000.00			\$ 200,000.00						\$ 50,000.00	\$ 250,000.00
FTA - Funded Activities													
ALI#	FTA	1.31	Transit / Multimodal Training and Professional Development	\$ 4,401.69		\$ 3,521.35	\$ 3,521.35			\$ 440.17	\$ 440.17	\$ 440.17	\$ 4,401.69
44.21.00	FTA	1.51	Contracts and Grants	\$ 30,491.43		\$ 24,393.14	\$ 24,393.14			\$ 3,049.14	\$ 3,049.14	\$ 3,049.14	\$ 30,491.43
44.21.00	FTA	1.61	Unified Planning Work Program	\$ 23,463.94		\$ 18,771.15	\$ 18,771.15			\$ 2,346.39	\$ 2,346.39	\$ 2,346.40	\$ 23,463.94
44.21.00	FTA	2.20	Environmental Justice / Title VI	\$ 18,709.04		\$ 14,967.23	\$ 14,967.23			\$ 1,870.90	\$ 1,870.90	\$ 1,870.90	\$ 18,709.04
44.21.00	FTA	4.14	Special Transit / Multimodal Studies and Projects	\$ 20,564.32		\$ 16,451.45	\$ 16,451.45			\$ 2,056.43	\$ 2,056.43	\$ 2,056.44	\$ 20,564.32
44.23.01	FTA	4.20	Transit/Para-Transit Planning	\$ 30,354.58		\$ 24,283.66	\$ 24,283.66			\$ 3,035.46	\$ 3,035.46	\$ 3,035.46	\$ 30,354.58
44.24.00	FTA Funded Totals			\$ 127,984.99	\$ -	\$ 102,387.98	\$ 102,387.98	\$ -	\$ -	\$ 12,798.50	\$ 12,798.50	\$ 12,798.52	\$ 127,984.99
	FTA - UnFunded Contingent Activities												
	FTA	Contingent		\$ -			\$ -					\$ -	\$ -
	UPWP TOTALS			\$ 396,051.76	\$ -	\$ 102,387.98	\$ 370,454.75	\$ -	\$ -	\$ 12,798.50	\$ 12,798.50	\$ 78,139.79	\$ 461,393.04

MACON MPO UPWP TASK SCHEDULE FY 2024

TASKS	Jul 23	Aug 23	Sep 23	Oct 23	Nov 23	Dec 23	Jan 24	Feb 24	Mar 24	Apr 24	May 24	Jun 24
FHWA Contracts												
FHWA 1.11 MATS Program Coordination												
Policy, Technical, Citizen Advisory Committee meetings	←→			←→			←→					
Project Development / review / Bibb Co. Road Program	◆	◆	◆	◆	◆	◆	◆	◆	◆	◆	◆	◆
Traffic Modeling	◆	◆	◆	◆	◆	◆	◆	◆	◆	◆	◆	◆
FHWA 1.30 Training/Professional Development	◆	◆	◆	◆	◆	◆	◆	◆	◆	◆	◆	◆
FHWA 1.50 Contracts and Grants												
Quarterly Reimbursement Reporting	←→			←→			←→			←→		
FHWA 1.60 Unified Planning Work Program												
Draft Document			←→	←→	←→	←→						
Final Document							←→	←→	←→	←→		
FHWA 2.10 Citizens Outreach & Education												
Quarterly Newsletter			←→			←→			←→			←→
Project / Neighborhood meetings	◆	◆	◆	◆	◆	◆	◆	◆	◆	◆	◆	◆
Website			←→			←→			←→			←→
FHWA 3.20 Transportation Systems/Land Use Monitoring												
Updating land use, TAZ, Census Tracts on GIS			←→			←→			←→			←→
FHWA 4.10 Freight Planning												
Release of RFP/Contracting with Consultant	←→	←→										
Begin Work			←→	←→	←→	←→	←→	←→	←→	←→	←→	←→
FHWA 4.11 MTP Update/IIJA Compliance	←→	←→	←→	←→	←→	←→	←→	←→	←→	←→	←→	←→
FHWA 4.12 TIP-Transportation Improvement Program												
Amendments to FY 2021 - 2024 TIP (as needed by GDOT)	◆	◆	◆	◆	◆	◆	◆	◆	◆	◆	◆	◆
Development of new FY 2024 - 2027 TIP	←→	←→	←→	←→	←→	←→	←→	←→	←→	←→	←→	←→
FHWA 4.13 Special Streets & Highway Studies	◆	◆	◆	◆	◆	◆	◆	◆	◆	◆	◆	◆
FHWA 4.40 Air Quality												
Development of SOPs for IAC Coordination	◆	◆	◆	◆	◆	◆	◆	◆	◆	◆	◆	◆
Documentation of IAC Consultations for Amendments & Administrative Modifications	◆	◆	◆	◆	◆	◆	◆	◆	◆	◆	◆	◆
FHWA Y410 Increasing Safe & Accessible Transportation Options	◆	◆	◆	◆	◆	◆	◆	◆	◆	◆	◆	◆
FTA Contract												
FTA 1.31 Transit/Multimodal Training & Professional Development	◆	◆	◆	◆	◆	◆	◆	◆	◆	◆	◆	◆
FTA 1.51 Contracts and Grants												
Quarterly Reports				←→			←→			←→		←→
FTA 1.61 Unified Planning Work Program												
Draft Document			←→	←→	←→	←→						
Final Document							←→	←→	←→	←→		
FTA 2.20 Environmental Justice / Title VI							←→	←→	←→	←→		
FTA 4.14 Special Transit / Multimodal Studies	◆	◆	◆	◆	◆	◆	◆	◆	◆	◆	◆	◆
FTA 4.20 Transit / Para-Transit Planning												
MTA coordination / meetings	◆	◆	◆	◆	◆	◆	◆	◆	◆	◆	◆	◆
Transit Facilities Plan Update							←→	←→	←→	←→	←→	←→

APPENDIX A: Amendment Process

Statewide Transportation Improvement Program (STIP) and Transportation Improvement Program (TIP) Amendment Process

The Federal Highway Administration (FHWA) and Federal Transit Administration (FTA) issued the Final Rule to revise the Statewide and Metropolitan Transportation Planning regulations incorporating changes from the Fixing America's Surface Transportation Act (FAST). The revised regulations clearly define administrative modifications and amendments as actions to update plans and programs. 23 Code of Federal Regulations (CFR) Part 450.104 defines administrative modifications and amendments as follows:

- Administrative modification “means a minor revision to a long-range statewide or metropolitan transportation plan, Transportation Improvement Program (TIP), or Statewide Transportation Improvement Program (STIP) that includes minor changes to project/project phase costs, minor changes to funding sources of previously-included projects, and minor changes to project/project phase initiation dates. Administrative Modification is a revision that does not require public review and comment, redemonstration of fiscal constraint, or a conformity determination (in nonattainment and maintenance areas).”
- Amendment “means a revision to a long-range statewide or metropolitan transportation plan, TIP, or STIP that involves a major change to a project included in a metropolitan transportation plan, TIP, or STIP, including the addition or deletion of a project or major change in project cost, project/project phase initiation dates, or a major change in design concept or design scope (e.g., changing project termini or the number of through traffic lanes). Changes to projects that are included only for illustrative purposes do not require an amendment. An amendment is a revision that requires public review and comment, redemonstration of fiscal constraint, or a conformity determination (for metropolitan transportation plans and TIPs involving “non-exempt” projects in nonattainment and maintenance areas). In the context of a long-range statewide transportation plan, an amendment is a revision approved by the State in accordance with its public involvement process.”

The following procedures have been developed for processing administrative modifications and amendments to the STIP and Metropolitan Planning Organizations (MPOs) TIPs and Metropolitan Transportation Plans (MTPs). Processes described below detail procedures that are to be used to update an existing approved STIP or TIP and associated plan, if applicable. A key element of the amendment process is to assure that funding balances are maintained.

Administrative Modifications for Initial Authorizations

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

- 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). 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.

- E. Roadway project phases may have a cost increase less than \$2,000,000 or 20% of the amount to be authorized. (If the STIP amount is \$10,000,000 or less, the cost may be increased up to \$2,000,000 or if the STIP amount is greater than \$10,000,000, the cost may be increased by a maximum of 20%.)
- 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 that:
 - 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 STIP/TIP/MTP:

- 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
- D. Administrative Modification section.
- E. Addition of an annual TIP.
- F. 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.
- G. 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/MTP 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 the GDOT for modifications and cost increases. Fiscal Constraint will be maintained in the STIP at all times.

Unified Planning Work Program (UPWP)

The Unified Planning Work Program (UPWP) for the Macon Area Transportation Study (MATS) describes the transportation planning tasks and studies that will be conducted utilizing FHWA-PL and FTA 5303 planning funds. The implementation of the Unified Planning Work Program is the responsibility of the MPO. As earlier stated, the Commission staff works at the direction of the various Macon Area Transportation Study Committees structure composed of a Policy Committee consisting of local and state officials, a Technical Coordinating Committee consisting of government department heads and technical staff involved in transportation and a Citizen Advisory Committee consisting of interested citizens. Citizen participation is also encouraged through the public involvement process which provides opportunities for input into various planning tasks and project review. The MATS Policy Committee is responsible for adopting the Unified Planning Work Program.

Amendment Process

For alterations to a specific fiscal year UPWP related to the types of changes described in the TIP and MTP process:

- Administrative modifications to the UPWP can be achieved by MPO staff coordinating with GDOT and the relevant Federal partner agency (i.e., FHWA or FTA);
- Full amendments to the UPWP must first be brought forward by MPO staff and approved by the MATS Policy Committee, then submitted to GDOT and the relevant Federal partner agency (i.e., FHWA or FTA) for final approval.

All planning documents are readily available to the public through the use of printed materials, newsletters and the Planning & Zoning website.

Public Participation Plan (PPP)

Amendment Process

If revisions to the Public Participation Process are needed, then the MATS Policy Committee must approve the changes. A public review period will be required for the subsequent revision to the Public Participation Plan. Public notice will be given for this comment period by publishing an advertisement in a newspaper(s) for general circulation at least forty-five (45) days before the final public participation process is approved by the Policy Committee. The public notice will be placed on the MPO website as well as other places of general interest. 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. The proposed Public Participation Plan will be made available to the public at the Macon-Bibb County Planning & Zoning Commission and on the Commission's website.

Public Comments: When significant written and oral comments are received on the draft transportation plan or TIP as a result of the public involvement process, a summary analysis and report on the disposition of comments will be made part of the final plan and TIP. Plan and/or TIP amendments and the resulting public comments will be made part of the Policy Committee minutes and will be kept on file in the MPO office. Amendments and comments also will be incorporated into copies of the Plan and TIP made available at central locations.

Public comment on a project or policy change under consideration by the MATS may be submitted by contacting MATS staff by telephone call, e-mail or submitting a comment through the MATS website (www.maconmpo.com) prior to the close of the posted public comment period for the project or policy under consideration. Public comment may also be given in person at the meeting where the project or policy is being voted upon, in accordance with the meeting rules for comment set forth by the chair of the MATS Policy Committee.

Only those comments deemed significant must be reported out by MATS staff to the MATS Committees. "Significant" comments are described as follows:

Materially Significant Comments Include:

- Comments addressing the need for the project or policy change under consideration;
- Comments addressing the scope and/or methods employed in the project or policy under consideration;
- Comments identifying possible secondary effects from a project or policy change under consideration;
- Comments about the adherence to proper public participation procedures, as required by State and Federal regulations and/or previously adopted MATS MPO policies;
- Comments indicating the exclusion from the Public Participation Process, either deliberately or inadvertent, of identified population groups covered under Title VI of the Civil Rights Act of 1964;
- Any other comments deemed by MATS MPO staff to contribute a useful point of discussion on a project or policy under consideration, and which does not otherwise violate the guidelines for which a comment might be excluded (see following information)

Materially Significant Comments Do Not Include:

- Comments not clearly related to the specific project or policy under consideration;
- Comments or actions taken for the sole purpose of delaying or disrupting the normal business of the MATS Committees;
- Ad hominem personal attacks on any elected official, public agency staff, or members of the general public;
- Threats of physical force or personal consequences, either direct, or perceived threats reasonably implied or inferred from the context in which the comment is given and/or action is taken

For the purposes of reporting significant public comment to the MATS Committees, multiple comments that effectively state the same concern or underlying argument may be consolidated into a single statement, with indication of the frequency of the comment (Example: “MATS staff received 50 comments on the project under consideration. Of those comments, 35 identified excessive cost as a major concern; 23 identified lack of pedestrian infrastructure; 30 identified insufficient lighting/safety...” etc.).

Comments that are not deemed significant do not need to be reported to the MATS Committees. However, comments not deemed significant may (at the discretion of the MATS Executive Director) may be forwarded to other relevant partner agencies or departments for additional clarification on the question or comment raised. In the event of a threat, the MATS Executive Director may refer a comment (and any information identifying the originator of the comment) to relevant law enforcement organizations.

APPENDIX B: MATS MPO Self Certification Statement

**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.
 - a) The metropolitan transportation planning process shall provide for the establishment and use of a performance-based approach to transportation decision-making to support the national goals described in 23 U.S.C. 150(b) and the general purposes described in 49 U.S.C. 5301(c).
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

**APPENDIX C: MATS MPO System
Performance Report
(As published in current
MATS FY 2021 – 2024 TIP)**

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, the Fixing America's Surface Transportation Act (FAST Act) enacted in 2015, and the Infrastructure Investment & Jobs Act of 2021, 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).² This regulation implements the transportation planning and transportation performance management provisions of MAP-21 and the FAST Act. Those provisions are continued under the current Federal transportation policies set forth under the Infrastructure Investment & Jobs Act of 2021.

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.

² 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 August 2, 2017).

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.

These performance measures are updated on an annual basis, and reflected in the system performance report. On December 14, 2022, Georgia Department of Transportation (GDOT) informed FHWA of the adoption of new targets for performance measures specified under 23 CFR 490.105. This notification started a 180 clock for adoption of performance measures by MPOs into their respective planning documents. On December 21, 2022, GDOT informed the Georgia Association of Metropolitan Planning Organizations of new of updated performance measure targets. The updated targets, covering Calendar Year 2023, are reflected in the tables below.

Highway Safety/PM1

Effective April 14, 2016, the FHWA established the highway safety performance measures³ 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 2023 and are based on an anticipated five-year rolling average. Georgia statewide safety performance targets for 2023 are included in Table 1, along with previous statewide safety performance for the two most recent reporting periods⁴. The MATS MPO adopted/approved the most recent Georgia statewide safety performance targets on February 1, 2023.

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.

³ 23 CFR Part 490, Subpart B

⁴ <https://www.fhwa.dot.gov/tpm/reporting/state/safety.cfm?state=Georgia>

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

Performance Measures	Georgia Statewide Performance Target (Five-Year Rolling Average 2012-2016)		Georgia Statewide Performance Target (Five-Year Rolling Average 2013-2017)		Georgia Statewide Performance Target (Five-Year Rolling Average 2014-2018)		Georgia Statewide Performance Target (Five-Year Rolling Average 2015-2019)		Georgia Statewide Performance Target (Five-Year Rolling Average 2016-2020)		Georgia Statewide Performance Target (Five-Year Rolling Average 2017-2021)		Georgia Statewide Performance Target (Five-Year Rolling Average 2018-2022)		Georgia Statewide Performance Target (Five-Year Rolling Average 2019-2023)	
Number of Fatalities																
	Target	1,305.2	1,376.6	1,593	1,655	1,698	1,715	1,696	1,680							
	Actual	NA	NA	NA	NA	1,551.4	TBD	TBD	TBD							
Rate of Fatalities per 100 Million Vehicle Miles Traveled																
	Target	1.148	1.172	1.320	1.310	1.280	1.230	1.21	1.36							
	Actual	NA	NA	1.178	1.194	1.238	TBD	TBD	TBD							
Number of Serious Injuries																
	Target	17,404.6	23,126.8	19,643	24,324.0	24,094	6,407.0	8,443.0	8,966.0							
	Actual	NA	NA	NA	5,836.2	6,382.0	TBD	TBD	TBD							
Rate of Serious Injuries per 100 Million Vehicle Miles Traveled																
	Target	15.348	19.756	16.318	18.900	21.8	4.422	4.610	7.679							
	Actual	NA	NA	4.312	4.612	5.098	TBD	TBD	TBD							
Number of Combined Non-Motorized Fatalities and Non-Motorized Serious Injuries																
	Target	1,138.0	978.4	1,027.0	1,126.0	1,163.0	686.5	793	802							
	Actual	NA	NA	566.8	607.4	664.4	TBD	TBD	TBD							

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 2050 Metropolitan Transportation Plan (MTP).

- 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 condition⁵ and bridge condition⁶ 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;

⁵ 23 CFR Part 490, Subpart C

⁶ 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 2-year Target (2023)	Georgia 4-year Target (2021)	Georgia 4-year Target (2023)
Percent of Interstate pavements in good condition	60%	N/A	57.0%	≥50%	≥50%	≥50%
Percent of Interstate pavements in poor condition	4%	N/A	0.3%	≤5%	≤5%	≤5%
Percent of non-Interstate NHS pavements in good condition	44%	≥40%	46.5%	≥40%	≥40%	≥40%
Percent of non-Interstate NHS pavements in poor condition	10%	≤12%	0.8%	≤12%	≤12%	≤12%
Percent of NHS bridges (by deck area) in good condition	49.1%	≥60%	67.5%	≥50%	≥60%	≥60%
Percent of NHS bridges (by deck area) in poor condition	1.35%	≤10%	0.8%	≤10%	≤10%	≤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 2050 MTP 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 System⁷, freight movement on the Interstate system⁸, and the Congestion Mitigation and Air Quality Improvement (CMAQ) Program⁹. 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);

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.

7 23 CFR Part 490, Subpart E

8 23 CFR Part 490, Subpart F

9 23 CFR Part 490, Subparts G and H

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)	Georgia 2-year Target (2023)	Georgia 4-year Target (2023)
Percent of person-miles on the Interstate system that are reliable	80.4%	73.0%	80.8%	67.0%	73.9%	68.4%
Percent of person-miles on the non-Interstate NHS that are reliable	84.9%	N/A	86.5%	81.0%	87.3%	85.3%
Truck Travel Time Reliability Index	1.44	1.66	1.44	1.78	1.62	1.65

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 2050 Metropolitan Transportation Plan (MTP).

- 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 2050 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.