Macon Area Transportation Study
Transportation Improvement Program
Fiscal Years 2024 – 2027

PREPARED BY
Macon – Bibb Planning & Zoning Commission

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

Version: August 7, 2024

The contents of this report reflect the views of the author(s) preparing the document and those individuals are responsible for the facts and the accuracy of the data presented herein. The contents of this report do not necessarily reflect the view or the policies of the Georgia Department of Transportation, Federal Highway Administration or the Federal Transit Authority. This report does not constitute a standard, specification or regulation.

The Macon Area Transportation Study operates its programs and services without regard to race, color, and national origin in accordance with the Title VI of the Civil Rights Act of 1964.

A RESOLUTION OF THE MACON AREA TRANSPORTATION STUDY POLICY COMMITTEE ADOPTING THE TRANSPORTATION IMPROVEMENT PLAN FOR FY 2024 – 2027 AND AMENDING THE 2050 TRANSPORTATION AIR QUALITY CONFORMITY DETERMINATION REPORT

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

WHEREAS, under 23 CFR, Sec. 450.326 (Code of Federal Regulations Title 23, Section 450.326), the FY 2024 – 2027 Transportation Improvement Program (TIP) is a subset of the 2050 Metropolitan Transportation Plan projects and activities to be undertaken within the MATS area in the specified four (4) year period; and

WHEREAS, under the rules and guidelines set forth in 23 CFR Sec. 450.326, the MATS MPO has identified several highway, public transportation, and aviation projects eligible for and worthy of inclusion and/or continuing support from Local, State and Federal resources over the FY 2024 – 2027 period; and

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

WHEREAS, pursuant 49 CFR 673, as originally authorized under the aforementioned MAP-21, and reauthorized under IIJA 2021, Federal Transit Administration has established procedural rules related to establishing and carrying out the Public Transportation Safety Programs for all Federal transit funding recipients and sub-recipients covered by the Urbanized Area Formula Funding Program (49 USC 5307); and

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

WHEREAS, pursuant to the re-establishment of air quality conformity requirements for the MATS MPO region (as described in the original adoption resolution for the 2050 Metropolitan Transportation Plan and 2050 Air Quality Conformity Determination Report, dated 3 May 2022), under the requirements set forth in CFR Title 40 part 93, subpart A, the MATS 2050 Air Quality Conformity Determination Report must be updated to reflect the most current iteration of the MATS Transportation Improvement Program; and

WHEREAS, on 22 May 2023, the Environmental Protection Agency updated the Macon GA Area Design Value for 8-hour ozone concentrations from 0.064 parts per million to 0.058 parts per million;

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

2024 – 2027 period; and

BE IT FURTHER RESOLVED, the MATS Policy Committee does hereby amend the 2050 Air Quality Conformity Determination Report to reference the MATS FY 2024 – 2027 Transportation Improvement Program as the current iteration of the MATS Transportation Improvement Program, and that the Design Value for 8-hour ozone concentrations is 0.058 parts per million; and

BE IT FURTHER RESOLVED that, in the event scrivener's errors are discovered in this Resolution, in this FY 2024 – 2027 TIP, the amended 2050 Air Quality Conformity Determination Report, or any examples or appendices thereto, the MATS Policy Committee authorizes the MATS staff to correct any and all such errors, to post corrected documents as needed, and inform such parties and organizations requiring notice that the error has been corrected.

Adopted by the MATS Policy Committee on September 28, 2023.

By: Lamar F. Tompkins
MATS Policy Committee Vice-Chairman

In lieu of Chairman Seth Clark, MATS Policy Committee Chair

A RESOLUTION OF THE MACON AREA TRANSPORTATION STUDY POLICY COMMITEE AMENDING THE SYSTEM PERFORMANCE REPORT, THE 2024 – 2027 TRANSPORTATION IMPROVEMENT PROGRAM, AND THE 2050 METROPOLITAN TRANSPORTATION PLAN TO REFLECT UPDATES TO PERFORMANCE MEASURES, AS INITIATED BY GEORGIA DEPARTMENT OF TRANSPORTATION ON AUGUST 31, 2023

WHEREAS, it is the objective of the Macon Area Transportation Study (MATS) to maintain a continuing, cooperative and comprehensive transportation planning process which results in plans and programs in accordance with the requirements set forth in Title 23, Section 134 of the United States Code (USC); and

WHEREAS, the 2050 Metropolitan Transportation Plan and the 2024 – 2027 Transportation Improvement Program, developed under the requirements of Code of Federal Regulations (CFR) Title 23, Sections 450.324 and 450.326 are a recognized instrument for achieving that objective; and

WHEREAS, under Code of Federal Regulations Title 23, Section 490.105, (23 CFR 490.105), as originally authorized under the Moving Ahead for Progress in the.21st Century Act (MAP-21) and continuing under the Fixing America's Surface Transportation (FAST) Act and Infrastructure Investment and Jobs Act (IIJA) of 2021, Georgia Department of Transportation (GDOT) is required to identify Performance Management Targets in five general topic areas; Safety, Infrastructure Condition, System Reliability, Freight Movement and Economic Vitality, and Congestion Reduction; and

WHEREAS, on or around August 31, 2023, 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 Federal transportation planning documents; and

WHEREAS, on September 28, 2023, the Georgia Department of Transportation (GDOT) Office of Planning informed the Georgia Association of Metropolitan Planning Organizations of new of updated Statewide performance measure targets for categories specified under 23 CFR 490.105. Specifically, those updated Statewide targets are:

Georgia Statewide Safety Targets (PM1) – Calendar Year 2024

Performance Measure	4-Year (2020 – 2024) Rolling Average
Number of Fatalities	1,680
Rate of Fatalities per 100 million Vehicle Miles Traveled (VMT)	8,966
Number of Serious Injuries	1.36
Rate of Serious Injury per 100 Vehicle Miles Traveled (VMT)	7.679
Number of Non-Motorized Fatalities and Serious Injuries	802

and;

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

WHEREAS, under 23 CFR 490.105(f)(3)(i) and 23 CFR 490.105(f)(3)(ii) MATS MPO has the option to either develop their own individual targets for the MATS planning area, or choose to simply adopt the targets established by GDOT; and

WHEREAS, the adoption of current Performance Measure targets is reflected in the System Performance Report, which is incorporated by reference into the MATS FY 2024 – 2027 TIP; and

WHEREAS, the current performance targets adopted by the MATS MPO are recorded in Chapter 13 of the MATS 2050 MTP

NOW, THEREFORE, BE IT RESOLVED that the MATS Policy Committee, the forum for cooperative transportation decision-making between locally elected officials in the Macon-Bibb County, Jones County and Monroe County areas, and duly appointed agency representatives from the State of Georgia, does hereby amend the System Performance Report and the MATS FY 2024 – 2027 TIP documents to reflect all Statewide Performance targets described in the GDOT Office of Planning e-mail to the Georgia Association of MPOs on September 28, 2023.

BE IT FURTHER RESOLVED that MATS Policy Committee does hereby amend Chapter 13 of the 2050 MTP to reflect same said measures.

BE IT FURTHER RESOLVED that, in the event scrivener's errors are discovered in this Resolution, in the body of either the 2050 Metropolitan Transportation Plan, the MATS FY 2024 – 2027 TIP or 2050 Air Quality Conformity Determination Report themselves, or any examples or appendices thereto, the MATS Policy Committee authorizes and directs the MATS staff to correct any and all such errors, to post corrected documents as needed, and inform such parties and organizations requiring notice that the errors in question have been corrected.

So adopted by the MATS Policy Committee on this 1st day of May, 2024

By: Valerie F Wynn
Valerie Wynn
MATS Policy Committee Chairman

A RESOLUTION OF THE MACON AREA TRANSPORTATION STUDY POLICY COMMITEE APPROVING PROJECT AMENDMENTS TO THE 2050 METROPOLITAN TRANSPORTATION PLAN AND FY 2024 – 2027 TRANSPORTATION IMPROVEMENT PROGRAM

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

WHEREAS, the 2050 Metropolitan Transportation Plan (2050 MTP), developed under the requirements of Code of Federal Regulations (CFR) Title 23, Section 450.324, (23 CFR 450.306) and the FY 2024 – 2027 Transportation Improvement Program (FY 2024 – 2027 TIP), developed under the requirements of CFR Title 23, Section 450.326, are the recognized instrument for accomplishing this objective; and

WHEREAS, subsequent to the adoption of the original MATS 2050 MTP on May 3, 2022, and the original MATS FY 2024 – 2027 TIP on September 28, 2023, the Georgia Department of Transportation (GDOT), between February 22, 2024 and March 11, 2024, identified the following phases of projects for inclusion, amendment in the MATS FY 2024 – 2027 TIP and 2050 MTP, as well as projects to be removed because they have been identified as redundant or unnecessary:

Projects to be Removed from MATS 2050 Metropolitan Transportation Plan and FY 2024 – 2027 TIP	*Projects to be Added or Amended in MATS 2050 Metropolitan Transportation Plan*	*Project Phases to be Added or Amended in MATS FY 2024 – 2027 TIP*
○ GDOT Project # 0019088 – SR 11/SR 22/US 129 @ Sand Creek) in the amount of $515,000. This project is being consolidated into GDOT Project #0017231	○ GDOT Project #0019933 – I-75 @ Rocky Creek New Project (Bridge Replacement), to be added at GDOT Request – **$19,400,000** ○ GDOT Project #0019934 – I-475 Southbound & Northbound @ Tobesofkee Creek 3 Miles South of Macon New Project (Bridge Replacement), to be added at GDOT Request – **$23,000,000**	○ GDOT Project #0013712 I-16 Eastbound & Westbound @ Walnut Creek – Increase from **$15,158,410** ($12,126,728 Federal; $3,031,682 State) to **$19,021,722.74.** ($15,217,378.19 Federal; $3,804,344.55 State), for Utilities and Construction project phases in FY 2024. ○ GDOT Project #0014072 I-16 Eastbound &

- GDOT Project #0019935 – I-16 Eastbound & Westbound @ CSX #636057K & Boggy Branch, 1.5 miles East of Macon
  New Project (Bridge Replacement), to be added at GDOT Request – **$29,000,000**
- GDOT Project #0019936 – I-16 Eastbound & Westbound @ Ocmulgee River Overflow
  New Project (Bridge Replacement), to be added at GDOT Request – **$13,000,000**
- GDOT Project #0019945 – I-16 Eastbound & Westbound @ Ocmulgee River Overflow
  New Project (Bridge Replacement), to be added at GDOT Request – **$13,600,000**
- GDOT Project #0020056 – Bondsview Rd. from West of Stone Creek to SR 87
  New Project (Roadway Project), to be added at GDOT and Macon-Bibb County Request– **$490,000**
- GDOT Project #0019937 – I-16 Eastbound & Westbound @ Walnut Creek – Reinstate project in the amount of **$19,636,645.00**. ($15,709,316 Federal; $3,92,7329 State) for Construction project phase in FY 2024. This project was originally included in the MATs FY 2021 - 2024 TIP, and is being amended into the MATS FY 2024 – 2027 TIP as a continuation of the existing project.
- GDOT Project #0019933 – I-75 @ Rocky Creek – New Project in the amount of **$1,100,000** ($880,000 Federal; $220,000 State), for Preliminary Engineering phase in FY 2024 and anticipated Right Of WayAcquisition phase in FY 2027
- GDOT Project #0019934 – I-475 Southbound & Northbound @ Tobesofkee Creek 3 Miles South of Macon – New Project in the amount of **$1,700,000** ($1,360,000 Federal; $340,000 State) for Preliminary Engineering phase in FY 2024 and anticipated Right Of Way in FY 2027

GDOT Project #0019935 – I-16 Eastbound & Westbound @ CSX #636057K & Boggy Branch 1.5 Miles East of Macon – New Project in the amount of **$1,700,000** ($1,360,000 Federal; $340,000 State) for Preliminary Engineering phase in FY 2024 and anticipated Right Of Way in FY 2027

- GDOT Project #0019936 – I-16 Eastbound & Westbound @ CSX #636057K & Boggy Branch 1.5 Miles East of Macon – New Project in the amount of **$1,700,000** ($1,360,000 Federal; $340,000 State) for Preliminary Engineering phase in FY 2024 and anticipated Right Of Way in FY 2027
- GDOT Project #0019945 – SR 19/SR 87 Southbound & Northbound @ Walnut Creek – New Project in the amount of **$1,700,000** ($1,360,000 Federal; $340,000 State) for Preliminary Engineering phase in FY 2024 and anticipated

Right Of Way in FY 2027
- GDOT Project #0020056 – Bondsview Rd. from West of Stone Creek to SR 87
New Project (Roadway Project), in the amount of **$490,000** ($490,000 Federal; $0 State) for Construction phase in FY 2024

and;

WHEREAS, pursuant to 23 CFR 450.324(f)(11)(iii) and 23 CFR 450.324(f)(11)(iv), the MATS 2050 MTP must continue to demonstrate that adding the proposed projects and project phases will not exceed the anticipated revenues available for the 2050 MTP planning horizon; and

WHEREAS, pursuant to 23 CFR 450.326(j), the MATS 2024 – 2027 must similarly continue to demonstrate that adding the proposed projects and project phases will not exceed the anticipated revenues available for the 2024 – 2027 planning period; and

WHEREAS, pursuant to fulfilling the requirements of 23 CFR 450.324(f)(11) and 23 CFR 450.326(i), the adoption of the FY 2024 – 2027 TIP after the adoption of the 2050 MTP creates a need to update the MATS 2050 MTP to reflect project costs associated with the MATS FY 2024 – 2027 TIP, in order to continue demonstrating fiscal constraint and preserve the ability to amend both the 2050 MTP and FY 2024 – 2027 TIP as needed; and

WHEREAS, on March 15, 2024, Georgia Department of Transportation – Office of Planning sent an e-mail to MATS MPO staff verifying that the marginal costs increases associated with the proposed projects and project phases described above shall be covered with increased Federal and State match revenues for both the MATS 2050 MTP and MATS FY 2024 – 2027 TIP, as appropriate; and

WHEREAS after adjusting for the project cost updates from the MATS FY 2024 – 2027 TIP, this assurance results in the MATS 2050 MTP maintaining a fiscal balance surplus of **$117,224,670.16** for Highway Capital Projects, **$154,902,999.37** for Highway Maintenance Projects, and **$33,020,776.25** for Transit Projects

NOW, THEREFORE, BE IT RESOLVED that the MATS Policy Committee, the forum for cooperative transportation decision-making in the Macon urban area does hereby approve the project and project phase

amendments described above to the MATS 2050 Metropolitan Transportation Plan – Chapter 6 (Road and Bridge Projects) and MATS FY 2024 – 2027 Transportation Improvement Program – Chapter 2 (Road and Bridge Projects); and

BE IT FURTHER RESOLVED that the MATS Policy Committee, hereby amends the MATS 2050 Metropolitan Transportation Plan – Chapter 6 (Roads and Bridge Projects) and to reflect the incorporation of the updated project costs described in the MATS FY 2024 – 2027 TIP, including the adoption of the projects described above and the verification of additional funds available pursuant to the e-mail from Georgia Department of Transportation – Office of Planning on March 15, 2024; and

BE IT FURTHER RESOLVED that the MATS Policy Committee hereby amends the MATS 2050 Metropolitan Transportation Plan – Chapter 8 (Fiscal Assessment) and the MATS FY 2024 – 2027 TIP – Chapter 3 (Funding) to demonstrate continued fiscal constraint.

BE IT FURTHER RESOLVED that, in the event scrivener's errors are discovered in this Resolution, in the body of either the 2050 Metropolitan Transportation Plan, or the MATS FY 2024 – 2027 TIP themselves, or any examples or appendices thereto, the MATS Policy Committee authorizes and directs the MATS staff to correct any and all such errors, to post corrected documents as needed, and inform such parties and organizations requiring notice that the errors in question have been corrected.

Adopted by the MATS Policy Committee on the 1st day of May 2024.

By: Valerie F. Wynn
Valerie Wynn
MATS Policy Chairman

A RESOLUTION OF THE MACON AREA TRANSPORTATION STUDY POLICY COMMITEE APPROVING PROJECT AMENDMENTS TO THE 2050 METROPOLITAN TRANSPORTATION PLAN AND FY 2024 – 2027 TRANSPORTATION IMPROVEMENT PROGRAM

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

WHEREAS, the 2050 Metropolitan Transportation Plan (2050 MTP), developed under the requirements of Code of Federal Regulations (CFR) Title 23, Section 450.324, (23 CFR 450.306) and the FY 2024 – 2027 Transportation Improvement Program (FY 2024 – 2027 TIP), developed under the requirements of CFR Title 23, Section 450.326, are the recognized instrument for accomplishing this objective; and

WHEREAS, subsequent to the adoption of the original MATS 2050 MTP on May 3, 2022, and the original MATS FY 2024 – 2027 TIP on September 28, 2023, the Georgia Department of Transportation (GDOT), on May 10, 2024, identified the following phases of projects for inclusion, amendment in the MATS FY 2024 – 2027 TIP and 2050 MTP

:

Projects to be Added or Amended in MATS 2050 Metropolitan Transportation Plan

- GDOT Project #0020213 – (SR 247/US 129 Southbound & Northbound at Norfolk Southern Bridge #729382R) New Project (Bridge Replacement), to be added at GDOT Request– **$22,650,000**
- GDOT Project #0020345 – (I-16 from SR 22 in Bibb County to SR 96 in Twiggs County) New Project (Electric Vehicle Infrastructure), to be added at GDOT Request – **$425,000**

Project Phases to be Added or Amended in MATS FY 2024 – 2027 TIP

- GDOT Project #0020213 – (SR 247/US 129 Southbound & Northbound at Norfolk Southern Bridge #729382R) New Project (Bridge Replacement), to be added at GDOT Request Preliminary Engineering Phase FY 2025 - $1,400,000 Right of Way Phase FY 2027 - $750,000 FY 2024 – 2027 Total: – **$2,150,000**
- GDOT Project #0020345 – (I-16 from SR 22 in Bibb County to SR 96 in Twiggs County) New Project (Electric Vehicle Infrastructure), to be added at GDOT Request Construction Phase FY 2025 - **$425,000** FY 2024 – 2027 Total: – **$425,00**

- Macon-Bibb County Neighborhood Access and Equity (NAE) Planning Grant - Pleasant Hill Reconnection and Commercial Planning
  FY 2024 – 2027 Total: – **$600,00**

and;

WHEREAS, pursuant to 23 CFR 450.324(f)(11)(iii) and 23 CFR 450.324(f)(11)(iv), the MATS 2050 MTP must continue to demonstrate that adding the proposed projects and project phases will not exceed the anticipated revenues available for the 2050 MTP planning horizon; and

WHEREAS, pursuant to 23 CFR 450.326(j), the MATS 2024 – 2027 must similarly continue to demonstrate that adding the proposed projects and project phases will not exceed the anticipated revenues available for the 2024 – 2027 planning period; and

WHEREAS, pursuant to fulfilling the requirements of 23 CFR 450.324(f)(11) and 23 CFR 450.326(i), the adoption of the FY 2024 – 2027 TIP after the adoption of the 2050 MTP creates a need to update the MATS 2050 MTP to reflect project costs associated with the MATS FY 2024 – 2027 TIP, in order to continue demonstrating fiscal constraint and preserve the ability to amend both the 2050 MTP and FY 2024 – 2027 TIP as needed; and

WHEREAS, in the original notification of May 10, 2024, Georgia Department of Transportation – Office of Planning verified that the marginal costs increases associated with the proposed projects and project phases described above shall be covered with increased Federal and State match revenues for both the MATS 2050 MTP and MATS FY 2024 – 2027 TIP, as appropriate; and

WHEREAS after adjusting for the project cost updates from the MATS FY 2024 – 2027 TIP, this assurance results in the MATS 2050 MTP maintaining a fiscal balance surplus of **$117,224,670.16** for Highway Capital Projects, **$154,902,999.37** for Highway Maintenance Projects, and **$33,020,776.25** for Transit Projects

NOW, THEREFORE, BE IT RESOLVED that the MATS Policy Committee, the forum for cooperative transportation decision-making in the Macon urban area does hereby approve the project and project phase amendments described above to the MATS 2050 Metropolitan Transportation Plan – Chapter 6 (Road and Bridge Projects) and MATS FY 2024 – 2027 Transportation Improvement Program – Chapter 2 (Road and Bridge Projects); and

BE IT FURTHER RESOLVED that the MATS Policy Committee, hereby amends the MATS 2050 Metropolitan Transportation Plan – Chapter 6 (Roads and Bridge Projects) and to reflect the incorporation of the updated project costs described in the MATS FY 2024 – 2027 TIP, including the adoption of the projects described above and the verification of additional funds available pursuant to the e-mail from Georgia Department of Transportation – Office of Planning on May 10, 2024; and

BE IT FURTHER RESOLVED that the MATS Policy Committee hereby amends the MATS 2050 Metropolitan Transportation Plan – Chapter 8 (Fiscal Assessment) and the MATS FY 2024 – 2027 TIP – Chapter 3 (Funding) to demonstrate continued fiscal constraint.

BE IT FURTHER RESOLVED that, in the event scrivener's errors are discovered in this Resolution, in the body of either the 2050 Metropolitan Transportation Plan, or the MATS FY 2024 – 2027 TIP themselves, or any examples or appendices thereto, the MATS Policy Committee authorizes and directs the MATS staff to correct any and all such errors, to post corrected documents as needed, and inform such parties and organizations requiring notice that the errors in question have been corrected.

Adopted by the MATS Policy Committee on the 7th day of August 2024.

By: Valerie F Wynn

Valerie Wynn

MATS Policy Chairman

CERTIFICATION
OF THE
MACON AREA TRANSPORTATION STUDY METROPOLITAN PLANNING ORGANIZATION

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

I. **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.

g) 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.

7/21/23

Seth Clark, Policy Committee Chairman — Date
Macon Area Transportation Study Metropolitan Planning Organization

Vivian Canizares

Digitally signed by Vivian Canizares
Date: 2023.09.13 14:50:57 -04'00'

Vivian Canizares, Assistant State Transportation Planning Administrator — Date
Georgia Department of Transportation, Office of Planning

Matt Markham

Digitally signed by Matt Markham
Date: 2023.09.14 08:47:36 -04'00'

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

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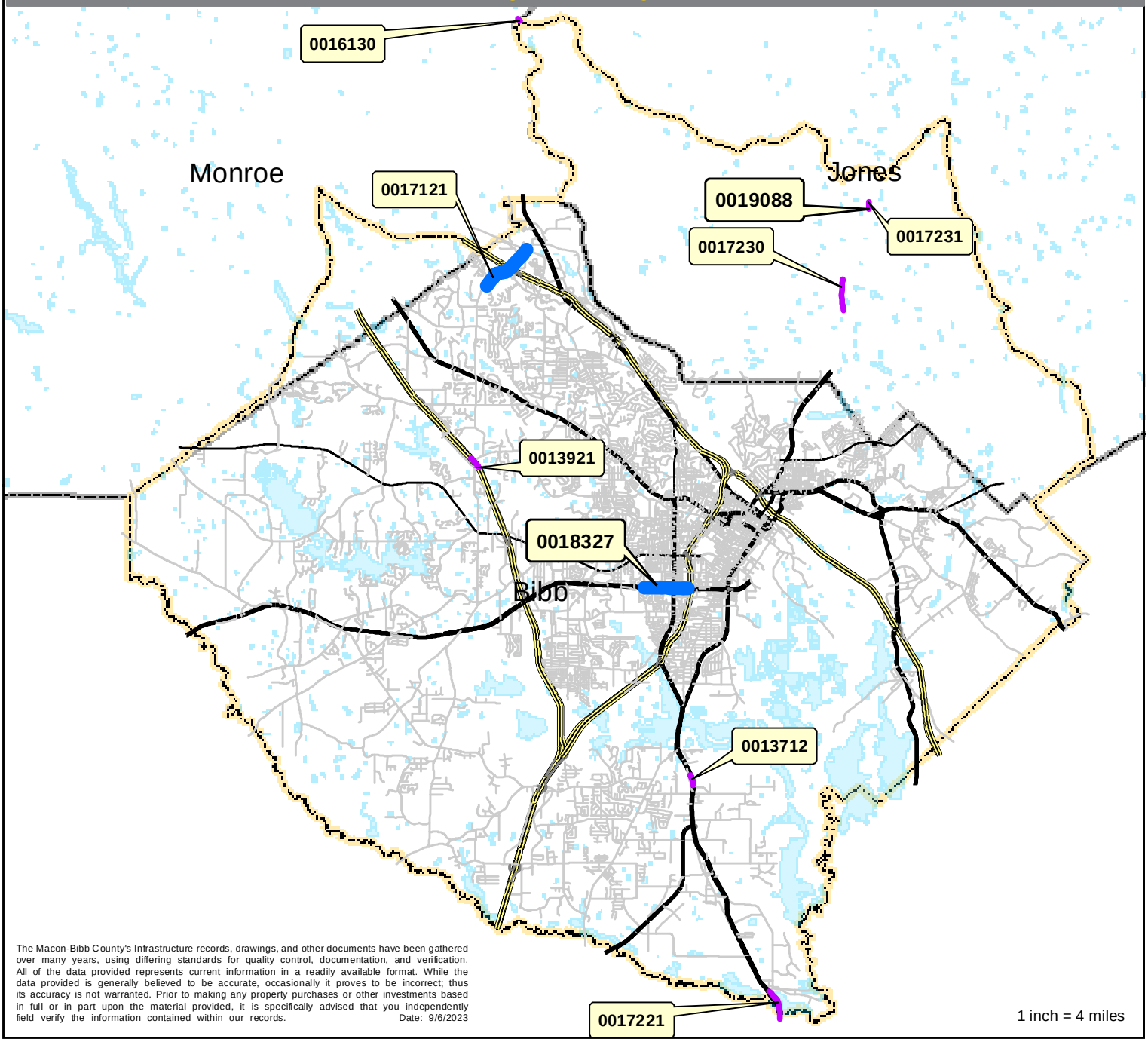
MATS MPO Transportation Improvement Program Projects
FY 2024 - FY 2027



The Macon-Bibb County's Infrastructure records, drawings, and other documents have been gathered over many years, using differing standards for quality control, documentation, and verification. All of the data provided represents current information in a readily available format. While the data provided is generally believed to be accurate, occasionally it proves to be incorrect; thus its accuracy is not warranted. Prior to making any property purchases or other investments based in full or in part upon the material provided, it is specifically advised that you independently field verify the information contained within our records. Date: 9/6/2023

[illegible]	Description	Project Type	County
0013712	Replace Railroad Bridge on SR 11/SR 49/US 41 @ Norfolk Southern #734080Y, 1.4 Miles South of Macon	Bridges	Bibb
0013921	Bridge Replacement - Replace Bridge on I-475 @ CR 742/Tucker Rd, 2 miles West of Macon.	Bridges	Bibb
0016130	SR 18 @ Ocmulgee River, 13 Miles East of Forsyth	Bridges	Jones
0017121	CR 742/Bass Road from Providence Blvd to New Forsyth Road	Bridges & Roadway Project	Bibb
0017221	SR 247 @ Echeconne Creek & Overflow @ 3 Locations	Bridges	Bibb, Houston
0017230	SR 11/SR 22/US 129 Southbound & Northbound @ Rock Creek	Bridges	Jones
0017231	SR 11/SR 22/US 129 Sand Creek	Bridges	Jones
0018327	SR 22/US 80 From CR 5503/Canterbury Road to I-75 SB Ramp	Roadway Project	Bibb
0019088	SR 11/SR 22/US 129 NB @ Sand Creek	Bridges	Jones

INTRODUCTION

Chapter 1| Introduction

Purpose and Document Organization

The purpose of this document is to provide an overview of the Transportation Improvement Program (TIP) and to also present the projects in TIP for fiscal years 2024 - 2027. This document outlines the various TIP projects, funding plan and other information, answers frequently asked questions about the TIP, and provides an overview of the Metropolitan Planning Organization. A project may not receive federal funds or receive other critical federal project approvals unless it is included in the TIP.

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

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

Chapter 2 contains the individual project worksheets and description of each project, as well as the funding amounts for each year according to the applicable project phase, for all the road and bridge projects in this TIP. Projects that are not categorized as "Lump Sum" are referenced by their P.I. number, as listed in the MATS 2050 Long Range Transportation Plan - Chapter 6.

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

Chapter 4 introduces the transit section of the TIP, which contains the capital items as well as the operating amounts for the Macon Transit Authority for FY 2024-2027.

Chapter 5 describes the improvements that are scheduled for the Middle Georgia Regional Airport and the Macon Downtown Airport, respectively, between the start of FY 2024 and the end of FY 2027.

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

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

MATS MPO is committed to enforcing the provisions of Title VI of the Civil Rights Act of 1964 and taking positive and realistic affirmative steps to ensure the protection of rights and opportunities for all persons affected by its programs, services, and activities.

Overview of MATS / Metropolitan Planning Organization

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

The Macon-Bibb County Planning and Zoning Commission serves as the staff for the MATS MPO, conducting a comprehensive transportation planning process as required by the aforementioned Federal Aid Highway Act, and continued under the Infrastructure Investment & Jobs Act (IIJA) of 2021. The IIJA is the most recent federal legislation outlining the requirements for the regional transportation planning process, including the designation of MPOs to oversee the process in metropolitan areas. It also requires MPOs to develop their Metropolitan Transportation Plan (MTP) for their region using a minimum 20-year horizon.

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

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

The IIJA was signed into law on November 15, 2021.

Overview of MATS Transportation Improvement Program

The MATS – Transportation Improvement Program (TIP) is a four-year capital improvement program drawn from the 2050 Metropolitan Transportation Plan (2050 MTP; see https://www.maconmpo.com/lrtp/ for full details). This particular TIP outlines the roadway, airport and transit projects planned for the MATS Study Area during state fiscal years 2024 through 2027.[1] In relation to carrying out the goals and objectives of the 2050 MTP, the TIP document identifies specific activities on individual projects identified in the 2050 MTP. For the roadway projects, each location specific project listed in this TIP includes a reference to the project Priority Number in the 2050 MTP Roads & Bridges project list.

The TIP is the result of comprehensive transportation planning at the local level, combined with cooperation and assistance from state and federal officials. Development of both the MTP and TIP are guided by the FHWA/FTA Metropolitan Planning Regulations, 23 CFR Part 450, which require the FY 2024 – 2027 TIP to demonstrate financial constraint. The TIP addresses this requirement by depicting both project costs and anticipated available funding, grouped by federal funding codes.

[1] Fiscal years begin on July 1 of the previous year and end June 30 of the current year. For example, the fiscal year for 2024 (abbreviated FY 2024) began July 1, 2023, and ends June 30, 2024.

Transportation Improvement Program FAQ's

What is the Transportation Improvement Program or TIP?

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

Why is there a TIP?

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

What is the TIP relationship with the Metropolitan Transportation Plan (MTP)?

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

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

Who develops the TIP?

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

How often is the TIP updated?

The TIP is required to be updated at least once every 4 years. In addition, the TIP may be amended at any time, if the amendments are consistent with the adopted MTP. It is not uncommon that, when new regional transportation projects are identified by State or local supporters, the MTP and the TIP are amended simultaneously, in order to expedite the project.

TIP FAQ's (continued)

How is public involvement guided?

The MPO's public involvement activities are guided by the MATS adopted Public Involvement Process. A copy of the adopted Public Involvement Process is available on the MATS website (https://www.maconmpo.com/participation-plan/). Comments received as a result of this process are considered throughout the MATS planning process.

How is the TIP Funded?

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

How do I track changes in a Project?

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

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

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

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

TIP Highway Program Funding Sources

(Funding streams with "*" next to them are currently utilized in this TIP)

Carbon Reduction Program (Carbon)* – Originally authorized under the IIJA (2021), this program is designated for reduction of transportation emissions or development of carbon reduction strategies.

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

Congressional Direction Projects (CD Project) –These are projects that have been designated by Congress for specific funding.

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

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

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

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

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

Promoting, Resilient Operations for Transformative, Efficient, and Cost Saving Transportation (PROTECT) Grants – Originally authorized under the IIJA (2021), this program is intended to support planning and construction work related to reinforcing community resiliency, development and maintenance of evacuation routes, and protection of at risk coastal infrastructure.

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

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

Transportation Alternatives Program (TAP) – This program is a partnership between GDOT and FHWA, providing funds for local governments "to pursue non-traditional transportation related activities such as pedestrian facilities, bicycle facilities, and pedestrian streetscaping projects."

National Transportation Performance Measures and State Targets in the TIP

This section describes the effect the projects identified in the FY 2024 - 2027 TIP will have on addressing the national performance measures and in achieving the related State targets. Federal regulations (23 CFR 450.326(d)) states that "the TIP shall include, to the maximum extent practicable, a description of the anticipated effect of the TIP toward achieving the performance targets identified in the metropolitan transportation plan, linking investment priorities to those performance targets."

The complete list of performance measures and specific State targets are discussed below. Current status on achieving those targets can be found at https://www.fhwa.dot.gov/tpm/reporting/state/state.cfm?state=Georgia. The section below breaks out the discussion by Performance Management areas.

PM 1 – Highway Safety Improvement Program

On November 1, 2017, the MATS Policy Committee adopted the original Highway Safety Performance Measure Targets proposed by GDOT. These targets are measured as a five year rolling average, and are updated on an annual basis. For a history of the Safety Performance Measure targets adopted by GDOT, see the MATS MPO System Performance Report, contained in the Appendix. The most recently adopted Statewide targets are listed below.

Statewide Targets for National Safety Performance Measures (as of August 31, 2024)

National Safety Performance Measures	State Safety Targets (2019-2023 rolling avg.)	State Safety Targets (2020-2024 rolling avg.)
# of Fatalities	1,680.0	1,680.0
Rate of Fatalities per 100 million VMT	1.36	1.36
# of Serious Injuries	8,966.0	8,966.0
Rate of Serious Injuries per 100 million VMT	7.679	7.679
Total # of Non-Motorized Fatalities and Serious Injuries	802.00	802.00

Specific Projects in the FY 2024 – 2027 TIP that address these goals are identified in Appendix A, Sub-Appendix Table A-2. All of these proposed design improvements are intended to help reduce crashes, fatalities, and serious injuries in the MATS region thereby helping the state achieve its safety targets.

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

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

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

Statewide Targets for Pavement and Bridge Condition Performance Measures (as of December 14. 2022)

National Pavement and Bridge Condition Performance Measures	2 Year Interim Targets	4-Year Target
Percentage of Interstate NHS pavements in **Good** condition	≥ 50% in Good Condition	≥ 50% in Good Condition
Percentage of Interstate NHS pavements in **Poor** condition	≤ 5% in Poor Condition	≤ 5% in Poor Condition
Percentage of Non-Interstate NHS pavements in **Good** condition	≥ 40% in Good Condition	≥ 40% in Good Condition
Percentage of NHS pavements in **Poor** condition	≤ 12% in Poor Condition	≤ 12% in Poor Condition
Percent of NHS Bridges in **Good** condition as a percentage of total NHS bridge deck are	≥ 50% in Good Condition	≥ 60% in Good Condition
Percent of NHS Bridges in **Poor** condition as a percentage of total NHS bridge deck area	≤ 10% in Poor Condition	≤ 10% in Poor Condition

Specific Projects in the FY 2024 – 2027 TIP that address these goals are identified in Appendix A, Sub-Appendix Table A-2. All projects with these descriptions are intended to maintain bridge decks and pavement conditions for roads within MATS region to a level consistent with the State Pavement and Bridge Condition performance targets.

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

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

On May 16, 2018, GDOT established two- and four-year Statewide performance targets for the National Highway System Performance, Freight Movement on the Interstate System, and Congestion Mitigation and Air Quality Improvement Program, for the first performance measurement period. Subsequently, on August 20, 2018, GDOT communicated new targets for emission reductions related to improved air quality. The most recently adopted Statewide targets that are relevant to MATS are summarized in the table below.

Statewide Targets for System Performance, Freight Movement and CMAQ Performance Measures (as of December 14, 2022)

National System Performance and Freight Movement, and Congestion Mitigation & Air Quality Performance Measures	Applicable Roadway	State Targets (2014-2018 rolling avg.)	
		2 -Year Target	4-Year Target
Percent of person-miles traveled on the Interstate that are reliable	Interstate	≥73.9%	≥68.4%
Percent of person-miles traveled on non-Interstate NHS that are reliable	Non-Interstate	≥87.3%	≥85.3%
Truck Travel Time Reliability Index	All Roads	≤1.62	≤1.65
Total Emissions Reduction	All Roads	VOC 157.200 kg/day NOx 510.900 kg/day	VOC 257.100 kg/day NOx 904.200 kg/day

Specific Projects in the FY 2024 – 2027 TIP that address these goals are identified in Appendix A, Sub-Appendix Table A-2. All projects with these descriptions are intended to maintain travel network efficiency for individuals and freight on roads within MATS region, to a level consistent with State performance targets relevant to the MATS region for System Performance and Freight Movement, and Congestion Mitigation & Air Quality.

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

Transit Performance Measures

Transit Asset Management

In addition to the metrics and goals identified above for roads, highways and bridges, MAP-21 also directs the Federal Transit Administration (FTA) to establish Performance Measures for transit service providers, focusing specifically on State of Good Repair. In July 2016, FTA issued the final rule (49 CFR 625.17) establishing Transit Asset Management (TAM) requirements for recipients and sub-recipients of federal funds. Based on the requirements established under 23 CFR 450.324 and 23 CFR 450.326, acknowledgement of this final rule also must be reflected in the MATS FY 2024 – 2027 TIP.

On March 29, 2023, Georgia Dept. of Transportation – Intermodal Division published updated Group TAM Plans and targets for Tier II sub-recipients of FTA 5307 Operating Funds. The Group TAM Plan covers the four year period FY 2023 through FY 2026, and includes both preliminary assessments relative to TAM Plan targets, and a detailed breakdown of TAM targets by asset class, with specific TAM Plan targets (see table next page).

Because both Jones County Transit (JCT) and Macon-Bibb County Transit Authority (MTA) are specifically identified as being covered under the GDOT Group TAM Plan, the targets identified in that plan are applicable by reference in the MATS FY 2024 – 2027 TIP.

To that end, the following projects in the MATS FY 2024 – 2027 TIP are identified as supporting JCT and MTA compliance with transit performance measures:

- MTA purchase of twelve (12) 35 ft. Transit busses between FY 2024 and FY 2027, to replace anticipated fleet retirements (including eleven (11) 35 ft. electric busses under FTA 5339(a) Low Emission/No Emission grant);
- Maintenance and renovations to the MTA Terminal Station property, in a manner a manner consistent with the property's listing on the National Historic Register;
- Replacement and refurbishment of bus shelters and benches within the MTA transit network;
- Continued assistance to Middle Georgia Regional Commission (MGRC), wherein MGRC serves as 5311 Rural Transit program manager for JCT

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

Detailed Breakdown of GDOT TAM Targets for Tier II Sub-Recipients of FTA 5307 Operating Funds, and Proposed FY 2023 TAM Targets

Asset Category/Class	Total Number	Useful Life Benchmark (ULB)	Number Exceeding ULB/3.0 TERM Rating	FY 2022 Initial Targets	FY 2022 Actual	FY 2023 Proposed Targets
Rolling Stock						
BU-Bus (<=30')	32	12 yrs.	6	20%	19%	20%
BU-Bus (>30')	111	14 yrs.	2	20%	2%	10%
CU – Cutaway Bus	560	5 yrs.	111	10%	20%	53%
MV – Minivan	12	6 yrs.	0	35%	0%	10%
SB – School bus	30	15 yrs.	8	25%	27%	25%
VN – Van	49	6 yrs.	0	50%	0%	10%
Equipment						
AO – Automobile	17	8 yrs.	10	55%	59%	10%
Trucks and other Rubber Tire Vehicles	52	10 yrs.	25	55%	48%	10%
Equip. > $50,000	68	varies	n/a	n/a	n/a	n/a
Facilities (Only including facilities for which agencies have capital responsibility)						
Administration	12	3.0 TERM Rating	1	25%	8%	25%
Maintenance	8	3.0 TERM Rating	1	25%	13%	25%
Parking Facilities	1	3.0 TERM Rating	0	10%	0%	10%
Passenger Facilities	4	3.0 TERM Rating	0	10%	0%	10%

Source: GDOT Group Transit Asset Management Plan, Table 5.1 – Summary of Initial Performance Targets and Table 5.2 – Summary of FY 2023 Performance Targets, 29 March 2023.

Public Transit Agency Safety Planning

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

- Documents the processes and activities related to safety management system implementation;

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

- Includes performance targets measures established under the National Public Transportation Safety Plan;
- Establish a process and timeline for conducting annual reviews and updates for performance targets

On December 21, 2022, Macon-Bibb County Transit Authority (MTA) adopted an updated PTASP document consistent with the requirements set forth by FTA. As the sole recipient of 5307 funds in the MATS planning area, the Macon-Bibb County Transit Authority Safety Plan (MTA-SP) document is the controlling reference for transit related Safety Performance Measures in the MATS region.

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

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

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

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

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

ROAD & BRIDGE PROJECTS

Chapter 2 | Road & Bridge Projects

PROJECTS IN FY 2024 – 2027 TIP CURRENTLY UNDERWAY	PI#
⌘ SR 11/SR 49/US 41@Norfolk Southern RR – Bridge Replacement	0013712
⌘ I-475@ Tucker Rd. – Bridge Replacement	0013921
⌘ SR 18/Ocmulgee River, 13 miles East of Forsyth – Bridge Replacement	0016130
⌘ CR 742/Bass Rd From Providence Blvd. to New Forsyth Rd.	0017121
⌘ SR 247/Hawkinsville Rd. @ Echeconnee Creek & Overflows at 3 Locations – Bridge Replacement	0017221
⌘ SR 11/SR 22/US 129 Southbound & Northbound @ Rock Creek – Bridge Replacement	0017230
⌘ SR 11/SR 22/US 129 @ Sand Creek– Bridge Replacement	0017231
⌘ SR 22/US 80 From CR 5503/Canterbury Rd To I-75 SB Ramp	0018327
⌘ SR 11/NB 129 @ Sand Creek– Bridge Replacement	0019088
NEW PROJECTS IN FY 2024 – 2027 TIP	**PI#**
⌘ I-75 @ Rocky Creek	0019933
⌘ I-475 Southbound & Northbound @ Tobesofkee Creek 3 Miles South of Macon	0019934
⌘ I-16 Eastbound & Westbound @ CSX #636057K & Boggy Branch, 1.5 miles East of Macon	0019935
⌘ I-16 Eastbound & Westbound @ Ocmulgee River Overflow	0019936
⌘ SR 19/SR 87 Southbound & Northbound @ Walnut Creek	0019945
⌘ Bondsview Rd. from West of Stone Creek to SR 87	0020056
⌘ SR 247/US 129 SB & NB @ NS #729382R	0020213
⌘ I-16 From SR 22/Bibb to SR 96/Twiggs	0020345

Project Worksheet Date: 3/24/2023

PROJECT NAME :	ROADWAY LIGHTING	***PROJECT #:***	
PROJECT DESCRIPTION:	LUMP SUM	***P.I. NOS:***	LUMP SUM
		TIP#:	MCN-72
		COUNTY:	BIBB
LENGTH (MI)	***# OF LANES-EXISTING:*** N/A	***PLANNED:***	N/A
TRAFFIC VI\OLUMES (ADT)	N/A ***(2012)*** N/A	***(2040)***	
LOCAL RD. #	***ST./US. #***	***FUNDING***	Y001
COMMENTS/REMARKS:	For a more detailed explanation of the Lump Sum projects, please see the Appendix.		

PROJECT PHASE	***$ SOURCE***	***FY 2021***	***FY 2022***	***FY 2023***	***FY 2024***	***TOTAL***
PRELIMINARY ENGR.						$0
RIGHT-OF-WAY						$0
UTILITIES						$0
CONSTRUCTION	FED./ST.	$14,000	$14,000	$14,000	$14,000	$56,000
PROJECT COST		**$14,000**	**$14,000**	**$14,000**	**$14,000**	**$56,000**
FEDERAL COST		$11,200	$11,200	$11,200	$11,200	$44,800
STATE COST		$2,800	$2,800	$2,800	$2,800	$11,200
LOCAL COST						$0

DOT DISTRICT ***3***	***CONGRESSIONALN DIST:*** ***2 & 8***	***RC***	MG
Fund 1 For P I 1:	Fund 2 For P I 2:	Fund 3 For P I 3:	

PROJECT LOCATION

NO MAP AVAILABLE

Project Worksheet Date: 3/24/2023

PROJECT NAME:	BRIDGE MAINTENANCE			***PROJECT#:***	
PROJECT DESCRIPTION:	Provide bridge painting at various locations under the Surface Transportation Program.			***P.I. NOS:***	LUMP SUM
				TIP#:	MCN-76
				COUNTY:	BIBB
LENGTH (MI):	***# OF LANES - EXISTING:***		N/A	***PLANNED:***	N/A
TRAFFIC VOLUMES (ADT):	N/A	***(2012)***	N/A	***(2040)***	
LOCAL RD. #:	***ST./US #***			***FUNDING :***	Y240
COMMENTS/REMARKS:	For a more detailed explanation of the Lump Sum projects, please see the Appendix.				

PROJECT PHASE	***$ SOURCE***	***FY 2021***	***FY 2022***	***FY 2023***	***FY 2024***	***TOTAL***
PRELIMINARY ENGR.		$0.00	$0.00	$0.00	$0.00	$0
RIGHT-OF-WAY		$0.00	$0.00	$0.00	$0.00	$0
UTILITIES		$0.00	$0.00	$0.00	$0.00	$0
CONSTRUCTION	FED./ST.	$639,000.00	$639,000.00	$639,000.00	$639,000.00	$2,556,000
PROJECT COST		**$639,000.00**	**$639,000.00**	**$639,000.00**	**$639,000.00**	**$2,556,000**
FEDERAL COST		$511,200.00	$511,200.00	$511,200.00	$511,200.00	$2,044,800
STATE COST		$127,800.00	$127,800.00	$127,800.00	$127,800.00	$511,200
LOCAL COST		$0.00	$0.00	$0.00	$0.00	$0

DOT DISTRICT:	***3***	***CONGRESSIONAL DIST:***	***2 & 8***	***RC***	MG
Fund 1 For PI 1:		Fund 2 For PI 2:		Fund 3 For PI 3:	

PROJECT LOCATION

NO MAP AVAILABLE

Project Worksheet Date: 3/24/2023

PROJECT NAME:	ROAD MAINTENANCE - ANY AREA		***PROJECT#:***
PROJECT DESCRIPTION:	Provide pavement resurfacing and maintenance at various locations under the Surface Transportation Program.		***P.I. NOS:*** LUMP SUM
			TIP#: MCN-75
			COUNTY: BIBB
LENGTH (MI):	***# OF LANES - EXISTING:***	N/A	***PLANNED:*** N/A
TRAFFIC VOLUMES (ADT):	N/A ***(2012)***	N/A	***(2040)***
LOCAL RD. #:	***ST./US #***		***FUNDING :***
COMMENTS/REMARKS:	For a more detailed explanation of the Lump Sum projects, please see the Appendix.		

PROJECT PHASE	***$ SOURCE***	***FY 2024***	***FY 2025***	***FY 2026***	***FY 2027***	***TOTAL***
PRELIMINARY ENGR.						$0
RIGHT-OF-WAY						$0
UTILITIES						$0
CONSTRUCTION	FED./ST.	$3,976,000	$3,550,000	$3,550,000	$3,550,000	$14,626,000
PROJECT COST		**$3,976,000**	**$3,550,000**	**$3,550,000**	**$3,550,000**	**$14,626,000**
FEDERAL COST		$3,180,800	$2,840,000	$2,840,000	$2,840,000	$11,700,800
STATE COST		$795,200	$710,000	$710,000	$710,000	$2,925,200
LOCAL COST						$0

DOT DISTRICT: 3	***CONGRESSIONAL DIST:***	***2 & 8***	***RC*** MG
Fund 1 For PI 1:	Fund 2 For PI 2:		Fund 3 For PI 3:

PROJECT LOCATION

NO MAP AVAILABLE

Project Worksheet Date: 3/24/2023

PROJECT NAME:	LOW IMPACT BRIDGES	***PROJECT#:***	
PROJECT DESCRIPTION:	LUMP SUM	***P.I. NOS:***	LUMP SUM
		TIP#:	MCN-121
		COUNTY:	BIBB
LENGTH (MI): N/A	***# OF LANES - EXISTING:*** N/A	***PLANNED:***	N/A
TRAFFIC VOLUMES (ADT):	N/A ***(2012)*** N/A	***(2040)***	
LOCAL RD. #:	***ST./US #***	***FUNDING :***	Y240
COMMENTS/REMARKS:	For a more detailed explanation of the Lump Sum projects, please see the Appendix.		

PROJECT PHASE	***$ SOURCE***	***FY 2024***	***FY 2025***	***FY 2026***	***FY 2027***	***TOTAL***
PRELIMINARY ENGR.		$0	$0	$0	$0	$0
RIGHT-OF-WAY		$0	$0	$0	$0	$0
UTILITIES		$0	$0	$0	$0	$0
CONSTRUCTION	FED./ST.	$298,000	$298,000	$298,000	$298,000	$1,192,000
PROJECT COST		**$298,000**	**$298,000**	**$298,000**	**$298,000**	**$1,192,000**
FEDERAL COST		$238,400	$238,400	$238,400	$238,400	$953,600
STATE COST		$59,600	$59,600	$59,600	$59,600	$238,400
LOCAL COST		$0	$0	$0	$0	$0

DOT DISTRICT: ***3***	***CONGRESSIONAL DIST:*** ***2 & 8***	***RC*** MG
Fund 1 For PI 1:	Fund 2 For PI 2:	Fund 3 For PI 3:

PROJECT LOCATION

NO MAP AVAILABLE

Project Worksheet Date: 3/24/2023

PROJECT NAME:	OPERATIONS			***PROJ.#:***	
PROJECT DESCRIPTION:	Improvements at various locations to be determined at a future date. This is a lump sum item and part of the safety group of projects. See the Appendix for more information.			***P.I. NOS:***	LUMP SUM
				TIP#:	MCN-102
				COUNTY:	BIBB
LENGTH (MI):	NA	***# OF LANES-EXISTING:***	NA	***PLANNED***	NA
TRAFFIC VOLUMES (ADT):	N/A	***(2012)***	N/A	***(2040)***	
LOCAL RD.#	NA	***ST./US#***	NA	***FUNDING***	Y240

COMMENTS/REMARKS:

PROJECT PHASE	***$ SOURCE***	***FY 2024***	***FY 2025***	***FY 2026***	***FY 2027***	***TOTAL***
PRELIMINARY ENGR.	AUTH	$0	$0	$0	$0	$0
RIGHT-OF-WAY		$0	$0	$0	$0	$0
UTILITIES		$0	$0	$0	$0	$0
CONSTRUCTION	FED./ST.	$170,000	$170,000	$170,000	$170,000	$680,000
PROJECT COST		**$170,000**	**$170,000**	**$170,000**	**$170,000**	**$680,000**
FEDERAL COST		$136,000	$136,000	$136,000	$136,000	$544,000
STATE COST		$34,000	$34,000	$34,000	$34,000	$136,000
LOCAL COST		$0	$0	$0	$0	$0

DOT DISTRICT:	*3*	***CONGRESSIONAL DIST:***	*2 & 8*	***RC***	MG
Fund 1 For PI 1:		Fund 2 For PI 2:		Fund 3 For PI 3:	

PROJECT LOCATION

NO MAP AVAILABLE

Project Worksheet Date: 3/24/2023

PROJECT NAME:	TRAFFIC CONTROL DEVICES	***PROJECT#:***	
PROJECT DESCRIPTION:	This is a Lump Sum Project and part of the Regional Traffic Signal Optimization group of projects. See the appendix for more details.	***P.I. NOS:***	LUMP SUM
		TIP#:	MCN-85
		COUNTY:	BIBB
LENGTH (MI): N/A	***# OF LANES - EXISTING:*** N/A	***PLANNED:***	N/A
TRAFFIC VOLUMES (ADT):	N/A ***(2012)*** N/A	***(2040)***	
LOCAL RD. #:	***ST./US #***	***FUNDING :***	Z240
COMMENTS/REMARKS:			

PROJECT PHASE	***$ SOURCE***	***FY 2024***	***FY 2025***	***FY 2026***	***FY 2027***	***TOTAL***
PRELIMINARY ENGR.		$0	$0	$0	$0	$0
RIGHT-OF-WAY		$0	$0	$0	$0	$0
UTILITIES		$0	$0	$0	$0	$0
CONSTRUCTION	FED./ST.	$426,000	$426,000	$426,000	$426,000	$1,704,000
PROJECT COST		**$426,000**	**$426,000**	**$426,000**	**$426,000**	**$1,704,000**
FEDERAL COST		$340,800	$340,800	$340,800	$340,800	$1,363,200
STATE COST		$85,200	$85,200	$85,200	$85,200	$340,800
LOCAL COST		$0	$0	$0	$0	$0

DOT DISTRICT: ***3***	***CONGRESSIONAL DIST:***	***2 & 8***	***RC*** MG
Fund 1 For PI 1:	Fund 2 For PI 2:		Fund 3 For PI 3:

PROJECT LOCATION

NO MAP AVAILABLE

Project Worksheet Date: 3/24/2023

PROJECT NAME:	RIGHTS - OF-WAY PROTECTIVE BUYING	***PROJECT#:***	
PROJECT DESCRIPTION:	LUMP SUM	***P.I. NOS:***	LUMP SUM
		TIP#:	MCN-89
		COUNTY:	BIBB
LENGTH (MI):	N/A	***# OF LANES - EXISTING:*** N/A	***PLANNED:*** N/A
TRAFFIC VOLUMES (ADT):	N/A ***(2012)*** N/A		***(2040)***
LOCAL RD. #:	***ST./US #***		***FUNDING :*** Y240
COMMENTS/REMARKS:	For a more detailed explanation of the Lump Sum projects, please see the Appendix.		

PROJECT PHASE	***$ SOURCE***	***FY 2024***	***FY 2025***	***FY 2026***	***FY 2027***	***TOTAL***
PRELIMINARY ENGR.		$0	$0	$0	$0	$0
RIGHT-OF-WAY		$21,000	$21,000	$21,000	$21,000	$0
UTILITIES		$0	$0	$0	$0	$0
CONSTRUCTION	FED./ST.	$0	$0	$0	$0	$0
PROJECT COST		**$21,000**	**$21,000**	**$21,000**	**$21,000**	**$84,000**
FEDERAL COST		$16,800	$16,800	$16,800	$16,800	$67,200
STATE COST		$4,200	$4,200	$4,200	$4,200	$16,800
LOCAL COST		$0	$0	$0	$0	$0

DOT DISTRICT: ***3***	***CONGRESSIONAL DIST:*** ***2 & 8***	***RC*** MG
Fund 1 For PI 1:	Fund 2 For PI 2:	Fund 3 For PI 3:

PROJECT LOCATION

NO MAP AVAILABLE

Project Worksheet Date: 3/24/2023

PROJECT NAME:	SAFETY PROJECTS	***PROJECT#:***	
PROJECT DESCRIPTION:	LUMP SUM	***P.I. NOS:***	LUMP SUM
		TIP#:	MCN-79
		COUNTY:	BIBB
LENGTH (MI):	N/A	***# OF LANES - EXISTING:*** N/A	***PLANNED:*** N/A
TRAFFIC VOLUMES (ADT):	N/A ***(2012)*** N/A	***(2040)***	
LOCAL RD. #:	***ST./US #***	***FUNDING :***	YS30
COMMENTS/REMARKS:	For a more detailed explanation of the Lump Sum projects, please see the Appendix.		

PROJECT PHASE	***$ SOURCE***	***FY 2024***	***FY 2025***	***FY 2026***	***FY 2027***	***TOTAL***
PRELIMINARY ENGR.		$0	$0	$0	$0	$0
RIGHT-OF-WAY		$0	$0	$0	$0	$0
UTILITIES		$0	$0	$0	$0	$0
CONSTRUCTION	FED./ST.	$1,420,000	$1,420,000	$1,420,000	$1,420,000	$5,680,000
PROJECT COST		**$1,420,000**	**$1,420,000**	**$1,420,000**	**$1,420,000**	**$5,680,000**
FEDERAL COST		$1,278,000	$1,278,000	$1,278,000	$1,278,000	$5,112,000
STATE COST		$142,000	$142,000	$142,000	$142,000	$568,000
LOCAL COST		$0	$0	$0	$0	$0

DOT DISTRICT: 3	***CONGRESSIONAL DIST:*** 2 & 8	***RC*** MG
Fund 1 For PI 1:	Fund 2 For PI 2:	Fund 3 For PI 3:

PROJECT LOCATION

NO MAP AVAILABLE

Project Worksheet Date: 3/24/2023

PROJECT NAME:	RAILROAD CROSSINGS	***PROJECT#:***	
PROJECT DESCRIPTION:		***P.I. NOS:***	LUMP SUM
		TIP#:	MCN-78
		COUNTY:	BIBB
LENGTH (MI): N/A	***# OF LANES - EXISTING:*** N/A	***PLANNED:***	N/A
TRAFFIC VOLUMES (ADT):	N/A ***(2012)*** N/A	***(2040)***	
LOCAL RD. #:	***ST./US #***	***FUNDING :***	yS40

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

PROJECT PHASE	***$ SOURCE***	***FY 2021***	***FY 2022***	***FY 2023***	***FY 2024***	***TOTAL***
PRELIMINARY ENGR.		$0	$0	$0	$0	$0
RIGHT-OF-WAY		$0	$0	$0	$0	$0
UTILITIES		$0	$0	$0	$0	$0
CONSTRUCTION	FED./ST.	$163,000	$163,000	$163,000	$163,000	$652,000
PROJECT COST		**$163,000**	**$163,000**	**$163,000**	**$163,000**	**$652,000**
FEDERAL COST		$130,400	$130,400	$130,400	$130,400	$521,600
STATE COST		$32,600	$32,600	$32,600	$32,600	$130,400
LOCAL COST		$0	$0	$0	$0	$0

DOT DISTRICT: ***3***	***CONGRESSIONAL DIST:*** ***2 & 8***	***RC*** MG
Fund 1 For PI 1:	Fund 2 For PI 2:	Fund 3 For PI 3:

PROJECT LOCATION

NO MAP AVAILABLE

Project Worksheet Date: 3/14/2024

PROJECT NAME:	SR 11/SR 49/US 41@ NS #734080Y (1.4 miles south of Macon)		
PROJECT WEBSITE:	http://www.dot.ga.gov/applications/geopi/Pages/Dashboard.aspx?ProjectId=0013712	***PROJECT#:***	
PROJECT DESCRIPTION: Replace railroad bridge on SR 11/SR 49// US 41 @ Norfolk Southern Railroad, 1.4 miles south of Macon.		***P.I. #:***	0013712
		LRTP Priority #	12
		TIP#:	MCN-122
		COUNTY:	

LENGTH (MI): .87	***# OF LANES - EXISTING: 6***			***PLANNED:***	6
TRAFFIC VOLUMES (ADT):	***N/A***	***(2012)***	N/A	***(2040)***	
STATE COST	***ST./US #***			***FUNDING :***	Y001 & Y114

COMMENTS/REMARKS:

See Appendix entry 20240501_0013712A for details on Amendment request from GDOT Planning dated 1/12/2024

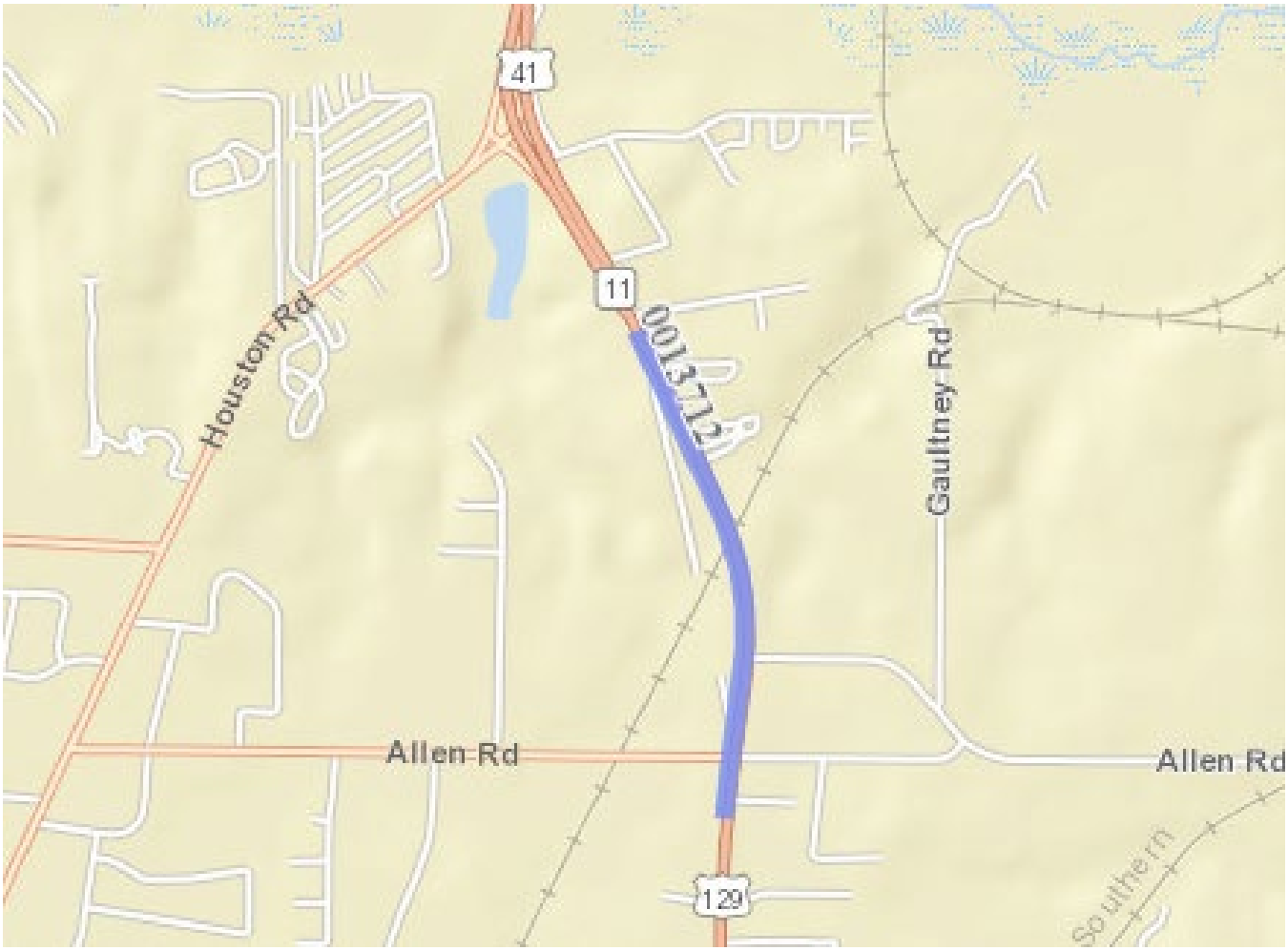
LATEST TOTAL PROJECT COST:	***$22,443,915.31***	***TOTAL COST ESTIMATE DATE:***	***10/15/2023***

CURRENT TIP PHASES

PROJECT PHASE	***$ SOURCE***	***FY 2024***	***FY 2025***	***FY 2026***	***FY 2027***	***TOTAL***
PRELIMINARY ENGINEERING		$0	$0	$0	$0	$0
RIGHT-OF-WAY	FED./ST.	$0	$0	$0	$0	$0
UTILITIES		$1,681,206	$0	$0	$0	$1,681,206
CONSTRUCTION	FED./ST.	$17,340,517	$0	$0	$0	$17,340,517
PROJECT COST		**$19,021,723**	**$0**	**$0**	**$0**	**$19,021,723**
FEDERAL COST		$15,217,378	$0	$0	$0	$15,217,378
STATE COST		$3,804,345	$0	$0	$0	$3,804,345
LOCAL COST		$0	$0	$0	$0	$0

DOT DISTRICT: 3	***CONGRESSIONAL DIST:*** 2	***RC:*** MG
Fund 1 For PI 1:	Fund 2 For PI 2:	Fund 3 For PI 3:

PROJECT LOCATION



Project Worksheet Date: 3/24/2023

PROJECT NAME:	I-475 @ CR 742/TUCKER ROAD 2 MI W OF MACON		
PROJECT WEBSITE:	http://www.dot.ga.gov/applications/geopi/Pages/Dashboard.aspx?ProjectId=0013921	***PROJECT#:***	
PROJECT DESCRIPTION: Bridge Replacement - Replace Bridge on I-475 @ Tucker Rd., 2 miles west of Macon		***P.I. #:***	0013921
		MTP Priority #	3
		TIP#:	MCN-130
		COUNTY:	BIBB

LENGTH (MI): .50	***# OF LANES - EXISTING: 6***			***PLANNED:***	6
TRAFFIC VOLUMES (ADT):	***N/A***	***(2012)***	N/A	***(2040)***	
LOCAL RD. #:	***ST./US #***			***FUNDING :***	Y236

COMMENTS/REMARKS:

LATEST TOTAL PROJECT COST:	***$12,053,047.26***	***TOTAL COST ESTIMATE DATE:***	***10/29/2021***

CURRENT TIP PHASES

PROJECT PHASE	***$ SOURCE***	***FY 2024***	***FY 2025***	***FY 2026***	***FY 2027***	***TOTAL***
PRELIMINARY ENGINEERING		$0	$0	$0	$0	$0
RIGHT-OF-WAY		$0	$0	$0	$0	$0
UTILITIES	FED./ST.	$1,489,808	$0	$0	$0	$1,489,808
CONSTRUCTION	FED./ST.	$8,487,677	$0	$0	$0	$8,487,677
PROJECT COST		**$9,977,485**	**$0**	**$0**	**$0**	**$9,977,485**
FEDERAL COST		$7,981,988	$0	$0	$0	$7,981,988
STATE COST		$1,995,497	$0	$0	$0	$1,995,497
LOCAL COST		$0	$0	$0	$0	$0

DOT DISTRICT: 3	***CONGRESSIONAL DIST:*** 2 & 8	***RC:***	MG
Fund 1 For PI 1:	Fund 2 For PI 2:	Fund 3 For PI 3:	

PROJECT LOCATION

Project Worksheet Date: 2/9/2024

PROJECT NAME:	I-16 EASTBOUND & WESTBOUND @ WALNUT CREEK		
PROJECT WEBSITE:	http://www.dot.ga.gov/applications/geopi/Pages/Dashboard.aspx?ProjectId=0014072	**PROJECT#:**	
PROJECT DESCRIPTION: *Replacement of Bridges on I-16 Eastbound and Westbound @ Walnut Creek, 1 mile east of Macon*		**P.I. #:**	0014072
		MTP Priority #	4
		TIP#:	MCN-132
		COUNTY:	BIBB

LENGTH (MI): .8	**# OF LANES - EXISTING: N/A**			**PLANNED:**	N/A
TRAFFIC VOLUMES (ADT):	**N/A**	**(2012)**	N/A	**(2040)**	
LOCAL RD. #:	**ST./US #**			**FUNDING :**	Y800 & Y236

COMMENTS/REMARKS:
See Appendix entry 20240501_0014072A for deails on Amendment.

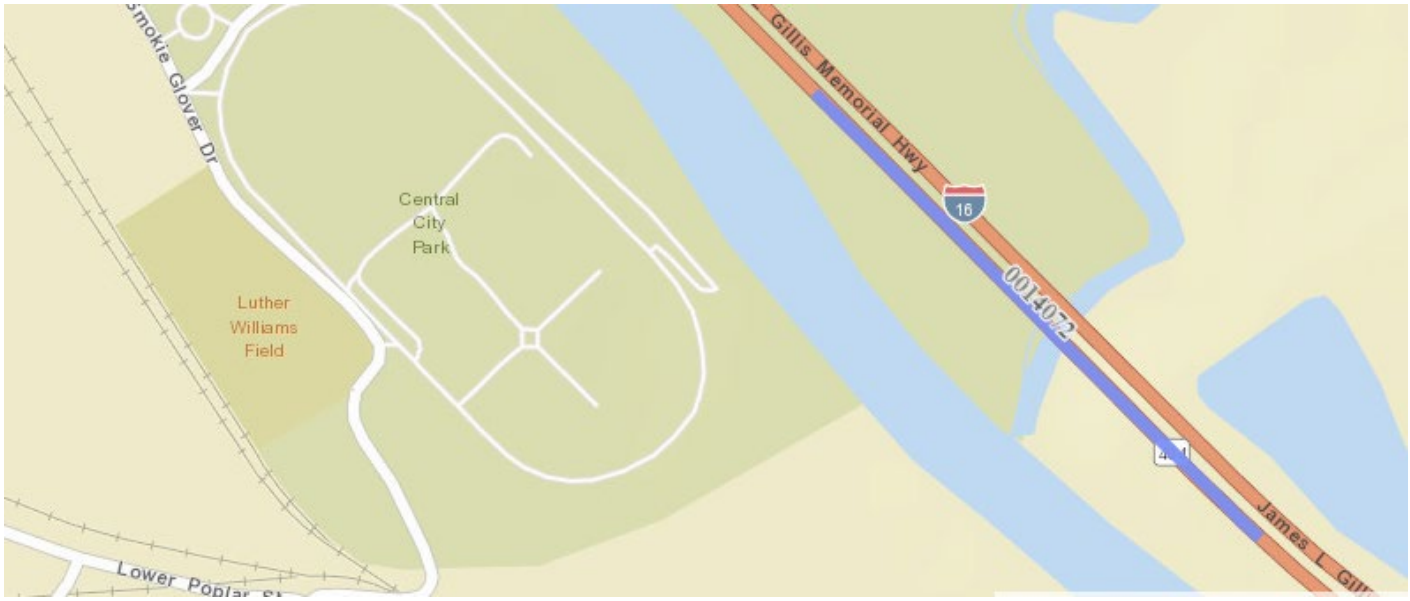
LATEST TOTAL PROJECT COST:	**$21,565,645.00**	**TOTAL COST ESTIMATE DATE:**	**1/8/2024**

CURRENT TIP PHASES

PROJECT PHASE	$ SOURCE	FY 2024	FY 2025	FY 2026	FY 2027	TOTAL
PRELIMINARY ENGINEERING		$0	$0	$0	$0	$0
RIGHT-OF-WAY	FED./ST.	$0	$0	$0	$0	$0
UTILITIES		$0	$0	$0	$0	$0
CONSTRUCTION	FED./ST.	$0	$19,636,645	$0	$0	$19,636,645
PROJECT COST		**$0**	**$19,636,645**	**$0**	**$0**	**$19,636,645**
FEDERAL COST		$0	$15,709,316	$0	$0	$15,709,316
STATE COST		$0	$3,927,329	$0	$0	$3,927,329
LOCAL COST		$0	$0	$0	$0	$0

DOT DISTRICT: 3	**CONGRESSIONAL DIST:** 2	**RC:** MG
Fund 1 For PI 1:	Fund 2 For PI 2:	Fund 3 For PI 3:

PROJECT LOCATION



Project Worksheet Date: 8/14/2023

PROJECT NAME:	BRIDGE REPLACEMENT AT SR 18/OCMULGEE RIVER, 13 MI EAST OF FORSYTH		
PROJECT WEBSITE:	http://www.dot.ga.gov/applications/geopi/Pages/Dashboard.aspx?ProjectId=0016130	***PROJECT#:***	
PROJECT DESCRIPTION: *Bridge replacement, partially located within MATS area.*		***P.I. #:***	0016130
		MTP Priority #	8
		TIP#:	MCN-133
		COUNTY:	JONES & MONROE

LENGTH (MI): .49	***# OF LANES - EXISTING:***	***2***	***PLANNED:*** 2
TRAFFIC VOLUMES (ADT):	***4,620 (GDOT Estimate)***	***(2016)***	***(2040)***
LOCAL RD. #:	***ST./US #***		***FUNDING :*** Y238

COMMENTS/REMARKS: *This project is partially (14%) located in the Jones County portion of the MATS service area. Therefore, that portion of the project must be included in the 2050 MTP and current MATS TIP. Total project cost for PE and ROW (both inside and outside MATS MPO area) is currently estimated at $1,100,000.00*

LATEST TOTAL PROJECT COST:	***$1,100,000.00***	***TOTAL COST ESTIMATE DATE:***	***9/24/2018***

CURRENT TIP PHASES

PROJECT PHASE	***$ SOURCE***	***FY 2024***	***FY 2025***	***FY 2026***	***FY 2027***	***TOTAL***
PRELIMINARY ENGINEERING		$0	$0	$0	$0	$0
RIGHT-OF-WAY		$117,000	$0	$0	$0	$117,000
UTILITIES		$0	$31,200	$0	$0	$31,200
CONSTRUCTION		$0	$1,950,000	$0	$0	$1,950,000
PROJECT COST		**$117,000**	**$1,981,200**	**$0**	**$0**	**$2,098,200**
FEDERAL COST		$93,600	$1,584,960	$0	$0	$1,678,560
STATE COST		$23,400	$3,962,400	$0	$0	$3,985,800
LOCAL COST		$0	$0	$0	$0	$0

DOT DISTRICT: ***3***	***CONGRESSIONAL DIST:*** ***2***	***RC:*** MG
Fund 1 For PI 1:	Fund 2 For PI 2:	Fund 3 For PI 3:

PROJECT LOCATION

Project Worksheet Date: 8/14/2023

PROJECT NAME:	BASS RD. WIDENING		
PROJECT WEBSITE:	http://www.dot.ga.gov/applications/geopi/Pages/Dashboard.aspx?ProjectId=0017121	***PROJECT#:***	
PROJECT DESCRIPTION: Widen Bass Road from two to four lanes from Providence Blvd. to New Forsyth Rd		***P.I. #:***	0017121
		MTP Priority #	5
		TIP#:	
		COUNTY:	Bibb
LENGTH (MI): 1	***# OF LANES - EXISTING:*** 2	***PLANNED:***	4
TRAFFIC VOLUMES (ADT):	***(2018)***	***(2040)***	
LOCAL RD. #:	***ST./US #***	***FUNDING :***	LOC

COMMENTS/REMARKS: New Project for TIP which includeds replacement of bridge over I-75. ROW phase of project is in 2024 and Construction and Utility Phases are in 2026.

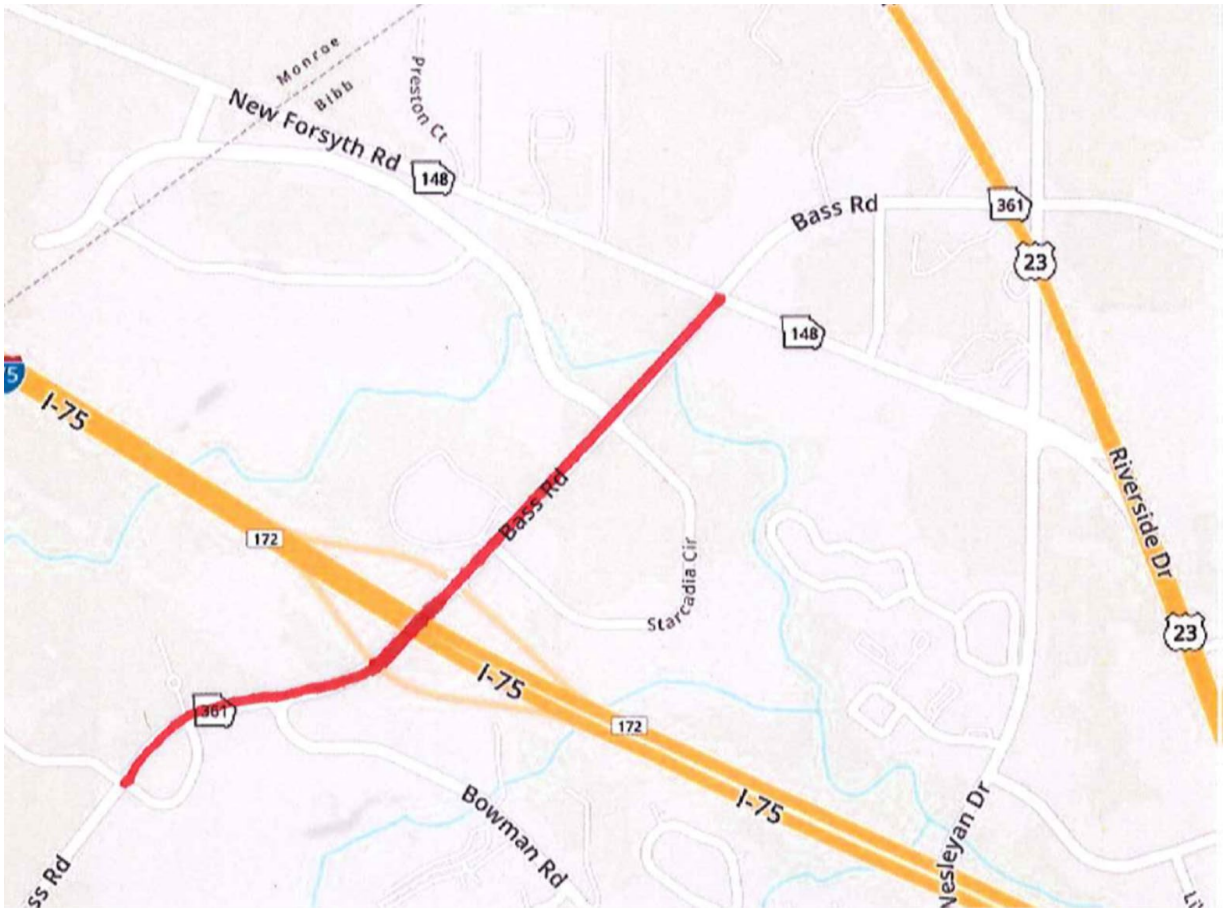
LATEST TOTAL PROJECT COST:		***TOTAL COST ESTIMATE DATE:***	

CURRENT TIP PHASES

PROJECT PHASE	***$ SOURCE***	***FY 2024***	***FY 2025***	***FY 2026***	***FY 2027***	***TOTAL***
PRELIMINARY ENGINEERING		$0	$0	$0	$0	$0
RIGHT-OF-WAY		$5,387,700	$0	$0	$0	$5,387,700
UTILITIES		$0	$0	$0	$0	$0
CONSTRUCTION		$0	$0	$0	$0	$0
PROJECT COST		**$5,387,700**	**$0**	**$0**	**$0**	**$5,387,700**
FEDERAL COST		$0	$0	$0	$0	$0
STATE COST		$0	$0	$0	$0	$0
LOCAL COST		$5,387,700	$0	$0	$0	$5,387,700

DOT DISTRICT: 3	***CONGRESSIONAL DIST:*** 8	***RC:*** MG
Fund 1 For PI 1:	Fund 2 For PI 2:	Fund 3 For PI 3:

PROJECT LOCATION



Project Worksheet Date: 3/24/2023

PROJECT NAME:	SR 247 @ ECHECONNEE CREEK & OVERFLOW @ 3 LOCS		
PROJECT WEBSITE:	http://www.dot.ga.gov/applications/geopi/Pages/Dashboard.aspx?ProjectId=0017221	***PROJECT#:***	
PROJECT DESCRIPTION: Widen Bass Road from two to four lanes from Providence Blvd. to New Forsyth Rd		***P.I. #:***	0017221
		MTP Priority #	9
		TIP#:	MCN-136
		COUNTY:	Bibb
LENGTH (MI): 0.71	***# OF LANES - EXISTING:***	***PLANNED:***	4
TRAFFIC VOLUMES (ADT):	***(2018)***	***(2040)***	
LOCAL RD. #:	***ST./US #***	***FUNDING :***	Y800
COMMENTS/REMARKS:			

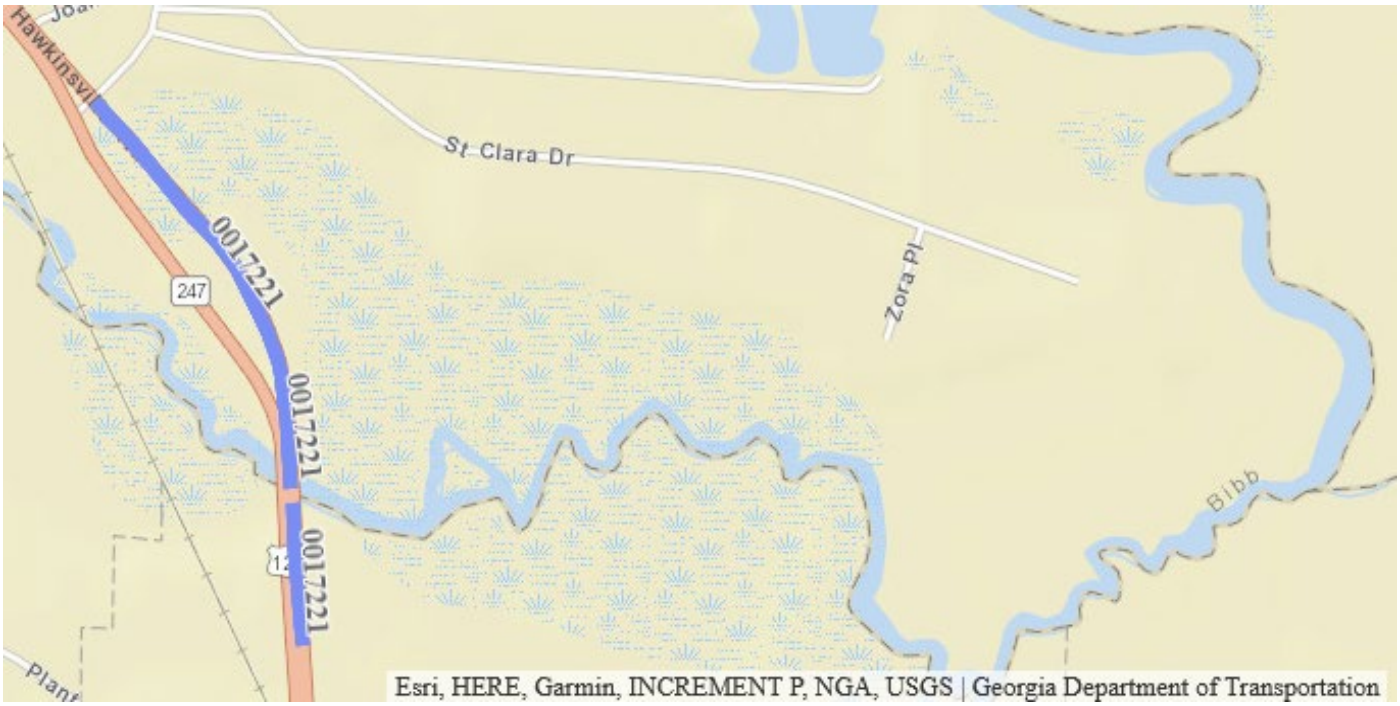
LATEST TOTAL PROJECT COST:	***$21,465,333.31***	***TOTAL COST ESTIMATE DATE:***	***4/15/2023***

CURRENT TIP PHASES

PROJECT PHASE	***$ SOURCE***	***FY 2024***	***FY 2025***	***FY 2026***	***FY 2027***	***TOTAL***
PRELIMINARY ENGINEERING		$0	$0	$0	$0	$0.00
RIGHT-OF-WAY		$0	$0	$504,000	$0	$504,000.00
UTILITIES		$0	$0	$0	$0	$0.00
CONSTRUCTION		$0	$0	$0	$0	$0.00
PROJECT COST		**$0**	**$0**	**$504,000**	**$0**	**$504,000.00**
FEDERAL COST		$0	$0	$403,200	$0	$403,200.00
STATE COST		$0	$0	$100,800	$0	$100,800.00
LOCAL COST		$0	$0	$0	$0	$0.00

DOT DISTRICT: 3	***CONGRESSIONAL DIST:*** 8	***RC:*** MG
Fund 1 For PI 1:	Fund 2 For PI 2:	Fund 3 For PI 3:

PROJECT LOCATION



Project Worksheet Date: 3/24/2023

PROJECT NAME:	SR 11/SR 22/US 129 SB & NB @ ROCK CREEK		
PROJECT WEBSITE:	http://www.dot.ga.gov/applications/geopi/Pages/Dashboard.aspx?ProjectId=0017230	***PROJECT#:***	
PROJECT DESCRIPTION: Bridge Replacement		***P.I. #:***	0017230
		MTP Priority #	10
		TIP#:	MCN-137
		COUNTY:	Bibb
LENGTH (MI):	***# OF LANES - EXISTING:*** 4	***PLANNED:***	4
TRAFFIC VOLUMES (ADT):	***(2018)***	***(2040)***	
LOCAL RD. #:	***ST./US #***	***FUNDING :***	Y238

COMMENTS/REMARKS:

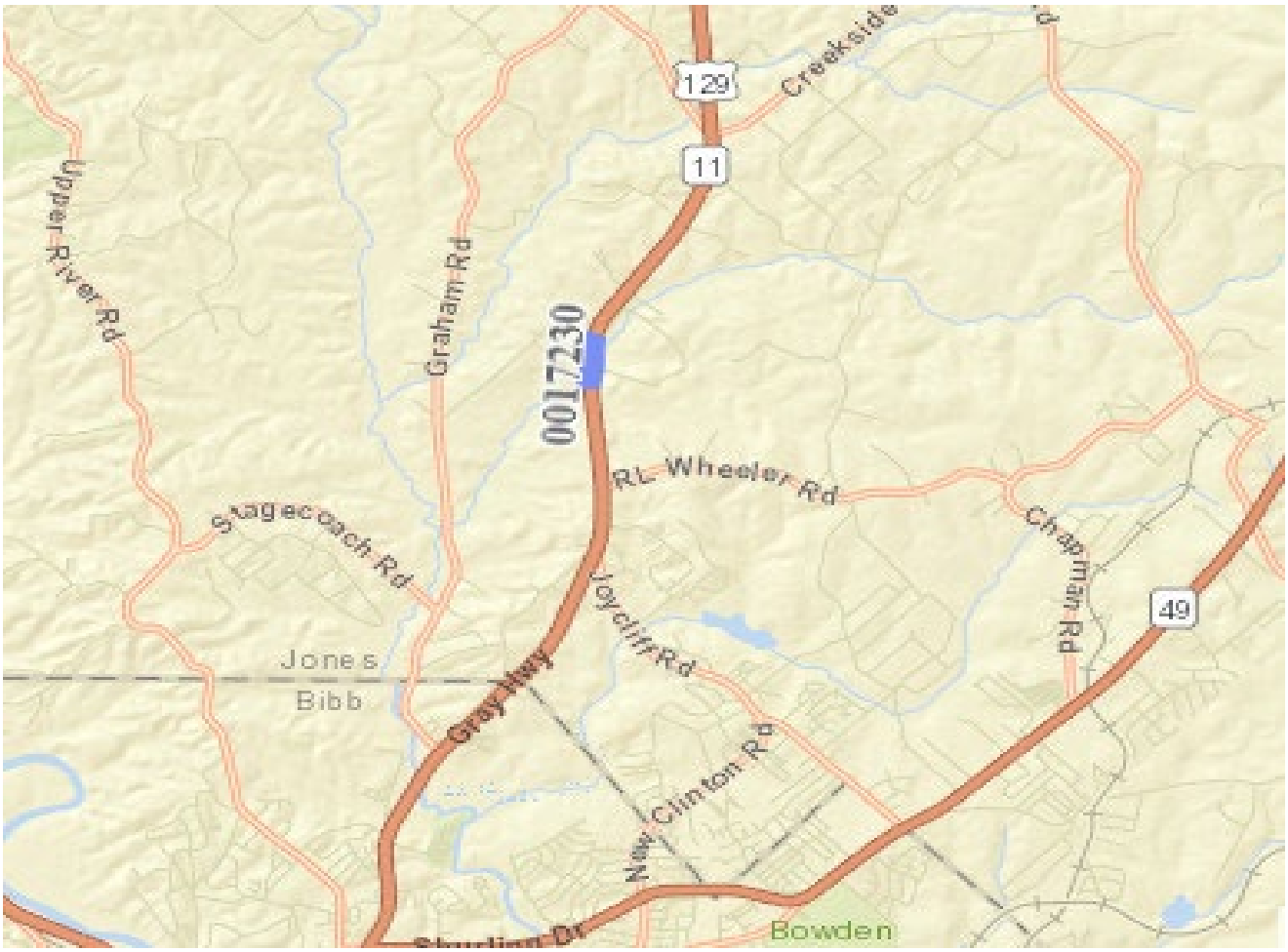
LATEST TOTAL PROJECT COST:	***$12,476,270.84***	***TOTAL COST ESTIMATE DATE:***	***5/8/2023***

CURRENT TIP PHASES

PROJECT PHASE	***$ SOURCE***	***FY 2024***	***FY 2025***	***FY 2026***	***FY 2027***	***TOTAL***
PRELIMINARY ENGINEERING		$0	$0	$0	$0	$0.00
RIGHT-OF-WAY		$0	$500,000	$0	$0	$500,000.00
UTILITIES		$0	$0	$0	$0	$0.00
CONSTRUCTION		$0	$0	$0	$0	$0.00
PROJECT COST		**$0**	**$500,000**	**$0**	**$0**	**$500,000.00**
FEDERAL COST		$0	$400,000	$0	$0	$400,000.00
STATE COST		$0	$100,000	$0	$0	$100,000.00
LOCAL COST		$0	$0	$0	$0	$0.00

DOT DISTRICT: 3	***CONGRESSIONAL DIST:*** 8	***RC:*** MG
Fund 1 For PI 1:	Fund 2 For PI 2:	Fund 3 For PI 3:

PROJECT LOCATION



Project Worksheet Date: 3/18/2024

PROJECT NAME:	SR 11/SR 22/US 129 @ SAND CREEK		
PROJECT WEBSITE:	http://www.dot.ga.gov/applications/geopi/Pages/Dashboard.aspx?ProjectId=0017231	***PROJECT#:***	
PROJECT DESCRIPTION: Project located in Jones County approximately 4.5 mile N of the Jones/Bibb County line and 4.9 mile SW of Gray, replaces the existing 120 x 34 SB bridge with a new, 140 x 43.25 bridge. In addition to the original scope, the GDOT has requested the NB bridge be replaced as part of this project.		***P.I. #:***	0017231
		MTP Priority #	11
		TIP#:	MCN-138
		COUNTY:	Jones

LENGTH (MI):	***# OF LANES - EXISTING:***		***PLANNED:***
TRAFFIC VOLUMES (ADT):		***(2018)***	***(2040)***
LOCAL RD. #:	***ST./US #***		***FUNDING :*** Y238

COMMENTS/REMARKS:
See Administrative Modification 20240501_0017231M.

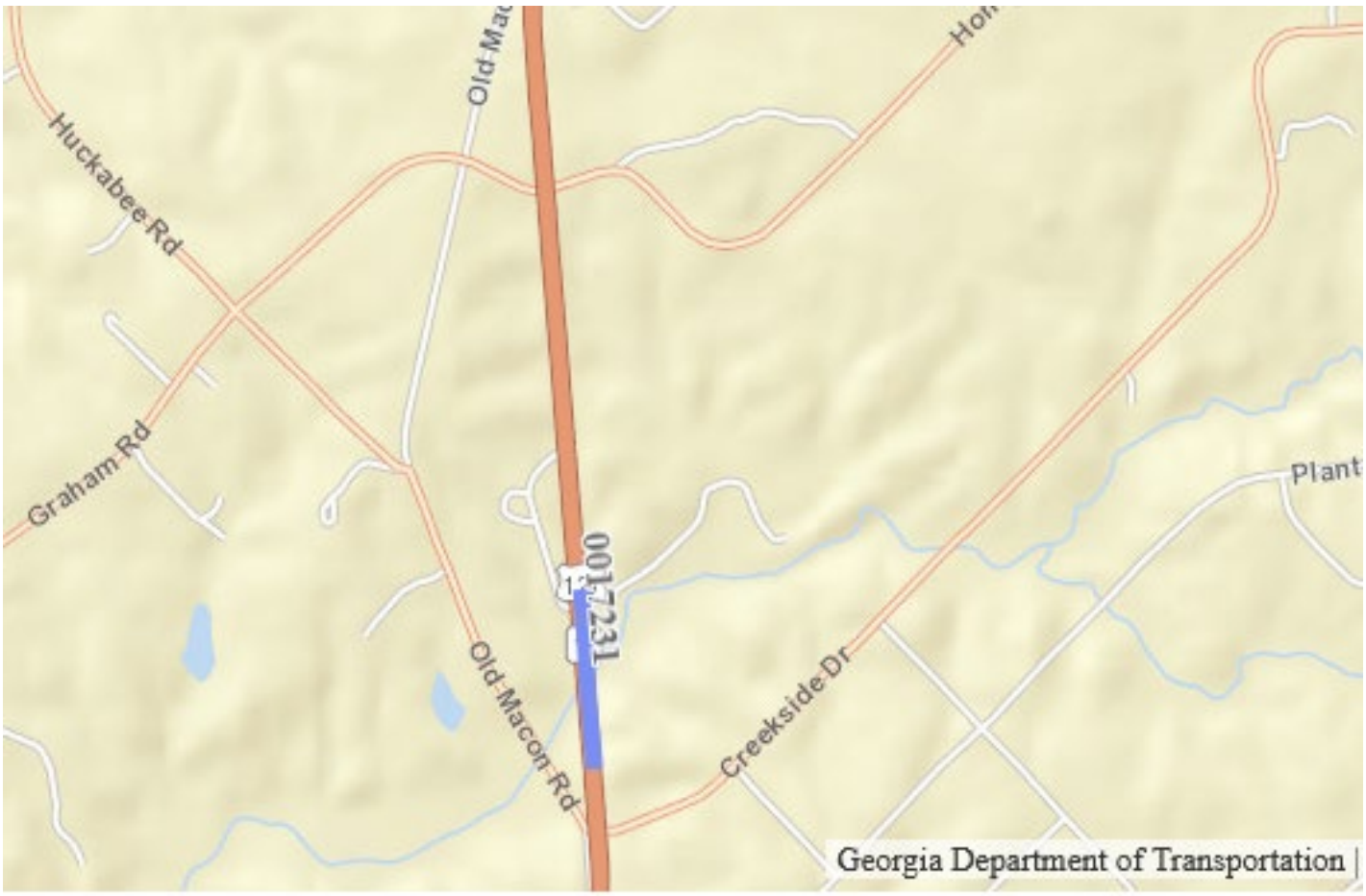
LATEST TOTAL PROJECT COST:	***$9,883,170.03***	***TOTAL COST ESTIMATE DATE:***	***3/18/2024***

CURRENT TIP PHASES

PROJECT PHASE	***$ SOURCE***	***FY 2024***	***FY 2025***	***FY 2026***	***FY 2027***	***TOTAL***
PRELIMINARY ENGINEERING		$0	$0	$0	$0	$0
RIGHT-OF-WAY		$0	$357,000	$0	$0	$357,000
UTILITIES		$0	$0	$0	$0	$0
CONSTRUCTION		$0	$0	$0	$0	$0
PROJECT COST		**$0**	**$357,000**	**$0**	**$0**	**$357,000**
FEDERAL COST		$0	$285,600	$0	$0	$285,600
STATE COST		$0	$71,400	$0	$0	$71,400
LOCAL COST		$0	$0	$0	$0	$0

DOT DISTRICT: *3*	***CONGRESSIONAL DIST:*** *8*	***RC:*** MG
Fund 1 For PI 1:	Fund 2 For PI 2:	Fund 3 For PI 3:

PROJECT LOCATION



Project Worksheet Date: 8/14/2023

PROJECT NAME:	SR 22/US 80 FROM CR 5503/CANTERBURY ROAD TO I-75 SB RAMP		
PROJECT WEBSITE:	https://www.dot.ga.gov/applications/geopi/Pages/Dashboard.aspx?ProjectId=0018327	***PROJECT#:***	
PROJECT DESCRIPTION: *Re-stripe and add a road diet, rumble strips and sidewalk installation on the northside of Eisenhower Pkwy . These safety improvements are expected to be delivered as a single safety funded project with the addition of the signalized RCUT at Anthony Terrace and unsignalized RCUT at Pine Street/Laveta Drive. Recommended long-term improvements which include lighting and installing sidewalks on the south side of Eisenhower Pkwy connecting the east and west of the existing sidewalks at the intersection of Eisenhower Pkwy at SR 247/Pio*		***P.I. #:***	0018327
		MTP Priority #	13
		TIP#:	MCN-139
		COUNTY:	BIBB

LENGTH (MI):	1.08	***# OF LANES - EXISTING:***	7	***PLANNED:***	5
TRAFFIC VOLUMES (ADT):			***(2012)***	***(2040)***	
LOCAL RD. #:		***ST./US #***		***FUNDING :***	LOC

COMMENTS/REMARKS:

This project is being funded through the IIJA-Safety Projects funding line. This has been classified by GDOT Office of Financial Management to be an individual Lump Sum project.

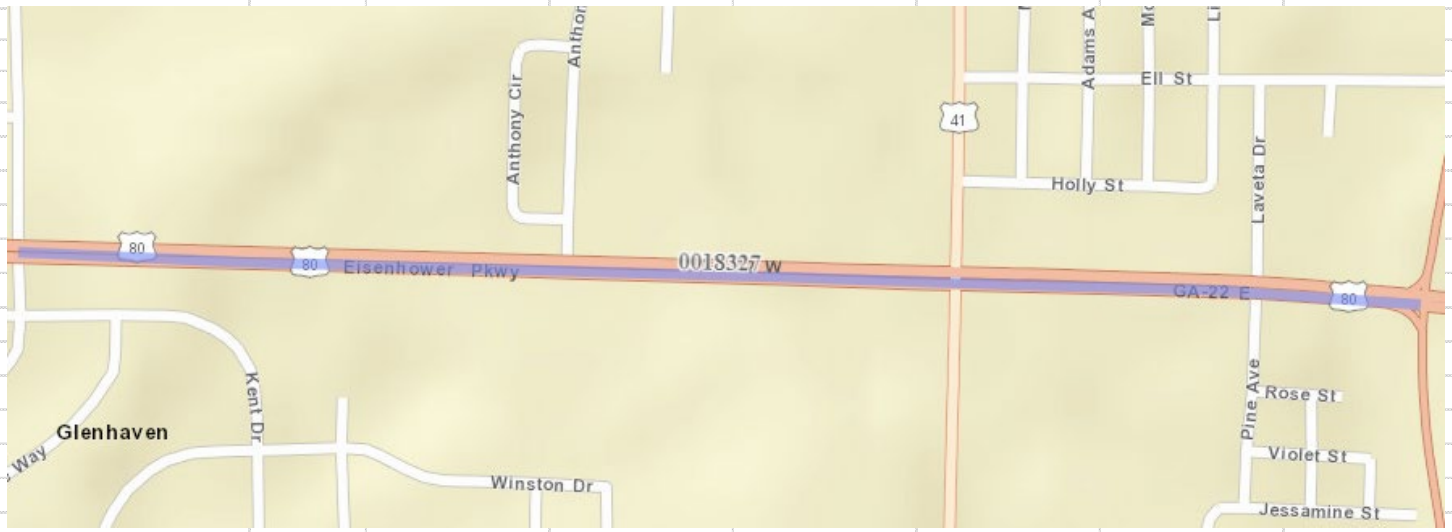
LATEST TOTAL PROJECT COST:	***$2,463,000.00***	***TOTAL COST ESTIMATE DATE:***	***5/9/2022***

CURRENT TIP PHASES

PROJECT PHASE	***$ SOURCE***	***FY 2024***	***FY 2025***	***FY 2026***	***FY 2027***	***TOTAL***
PRELIMINARY ENGINEERING		$0.00	$0.00	$0.00	$0.00	$0.00
RIGHT-OF-WAY		$0.00	$0.00	$0.00	$0.00	$0.00
UTILITIES		$0.00	$0.00	$0.00	$0.00	$0.00
CONSTRUCTION		$0.00	$730,000.00	$0.00	$0.00	$730,000.00
PROJECT COST		**$0.00**	**$730,000.00**	**$0.00**	**$0.00**	**$730,000.00**
FEDERAL COST		$0.00	$0.00	$0.00	$0.00	$0.00
STATE COST		$0.00	$0.00	$0.00	$0.00	$0.00
LOCAL COST		$0.00	$0.00	$730,000.00	$0.00	$730,000.00

DOT DISTRICT:	*3*	***CONGRESSIONAL DIST:***	*2*	***RC:***	MG
Fund 1 For PI 1:		Fund 2 For PI 2:		Fund 3 For PI 3:	

PROJECT LOCATION



Project Worksheet Date: 3/18/2024

PROJECT NAME:	CANCELLED--SR 11/US 129 NB @ SAND CREEK--CANCELLED		
PROJECT WEBSITE:	https://www.dot.ga.gov/applications/geopi/Pages/Dashboard.aspx?ProjectId=0019088	***PROJECT#:***	
PROJECT DESCRIPTION: Bridge Replacement on Gray Highway, over Sand Creek		***P.I. #:***	0019088
		MTP Priority #	NA
		TIP#:	MCN-140
		COUNTY:	BIBB

LENGTH (MI):	***# OF LANES - EXISTING:***	***PLANNED:***	
TRAFFIC VOLUMES (ADT):	***(2012)***	***(2040)***	
LOCAL RD. #:	***ST./US #***	***FUNDING :***	Y001

COMMENTS/REMARKS:

Project cancelled, pursuant to request from GDOT Office of Planning. Project has been consolidated into GDOT PI #0017231. See Amendment 20240501_0019088A for details

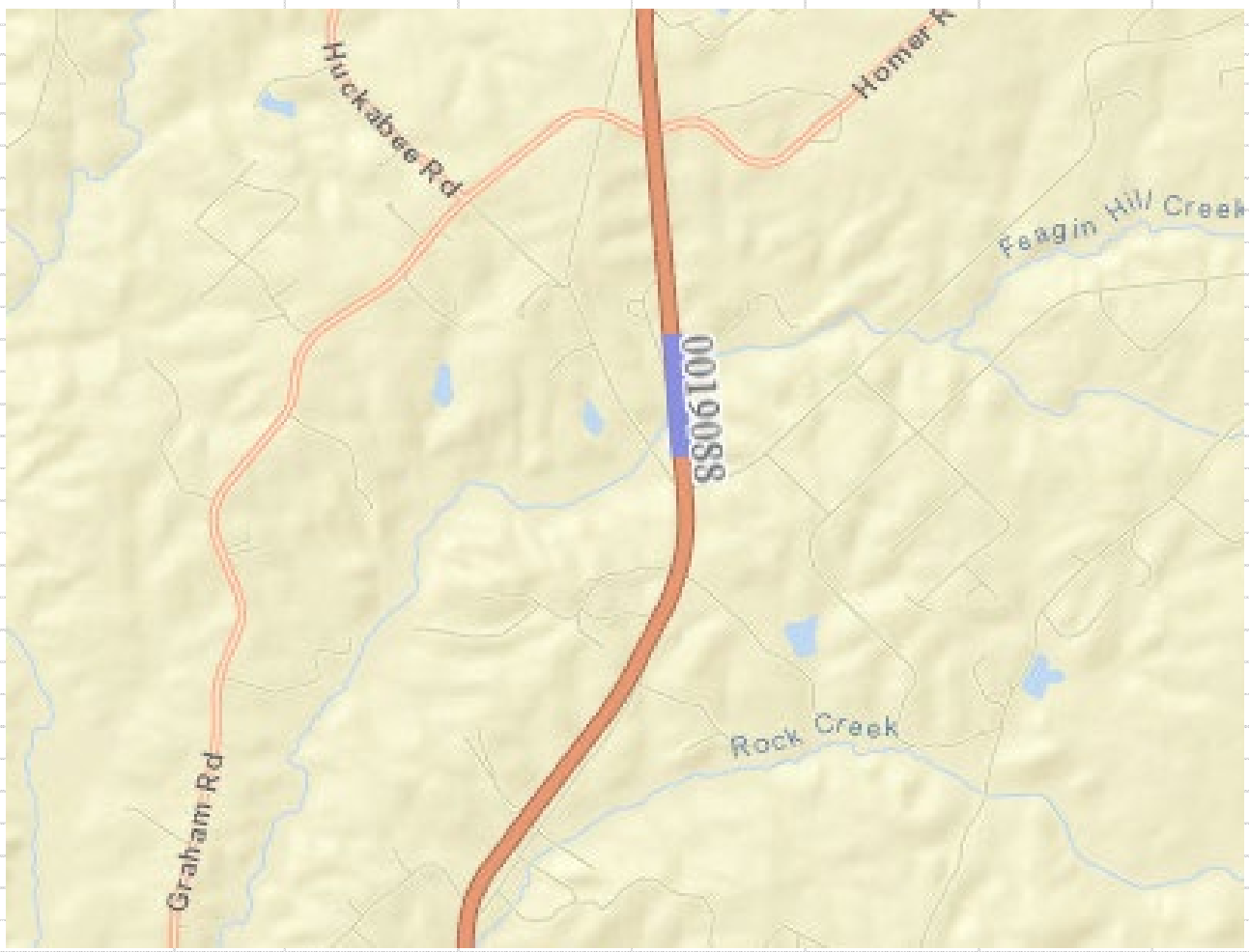
LATEST TOTAL PROJECT COST:	***$0.00***	***TOTAL COST ESTIMATE DATE:***	***3/18/2024***

CURRENT TIP PHASES

PROJECT PHASE	***$ SOURCE***	***FY 2024***	***FY 2025***	***FY 2026***	***FY 2027***	***TOTAL***
PRELIMINARY ENGINEERING		$0.00	$0.00	$0.00	$0.00	$0.00
RIGHT-OF-WAY		$0.00	$0.00	$0.00	$0.00	$0.00
UTILITIES		$0.00	$0.00	$0.00	$0.00	$0.00
CONSTRUCTION		$0.00	$0.00	$0.00	$0.00	$0.00
PROJECT COST		**$0.00**	**$0.00**	**$0.00**	**$0.00**	**$0.00**
FEDERAL COST		$0.00	$0.00	$0.00	$0.00	$0.00
STATE COST		$0.00	$0.00	$0.00	$0.00	$0.00
LOCAL COST		$0.00	$0.00	$0.00	$0.00	$0.00

DOT DISTRICT:	*3*	***CONGRESSIONAL DIST:***	*8*	***RC:***	MG
Fund 1 For PI 1:		Fund 2 For PI 2:		Fund 3 For PI 3:	

PROJECT LOCATION



Project Worksheet Date: 3/14/2024

PROJECT NAME:	I-75 @ ROCKY CREEK		
PROJECT WEBSITE:	https://www.dot.ga.gov/applications/geopi/Pages/Dashboard.aspx?ProjectId=0019933	***PROJECT#:***	
PROJECT DESCRIPTION: Bridge Replacement project @ I-75 @ ROCKY CREEK		***P.I. #:***	0019933
		MTP Priority #	15
		TIP#:	MCN-141
		COUNTY:	BIBB

LENGTH (MI):	***NA***	***# OF LANES - EXISTING:***	***NA***	***PLANNED:***	NA
TRAFFIC VOLUMES (ADT):			***(2012)***	***(2040)***	
LOCAL RD. #:		***ST./US #***		***FUNDING :***	Y001

COMMENTS/REMARKS:
See Amendment 20240501_0019933A for details.

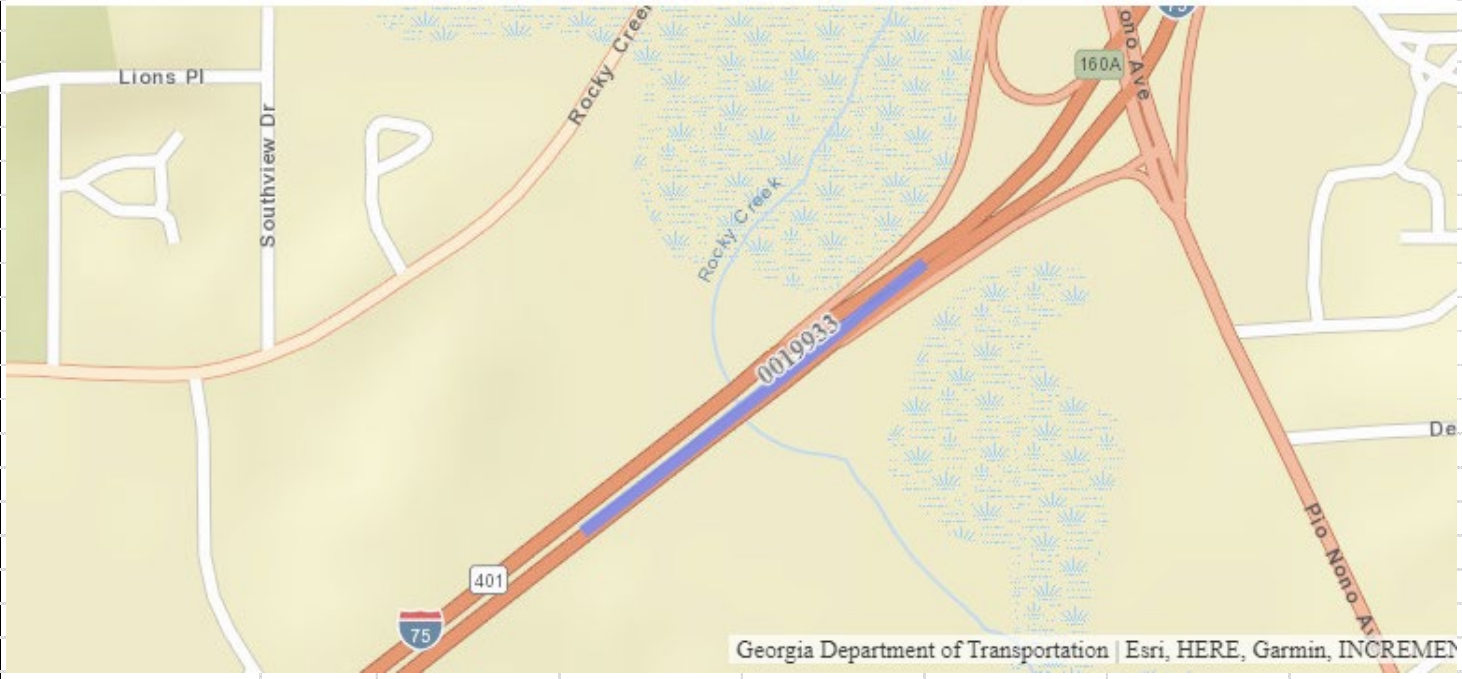
LATEST TOTAL PROJECT COST:	***$19,400,000.00***	***TOTAL COST ESTIMATE DATE:***	***3/14/2024***

CURRENT TIP PHASES

PROJECT PHASE	***$ SOURCE***	***FY 2024***	***FY 2025***	***FY 2026***	***FY 2027***	***TOTAL***
PRELIMINARY ENGINEERING		$800,000.00	$0.00	$0.00	$0.00	$800,000.00
RIGHT-OF-WAY		$0.00	$0.00	$0.00	$300,000.00	$300,000.00
UTILITIES		$0.00	$0.00	$0.00	$0.00	$0.00
CONSTRUCTION		$0.00	$0.00	$0.00	$0.00	$0.00
PROJECT COST		**$800,000.00**	**$0.00**	**$0.00**	**$300,000.00**	**$1,100,000.00**
FEDERAL COST		$640,000.00	$0.00	$0.00	$240,000.00	$880,000.00
STATE COST		$160,000.00	$0.00	$0.00	$60,000.00	$220,000.00
LOCAL COST		$0.00	$0.00	$0.00	$0.00	$0.00

DOT DISTRICT:	***CONGRESSIONAL DIST:***	***RC:***
Fund 1 For PI 1:	Fund 2 For PI 2:	Fund 3 For PI 3:

PROJECT LOCATION



Project Worksheet Date: 3/14/2024

PROJECT NAME:	I-475 SB & NB @ TOBESOFKEE CREEK 3 MI S OF MACON				
PROJECT WEBSITE:	https://www.dot.ga.gov/applications/geopi/Pages/Dashboard.aspx?ProjectId=0019934			***PROJECT#:***	
PROJECT DESCRIPTION: Bridge Replacement project @ I-475 SB & NB @ TOBESOFKEE CREEK 3 MI S OF MACON				***P.I. #:***	0019934
				MTP Priority #	16
				TIP#:	MCN-142
				COUNTY:	BIBB
LENGTH (MI):	NA	***# OF LANES - EXISTING:***	NA	***PLANNED:***	NA
TRAFFIC VOLUMES (ADT):		***(2012)***		***(2040)***	
LOCAL RD. #:		***ST./US #***		***FUNDING :***	Y001

COMMENTS/REMARKS:
See Amendment 20240501_0019934A for details.

LATEST TOTAL PROJECT COST:	***$23,000,000.00***	***TOTAL COST ESTIMATE DATE:***	***3/14/2024***

CURRENT TIP PHASES

PROJECT PHASE	***$ SOURCE***	***FY 2024***	***FY 2025***	***FY 2026***	***FY 2027***	***TOTAL***
PRELIMINARY ENGINEERING		$1,400,000.00	$0.00	$0.00	$0.00	$1,400,000.00
RIGHT-OF-WAY		$0.00	$0.00	$0.00	$300,000.00	$300,000.00
UTILITIES		$0.00	$0.00	$0.00	$0.00	$0.00
CONSTRUCTION		$0.00	$0.00	$0.00	$0.00	$0.00
PROJECT COST		**$1,400,000.00**	**$0.00**	**$0.00**	**$300,000.00**	**$1,700,000.00**
FEDERAL COST		$1,120,000.00	$0.00	$0.00	$240,000.00	$1,360,000.00
STATE COST		$280,000.00	$0.00	$0.00	$60,000.00	$340,000.00
LOCAL COST		$0.00	$0.00	$0.00	$0.00	$0.00

DOT DISTRICT:	***CONGRESSIONAL DIST:***	***RC:***
Fund 1 For PI 1:	Fund 2 For PI 2:	Fund 3 For PI 3:

PROJECT LOCATION

Project Worksheet Date: 3/14/2024

PROJECT NAME:	I-16 EB & WB @ CSX #636057K & BOGGY BRANCH 1.5 MI E OF MACON		
	https://www.dot.ga.gov/applications/geopi/Pages/Dashboard.aspx?ProjectId=0019935	***PROJECT#:***	
PROJECT DESCRIPTION:		***P.I. #:***	0019935
Bridge Replacement on I-16 EB & WB @ CSX #636057K & BOGGY BRANCH 1.5 MI E OF MACON.		***MTP Priority #***	17
Exp Description will be provided when concept report is submitted.		***TIP#:***	MCN-143
		COUNTY:	BIBB

LENGTH (MI):	*NA*	***# OF LANES - EXISTING:***	*NA*	***PLANNED:***	NA
TRAFFIC VOLUMES (ADT):			***(2012)***	***(2040)***	
LOCAL RD. #:		***ST./US #***		***FUNDING :***	Y001

COMMENTS/REMARKS:

See Amendment 20240501_0019935A for details..

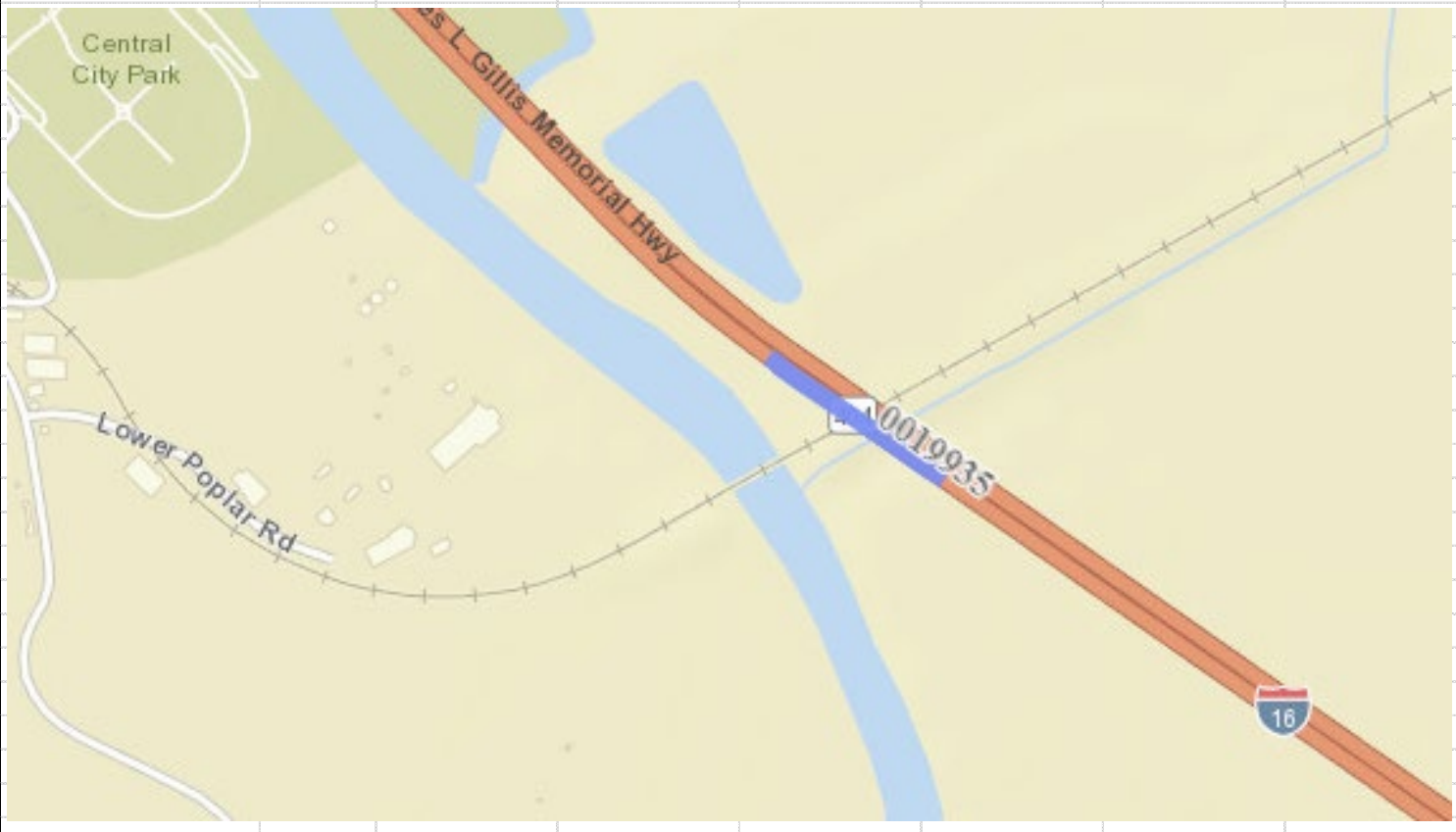
LATEST TOTAL PROJECT COST:	***$29,000,000.00***	***TOTAL COST ESTIMATE DATE:***	***3/14/2024***

CURRENT TIP PHASES

PROJECT PHASE	***$ SOURCE***	***FY 2024***	***FY 2025***	***FY 2026***	***FY 2027***	***TOTAL***
PRELIMINARY ENGINEERING		$1,400,000.00	$0.00	$0.00	$0.00	$1,400,000.00
RIGHT-OF-WAY		$0.00	$0.00	$0.00	$300,000.00	$300,000.00
UTILITIES		$0.00	$0.00	$0.00	$0.00	$0.00
CONSTRUCTION		$0.00	$0.00	$0.00	$0.00	$0.00
PROJECT COST		**$1,400,000.00**	**$0.00**	**$0.00**	**$300,000.00**	**$1,700,000.00**
FEDERAL COST		$1,120,000.00	$0.00	$0.00	$240,000.00	$1,360,000.00
STATE COST		$280,000.00	$0.00	$0.00	$60,000.00	$340,000.00
LOCAL COST		$0.00	$0.00	$0.00	$0.00	$0.00

DOT DISTRICT:		***CONGRESSIONAL DIST:***		***RC:***	
Fund 1 For PI 1:		Fund 2 For PI 2:		Fund 3 For PI 3:	

PROJECT LOCATION



Project Worksheet Date: 3/14/2024

PROJECT NAME:	I-16 EB & WB @ OCMULGEE RIVER OVERFLOW 2 MI E OF MACON		
	https://www.dot.ga.gov/applications/geopi/Pages/Dashboard.aspx?ProjectId=0019936	***PROJECT#:***	
PROJECT DESCRIPTION:		***P.I. #:***	0019936
Bridge Replacement on I-16 EB & WB @ OCMULGEE RIVER OVERFLOW 2 MI E OF MACON.		***MTP Priority #***	18
Exp Description will be provided when concept report is submitted.		***TIP#:***	MCN-144
		COUNTY:	BIBB

LENGTH (MI):	***NA***	***# OF LANES - EXISTING:***	***NA***	***PLANNED:***	NA
TRAFFIC VOLUMES (ADT):			***(2012)***	***(2040)***	
LOCAL RD. #:		***ST./US #***		***FUNDING :***	Y001

COMMENTS/REMARKS:

See Amendment 20240501_0019936A for details..

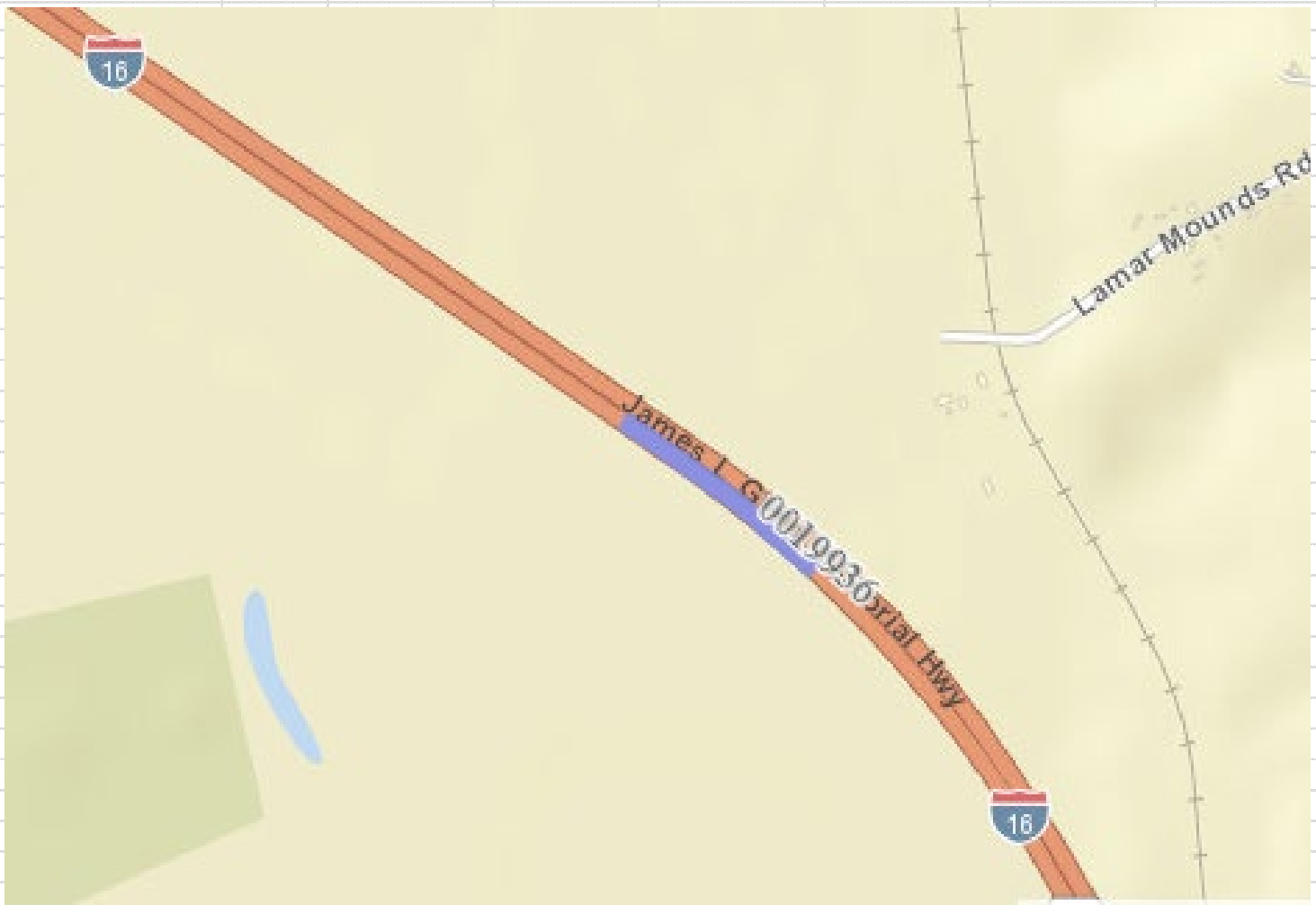
LATEST TOTAL PROJECT COST:	***$13,000,000.00***	***TOTAL COST ESTIMATE DATE:***	***3/14/2024***

CURRENT TIP PHASES

PROJECT PHASE	***$ SOURCE***	***FY 2024***	***FY 2025***	***FY 2026***	***FY 2027***	***TOTAL***
PRELIMINARY ENGINEERING		$1,400,000.00	$0.00	$0.00	$0.00	$1,400,000.00
RIGHT-OF-WAY		$0.00	$0.00	$0.00	$300,000.00	$300,000.00
UTILITIES		$0.00	$0.00	$0.00	$0.00	$0.00
CONSTRUCTION		$0.00	$0.00	$0.00	$0.00	$0.00
PROJECT COST		**$1,400,000.00**	**$0.00**	**$0.00**	**$300,000.00**	**$1,700,000.00**
FEDERAL COST		$1,120,000.00	$0.00	$0.00	$240,000.00	$1,360,000.00
STATE COST		$280,000.00	$0.00	$0.00	$60,000.00	$340,000.00
LOCAL COST		$0.00	$0.00	$0.00	$0.00	$0.00

DOT DISTRICT:	***CONGRESSIONAL DIST:***	***RC:***
Fund 1 For PI 1:	Fund 2 For PI 2:	Fund 3 For PI 3:

PROJECT LOCATION



Project Worksheet Date: 3/14/2024

PROJECT NAME:	SR 19/SR 87 SB & NB @ WALNUT CREEK				
PROJECT WEBSITE:	https://www.dot.ga.gov/applications/geopi/Pages/Dashboard.aspx?ProjectId=0019945			***PROJECT#:***	
PROJECT DESCRIPTION: Bridge Replacement project @ SR 19/SR 87 SB & NB @ Walnut Creek				***P.I. #:***	0019945
				MTP Priority #	19
				TIP#:	MCN-145
				COUNTY:	BIBB
LENGTH (MI):	*NA*	***# OF LANES - EXISTING:***	*NA*	***PLANNED:***	NA
TRAFFIC VOLUMES (ADT):		*(2012)*		*(2040)*	
LOCAL RD. #:		***ST./US #***		***FUNDING :***	Y001

COMMENTS/REMARKS:
See Amendment 20240501_0019945A for details.

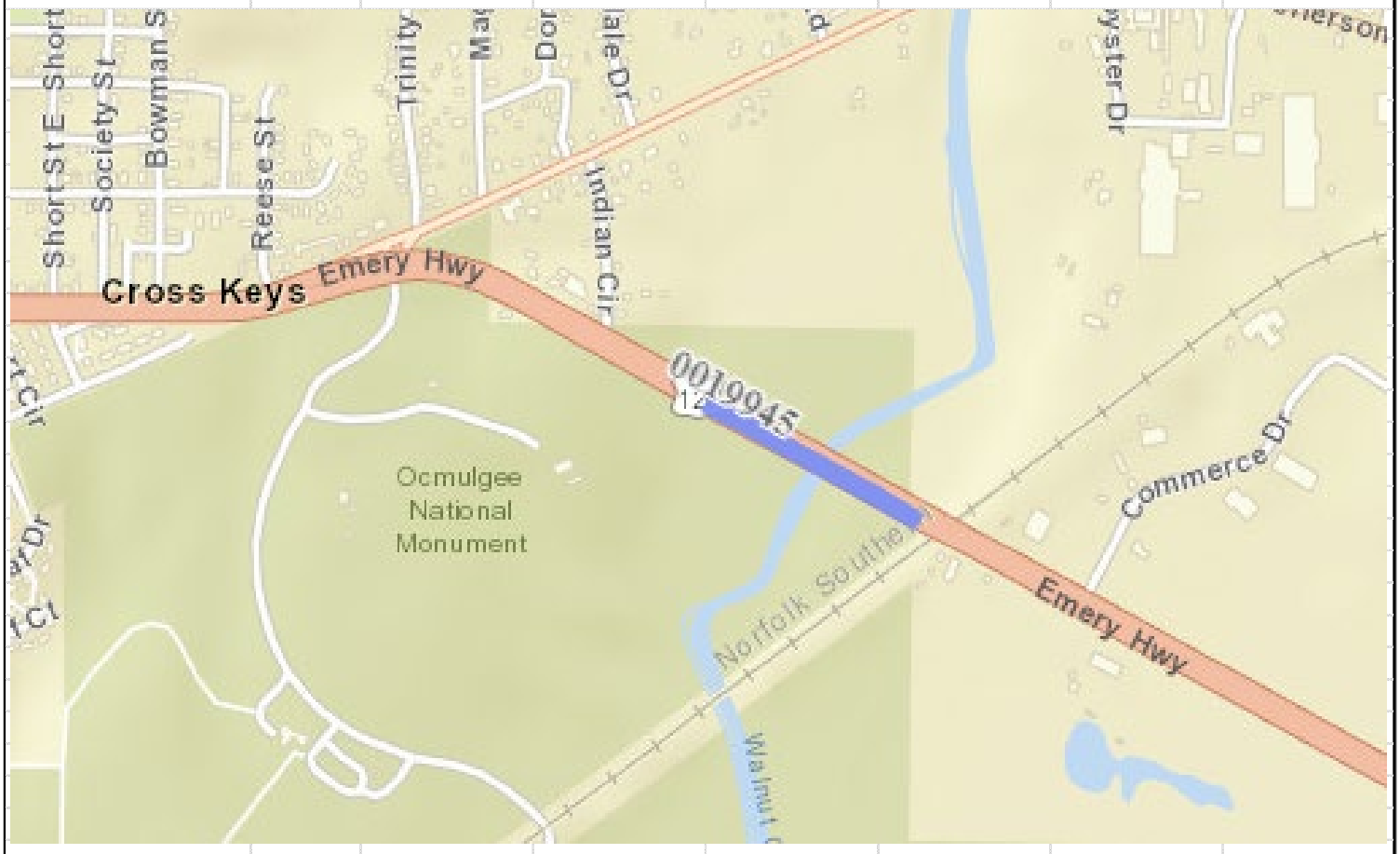
LATEST TOTAL PROJECT COST:	***$13,600,000.00***	***TOTAL COST ESTIMATE DATE:***	***3/14/2024***

CURRENT TIP PHASES

PROJECT PHASE	***$ SOURCE***	***FY 2024***	***FY 2025***	***FY 2026***	***FY 2027***	***TOTAL***
PRELIMINARY ENGINEERING		$1,400,000.00	$0.00	$0.00	$0.00	$1,400,000.00
RIGHT-OF-WAY		$0.00	$0.00	$0.00	$300,000.00	$300,000.00
UTILITIES		$0.00	$0.00	$0.00	$0.00	$0.00
CONSTRUCTION		$0.00	$0.00	$0.00	$0.00	$0.00
PROJECT COST		**$1,400,000.00**	**$0.00**	**$0.00**	**$300,000.00**	**$1,700,000.00**
FEDERAL COST		$1,120,000.00	$0.00	$0.00	$240,000.00	$1,360,000.00
STATE COST		$280,000.00	$0.00	$0.00	$60,000.00	$340,000.00
LOCAL COST		$0.00	$0.00	$0.00	$0.00	$0.00

DOT DISTRICT:	***CONGRESSIONAL DIST:***	***RC:***
Fund 1 For PI 1:	Fund 2 For PI 2:	Fund 3 For PI 3:

PROJECT LOCATION



Project Worksheet Date: 2/22/2024

PROJECT NAME:	BONDSVIEW ROAD FROM W OF STONE CREEK TO SR 87		
PROJECT WEBSITE:	https://www.dot.ga.gov/applications/geopi/Pages/Dashboard.aspx?ProjectId=0020056	***PROJECT#:***	
PROJECT DESCRIPTION: *FLAP project in Bibb County Bonds View Road From West Of Stone Creek To State Route 87. The project road base improvement and grading, shoulder reconditioning, drainage headwall improvements along a 1.06 mile stretch of Bondsview Road with access to 800 acres of Wildlife refuge land.*		***P.I. #:***	0020056
		MTP Priority #	14
		TIP#:	MCN-146
		COUNTY:	Bibb

LENGTH (MI):	*1.06*	***# OF LANES - EXISTING:***	*N/A*	***PLANNED:***	*N/A*
TRAFFIC VOLUMES (ADT):			*(2012)*	*(2040)*	
LOCAL RD. #:		***ST./US #***		***FUNDING :***	FLAP

COMMENTS/REMARKS:
See Amendment 20240501_0020056A for details

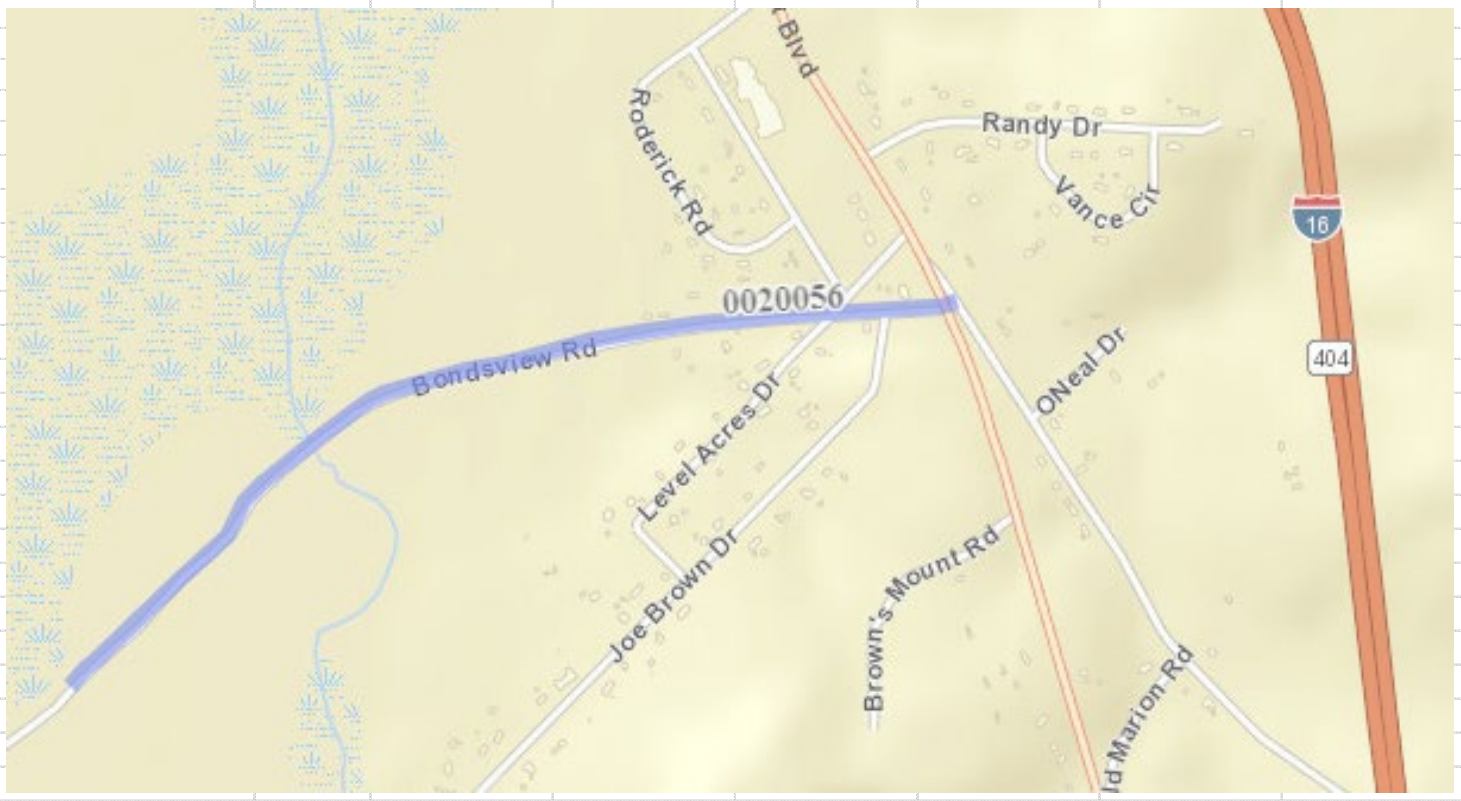
LATEST TOTAL PROJECT COST:	*$490,000.00*	***TOTAL COST ESTIMATE DATE:***	*2/16/2024*

CURRENT TIP PHASES

PROJECT PHASE	***$ SOURCE***	***FY 2024***	***FY 2025***	***FY 2026***	***FY 2027***	***TOTAL***
PRELIMINARY ENGINEERING		$0.00	$0.00	$0.00	$0.00	$0.00
RIGHT-OF-WAY		$0.00	$0.00	$0.00	$0.00	$0.00
UTILITIES		$0.00	$0.00	$0.00	$0.00	$0.00
CONSTRUCTION		$0.00	$490,000.00	$0.00	$0.00	$490,000.00
PROJECT COST		**$0.00**	**$490,000.00**	**$0.00**	**$0.00**	**$490,000.00**
FEDERAL COST		$0.00	$490,000.00	$0.00	$0.00	$490,000.00
STATE COST		$0.00	$0.00	$0.00	$0.00	$0.00
LOCAL COST		$0.00	$0.00	$0.00	$0.00	$0.00

DOT DISTRICT:	***CONGRESSIONAL DIST:***	***RC:***
Fund 1 For PI 1:	Fund 2 For PI 2:	Fund 3 For PI 3:

PROJECT LOCATION



Project Worksheet Date: 5/10/2024

PROJECT NAME:	SR 247/US 129 SB & NB @ NS #729382R		
PROJECT WEBSITE:	https://www.dot.ga.gov/applications/geopi/Pages/Dashboard.aspx?ProjectId=0020213	***PROJECT#:***	
PROJECT DESCRIPTION: *Replace Bridge located at SR 247/US 129 between Liberty Church Road and Griffin Road at the intersection with Norfolk Southern railway*		***P.I. #:***	0020213
		MTP Priority #	20
		TIP#:	MCN-147
		COUNTY:	BIBB
LENGTH (MI):	***# OF LANES - EXISTING:***	***PLANNED:***	
TRAFFIC VOLUMES (ADT):	***(2012)***	***(2040)***	
LOCAL RD. #:	***ST./US #***	***FUNDING :***	Y001

COMMENTS/REMARKS:
See Appendix Entry 20240807_0020213A for details on Amendment.

LATEST TOTAL PROJECT COST:	***$22,650,000.00***	***TOTAL COST ESTIMATE DATE:***	***5/10/2024***

CURRENT TIP PHASES

PROJECT PHASE	***$ SOURCE***	***FY 2024***	***FY 2025***	***FY 2026***	***FY 2027***	***TOTAL***
PRELIMINARY ENGINEERING		$0.00	$1,400,000.00	$0.00	$0.00	$1,400,000.00
RIGHT-OF-WAY		$0.00	$0.00	$0.00	$750,000.00	$750,000.00
UTILITIES		$0.00	$0.00	$0.00	$0.00	$0.00
CONSTRUCTION		$0.00	$0.00	$0.00	$0.00	$0.00
PROJECT COST		**$0.00**	**$1,400,000.00**	**$0.00**	**$750,000.00**	**$2,150,000.00**
FEDERAL COST		$0.00	$1,120,000.00	$0.00	$600,000.00	$1,720,000.00
STATE COST		$0.00	$280,000.00	$0.00	$150,000.00	$430,000.00
LOCAL COST		$0.00	$0.00	$0.00	$0.00	$0.00

DOT DISTRICT:	***CONGRESSIONAL DIST:***	***RC:***
Fund 1 For PI 1:	Fund 2 For PI 2:	Fund 3 For PI 3:

PROJECT LOCATION

Project Worksheet Date: 5/23/2024

PROJECT NAME:	I-16 FROM SR 22/BIBB TO SR 96/TWIGGS		
PROJECT WEBSITE:	https://www.dot.ga.gov/applications/geopi/Pages/Dashboard.aspx?ProjectId=0020345	***PROJECT#:***	
PROJECT DESCRIPTION: *Electric vehicle charging station along I-16 between Bibb and Twiggs counties.*		***P.I. #:***	0020345
		MTP Priority #	21
		TIP#:	MCN-148
		COUNTY:	BIBB
LENGTH (MI): 7.23	***# OF LANES - EXISTING:***	***PLANNED:***	
TRAFFIC VOLUMES (ADT):	***(2012)***	***(2040)***	
LOCAL RD. #:	***ST./US #***	***FUNDING :***	Y134

COMMENTS/REMARKS:
See Appendix Entry 20240807_0020345A for details on Amendment.

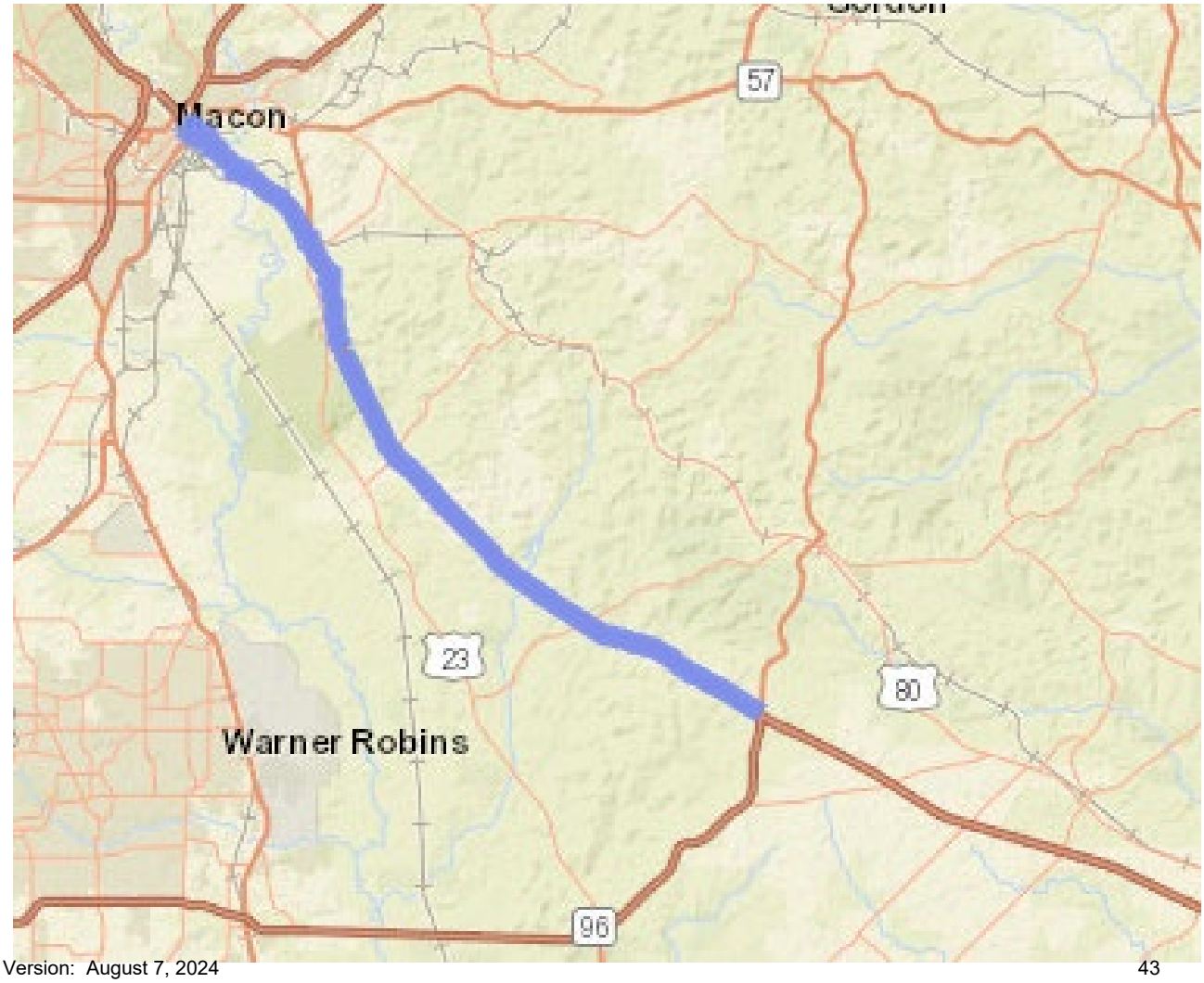
LATEST TOTAL PROJECT COST:	***$425,000.00***	***TOTAL COST ESTIMATE DATE:***	***5/10/2024***

CURRENT TIP PHASES

PROJECT PHASE	***$ SOURCE***	***FY 2024***	***FY 2025***	***FY 2026***	***FY 2027***	***TOTAL***
PRELIMINARY ENGINEERING		$0.00	$0.00	$0.00	$0.00	$0.00
RIGHT-OF-WAY		$0.00	$0.00	$0.00	$0.00	$0.00
UTILITIES		$0.00	$0.00	$0.00	$0.00	$0.00
CONSTRUCTION		$0.00	$425,000.00	$0.00	$0.00	$425,000.00
PROJECT COST		**$0.00**	**$425,000.00**	**$0.00**	**$0.00**	**$425,000.00**
FEDERAL COST		$0.00	$340,000.00	$0.00	$0.00	$340,000.00
STATE COST		$0.00	$85,000.00	$0.00	$0.00	$85,000.00
LOCAL COST		$0.00	$0.00	$0.00	$0.00	$0.00

DOT DISTRICT:	***CONGRESSIONAL DIST:***	***RC:***
Fund 1 For PI 1:	Fund 2 For PI 2:	Fund 3 For PI 3:

PROJECT LOCATION



FUNDING

Chapter 3 | Funding

MACON
TOTAL EXPECTED HIGHWAY
STIP FUNDS
(MATCHED)
FY 2024 - FY 2027

FUND	CODE	LUMP DESCRIPTION	2024	2025	2026	2027	TOTAL
NHPP	Y001		$ 8,340,517	$ 1,757,000	$0	$ 2,250,000	$ 12,347,517
HIP Bridge Formula	Y114		$ 16,681,206	$ -	$0	$ -	$ 16,681,206
NEVI	Y134			$ 425,000			$ 425,000
STBG	Y236		$ 21,759,472	$ -	$ -	$ -	$ 21,759,472
STBG	Y238		$117,000	$ 2,831,200	$ -	$ -	$ 2,948,200
Carbon	Y606		$477,010	$ 791,899	$ 791,899	$ 791,899	$ 2,852,707
PROTECT	Y800		$ 7,854,658	$ -	$ 504,000	$ -	$ 8,358,658
FLAP	Z21E		$0	$ 490,000	$ -	$ -	$ 490,000
Local	LOC		$ 5,387,700	$ 730,000	$ -	$ -	$ 6,117,700
Transit	5303		$127,985	$121,782	$121,782	$121,782	*$ 493,331*
Transit	5307	Operations	$ 9,199,290	$ 9,199,290	$ 9,199,290	$ 9,199,290	*$ 36,797,160*
Transit	5311		*$ 64,633*	$47,133	$47,133	$47,133	*$ 206,032*
Transit	5339(a)		$ 1,048,000				*$ 1,048,000*
NHPP	Y001	LIGHTING	$ 14,000	$ 14,000	$ 14,000	$ 14,000	$ 56,000
NHPP/STBG	Various	BRIDGE MAINTENANCE	$ 639,000	$ 639,000	$ 639,000	$ 639,000	$ 2,556,000
NHPP/STBG	Various	ROAD MAINTENANCE	$ 3,976,000	$ 3,550,000	$ 3,550,000	$ 3,550,000	$ 14,626,000
STBG	Y240	LOW IMPACT BRIDGES	$ 298,000	$ 298,000	$ 298,000	$ 298,000	$ 1,192,000
STBG	Y240	OPERATIONS	$ 170,000	$ 170,000	$ 170,000	$ 170,000	$ 680,000
STBG	Y240	TRAF CONTROL DEVICES	$ 426,000	$ 426,000	$ 426,000	$ 426,000	$ 1,704,000
STBG	Y240	RW PROTECTIVE BUY	$ 21,000	$ 21,000	$ 21,000	$ 21,000	$ 84,000
HSIP	YS30	SAFETY	$ 1,420,000	$ 1,420,000	$ 1,420,000	$ 1,420,000	$ 5,680,000
RRX	YS40	RAILROAD CROSSINGS	$163,000	$163,000	$163,000	$163,000	$ 652,000
TOTAL			**$ 78,184,471**	**$ 23,094,304**	**$ 17,365,104**	**$ 19,111,104**	**$ 137,754,983**

MACON AREA TRANSPORTATION STUDY
ANTICIPATED FEDERAL EXPENDITURES

NHPP FUNDS (Y001)

PI#	PROJECT DESCRIPTION	TIP PAGE #	TIP															
			FY 2024				FY 2025				FY 2026				FY 2027			
			PE	RW	UT	CST	PE	RW	UT	CST	PE	RW	UT	CST	PE	RW	UT	CST
0013712	SR 11/SR 49/US 41@ NS 734080Y 1.4 MI S OF MACON				$2,340,517													
0017231	SR 11/US 129 NB @ SAND CREEK							$ 357,000										
0019933	I-75 @ Rocky Creek		$800,000													$ 300,000		
0019934	I-475 SB & NB @ TOBESOFKEE CREEK 3 MI S OF MACON		$1,400,000													$ 300,000		
0019935	I-16 EB & WB 2 @ CSX #636057K & BOGGY BRANCH 1.5 MI E OF MACON		$1,400,000													$ 300,000		
0019936	I-16 EB & WB @ OCMULGEE RIVER OVERFLOW 2 MI		$1,400,000													$ 300,000		
0019945	SR 19/SR 87 SB & NB @ WALNUT CREEK		$1,000,000													$ 300,000		
0020213	SR 247/US 129 SB & NB @ NS #729382R						$1,400,000									$ 750,000		
SUBTOTAL Y001 COSTS			########	$ -	########	$ -	$1,400,000	$ 357,000	$ -	$ -	$ -	$ -	$ -	$ -	$ -	########	$ -	$ -
TOTAL Z001 COSTS						$ 8,340,517				$ 1,757,000				$ -				$2,250,000
AVAILABLE Y001 FUNDS						$ 8,340,517				$ 1,757,000				$ -				$2,250,000

HIP BRIDGE FORMULA FUNDS (Y114)

PI#	PROJECT DESCRIPTION	TIP PAGE #	TIP															
			FY 2024				FY 2025				FY 2026				FY 2027			
			PE	RW	UT	CST	PE	RW	UT	CST	PE	RW	UT	CST	PE	RW	UT	CST
0013712	SR 11/SR 49/US 41@ NS 734080Y 1.4 MI S OF MACON				$1,681,206	$15,000,000												
SUBTOTAL Y114 COSTS			$ -	$ -	########	$ 15,000,000	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -
TOTAL Y114 COSTS						$ 16,681,206				$ -				$ -				$ -
AVAILABLE Y114 FUNDS						$ 16,681,206				$ -				$ -				$ -

NEVI FUNDS (Y134)

PI#	PROJECT DESCRIPTION	TIP PAGE #	TIP FY 2024 PE	FY 2024 RW	FY 2024 UT	FY 2024 CST	FY 2025 PE	FY 2025 RW	FY 2025 UT	FY 2025 CST	FY 2026 PE	FY 2026 RW	FY 2026 UT	FY 2026 CST	FY 2027 PE	FY 2027 RW	FY 2027 UT	FY 2027 CST
0020345	I-16 FROM SR 22/BIBB TO SR 96/TWIGGS									$ 425,000								
SUBTOTAL Y134 COSTS			$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ 425,000	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -
TOTAL Y134 COSTS						$ -				$ 425,000				$ -				$ -
AVAILABLE Y134 FUNDS						$ -				$ 425,000				$ -				$ -

STBG FUNDS (Y236)

PI#	PROJECT DESCRIPTION	TIP PAGE #	TIP FY 2024 PE	FY 2024 RW	FY 2024 UT	FY 2024 CST	FY 2025 PE	FY 2025 RW	FY 2025 UT	FY 2025 CST	FY 2026 PE	FY 2026 RW	FY 2026 UT	FY 2026 CST	FY 2027 PE	FY 2027 RW	FY 2027 UT	FY 2027 CST
0014072	I-16 EASTBOUND & WESTBOUND @ WALNUT CREEK					$ 11,781,987												
0013921	I-475 @ Tucker Rd.				$ 1,489,808	$ 8,487,677												
SUBTOTAL Y236 COSTS			$ -	$ -	$ 1,489,808	$ 20,269,664	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -
TOTAL Y231 COSTS						$ 21,759,472				$ -				$ -				$ -
AVAILABLE Y236 FUNDS						$ 21,759,472				$ -				$ -				$ -

STBG FUNDS (Y238)

PI#	PROJECT DESCRIPTION	TIP PAGE #	TIP FY 2024 PE	FY 2024 RW	FY 2024 UT	FY 2024 CST	FY 2025 PE	FY 2025 RW	FY 2025 UT	FY 2025 CST	FY 2026 PE	FY 2026 RW	FY 2026 UT	FY 2026 CST	FY 2027 PE	FY 2027 RW	FY 2027 UT	FY 2027 CST
0016130	SR 18 @ OCMULGEE RIVER 13 MI E OF FORSYTH			$117,000					$31,200	$1,950,000								
0017230	SR 11/SR 22/US 129 SB & NB @ ROCK CREEK							$ 500,000										
0017231	SR 11/SR 22/US 129 SB @ SAND CREEK							$ 350,000										
SUBTOTAL Y238 COSTS			$ -	$ 117,000	$ -	$ -	$ -	$ 850,000	$ 31,200	$ 1,950,000	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -
TOTAL Y238 COSTS						$ 117,000				$ 2,831,200				$ -				$ -
AVAILABLE Y238 FUNDS						$ 117,000				$ 2,831,200				$ -				$ -

PROTECT Grant (Y800)

PI#	PROJECT DESCRIPTION	TIP PAGE #	TIP FY 2024 PE	FY 2024 RW	FY 2024 UT	FY 2024 CST	FY 2025 PE	FY 2025 RW	FY 2025 UT	FY 2025 CST	FY 2026 PE	FY 2026 RW	FY 2026 UT	FY 2026 CST	FY 2027 PE	FY 2027 RW	FY 2027 UT	FY 2027 CST
0014072	I-16 EASTBOUND & WESTBOUND @ WALNUT CREEK					$ 7,854,658												
0017221	SR 247 @ ECHECONNEE CREEK & OVERFLOW @ 3 LOCS											$ 504,000						
SUBTOTAL Y800 COSTS			$ -	$ -	$ -	$ 7,854,658	$ -	$ -	$ -	$ -	$ -	$ 504,000	$ -	$ -	$ -	$ -	$ -	$ -
TOTAL Y800 COSTS						$ 7,854,658				$ -				$ 504,000				$ -
AVAILABLE Y800 FUNDS						$ 7,854,658				$ -				$ 504,000				$ -

FLAP Grant (Z21E)

PI#	PROJECT DESCRIPTION	TIP PAGE #	TIP FY 2024 PE	FY 2024 RW	FY 2024 UT	FY 2024 CST	FY 2025 PE	FY 2025 RW	FY 2025 UT	FY 2025 CST	FY 2026 PE	FY 2026 RW	FY 2026 UT	FY 2026 CST	FY 2027 PE	FY 2027 RW	FY 2027 UT	FY 2027 CST
0020056	BONDSVIEW ROAD FROM W OF STONE CREEK TO SR 87									$ 490,000								
SUBTOTAL Z21E COSTS			$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ 490,000	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -
TOTAL Z21E COSTS						$ -				$ 490,000				$ -				$ -
AVAILABLE Z21E FUNDS						$ -				$ 490,000				$ -				$ -

LOCAL FUNDS (LOC)

PI#	PROJECT DESCRIPTION	TIP PAGE #	TIP FY 2024 PE	FY 2024 RW	FY 2024 UT	FY 2024 CST	FY 2025 PE	FY 2025 RW	FY 2025 UT	FY 2025 CST	FY 2026 PE	FY 2026 RW	FY 2026 UT	FY 2026 CST	FY 2027 PE	FY 2027 RW	FY 2027 UT	FY 2027 CST
0017121	CR 742/BASS ROAD FROM PROVIDENCE BLVD TO NEW FORSYTH ROAD			$ 5,387,700														
0018327	SR 22/US 80 FROM CR 5503/CANTERBURY ROAD TO I-75 SB RAMP									$ 730,000								
SUBTOTAL LOC COSTS			$ -	$ 5,387,700	$ -	$ -	$ -	$ -	$ -	$ 730,000	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -
TOTAL LOC COSTS						$ 5,387,700				$ 730,000				$ -				$ -
AVAILABLE LOC FUNDS						$ 5,387,700				$ 730,000				$ -				$ -

MASS TRANSIT

Chapter 4 | Mass Transit

Financial Capacity Statement of the Macon Transit Authority

Purpose

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

Scope

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

Financial Conditions & Capabilities

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

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

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

CAPITAL IMPROVEMENT JUSTIFICATIONS FOR THE MACON - BIBB COUNTY TRANSIT AUTHORITY

FY 2024

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

FY 2025

- Bus Maintenance Parts & Supplies for fleet – To have materials on hand to keep transit vehicles properly maintained and in operating condition.
- Purchase Electric buses (3) – Regularly scheduled purchase, replacing a diesel bus of similar type that exceeds its useful life due to age and/or mileage.
- Purchase Electric Buses for ADA (2) – Regularly scheduled purchase to replace vehicles of similar type that exceeds their useful life due to age and/or mileage.
- Replace & Refurbish Bus Shelters and Benches – Continuation of ongoing repair and maintenance of bus stops. Last time similar activity was pursued was 2014.
- Computer Equipment & Software - Maintenance, upgrade and/or replacement of functionally obsolete leased computer systems.
- Terminal Station Maintenance & Renovation –ventilation, plumbing, electrical, structural and upgrades to a property owned by Macon-Bibb County Transit Authority, in a manner consistent with the property's listing on the National Historic Register.

FY 2026

- Bus Maintenance Parts & Supplies for fleet – To have materials on hand to keep transit vehicles properly maintained and in operating condition. Continue to build inventory relative electrification.

- Purchase Electric buses (5) – Regularly scheduled purchase, replacing a diesel bus of similar type that exceeds its useful life due to age and/or mileage.
- Computer Equipment & Software - Maintenance, upgrade and/or replacement of functionally obsolete leased computer systems.
- Purchase Electric Buses for ADA Service (1) – Regularly scheduled electric ADA bus purchase to replace vehicles of similar type that exceeds their useful life due to age and/or mileage.
- Office Equipment & Furniture - Replacement of old dilapidated office furniture & equipment as needed.

FY 2027

- Bus Maintenance Parts & Supplies for fleet – To have materials on hand to keep transit vehicles properly maintained and in operating condition.
- Purchase Electric buses (3) – Regularly scheduled purchase, replacing a diesel bus of similar type that exceeds its useful life due to age and/or mileage.
- Purchase Electric Buses for ADA Service (2) – Regularly scheduled electric ADA bus purchase to replace vehicles of similar type that exceeds their useful life due to age and/or mileage.
- Computer Equipment & Software - Maintenance, upgrade and/or replacement of functionally obsolete computer systems.
- GPS Tablets with Kits (10) – This purchase is to facilitate real time tracking of transit vehicles during normal hours of operation.
- Office Equipment & Furniture - Replacement of old dilapidated office furniture & equipment.

Project Worksheet Date: 5/4/2023

PROJECT NAME:	TRANSIT PLANNING ACTIVITIES				***PROJECT#:***	
PROJECT DESCRIPTION: Transit planning support services provided by Macon-Bibb Planning & Zoning in their capacity as MATS MPO staff.					***P.I. #:***	
					MTP Priority #	
					TIP#:	
					COUNTY:	BIBB
LENGTH (MI):	*N/A*	***# OF LANES - EXISTING:***	*N/A*		***PLANNED:***	*N/A*
TRAFFIC VOLUMES (ADT):		*N/A*	***(2012)***	N/A	***(2050)***	*N/A*
LOCAL RD. #:	*N/A*	***ST./US #*** *N/A*			***FUNDING :***	5303

COMMENTS/REMARKS: Project Phase categories do not apply to this worksheet. Federal, State and Local cost shares are as per usual (80%/10%/10%). For FY 2024 through FY 2027, these projects are covered by GDOT PI #T007069, T008052, T008053 and T008054, respectively.

LATEST TOTAL PROJECT COST:	*$511,940.00*	***TOTAL COST ESTIMATE DATE:***	*5/4/2023*

CURRENT TIP PHASES

PROJECT PHASE	***$ SOURCE***	***FY 2024***	***FY 2025***	***FY 2026***	***FY 2027***	***TOTAL***
PRELIMINARY ENGINEERING		$0.00	$0.00	$0.00	$0.00	$0.00
RIGHT-OF-WAY		$0.00	$0.00	$0.00	$0.00	$0.00
UTILITIES		$0.00	$0.00	$0.00	$0.00	$0.00
CONSTRUCTION		$0.00	$0.00	$0.00	$0.00	$0.00
PROJECT COST		**$127,985**	**$121,782**	**$121,782**	**$121,782**	**$493,331**
FEDERAL COST		$102,388.00	$97,425.60	$97,424.60	$97,425.60	$394,663.80
STATE COST		$12,798.50	$10,549.00	$12,178.20	$12,178.20	$47,703.90
LOCAL COST		$12,798.50	$10,551.00	$12,178.20	$12,178.20	$47,705.90

DOT DISTRICT:	***CONGRESSIONAL DIST:***		***RC:***
Fund 1 For PI 1:	Fund 2 For PI 2:		Fund 3 For PI 3:

PROJECT LOCATION

Project Worksheet Date: 6/8/2023

PROJECT NAME:	NON-METROPOLITAN TRANSPORTATION PLANNING	***PROJECT#:***	
PROJECT DESCRIPTION: Transit planning support services provided by Middle Georgia Regional Commission in their capacity as transit program managers for rural transit programs in Jones County.		***P.I. #:***	
		MTP Priority #	
		TIP#:	
		COUNTY:	

LENGTH (MI):	*N/A*	***# OF LANES - EXISTING:***	*N/A*		***PLANNED:***	N/A
TRAFFIC VOLUMES (ADT):		*N/A*	***(2012)***	N/A	***(2050)***	N/A
LOCAL RD. #:	N/A	***ST./US #***	*N/A*		***FUNDING :***	N/A

COMMENTS/REMARKS: Project Phase categories do not apply to this worksheet. Federal, State and Local cost shares are as per usual (80%/10%/10%). For FY 2024 through FY 2027, these projects are covered by GDOT PI #T007379, T008301, T008302 and T008304, respectively.

LATEST TOTAL PROJECT COST:	*$187,631.25*	***TOTAL COST ESTIMATE DATE:***	*6/8/2023*

CURRENT TIP PHASES

PROJECT PHASE	***$ SOURCE***	***FY 2024***	***FY 2025***	***FY 2026***	***FY 2027***	***TOTAL***
PRELIMINARY ENGINEERING		$0.00	$0.00	$0.00	$0.00	$0.00
RIGHT-OF-WAY		$0.00	$0.00	$0.00	$0.00	$0.00
UTILITIES		$0.00	$0.00	$0.00	$0.00	$0.00
CONSTRUCTION		$0.00	$0.00	$0.00	$0.00	$0.00
PROJECT COST		**$69,557.50**	**$37,240.00**	**$38,790.00**	**$42,043.75**	**$187,631.25**
FEDERAL COST		$55,646.00	$29,792.00	$31,032.00	$33,635.00	$150,105
STATE COST		$6,955.75	$3,724.00	$3,879.00	$4,204.38	$18,763
LOCAL COST		$6,955.75	$3,724.00	$3,879.00	$4,204.38	$18,763

DOT DISTRICT:		***CONGRESSIONAL DIST:***	*8*	***RC:***	MG
Fund 1 For PI 1:		Fund 2 For PI 2:		Fund 3 For PI 3:	

PROJECT LOCATION

CAPITAL & OPERATING ASSISTANCE SCHEDULE FOR MACON-BIBB COUNTY TRANSIT AUTHORITY					
SECTION 5307					
STIP #	**T007057**	**T008412**	**T008413**	**T008414**	
OPERATING PERIOD	**FY 2024**	**FY 2025**	**FY 2026**	**FY 2027**	**TOTAL**
Fiscal Year 2024	$9,199,290				$9,199,290
(07/01/23-06/30/24)					
Fiscal Year 2025		$9,199,290			$9,199,290
(07/01/24- 06/30/25)					
Fiscal Year 2026			$9,199,290		$9,199,290
(07/01/25 - 06/30/26)					
Fiscal Year 2027				$9,199,290	$9,199,290
(07/01/26 - 06/30/27)					
PROJECT COST	**$9,199,290**	**$9,199,290**	**$9,199,290**	**$9,199,290**	**$36,797,160**
FEDERAL COST	$4,599,645	$4,599,645	$4,599,645	$4,599,645	$18,398,580
LOCAL COST	$4,599,645	$4,599,645	$4,599,645	$4,599,645	$18,398,580
DOT DISTRICT # 3		CONG. DIST.	2 & 8	RDC	MG

CAPITAL SCHEDULE FOR MACON-BIBB COUNTY TRANSIT AUTHORITY						
Section 5339(a)						
		TBD	**TBD**	**TBD**	**TBD**	
DESCRIPTION	**Unit Cost**	**FY 2024**	**FY 2025**	**FY 2026**	**FY 2027**	**TOTAL**
Purchase Electric buses	$900,000	$962,538	**tbd**	**tbd**	**tbd**	$962,538
Rehab/ Renovate Yards & Shop		TBD	TBD	TBD	TBD	$0
Spare Parts	Varies	TBD	TBD	TBD	TBD	$0
Support Equipment	Varies	$50,000	TBD	TBD	TBD	$50,000
Project Administration		$36,270	TBD	TBD	TBD	$36,270
PROJECT COST		**$1,048,808**	**$0**	**$0**	**$0**	**$1,048,808**
FEDERAL COST		$839,046	$0	$0	$0	$839,046
STATE COST						
LOCAL COST		$209,762	$0	$0	$0	$209,762
DOT DISTRICT # 3			CONG. DIST.	2 & 8	RC	MG

CAPITAL SCHEDULE FOR JONES CO.					
Section 5311					
STIP #	**T007324**	**T008234**	**T008241**	**T008243**	
DESCRIPTION	**FY 2024**	**FY 2025**	**FY 2026**	**FY 2027**	**TOTAL**
Purchase of Service	$32,133				$32,133
Purchase of Service		$32,133			$32,133
Purchase of Service			$32,133		$32,133
Purchase of Service				$32,133	$32,133
PROJECT COST	**$32,133**	**$32,133**	**$32,133**	**$32,133**	**$128,532**
FEDERAL COST	$20,067	$20,067	$20,067	$20,067	$80,268
STATE COST	$1,334	$1,334	$1,334	$1,334	$5,336
LOCAL COST	$10,732	$10,732	$10,732	$10,732	$42,928
DOT DISTRICT # 3		CONG. DIST.	2 & 8	RC	MG

CAPITAL SCHEDULE FOR Middle GA Regional Commission Mobility Management					
Section 5311					
STIP #	**T007331**	**T008355**	**T008356**	**T008357**	
DESCRIPTION	**FY 2024**	**FY 2025**	**FY 2026**	**FY 2027**	**TOTAL**
Purchase of Service	$32,500				$32,500
Purchase of Service		$15,000			$15,000
Purchase of Service			$15,000		$15,000
Purchase of Service				$15,000	$15,000
PROJECT COST	**$32,500**	**$15,000**	**$15,000**	**$15,000**	**$77,500**
FEDERAL COST	$26,000	$12,000	$12,000	$12,000	$62,000
STATE COST	$0	$1,500	$1,500	$1,500	$4,500
LOCAL COST	$6,500	$1,500	$1,500	$1,500	$11,000
DOT DISTRICT # 3		CONG. DIST.	2 & 8	RC	MG

Macon-Bibb County Transit Authority Projected Vehicle Replacement Schedule FY 2021 - 2030

Transit										
	Fiscal Year									
Model Year	2021	2022	2023	2024	2025	2026	2027	2028	2029	2030
2004	1	1	1	0	0	0	0	0	0	0
2010	7	5	5	1	0	0	0	0	0	0
2011	0	0	0	0	0	0	0	0	0	0
2012	0	0	0	0	0	0	0	0	0	0
2013	0	0	0	0	0	0	0	0	0	0
2014	0	0	0	0	0	0	0	0	0	0
2015	3	3	3	3	1	0	0	0	0	0
2016	0	0	0	0	0	0	0	0	0	0
2017	2	2	2	2	2	0	0	0	0	0
2018	7	7	7	7	7	5	2	0	0	0
2019	0	0	0	0	0	0	0	0	0	0
2020	4	4	4	4	4	4	4	1	0	0
2021	5	5	5	5	5	5	5	5	3	3
2022	0	2	2	2	2	2	2	2	2	2
2023	0	0	0	0	0	0	0	0	0	0
2024	0	0	0	**3**	3	3	3	3	3	3
2025	0	0	0	0	**3**	3	3	3	3	3
2026	0	0	0	0	0	**5**	5	5	5	5
2027	0	0	0	0	0	0	**3**	3	3	3
2028	0	0	0	0	0	0	0	**5**	5	5
2029	0	0	0	0	0	0	0	0	**3**	3
Active Fleet	29	29	29	27	27	27	27	27	27	27
Peak Buses	18	18	18	20	20	20	20	20	20	20
Spares	11	11	11	12	12	12	12	12	12	12
Spare Ratio	61.11%	61.11%	61.11%	60.00%	60.00%	60.00%	60.00%	60.00%	60.00%	60.00%
Buses Retired	5	2	0	5	3	5	3	5	3	0
Buses Purchased	5	2	0	5	3	5	3	5	3	0

Para Transit										
	Fiscal Year									
Model Year	2021	2022	2023	2024	2025	2026	2027	2028	2029	2030
2010	1	1	1	0	0	0	0	0	0	0
2011	0	0	0	0	0	0	0	0	0	0
2012	0	0	0	0	0	0	0	0	0	0
2013	0	0	0	0	0	0	0	0	0	0
2014	0	0	0	0	0	0	0	0	0	0
2015	0	0	0	0	0	0	0	0	0	0
2016	5	5	2	0	0	0	0	0	0	0
2017	0	0	0	0	0	0	0	0	0	0
2018	2	2	2	0	0	0	0	0	0	0
2019	2	2	2	2	0	0	0	0	0	0
2020	0	0	0	0	0	0	0	0	0	0
2021	0	3	3	3	3	2	0	0	0	0
2022	0	0	**3**	3	3	3	3	3	0	0
2023	0	0	0	**5**	5	5	5	5	5	5
2024	0	0	0	0	**2**	2	2	2	2	2
2025	0	0	0	0	0	1	1	1	1	1
2026	0	0	0	0	0	0	**2**	2	2	2
2027	0	0	0	0	0	0	0	0	0	0
2028	0	0	0	0	0	0	0	0	**3**	3
Active Fleet	10	13	13	13	13	13	13	13	13	13
Peak Buses	10	10	10	11	12	12	12	12	12	12
Spares	0	0	0	2	2	2	2	2	2	2
Spare Ratio	0.00%	0.00%	0.00%	18.18%	16.67%	16.67%	16.67%	16.67%	16.67%	16.67%
Buses Retired	3	0	3	5	2	0	2	0	3	0
Buses Purchased	0	3	3	7	2	0	2	0	3	0

AIRPORTS

Chapter 5 | Airports

MIDDLE GEORGIA REGIONAL AIRPORT
CAPITAL IMPROVEMENT PROGRAM (FY 2024 - 2027)

Airport Name: Middle Georgia Regional Airport (MCN)
Airport City: Macon, Georgia
Last Modified: November 4, 2022

GDOT PM: Lynn Thompson
Runway(s): 5/23 (6,500' x 180'), 14/32 (5,000' x 100')
RDC (Ex./Ult.): 5/23 (D-III/DIII), 14/32 (B-II/B-II)

FY	Sponsor Priority	Project Description	AIP Eligibility - Reference AIP Handbook	Pavement Projects Insert PCI	Grant Breakdown (Federal/State/Local)					Total Project Cost	Federal Share			State Share	Local Share
					100/0/0	90/5/5	90/0/10	0/75/25	0/0/100		PE	BIL	Other (D/SA)		
2024	1	Design and Construct Commercial Terminal and ATCT Entrance Road with Utilities			1					$3,000,000	$ -	$ -	$3,000,000	$ -	$ -
2024	2	Design FBO Terminal and Hangar Relocations (Phase II)							1	$350,000	$ -	$ -	$ -	$ -	$350,000
2024	3	Design & Construct Taxiway Echo Project							1	$4,000,000					$ 4,000,000
2024	4	Fabric Hangar for Aircraft Storage During Relocation							1	$1,500,000	$ -	$ -	$ -	$ -	$1,500,000
2024	5	Land Purchase (North T-hangar Area)							1	$360,000	$ -	$ -	$ -	$ -	$360,000
2024	6	Wayfinding Signs and Signage Plan, Phase I							1	$350,000	$ -	$ -	$ -	$ -	$350,000
2024	7	DME Siting Study							1	$67,000	$ -	$ -	$ -	$ -	$67,000
2024	8	Drainage Study, Design,and Construction Including Old Pavement Removal							1	$3,000,000	$ -	$ -	$ -	$ -	$3,000,000
2024	9	Acquire ARFF Vehicle (1)							1	$1,000,000	$ -	$ -	$ -	$ -	$1,000,000
2024	10	eVTOL Charging Stations							1	$750,000	$ -	$ -	$ -	$ -	$750,000
2024	11	Electrical Infrastructure Improvements To Support eVTOL Charging Stations							1	$1,500,000	$ -	$ -	$ -	$ -	$1,500,000
2025	1	Construct FBO Terminal (14,000 SF) and Flightline Parking Lot Pavement Rehabilitation							1	$8,000,000	$ -	$ -	$ -	$ -	$8,000,000
2025	2	Design and Construct North T-hangars and Taxilanes							1	$6,000,000	$ -	$1,011,094	$ -	$ -	$4,988,906
2025	3	Design and Construct West Cargo Area							1	$13,000,000	$ -	$ -	$ -	$ -	$13,000,000
2025	4	Design South Apron Rehabilitation/Expansion				1				$300,000	$270,000	$ -	$ -	$15,000	$15,000
2025	5	Design New Taxiway E, E1, and E2				1				$600,000	$540,000	$ -	$ -	$30,000	$30,000

MIDDLE GEORGIA REGIONAL AIRPORT
CAPITAL IMPROVEMENT PROGRAM (FY 2024 - 2027)

Airport Name: Middle Georgia Regional Airport (MCN)
Airport City: Macon, Georgia
Last Modified: November 4, 2022

GDOT PM: Lynn Thompson
Runway(s): 5/23 (6,500' x 180'), 14/32 (5,000' x 100')
RDC (Ex./Ult.): 5/23 (D-III/DIII), 14/32 (B-II/B-II)

FY	Sponsor Priority	Project Description	AIP Eligibility - Reference AIP Handbook	Pavement Projects Insert PCI	Grant Breakdown (Federal/State/Local)					Total Project Cost	Federal Share			State Share	Local Share
					100/0/0	90/5/5	90/0/10	0/75/25	0/0/100		PE	BIL	Other (D/SA)		
2025	6	FAA NAVAID Install and Commission				1				$200,000	$180,000	$ -	$ -	$10,000	$10,000
2025	7	Demolition of North Side Hangars							1	$1,000,000	$ -	$ -	$ -	$ -	$1,000,000
2025	8	Hazardous Materials Study and Design of the Demoliton of Air National Guard Buildings							1	$250,000	$ -	$ -	$ -	$ -	$250,000
2025	9	Hazardous Materials Study and Demoliton of VOR Building							1	$300,000	$ -	$ -	$ -	$ -	$300,000
2025	10	DBE Update (FY24-FY27)					1			$15,000	$10,000	$ -	$ -	$ -	$5,000
2026	1	Construct Taxiway E, E1 and E2				1				$2,400,000	$1,000,000	$1,011,094	$ -	$120,000	$268,906
2026	2	Rehabilitate Runway 5-23 and Taxiways B, B1, B2, and B3						1		$3,300,000	$ -	$ -	$ -	$2,475,000	$825,000
2026	3	Construct South Apron Rehabilitation & Expansion							1	$7,000,000	$ -	$ -	$ -	$ -	$7,000,000
2026	4	Demolition of Air National Guard Buildings							1	$2,000,000	$ -	$ -	$ -	$ -	$2,000,000
2026	5	New Airline Terminal and Entrance Road - Construction							1	$30,000,000	$ -	$ -	$ -	$ -	$30,000,000
2027	1	Design Stormwater Drainage Study				1				$200,000	$180,000	$ -	$ -	$10,000	$10,000
2027	2	Design Access Control/Security Fence				1				$200,000	$180,000	$ -	-	$10,000	$10,000
2027	3	Design and Contruct Rehabilitation of Flightline Drive and Remainder of Parking Lot							1	$500,000	$ -	$ -	$ -	$ -	$500,000
2027	4	Blast Pad and EMAS for Runway 23 End				1		1		$6,000,000	$640,000	$ -	$ -	$3,870,000	$1,490,000
2028	1	Construct Stormwater Drainage Repair				1				$900,000	$810,000	$ -	$ -	$45,000	$45,000
2028	2	Construct Access Control/Security Fence				1		1		$300,000	$190,000	$ -	$ -	$75,000	$35,000

MIDDLE GEORGIA REGIONAL AIRPORT
CAPITAL IMPROVEMENT PROGRAM (FY 2024 - 2027)

Airport Name: Middle Georgia Regional Airport (MCN)
Airport City: Macon, Georgia
Last Modified: November 4, 2022

GDOT PM: Lynn Thompson
Runway(s): 5/23 (6,500' x 180'), 14/32 (5,000' x 100')
RDC (Ex./Ult.): 5/23 (D-III/DIII), 14/32 (B-II/B-II)

PASSERO ASSOCIATES
engineering architecture

SUBTOTAL - FY 2024	$15,877,000	$0	$0	$3,000,000	$0	$12,877,000
SUBTOTAL - FY 2025	$29,665,000	$1,000,000	$1,011,094	0	$55,000	$27,598,906
SUBTOTAL - FY 2026	$44,700,000	$1,000,000	$1,011,094	0	$2,595,000	$40,093,906
SUBTOTAL - FY 2027	$6,900,000	$1,000,000	0	0	$3,890,000	$2,010,000
SUBTOTAL - FY 2028	$1,200,000	$1,000,000	0	0	$120,000	$80,000
TOTAL - FY 2024-2028	$98,342,000	$4,000,000	$2,022,188	$3,000,000	$6,660,000	$82,659,812

GMC

AIRPORT CAPITAL IMPROVEMENT PROGRAM
FISCAL YEARS 2024-2027 MACON DOWNTOWN AIRPORT (MAC)
MACON, GA

				90%			10%	
YEAR	**DESCRIPTION**			Federal GA Entitlement	Federal "BIL" Entitlement	Federal Discretionary	STATE	LOCAL
2024	Runway 10-28 Reconstruction (Construct)		$ 8,836,922	$ 150,000	$ 318,000	$ 7,485,229	$ 441,846	$ 441,846
	Terminal Update / Facility Upgrades (75%/25%)		$ 1,856,250	$ -	$ -	$ -	$ 1,392,188	$ 464,063
	Install New Fuel Farm (Terminal Area)		$ 950,000	$ -	$ -	$ 855,000	$ 47,500	$ 47,500
	Airfield Drainage Study		$ 150,000	$ -	$ -	$ 135,000	$ 7,500	$ 7,500
		Total For FY 2024	**$ 11,793,172**	**$ 150,000**	**$ 318,000**	**$ 8,475,229**	**$ 1,889,034**	**$960,909**
2025	Taxiway Alpha Relocation/Reconstruction, Phase I and II (Design)		$ 963,753	$ 150,000	$ 159,000	$ 558,378	$ 48,188	$ 48,188
		Total For FY 2025	**$ 963,753**	**$ 150,000**	**$ 159,000**	**$ 558,378**	**$ 48,188**	**$ 48,188**
2026	Taxiway Alpha Relocation/Reconstruction, Phase I (Construction)		$ 6,745,686	$ 150,000	$ 159,000	$ 5,762,117	$ 337,284	$ 337,284
		Total For FY 2026	**$ 6,745,686**	**$ 150,000**	**$ 159,000**	**$ 5,762,117**	**$ 337,284**	**$337,284**
2027	Taxiway Alpha Relocation/Reconstruction, Phase II (Construction)		$ 8,059,972	$ 150,000	$ 159,000	$ 6,944,975	$ 402,999	$ 402,999
		Total For FY 2027	**$ 8,059,972**	**$ 150,000**	**$ 159,000**	**$ 6,944,975**	**$ 402,999**	**$402,999**
		Total FY 2024 - 2027	**$ 27,712,584**	**$ 750,000**	**$ 795,000**	**$ 21,740,699**	**$ 2,677,505**	**$1,749,380**

**Note: Cost estimates are made based on the Engineer's experience, qualifications, and professional judgment. The Engineer has no control over the costs of labor, materials, equipment, or services furnished by others or over the competitive bidding process or market conditions. The Engineer does not guarantee or warrant that proposals, bids, or actual construction costs will not vary from the above Cost Estimate.*

Bipartison Infrastructure Law (BIL) Award for Macon Downtown Airport is for ***$159,000*** *Annually for 5 years (FY23-27, Capped at $795,000). Must be used by 2027 .*

APPENDIX

Georgia Metropolitan Planning Organization
Metropolitan Transportation Plan (MTP)/Transportation Improvement Program (TIP)
System Performance Report

Background

Pursuant to the Moving Ahead for Progress in the 21st Century Act (MAP-21) Act enacted in 2012 and the Fixing America's Surface Transportation Act (FAST Act) enacted in 2015, state Departments of Transportation (DOT) and Metropolitan Planning Organizations (MPO) must apply a transportation performance management (TPM) 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.

To help transportation agencies take the necessary steps toward achieving the national goals, the Federal Highway Administration (FHWA) and the Federal Transit Administration (FTA) promulgated a series of rulemakings between 2016 and 2019 that established performance measures (PM) for the federal-aid highway and public transportation programs. Part of that series of rulemakings was the Statewide and Nonmetropolitan Transportation Planning; Metropolitan Transportation Planning Final Rule (The Planning Rule)[2] issued on May 27, 2016, that implemented the transportation planning and TPM provisions of MAP-21 and the FAST Act.

On November 15, 2021, President Joe Biden signed into law The Infrastructure Investment and Jobs Act (IIJA), also known as the Bipartisan Infrastructure Law (BIL). The BIL (or IIJA) delivers generational investments in our roads and bridges, promotes safety for all road users, helps combat the climate crisis, and advances equitable access to transportation. The TPM approach from MAP-21 and the FAST Act is carried forward to this current law.

In accordance with National Performance Management Measures[3], the Planning Rule, as well as 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 (SPR) for applicable performance targets in their respective statewide and metropolitan transportation plans and programs.

- A System Performance Report (SPR) and subsequent updates is a federal requirement as part of any Metropolitan Transportation Plan (MTP) to evaluate the condition and performance of the transportation system with respect to the established performance targets;
- While the implemented Transportation Improvement Program (TIP) shows progress towards meeting the established performance targets.

The SPR 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

[2] 23 CFR Part 450, Subpart B and Subpart C

[3] 23 CFR 490.107

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.

The Macon Area Transportation Study (MATS) MPO 2050 Metropolitan Transportation Plan (MTP) was adopted on May 3, 2022. Per the Planning Rule and the Georgia Performance Management Agreement, the System Performance Report for the MATS MPO 2050 MTP is included, herein, for the required Highway Safety/PM1, Bridge and Pavement Condition/PM2, and System Performance, Freight, and (if applicable) Congestion Mitigation and Air Quality/PM3 measures.

Highway Safety/PM1

Effective April 14, 2016, the FHWA established the highway safety performance measures[4] 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.

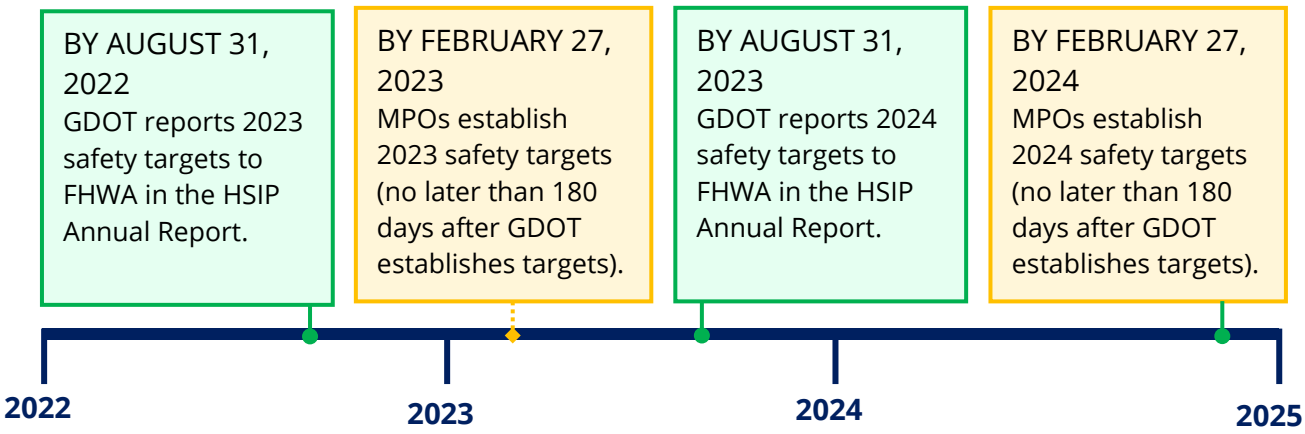
Safety performance targets are provided annually by the States to FHWA for each safety performance measure. GDOT submits the HSIP report annually to FHWA. The HSIP 2023 annual report was submitted to FHWA by August 31, 2023 and established the statewide safety targets for year 2024 based on an anticipated five-year rolling average (2020-2024). Georgia statewide safety performance targets for 2024 are included in Table 1, along with statewide safety performance for the two most recent reporting periods[5]. MPOs have 180 days after the states (GDOT) submit their targets to FHWA to either adopt the state targets or set their own PM1 targets; The 2024 MPO PM1 targets must be set by February 27, 2024.[6] The MATS MPO adopted/approved the Georgia statewide safety performance targets on May 1, 2024.

[4] 23 CFR Part 490, Subpart B

[5] https://safety.fhwa.dot.gov/hsip/spm/state_safety_targets/

[6] https://safety.fhwa.dot.gov/hsip/spm/timeline.cfm

Safety Performance Targets Timeline (2022-2024)



The latest safety conditions will be updated annually over 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.

Table 1 shows the Georgia statewide safety performance and targets and five-year rolling averages over the last three years.

Table 1. Statewide Highway Safety/PM1, System Conditions and Performance Targets (Due August each year to FHWA)

Performance Measures	2021 Georgia Statewide Performance Target (Five-Year Rolling Average 2017-2021)	2022 Georgia Statewide Performance Target (Five-Year Rolling Average 2018-2022)	2023 Georgia Statewide Performance Target (Five-Year Rolling Average 2019-2023)	2024 Georgia Statewide Performance Target (Five-Year Rolling Average 2020-2024)
Number of Fatalities	1,715	1,671	1,680	1,680
Rate of Fatalities per 100 Million Vehicle Miles Traveled	1.23	1.21	1.36	1.36
Number of Serious Injuries	6,407	8,443	8,966	8,966
Rate of Serious Injuries per 100 Million Vehicle Miles Traveled	4.422	4.610	7.679	7.679
Number of Combined Non-Motorized Fatalities and Non-Motorized Serious Injuries	686.5	793.0	802	802

Source: GDOT's HSIP reports.

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 2050 MTP 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), and the Georgia 2050 Statewide Transportation Improvement Plan (SWTP)/2021 Statewide Strategic Transportation Plan (SSTP).

- 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 2021 SSTP/2050 SWTP combines GDOT's strategic business case for transportation investment with the long-range, comprehensive transportation planning considerations under Federal law. The SSTP/SWTP is organized into three investment categories, reflecting three major ways people and freight move in Georgia; statewide freight and logistics, people mobility in Metro Atlanta, and people mobility in emerging metros and rural Georgia. The plan identifies strategies to bring about Foundational, Catalytic, and Innovation investments for the above mentioned categories.[7]
- The MATS MPO 2050 MTP increases the safety of the transportation system for motorized and non-motorized users as required by the Planning Rule. The MTP identifies safety needs within the metropolitan planning area and provides funding for targeted safety improvements. As described in the MATS 2050 MTP, the MATS MPO subscribes to the GDOT Safety Performance Measure (PM1) targets, and adopts by reference the most recent iteration of those targets (adopted August 2022) in the FY 2024 – 2027 TIP. The goals and objectives in the MATS 2050 MTP associated with the GDOT Safety Performance Measure (PM1) targets include:
    - Promote Multimodal and Affordable Travel Choices
        - Improve bicycle and pedestrian facilities;
        - Increase utilization of affordable non-auto travel modes;
    - Increase Safety, Health and Security
        - Increase safety of travelers and residents
        - Promote public health through transportation choices (particularly for school age populations)

Sub-Appendix A contains a list of Projects/Work Types that could support different performance measure targets. Sub-Appendix B identifies specific projects in the MATS FY 2024 – 2027 TIP associated with Highway Safety/PM1, System Conditions and Performance Targets. A total of $6,117,700 is programmed

[7] 2021Statewide Strategic Transportation Plan/2050 Statewide Transportation Plan

in the FY 2024 - 2027 TIP for projects improving highway safety, averaging approximately $1,529,425 annually.

Pavement and Bridge Condition/PM2

Effective May 20, 2017, FHWA established performance measures to assess pavement condition[8] and bridge condition[9] 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;
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 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.

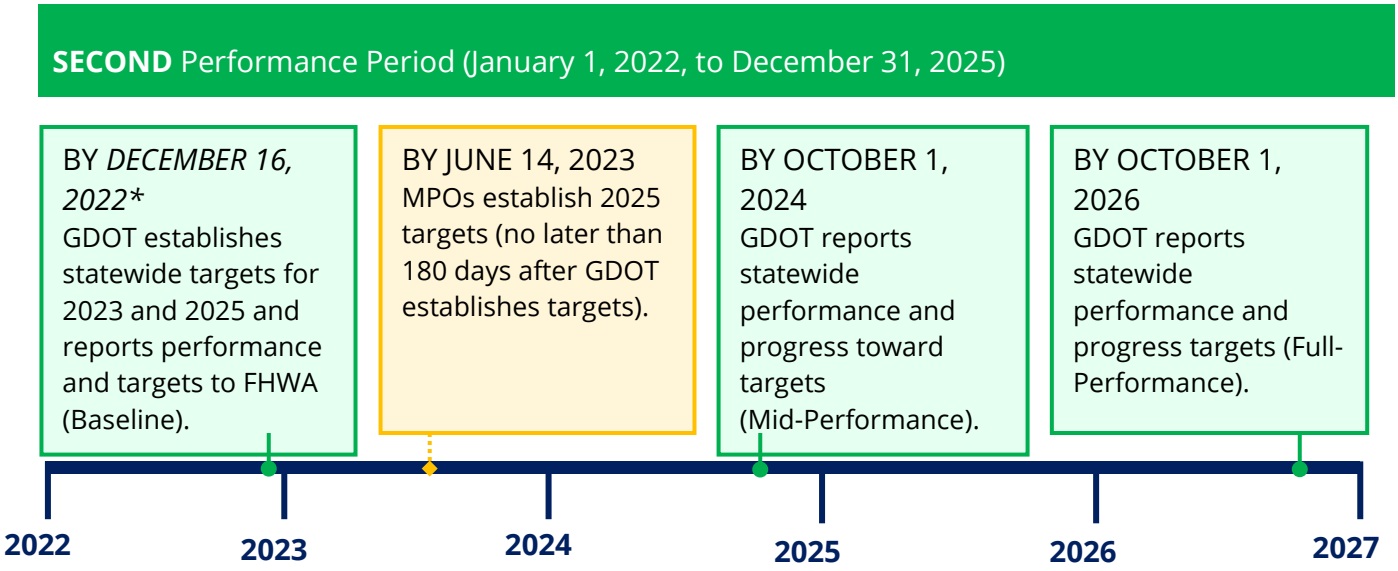
To determine the percent of bridges in good or in poor condition, the sum of total deck area of good or poor NHS bridges is divided by the total deck area of bridges carrying the NHS. Deck area is computed using structure length and either deck width or approach roadway width. Good condition suggests 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

[8] 23 CFR Part 490, Subpart C
[9] 23 CFR Part 490, Subpart D

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 covers 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 under the second four-year performance period represent expected pavement and bridge condition at the end of calendar year 2023, while the current four-year targets represent expected condition at the end of calendar year 2025.



** FHWA changed the due date from October 1, 2022, due to a technical issue with the reporting system.*

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 have 180 days after the states (GDOT) submit their targets to FHWA to establish four-year targets for each measure by either agreeing to 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 December 16, 2022. MPOs have 180 days from December 16, 2022 to adopt the state PM2 targets or set their own PM2 targets; The MPO second performance period PM2 targets must be set by June 14, 2023. The MATS MPO adopted/approved the Georgia statewide PM2 targets on May 3, 2023. Table 2 presents statewide baseline performance for each PM2 measure as well as the current two-year and four-year statewide targets established by GDOT.

On or before October 1, 2024, GDOT will provide FHWA with a detailed mid-performance report of pavement and bridge condition performance covering the period of January 1, 2022, to December 31, 2023, for the second performance period. GDOT and the MATS MPO will have the opportunity at that time to revisit the four-year PM2 targets.

Table 2. Pavement and Bridge Condition/PM2 Performance and Targets

Performance Measures	Georgia Performance (Baseline 2021)	Georgia 2-year Target (2023)	Georgia 4-year Target (2025)
Percent of Interstate pavements in good condition	67.4%	50.0%	50.0%
Percent of Interstate pavements in poor condition	0.1%	5.0%	5.0%
Percent of non-Interstate NHS pavements in good condition	49.2%	40.0%	40.0%
Percent of non-Interstate NHS pavements in poor condition	0.6%	12.0%	12.0%
Percent of NHS bridges (by deck area) in good condition	79.1%	50.0%	60.0%
Percent of NHS bridges (by deck area) in poor condition	0.5%	10.0%	10.0%

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 2050 MTP 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, and the current SSTP/2050 SWTP.

- MAP-21 initially required GDOT to develop a TAMP for all NHS pavements and bridges within the state In addition, BIL requires considering extreme weather and resilience as part of the life-cycle planning and risk management analyses within a State TAMP process and evaluation. GDOT's TAMP describes Georgia's current bridge (bridge culverts) and pavement asset management processes for improving and preserving the condition of the National Highway System (NHS), which comprised of approximately 7,200 miles of roadway within the State which includes interstates, state routes and local roads as well as 4,300 structures of both bridges and bridge culverts. GDOT has recently developed TAMP for FY 2022-2031, which uses life-cycle planning and outlines the priorities and investment strategies leading to a program of projects that would make progress toward achievement of GDOT's statewide pavement and bridge condition targets and cost effectively manage and preserve these assets over the next 10 years.
- 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 2021 SSTP/2050 SWTP combines GDOT's strategic business case for transportation investment with the long-range, comprehensive transportation planning considerations under Federal law. The SSTP/SWTP is organized into three investment categories, reflecting three major ways people and freight move in Georgia; statewide freight and logistics, people mobility in Metro Atlanta, and people

mobility in emerging metros and rural Georgia. The plan identifies strategies to bring about Foundational, Catalytic, and Innovation investments for the above mentioned categories.[10]

- 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. The MATS MPO subscribes to the GDOT Pavement and Bridge Condition (PM2) targets, and adopts by reference the most recent iteration of those targets (adopted August 2022) in the FY 2024 – 2027 TIP. The goals and objectives in the MATS 2050 MTP associated with the Pavement and Bridge Condition/PM2 performance targets include:
    - Improve Infrastructure Condition
        - Increase proportion of highways and highway assets in 'Good' condition
        - Maintain transit vehicles, facilities and amenities in the best operating condition.
        - Improve the condition of bicycle and pedestrian facilities and amenities
    - Improve Resiliency and Reduce Storm Water Impacts
        - Reduce the number of bridges and roadways vulnerable to natural disaster

Sub-Appendix A contains a list of Projects/Work Types that could support different performance measure targets. Sub-Appendix B identifies specific projects in the MATS FY 2024 – 2027 TIP associated with Pavement and Bridge Condition/PM2 Performance and Targets. A total of $**29,343,095** is programmed in the FY 2024 - 2027 TIP for projects improving System Performance, averaging approximately **$7,335,773.75** annually.

System Performance, Freight, and Congestion Mitigation & Air Quality Improvement Program/PM3

Effective May 20, 2017, FHWA established measures to assess performance of the National Highway System[11], freight movement on the Interstate system[12], and the Congestion Mitigation and Air Quality Improvement (CMAQ) Program[13]. 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

[10] 2021Statewide Strategic Transportation Plan/2050 Statewide Transportation Plan
[11] 23 CFR Part 490, Subpart E
[12] 23 CFR Part 490, Subpart F
[13] 23 CFR Part 490, Subparts G and H

6. Cumulative two-year and four-year reduction of on-road mobile source emissions for CMAQ funded projects (CMAQ Emission Reduction).

System Performance Measures

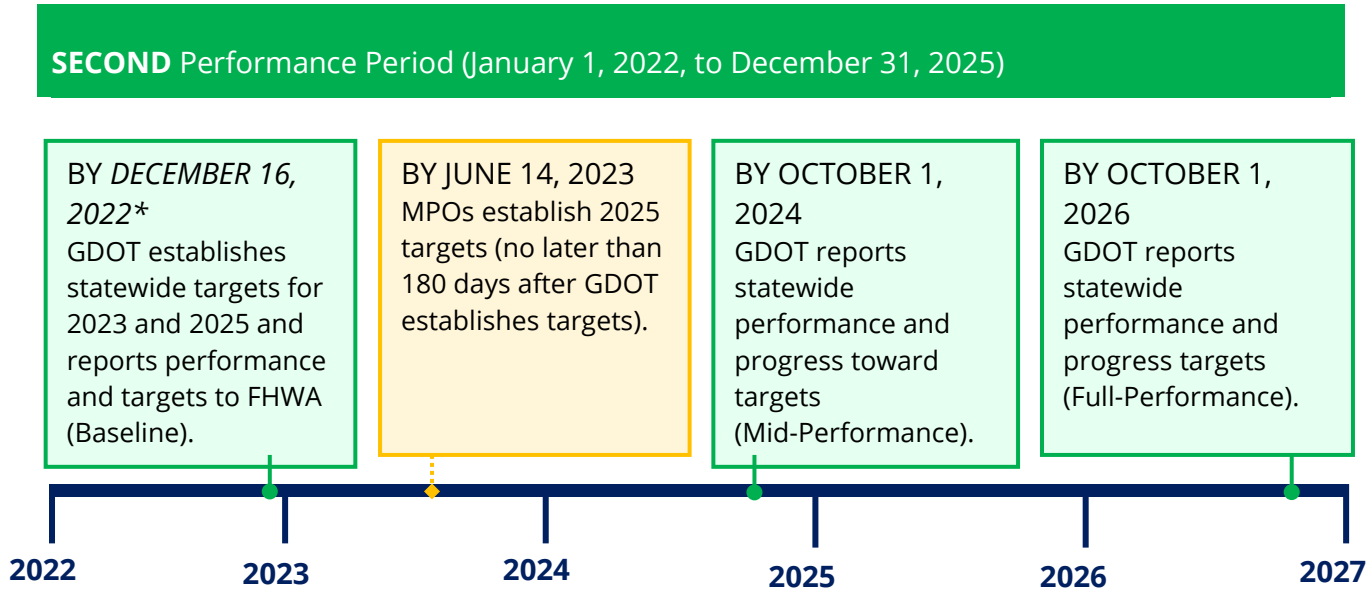
The two System Performance measures assess the reliability of travel times on the Interstate or non-Interstate NHS system. The performance metric used to calculate reliability is the Level of Travel Time Reliability (LOTTR). LOTTR is defined as the ratio of longer travel times (80th percentile) to a 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.



** FHWA changed the due date from October 1, 2022, due to a technical issue with the reporting system.*

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

MPOs establish four-year targets for the System Performance, Freight Movement, and PHED 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 and submitted to FHWA by December 16, 2022. The MATS MPO adopted/approved the Georgia statewide PM3 targets on May 3, 2023. 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 or before October 1, 2024, GDOT will provide FHWA with a detailed mid-performance report of PM3 performance covering the period of January 1, 2022, to December 31, 2023, for the second performance period. GDOT and the MATS MPO will have the opportunity at that time to revisit the four-year PM3 targets.

Table 3. System Performance/Freight Movement/CMAQ (PM3) Performance and Targets

Performance Measure	Georgia Performance (Baseline 2021)	Georgia 2-year Target (2023)	Georgia 4-year Target (2025)
Percent of person-miles on the Interstate system that are reliable	82.8%	73.9%	68.4%
Percent of person-miles on the non-Interstate NHS that are reliable	91.9%	87.3%	85.3%
Truck Travel Time Reliability Index	1.47	1.62	1.65
CMAQ VOC Cumulative Emission Reductions	365.006 kg/day*	157.200 kg/day	257.100 kg/day
CMAQ NOx Cumulative Emission Reductions	1,184.582 kg/day*	510.900 kg/day	904.200 kg/day

**4-year Cumulative Emission Reductions from 2018-2021*

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 2050 MTP 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, and the current 2021 SSTP/2050 SWTP.

- The 2023 Georgia Freight Plan documents freight planning activities and investments in the state, identifies and assesses current and future freight needs and challenges incorporating both technical analysis and stakeholder engagement, and guides freight-related transportation decisions and

investments. The plan integrates policy positions and strategies from existing documents to help identify and prioritize freight investments critical to the state's economic growth and global competitiveness. The Georgia Freight Plan establishes specific goals for freight transportation and addresses freight issues that are not covered in other statewide planning documents.[14]

- The 2021 SSTP/2050 SWTP combines GDOT's strategic business case for transportation investment with the long-range, comprehensive transportation planning considerations under Federal law. The SSTP/SWTP is organized into three investment categories, reflecting three major ways people and freight move in Georgia; statewide freight and logistics, people mobility in Metro Atlanta, and people mobility in emerging metros and rural Georgia. The plan identifies strategies to bring about Foundational, Catalytic, and Innovation investments for the above mentioned categories.[15]
- The MATS MPO 2050 MTP addresses reliability, freight movement, and congestion and identifies needs for each of these issues within the metropolitan planning area and allocates funding for targeted improvements. The MATS MPO subscribes to the GDOT System Performance/Freight Movement/CMAQ (PM3) targets, and adopts by reference the most recent iteration of those targets (adopted August 2022) in the FY 2024 – 2027 TIP. The goals and objectives in the MATS 2050 MTP associated with the System Performance/Freight Movement/CMAQ (PM3) performance targets include:
    - Manage Congestion & System Reliability
        - Allow people and goods to move with minimal congestion and time delay, and greater predictability.
        - Increase utilization of affordable non-auto travel modes;
    - Improve Air Quality, Protect the Environment, Improve Quality of Life, and Promote Good Land Use Planning
        - Reduce mobile source emissions, GHG, and energy consumption
        - Reduce the impact on the natural and cultural environment
        - Link land use and transportation
    - Support Economic Vitality
        - Improve freight movement

  Sub-Appendix A contains a list of Projects/Work Types that could support different performance measure targets. Sub-Appendix B identifies specific projects in the MATS FY 2024 – 2027 TIP associated with System Performance/Freight Movement/CMAQ (PM3) performance targets. A total of $5,387,700 is programmed in the FY 2024 - 2027 TIP for projects improving System Performance, averaging approximately $1,346,925 annually.

[14] https://www.dot.ga.gov/GDOT/Pages/Freight.aspx

[15] 2021Statewide Strategic Transportation Plan/2050 Statewide Transportation Plan

Sub-Appendix A-1: Project Types

The matrix below is based on 2024-2027 STIP projects as general guidelines; In reality, individual projects may yield benefits to other PMs than shown here given specific project characteristics.

Table 4: Projects/Work Types That Support Each Performance Measure Targets

	PM1	PM2		PM3				
						CMAQ*		
Work Type	Safety	Bridges	Pavement	System Reliability	Truck Reliability	PHED	Non-SOV	Emissions Reduction
Bicycle / Pedestrian Facilities	✓						✓	✓
Bridges		✓						
Drainage Improvements			✓					
Grade Separation	✓			✓		✓		
Interchange	✓			✓	✓	✓		
Intersection Improvement	✓			✓		✓		
ITS	✓			✓		✓		✓
Lighting	✓							
Managed Lanes	✓		✓	✓	✓	✓		✓
Operational Improvement				✓	✓	✓		
Pavement Rehabilitation								
Railroad Crossing	✓			✓				
Transit							✓	✓
Truck Lanes					✓			
Widening				✓		✓		

** The CMAQ measures including PHED, Non-SOV, and Emission Reduction apply only within the boundaries of each U.S. Census Bureau-designated urbanized area (UZA) that contains a NHS road, has a population of more than 200 thousand, and contains any part of a nonattainment or maintenance area for ozone, carbon monoxide or particulate matter. In Georgia, the CMAQ measures only apply to statewide for GDOT as well as individually for ARC and CBMPO.*

Sub-Appendix A-2: MATS MPO TIP Projects

The matrix below identifies individual MATS FY 2024 – 2027 TIP Projects, and how they relate to the individual Performance Measures identified in the FAST Act (2015) and continued under IIJA (2021). An individual project may be associated with more than one Performance Measure.
See Notes for additional information.

Table 5: Macon Area Transportation Study MPO TIP Projects, 2024-2027

			PM1	PM2		PM3			Notes
PI#	Cost	Work Type	Safety	Bridges	Pavement	System Reliability	Truck Reliability	CMAQ*	
0013712	$19,021,723	Bridges		✓					
0013921	$9,977,485	Bridges		✓					
0016130	$117,000	Bridges		✓					
0017121	$5,387,700	Widening	✓			✓			Project incorporates multi-modal design elements in project concept
0017221	$504,000	Bridges		✓					
0017230	$500,000	Bridges		✓					
0017231	$357,000	Bridges		✓					
0018327	$730,000	Roadway Project	✓						
0019088	$515,000	Bridges		✓					
0019933	$1,100,000	Bridges		✓					
0019934	$1,700,000	Bridges		✓					
0019935	$1,700,000	Bridges		✓					
0019936	$1,700,000	Bridges		✓					
0019945	$1,400,000	Bridges		✓					
0020213	$2,150,000	Bridges		✓					

Note: The CMAQ measures including PHED, Non-SOV, and Emission Reduction apply only within the boundaries of each U.S. Census Bureau-designated urbanized area (UZA) that contains an NHS road, has a population of more than 200 thousand, and contains any part of a nonattainment or maintenance area for ozone, carbon monoxide or particulate matter. MATS MPO does not have to track CMAQ measures on PHED, Non-SOV, or Emissions Reduction performance.

Lump Sum Funding

A portion of the STIP funding is set aside for certain groups of projects that do not substantially increase roadway capacity. The Lump Sum projects program is intended to give the Department and MPOs flexibility to address projects of an immediate concern while fulfilling the requirements of the STIP. Funds are set up in lump sum banks to undertake improvements that emerge and are developed after the STIP is approved. These lump sum banks are listed for each year for managing and accounting for the funding. They can be found in the statewide or "All Counties" section of the STIP. Lump sum banks are shown in the STIP with the words "Lump Sum" in the project description and contain an amount of funding for each year. Individual projects are programmed, and funds are drawn from these lump sums during the year. The individual projects may include work at one or several locations for letting and accounting purposes. Listed below are these groups and information about them. Except for rights-of-way protective buying, the total available funds are shown as construction for easy accounting, but preliminary engineering and rights-of-way may be drawn from this amount when required in that category.

Group: Transportation Alternative Program (TAP)

This group is for transportation alternatives, including on- and off-road pedestrian and bicycle facilities, infrastructure for improving non-driver access to public transportation and enhanced mobility, community improvement activities, environmental mitigation, recreational trails and saferoutes to school.

State DOTs and MPOs are not eligible entities to receive TAP funds as defined under 23 U.S.C. 133(h)(4)(B) and therefore are not eligible project sponsors. However, State DOTs and MPOs may partner with an eligible entity project sponsor to carry out a project. In accordance with 23 U.S.C. 133(h)(4), project selection for this program is achieved through a competitive process administeredby Georgia DOT.

Group: Maintenance

This group is broken into two programs: Bridge Maintenance and Maintenance.

- Bridge Maintenance consists of Preservation (polymer overlays of bridge decks, joint replacements, debris removal and painting of the steel super and sub structure components) & Rehabilitation (bridge deck rehabilitation, spall repairs, strengthening, pileencasements, reconstruction of structural members, etc.).

- Maintenance consists of resurfacing, pavement preservation, pavement rehabilitation, median work, impact attenuators, signing, fencing, pavement markings, landscaping, restareas, walls, guardrail and shoulder work.

Group: Lighting

This group is used to assist local municipalities with installing new or upgraded lighting systems and material reimbursement for repairs. This includes lighting to mitigate safety issues related togeometry or operation (e.g., high crash rates), security

concerns, or planning for economic development and/or increased pedestrian usage.

Group: Rights of Way Protective Buying and Hardship Acquisitions

This group is for the acquisition of parcel(s) of rights-of-way (ROW) for future projects that are in jeopardy of development and for hardship acquisition. Qualifying projects are those that havepreliminary engineering (PE) underway or have a PE, ROW or construction phase in the STIP.

Group: Safety

This group is broken into two programs: Railroad & Safety Improvements

- The Railroad program consists of railroad protection device projects & hazard elimination projects which includes the installation of new or upgraded train activated warning, signingand pavement marking upgrades, elimination of redundant or unnecessary crossings, vertical and horizontal geometric improvements, sight distance improvements, lighting, channelization and surface widening projects.
- Safety Improvements include cable barriers, guardrail, intersection improvements, pavement markings, roundabouts, rumble strips, safety equipment upgrades, signals,signing and turning lanes.

Group: Operations

This group is broken into two programs: Operational Improvements & Signal Upgrades.

- The Operational Improvement program consists of intersection improvements, turning lanes, ramp exit & interchange improvements, innovative intersection improvements like Diverging Diamond Intersections, Displaced Left Turn lanes, andContinuous Flow Intersections.
- The Signal Upgrades program consists of signal designs, specifications, upgrades, signaloperations, maintenance and signal asset replacements.

Group: Low Impact Bridges

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

- The safety of the traveling public is of paramount importance. It is the intent of this programto reduce risk associated with structurally deficient, scour critical, temporarily shored, or fracture critical structures.

- Second only to safety, the program will foster stewardship of Georgia's environmental and financial resources. Projects developed under the Program will seek to minimize the impactto the natural environment while providing long-term cost-effective engineering solutions.
- The Program will result in accelerated, streamlined delivery of all phases of the bridgereplacement including, planning, design, environmental approval and construction.

Transit Funding

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

- **Section 5303 and 5304 Metropolitan and Statewide Planning Programs** – These programs provide funding to states and urbanized areas to carry out transit planning activities in order to plan and develop multimodal transportation systems.
- **Section 5307 -Urbanized Area Formula Grants Program**– FTA Section 5307 provides funding for capital, operating and planning assistance. Funds are distributed nationwide on a formula basis.
- **Section 5310 –Formula Grants for the Enhanced Mobility of Seniors and Individuals with Disabilities Program** – FTA Section 5310 supports the capital costs of transportation services for older adults and people with disabilities. This program is administered by the Georgia Department of Human Services (DHS) which coordinates its activities with the GDOT Transit Program.
- **Section 5311 -Formula Grants for Rural Areas Program –** FTA Section5311 provides funding to enhance the access of people in non-urbanized areas to healthcare, shopping, education, employment, public services and recreation. Funds are available for capital, operating assistance, and administrative expenses. This program also includes the Rural Transit Assistance Program (RTAP) for State DOTs (Section 5311(b)(3) which provides funding for training, technical assistance projects, research and other support services for rural transit operations. The Section 5311 Program also includes a 15% set-aside for capital projects associated with private intercity bus operations (Section 5311(f)).
- **Section 5329 -State Safety Oversight –** FTA Section 5329 provides authority to establish and enforce a new comprehensive framework to oversee the safety of public transportation throughout the United States as it pertains to heavy rail, light rail, buses, ferries, and streetcars. GDOT has this responsibility in Georgia.
- **Section 5339–Grants for Bus and Bus Facilities Program -** FTA Section 5339 provides capital funds for purchase or major rehabilitation of bus vehicles and for the development and construction of bus-related facilities, such as maintenance centers, administrative buildings, park and ride lots, and other related bus facilities.

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

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

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

Plan Amendment Processes and Public Participation Requirements

The following sections are based on the MATS Public Participation Plan, as amended November 4, 2020. The only difference between that document and the text below is that the text below has been edited to reflect the update in status of the MATS region from "Maintenance" to "Conforming" under the 2012 National Ambient Air Quality Standards. See https://www.maconmpo.com/wp-content/uploads/2020/11/MATS_PublicParticipationPlan_20201104-FINAL.pdf for the full current document.

Plan Amendment Processes

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

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

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

Administrative Modifications

The following actions are eligible as Administrative Modifications to the TIP/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 according to GDOT). This change would not alter the original project intent.
B. Splitting or combining projects.

C. Federal funding category change.
D. Minor changes in expenditures for transit projects as stipulated by GDOT.
E. Roadway project phases may have a cost increase less than $2,000,000 or 20% of the amount to be authorized.
F. Shifting projects within the 4-year STIP as long as the subsequent annual draft STIP was submitted prior to September 30.
G. Projects may be funded from lump sum banks as long as they are consistent with category definitions.

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

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

The Administrative Modification process consists of a monthly list of notifications from GDOT to all involved parties, with change summaries sent on a monthly basis to the FHWA and FTA by the GDOT.
The GDOT will submit quarterly reports detailing projects drawn from each lump sum bank with remaining balance to the FHWA.

Amendments for Initial Authorizations:

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

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

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

Notes:
1. The date a TIP becomes effective is when the Governor or his designee approves it. For nonattainment and maintenance areas, the effective date of the TIP is based on the date of U.S. Department of Transportation's positive finding of conformity.

2. The date the STIP becomes effective is when FHWA and FTA approve it.
3. The STIP is developed on the state fiscal year which is July 1-June 30.
4. Funds for cost increases will come from those set aside in the STIP financial plan by GDOT for modifications and cost increases. Fiscal Constraint will be maintained in the STIP at all times.

Public Participation Requirements

Metropolitan Transportation Plan (MTP)

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

Transportation Improvement Program (TIP):

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

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

PUBLIC COMMENT PERIOD FOR THE TIP

A thirty day public comment period was held for the Transportation Improvement Program (TIP) as suggested in the MATS Public Participation Plan. The public comment period began on August 4, 2023 and concluded on September 5, 2023. A legal ad was placed in the newspaper of record to announce the public review period. In addition, a public notice was also put on the MATS website along with the draft TIP document.

PUBLIC COMMENT PERIOD NOTICE FOR THE FY 2024 – 2027 TIP

Macon Telegraph, Friday, August 4, 2023. Pg. 6B, col. 4

NOTICE OF COMMENT PERIOD FOR ADOPTION OF THE MACON AREA TRANSPORTATION STUDY (MATS) FY 2024 – 2027 TRANSPORTATION IMPROVEMENT PROGRAM AND PROPOSED AMENDMENTS TO THE MATS AIR QUALITY CONFORMITY DETERMINATION REPORT FOR THE 1997 OZONE NAAQS

Notice is hereby given that the public comment period has begun for:

- Adoption of the FY 2024-2027 Transportation Improvement Program (TIP) for the Macon Area Transportation Study (MATS) region, which covers all of Macon-Bibb County, and portions of Jones and Monroe counties; and
- Proposed amendments to the MATS Air Quality Conformity Determination Report for the 1997 Ozone NAAQS. The amendments update Design Values for modeled ozone levels, and the references in document to reflect the forthcoming FY 2024 – 2027 TIP.

The draft documents are available for review on the MATS website at www.maconmpo.com. Copies can also be obtained at the Macon-Bibb Co. Planning & Zoning Commission (200 Cherry St., Suite 300, Macon, GA) during normal business hours.

Public comments will be received until the end of the working day on **September 5, 2023.** Any comments can be sent to the following address: Macon-Bibb Co. Planning & Zoning, c/o MATS, Suite 300, 200 Cherry St., Macon, GA 31201. Comments can also be sent via e-mail to mgreenwald@mbpz.org or please call (478) 241-2554.
IPL0134035
Aug 4 2023

PUBLIC COMMENT PERIOD NOTICE FOR THE FY 2024 – 2027 TIP

Macon Telegraph, Friday, April 12, 2024. Pg. 6B, col. 5

NOTICE OF COMMENT PERIOD FOR PROPOSOED AMENDMENTS TO THE MATS FY 2024 – 2027 TRANSPORTATION IMPROVEMENT PROGRAM, IN SUPPORT OF NEW AND UPDATED PROJECTS, AND UPDATED SAFETY PERFORMANCE MEASURES (PM 1) FOR THE MATS FY 2024 – 2027 TRANSPORTATION IMPROVEMENT PROGRAM AND MATS SYSTEM PERFORMANCE REPORT

Notice is hereby given that the Macon Area Transportation Study Metropolitan Planning Organization (MATS MPO) intends to amend the System Performance Report, the FY 2024 - 2027 Transportation Improvement Program (TIP), at the meeting of their Policy Committee on May 1, 2024.

Between February 22, 2024 and March 11, 2024, Georgia Dept. of Transportation – Office of Planning Division advised MATS that there were amendments required to the MATS MPO FY 2024 – 2027 TIP in order to reflect new bridge replacement projects and consolidation of existing projects. The following adjustments are being made in support of that request:

- **INCREASE GDOT PROJECT** #0013712 (I-16 Eastbound & Westbound @ Walnut Creek) from $15,158,410 ($12,126,728 Federal; $3,031,682 State) to $19,021,722.74. ($15,217,378.19 Federal; $3,804,344.55 State), for Utilities and Construction project phases in FY 2024.
- **ADD BACK EXISTING GDOT PROJECT** #0014072 (I-16 Eastbound & Westbound @ Walnut Creek) in the amount of $19,636,64500. ($15,709,316 Federal; $3,92,7329 State) for Construction project phase in FY 2024. This project was originally included in the MATs FY 2021 -2024 TIP, and is being amended into the MATS FY 2024 – 2027 TIP as a continuation of the existing project.
- **CANCEL GDOT PROJECT** #0019088 (SR 11/SR 22/US 129 @ Sand Creek) in the amount of $515,000. This project is being consolidated into GDOT Project #0017231
- **ADD NEW GDOT PROJECT** #0019933 (I-75 @ Rocky Creek), in the amount of $1,100,000 ($880,000 Federal; $220,000 State), for Preliminary Engineering phase in FY 2024 and anticipated Right Of Way Acquisition phase in FY 2027.
- **ADD NEW GDOT PROJECT** #0019934 (I-475 Southbound & Northbound @ Tobesofkee Creek 3 Miles South of Macon), in the amount of $1,700,000 ($1,360,000 Federal; $340,000 State) for Preliminary Engineering phase in FY 2024 and anticipated Right Of Way Acquisition phase in FY 2027.
- **ADD NEW GDOT PROJECT** #0019935 (I-16 Eastbound & Westbound @ CSX #636057K & Boggy Branch 1.5 Miles East of Macon), in the amount of $1,700,000 ($1,360,000 Federal; $340,000 State) for Preliminary Engineering phase in FY 2024 and anticipated Right Of Way Acquisition phase in FY 2027.
- **ADD NEW GDOT PROJECT** #0019936 (I-16 Eastbound & Westbound @ Ocmulgee River Overflow 2 Miles East of Macon), in the amount of $1,700,000 ($1,360,000 Federal; $340,000 State) for Preliminary Engineering phase in FY 2024 and anticipated Right Of Way Acquisition phase in FY 2027.
- **ADD NEW GDOT PROJECT** #0019945 (SR 19/SR 87 Southbound & Northbound @ Walnut Creek), in the amount of $1,700,000 ($1,360,000 Federal; $340,000 State) for Preliminary Engineering phase in FY 2024 and anticipated Right Of Way Acquisition phase in FY 2027.
- **ADD NEW GDOT PROJECT** #0020056 (Bondsview $d From West of Stone Creek to SR 87), in the amount of $490,000 ($490,000 Federal; $0 State) for Construction phase in FY 2024.

In addition to these projects, the MATS FY 2024 – 2027 TIP and associated MATS System Performance Report is proposed to be amended to adopt the CY 2024 Safety Performance Measure targets adopted by GDOT, and transmitted to the Federal Highway Administration on August 31, 2023, in accordance with 23 CFR 490.105(f)(3)(i). Those GDOT Statewide targets for CY 2024 are:

Safety Performance Measure Targets (PM1) – Calendar Year 2024

PERFORMANCE MEASURE	GA 5-YEAR ROLLING AVERAGE (2020 – 2024)
Number of Fatalities	1,680.0
Fatality Rate (per 100 million VMT)	1.36
Number of Serious Injuries	8,966.0
Serious Injury Rate (per 100 million VMT)	7.679
Number of Non-Motorized Fatalities and Serious Injuries	802

In accordance with the public involvement requirements in the MATS MPO Public Participation Plan, a public comment period on the initial draft plans will be open from April 12, 2024 through April 29, 2024. Comments can be e-mailed to Dr. Michael J. (Mike) Greenwald (mgreenwald@mbpz.org)

The proposed amended MATS MPO FY 2024 – 2027 TIP can be viewed on the MATS website at www.MaconMPO.com. Copies can also be obtained at the Macon-Bibb Co. Planning & Zoning Commission (3661 Eisenhower Parkway Suite MB104, Macon, GA 31206).
IPL0168575
Apr 12 2024

PUBLIC COMMENT PERIOD NOTICE FOR THE FY 2024 – 2027 TIP

Macon Telegraph, Monday, July 15, 2024. Pg. 3B, col. 3

NOTICE OF COMMENT PERIOD
FOR PROPOSED AMENDMENTS TO THE
MATS FY 2024 – 2027 TRANSPORTATION IMPROVEMENT PROGRAM and
MATS 2050 METROPOLITAN TRANSPORTATION PLAN

Notice is hereby given that the Macon Area Transportation Study Metropolitan Planning Organization (MATS MPO) intends to amend the FY 2024 - 2027 Transportation Improvement Program (TIP) and 2050 Metropolitan Transportation Plan, at the meeting of their Policy Committee on August 7, 2024.

Between May 10, 2024 and May 21, 2024, Georgia Dept. of Transportation – Office of Planning Division advised MATS that there were amendments required to the MATS MPO FY 2024 – 2027 TIP and 2050 Metropolitan Transportation Plan in order to reflect the following:

- **ADD NEW GDOT PROJECT #0020213** (SR 247/US 129 Southbound & Northbound at Norfolk Southern Bridge #729382R), in the amount of **$22,650,000** ($18,120 Federal; 4,530,000 State) to the 2050 Metropolitan Transportation Plan (Ch. 6, Table 6-2, Item #20), including **$2,150,000** ($1,720,000 Federal; $430,000 State) added to the FY 2024 – 2027 MATS TIP, for Preliminary Engineering phase in FY 2025 and anticipated Right Of Way Acquisition phase in FY 2027. This project replaces the bridge located on SR 247/US 129 (aka Hawkinsville Rd.) between Liberty Church Rd. and Griffin Rd.
- **ADD NEW GDOT PROJECT #0020345** (I-16 from SR 22 in Bibb County to SR 96 in Twiggs County), in the amount of **$425,000** ($340,000 Federal; $85,000 State) to both the 2050 Metropolitan Transportation Plan (Ch. 6, Table 6-2, Item #21) and the FY 2024 – 2027 MATS TIP for Construction Phase in FY 2025 related to electric vehicle charging stations, under the National Electric Vehicle Infrastructure program
- **ADD MACON-BIBB COUNTY PLEASANT HILL RECONNECTING COMMUNITIES PLANNING GRANT**, in the amount of $600,000 ($500,000 Federal; $100,000 State) to the FY 2024 – 2027 MATS TIP in a new Appendix, entitled "Supplemental Grants Not Subject to Fiscal Balancing" pursuant to requirements under 23 CFR 450.326
- **ADD FEDERAL LANDS PROJECT LIST FOR STATE OF GEORGIA** to the FY 2024 – 2027 MATS TIP in a new Appendix, entitled "Supplemental Grants Not Subject to Fiscal Balancing" pursuant to requirements under 23 USC § 204

In accordance with the public involvement requirements in the MATS MPO Public Participation Plan, a public comment period on the initial draft plans will be open from July 15, 2024 through July 30, 2024. Comments can be e-mailed to Dr. Michael J. (Mike) Greenwald (mgreenwald@mbpz.org)

The proposed amended MATS MPO FY 2024 – 2027 TIP can be viewed on the MATS website at www.MaconMPO.com. Copies can also be obtained at the Macon-Bibb Co. Planning & Zoning Commission (3661 Eisenhower Parkway Suite MB104, Macon, GA 31206).
IPL0183621
Jul 15 2024

PUBLIC COMMENTS RECEIVED AND RESPONSES FROM MATS MPO

MATS MPO received the following comments from the general public during the adoption of and subsequent amendments to the FY 2024 – 2027 TIP. The comments received and responses provided are summarized below:

- **Initial Adoption: August 4, 2023 through September 5, 2023**
  MATS received no comments or inquiries from the general public.

- **Amendments: April 12, 2024 through April 29, 2024**
  MATS received no comments or inquiries from the general public.

- **Amendments: July 15, 2024 through July 30, 2024**
  MATS received, and responded to, one comment from the general public. See e-mail communication thread starting on pg. 89.

Public Comments to FY 2024 – 2027 TIP Amendments, and MATS Response

Re: Comment Period for proposed amendments to the MATS FY 2024 - 2027 Transportation Improvement Program and MATS 2050 Metropolitan Transportation Plan

Michael Greenwald <mgreenwald@mbpz.org>

Wed 7/31/2024 9:12 AM

To:Jackson Hurst <ghostlightmater@yahoo.com>

Good morning Mr. Hurst,

Thank you for your comments. They will be included in the amended MATS FY 2024 - 2027 TIP and MATS 2050 MTP document.

Yours truly,

Mike Greenwald

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

Macon Area Transportation Study
3661 Eisenhower Pkwy, Suite MB 104
Macon, GA 31206 | **478-241-2566**
MaconMPO.com

From: Jackson Hurst <ghostlightmater@yahoo.com>
Sent: Wednesday, July 24, 2024 11:20 AM
To: Michael Greenwald <mgreenwald@mbpz.org>
Subject: Comment Period for proposed amendments to the MATS FY 2024 - 2027 Transportation Improvement Program and MATS 2050 Metropolitan Transportation Plan

[WARNING - EXTERNAL EMAIL] This email originated from outside Macon-Bibb Planning and Zoning. Do NOT click links or open attachments from this email unless you know the sender and trust the content. If you suspect this email to be a phishing attempt, please forward this email to MBIT-Admin@mbpz.org.

Name - Jackson Hurst

Address - 4216 Cornell Crossing, Kennesaw, Georgia 30144

Comment - I have reviewed the documents for MATS and I support the documents.

sent from ghostlightmater@yahoo.com

Macon Area Transportation Study MPO Authorized Projects

Primary County: **Bibb**

PROJ	PROJ NO.	TIP NO.	DESCRIPTION	Phase Status	Phase Code	Program Year	Latest Cost Estimated Total	% in MPO	Amount
0009960			SR 22 @ CR 715/KNOXVILLE ROAD	AUTHORIZED	CST	2022	$2,334,962.55	100	$2,334,962.55
					ROW	2021	$270,000.00	100	$270,000.00
0012701		MCN-136	I-16 WB FROM I-75 TO WALNUT CREEK - PHASE V	AUTHORIZED	CST	2021	$89,401,445.37	100	$89,401,445.37
0013332			SR 22 @ CR 740/FULTON MILL ROAD - HRRR	AUTHORIZED	CST	2021	$3,329,061.88	100	$3,329,061.88
0013712		MCN 122	SR 11/SR 49/US 41 @ NS #734080Y 1.4 MI S OF MACON	AUTHORIZED	ROW	2022	$1,430,000.00	100	$1,430,000.00
0013921		MCN-130	I-475 @ CR 742/TUCKER ROAD 2 MI W	AUTHORIZED	ROW	2022	$450,000.00	100	$450,000.00
0014896		MCN 126	CR 742/BASS ROAD @ NS # 718357C 2	AUTHORIZED	CST	2022	$6,093,966.21	100	$6,093,966.21
0015686			SR 11/SR 49 @ SR 247	AUTHORIZED	CST	2022	$6,341,576.67	100	$6,341,576.67
					ROW	2021	$730,000.00	100	$730,000.00
0015692			SR 87 @ CR 742/BASS ROAD/CR	AUTHORIZED	ROW	2022	$590,000.00	100	$590,000.00
0016902			CR 1363/WALDEN ROAD @ NS	AUTHORIZED	CST	2021	$347,016.00	100	$347,016.00
0017161			PL MACON - FY 2021	AUTHORIZED	PLN	2021	$254,048.48	100	$254,048.48
0017221			SR 247 @ ECHECONNEE CREEK & OVERFLOW @ 3 LOCS	AUTHORIZED	PE	2022	$2,138,000.00	84	$1,795,920.00
0017394			SR 74 FROM CR 5462/OGLESBY PLACE	AUTHORIZED	PE	2021	$1,350,000.00	100	$1,350,000.00
0017395			SR 247/US 41 @ CR 5104/CR	AUTHORIZED	PE	2021	$1,070,000.00	100	$1,070,000.00
0017679			SR 87 @ I-16 EB	AUTHORIZED	CST	2021	$107,867.36	100	$107,867.36
0017721			SR 87 @ I-16 WB	AUTHORIZED	CST	2021	$199,500.00	100	$199,500.00
0017879			OCMULGEE HERITAGE TRAIL FROM I-16/I-75 TO AMERSON RIVER PARK	AUTHORIZED	PE	2021	$500,000.00	100	$500,000.00
0017901			PL MACON - FY 2022	AUTHORIZED	PLN	2022	$252,620.00	100	$252,620.00
0018014			SR 19 @ SR 87	AUTHORIZED	CST	2022	$199,934.00	100	$199,934.00
0018038			OFF-SYSTEM SAFETY IMPROVEMENTS @ 60 LOCS IN BIBB COUNTY	AUTHORIZED	CST	2023	$274,375.28	100	$274,375.28
					PE	2022	$8,000.00	100	$8,000.00
0018327			SR 22/US 80 FROM CR 5503/CANTERBURY RD TO I-75 SB RAMP - VRU	AUTHORIZED	PE	2022	$620,000.00	100	$620,000.00
0018328			SR 22/US 80 @ I-75 SB RAMP	AUTHORIZED	PE	2022	$500,000.00	100	$500,000.00
0018423			PL MACON - FY 2023	AUTHORIZED	PLN	2023	$298,048.66	100	$298,048.66
0019307			PL MACON - SAFE & ACCESSIBLE TRANS OPTIONS - FY 2023	AUTHORIZED	PLN	2023	$6,989.05	100	$6,989.05
311005-	NHIM0-0016-01(131)	MCN-66	I-16 EB FROM I-75 TO WALNUT CREEK -	AUTHORIZED	CST	2021	$149,006,176.02	100	$149,006,176.02
M006093			SR 247/US 41 FROM N OF SR 49 TO S OF SR 19	AUTHORIZED	MCST	2021	$2,769,705.32	100	$2,769,705.32
M006207			I-75 @ 10 LOCS & I-475 @ 2 LOCS - BRIDGE PRESERVATION	AUTHORIZED	MCST	2023	$1,443,618.20	85	$1,227,075.47
					MPE	2021	$30,000.00	85	$25,500.00

Macon Area Transportation Study MPO Authorized Projects (Cont'd.)

Primary County: Bibb

PROJ	PROJ NO.	TIP NO.	DESCRIPTION	Phase Status	Phase	Program	Latest Cost	% in	Amount
M006244			SR 11/SR 247 FM HOUSTON COUNTY LINE TO N OF CR 795/BARNES RD	AUTHORIZED	MCST	2022	$5,996,606.34	100	$5,996,606.34
M006246			SR 49 FROM SR 11 TO JONES COUNTY LINE	AUTHORIZED	MCST	2023	$2,473,370.85	100	$2,473,370.85
M006352			SR 247 FROM SR 19 TO SR 87	AUTHORIZED	MCST	2023	$876,545.27	100	$876,545.27
S015472			DUAL RT LANES & LN EXT ON SR 87 AT 1-16 EB	AUTHORIZED	TSA	2021	$198,757.00	100	$198,757.00
S015529			CONSTRUCT RCUT ON SR 87 AT NEW FORSYTH RD	AUTHORIZED	TSA	2021	$198,687.98	100	$198,687.98
S015732			Restriping & Reconstruct Traffic Signal @ SR19 & SR 87	AUTHORIZED	TSA	2022	$196,422.86	100	$196,422.86

Primary County: Jones

PROJ	PROJ NO.	TIP NO.	DESCRIPTION	Phase Status	Phase Code	Program Year	Latest Cost Estimated Total	% in MPO	Amount
0017230			SR 11/SR 22/US 129 SB & NB @ ROCK CREEK	AUTHORIZED	PE	2022	$1,019,500.00	100	$1,019,500.00
0017231			SR 11/SR 22/US 129 SB @ SAND CREEK	AUTHORIZED	PE	2022	$961,000.00	100	$961,000.00
0018036			OFF-SYSTEM SAFETY IMPROVEMENTS @ 16 LOCS IN JONES COUNTY	AUTHORIZED	CST	2023	$537,741.14	100	$537,741.14
					PE	2022	$8,000.00	100	$8,000.00
M005066			SR 49 FROM BIBB COUNTY LINE TO	AUTHORIZED	MCST	2022	$5,086,685.44	22	$1,119,070.80
M006188			SR 18 FROM MONROE COUNTY LINE TO SR 11/SR 22	AUTHORIZED	MCST	2022	$3,107,343.86	29	$901,129.72
M006243			SR 11 FM 0.16 MI S OF WOODLAWN	AUTHORIZED	MCST	2023	$8,673,445.09	79	$6,852,021.62

MPO Lump Sum Projects - Macon

Bibb

				PE		ROW		CST		UTL	
PROJ	**PROJ NO.**	**TIP NO.**	**DESCRIPTION**								
0015692			SR 87 @ CR 742/BASS ROAD/CR 85/ARKWRIGHT ROAD	PE	AUTHORIZED	ROW	AUTHORIZED	CST	PRECST	UTL	PRECST
0017394			SR 74 FROM CR 5462/OGLESBY PLACE TO CR 741/COLUMBUS RD - VRU	PE	AUTHORIZED	ROW	PRECST	CST	PRECST	UTL	PRECST
0017395			SR 247/US 41 @ CR 5104/CR 5481/ANTHONY ROAD	PE	AUTHORIZED	ROW	PRECST	CST	PRECST	UTL	PRECST
0017879			OCMULGEE HERITAGE TRAIL FROM I-16/I-75 TO AMERSON RIVER PARK	PE	AUTHORIZED						
0018327			SR 22/US 80 FROM CR 5503/CANTERBURY RD TO I-75 SB RAMP - VRU	PE	AUTHORIZED			CST	PRECST	UTL	PRECST
0018328			SR 22/US 80 @ I-75 SB RAMP	PE	AUTHORIZED			CST	PRECST	UTL	PRECST
M004519			I-475 @ 5 LOCS - SIGN UPGRADES								
M004823			SR 87 CONN FROM SR 19 TO SR 87								
M006161			I-475 @ 8 LOCS IN BIBB COUNTY - BRIDGE PRESERVATION								
M006352			SR 247 FROM SR 19 TO SR 87								
M006432			SR 19 FROM SR 3 TO SR 247 & SR 19EA FROM SR 19 TO SR 19								
M006437			I-16 FROM E OF WALNUT CREEK TO TWIGGS COUNTY LINE								

Supplemental Grants
Not Subject to Fiscal Balancing

Eastern Federal Lands

Highway Division Office

Projects List for Georgia

(Jan. 2024)

FY2024-FY2027 Transportation Improvement Program

Federal Highway Administration
Eastern Federal Lands Highway Division

Last Printed: 1/26/2024

PROJECT	PROGRAM FISCAL YEAR	STATE	COUNTY	PARK, REFUGE, FOREST OR OTHER PARTNER/AGENCY	DESCRIPTION	TYPE OF WORK	PRIMARY FUND SOURCE	TOTAL PROGRAMMED AMOUNT	FUNDS FROM TITLE	DELIVERED BY	STATUS	CONGRESSIONAL DISTRICT	FLMA REGION
Georgia													
GA CE CASP BRG(1)	2025	GA	Murray	Carters Spillway	Painting the superstructure steel of Carters Spillway Bridge.	BR	FLTP - USACE	$360,000.00	Title 23	USACE	Planned	GA-09	USACE-SA
GA FLAP 29	2024	GA	Bartow	Allatoona Lake	Gatewood Park Access Improvements	3R	FLAP - EFL	$1,000,000.00	Title 23	EFL	Construction	GA-11	USACE-SA
GA FLAP 30	2026	GA	Forsyth	Lake Lanier	Shady Grove Road Multi-Use Trail	Trail	FLAP - EFL	$4,420,000.00	Title 23	LOCAL	Planned	GA-09	USACE-SA
GA FLAP 31	2024	GA	Murray	Chattahoochee National Forest, U.S. Fish and Wildlife Service Restoration Easement	Dill Creek Bridge	BR	FLAP - EFL	$2,080,000.00	Title 23	LOCAL	Construction	GA-14	FS-R8
GA FLAP 32	2026	GA	Fulton	Chattahoochee River National Recreation Area Vickery Creek Unit	SR9 Reconstruction	3R	FLAP - EFL	$2,240,000.00	Title 23	STATE	Planned	GA-06	NPS-SER
GA FLAP 33	2024	GA	Macon-Bibb	Bond Swamp National Wildlife Refuge	Bondsview Road Improvements	3R	FLAP - EFL	$490,000.00	Title 23	LOCAL	Construction	GA-02	FS-R8
GA FLAP 34	2024	GA	Fulton	Chattahoochee River National Recreation Area Vickery Creek Unit	Vickery Creekway Trail Connection	Study	FLAP - EFL	$150,000.00	Title 23	LOCAL	In design	GA-06	NPS-SER
GA FLAP COBB 41(1)	2025	GA	Cobb	Kennesaw Mountain National Battlefield	Old HWY 41 Road & Pedestrian Improvements	Trail	FLAP - EFL	$2,500,000.00	Title 23	LOCAL	Planned	GA-11	NPS-SER
GA FLAP FORSYTH 104(1)	2025	GA	Forsyth	Lake Lanier	Pilgrim Mill Rd Multiuse Trail	Trail	FLAP - EFL	$2,052,760.00	Title 23	LOCAL	Planned	GA-09	USACE-SA
GA FLTP FW BLM(1)	2026	GA	Lanier	Banks Lake National Wildlife Refuge	Rehab RT# 100,BANKS LAKE FISHING ACCESS LOOP	3R	FLTP - FWS	$236,578.13	Title 23	FWS	Planned	GA-08	FS-R8
GA FLTP FW OKE(2)	2027	GA	Charlton	Okefenokee National Wildlife Refuge	Replace deteriorated concrete ramp	Boat	FLTP - FWS	$304,670.70	Title 23	FWS	Planned	GA-01	FS-R8
GA FLTP FW PDM(2)	2025	GA	Jasper	Piedmont National Wildlife Refuge	Repair RT#109 and Rehab fishing pier at Pond 21a	3R	FLTP - FWS	$530,306.70	Title 23	FWS	Planned	GA-10	FS-R8
GA FLTP FW PDM(3)	2027	GA	Jasper	Piedmont National Wildlife Refuge	Repair RT#116, Givens Field Road	Other	FLTP - FWS	$154,708.58	Title 23	FWS	Planned	GA-10	FS-R8
GA FTNP KEMO 248535	2024	GA	Cobb	KEMO	Visitor vehicle shuttle to mountain top	Transit	FLTP - NPS	$175,000.00	Title 23	NPS	Construction	GA-11	NPS-SER
GA FTNP KEMO 258734	2024	GA	Cobb	KEMO	Redesign Kenesaw mountain road	Study	FLTP - NPS	$900,000.00	Title 23	NPS	Construction	GA-11	NPS-SER
NP SER BMS FY25(1)	2025	GA	Various	Multiple TBD	Structures included to be coordinated between EFL and NPS	BR	FLTP - NPS	$500,000.00	Title 23	NPS	In design	Various	NPS-SER
NP SER BMS FY26(1)	2026	GA	Various	SER	SER Bridge Preventative Maintenance Projects in FY26	BR	FLTP - NPS	$500,000.00	Title 23	EFL	In design	Various	NPS-SER
NP SER BMS FY27(1)	2027	GA	Various	SER	SER Bridge Preventative Maintenance Projects in FY27	BR	FLTP - NPS	$500,000.00	Title 23	EFL	Planned	Various	NPS-SER
NP SER BMS FY28(1)	2028	GA	Various	SER	Bridge Preventative Maintenance Projects (FY28)	BR	FLTP - NPS	$500,000.00	Title 23	EFL	Planned	Various	NPS-SER

Approval signature is shown on first page packet only. The listing reflects all newly identified and programmed and/or modified projects as of December 31, 2023.

FY2024-FY2027 Transportation Improvement Program

Federal Highway Administration

Eastern Federal Lands Highway Division

Last Printed: 1/26/2024

PROJECT	PROGRAM FISCAL YEAR	STATE	COUNTY	PARK, REFUGE, FOREST OR OTHER PARTNER/AGENCY	DESCRIPTION	TYPE OF WORK	PRIMARY FUND SOURCE	TOTAL PROGRAMMED AMOUNT	FUNDS FROM TITLE	DELIVERED BY	STATUS	CONGRESSIONAL DISTRICT	FLMA REGION
NP SER PMS FY25(1)	2025	GA	Various	Various	Pavement Preservation (ANDE, CHAT, CHCH, HOBE, JICA, KEMO, LIRI, MALU, OCMU, RUCA, SEMO, TUAI, TUIN)	1R	FLTP - NPS	$2,831,000.00	Title 23	EFL	In design	Various	NPS-SER
NP SER PMS FY27(1)	2027	GA	Various	SER	Pavement Preservation (ABLI, FODO, MACA)	1R	FLTP - NPS	$5,187,000.00	Title 23	EFL	Planned	Various	NPS-SER

Reconnecting Communities Pilot – Neighborhood Access & Equity Grant (Macon-Bibb County)

Macon-Bibb County Pleasant Hill Reconnection and Commercial Planning

Macon-Bibb County, Georgia

Grant Type: Planning

Funding Source: NAE

Award: $500,000

Estimated Total Project Cost: $600,000

Project Summary:

Once a prominent Black community founded by formerly enslaved people, Pleasant Hill was decimated by the construction of I-75 through Macon, Georgia. In 2015, a mitigation component of a highway-widening plan gave the community funds for school and home construction, but the promised bike and pedestrian bridge into downtown Macon failed to materialize. The city and county are requesting funds for a planning study to reconnect this historic community. The historic Pleasant Hill neighborhood is seeking assistance in developing a full streetscapes and commercial development plan to reconnect the community to itself and Macon's downtown business district. The plan would focus on engagement, public infrastructure, zoning changes, and anti-displacement strategies.

Macon-Bibb County became a consolidated government in 2014 to correct at a high level the disparity between neighborhoods within the inner city of Macon and the formerly unincorporated areas of Bibb County. At the same time, an effort was hatched to bring reinvestment to the urban core of Macon, the historic downtown and the city's first neighborhoods. The Macon Action Plan was unveiled in 2015, but it did not include the Pleasant Hill neighborhood just beyond I-75. Because of this the plan perpetuated a history of disconnection in the neighborhood that began when the highway cut the historic black community in half. This planning project would rectify this exclusion of the Pleasant Hill neighborhood.

Administrative Modifications

20240501_0017231M – The following changes are being made on 5/1/2024, as per telephone request by Georgia Dept. of Transportation Office of Planning on 3/18/2024:

- Adjust Right Of Way Phase FY 2025 to reflect cost updates as follows:

i. GDOT Fund Y238:	Revised	Previous
Right Of Way		
Federal contribution:	$285,600	$280,000
State of Georgia Contribution:	$71,400	$70,000
GDOT Fund Y238 Total:	$357,000	$350,000

Revised Total Project Cost: $9,890,170.03

Total Project Cost Increase: +$7,000 (<0.001%)

Amendments

20240501_0013712A – The following changes were made on 5/1/2024, based on a request received from of Georgia Dept. of Transportation Office of Planning on 3/11/2024:

- Adjust Construction and Utility phases for FY 2024, as follows:

i. GDOT Fund Y001:	Revised	Previous
Construction		
Federal contribution:	$1,872,413.72	$10,982,736
State of Georgia Contribution:	$468,103.43	$2,745,684
Utilities		
Federal contribution:	$0.00	$1,143,992
State of Georgia Contribution:	$0.00	$285,998
GDOT Fund Y001 Total	$2,340,517.15	$15,158,410

ii. GDOT Fund Y114:	Revised	Previous
Construction		
Federal contribution:	$12,000,000.00	$0.00
State of Georgia Contribution:	$3,000,000.00	$0.00
Utilities		
Federal contribution:	$1,344,964.47	$0.00
State of Georgia Contribution:	$336,241.12	$0.00
GDOT Fund Y001 Total	$16,681,205.59	$0.00

FY 2024 Grand Total:	$19,021,722.74	$15,158,410

Revised Total Project Cost: $22,443,915.31
Total Project Cost Increase: +$3,863,312.74 (+20.79%)

20240501_0014072A – The following changes were made on 5/1/2024, based on a request received from of Georgia Dept. of Transportation Office of Planning on 2/22/2024:

- Reinstate project into MATS 2024 – 2027 TIP, as a carry over from MATS FY 2021 – 2024 TIP
- Reflect Construction phase for FY 2025, as follows:

i. GDOT Fund Y236:	New
Construction	
Federal contribution:	$9,425,589.60
State of Georgia Contribution:	$2,356,397.40
GDOT Fund Y800 Total:	$11,781,987.00

ii. GDOT Fund Y800:	New

Construction	
Federal contribution:	$6,283,726.40
State of Georgia Contribution:	$1,570,931.60
GDOT Fund Y800 Total:	$7,854,658.00
FY 2025 Grand Total:	$19,636,645.00

Total Project Cost Increase: $19,636,645.00

20240501_0019088A – The following changes were made on 5/1/2024, based on a telephone request received from of Georgia Dept. of Transportation Office of Planning on 3/18/2024:

- Cancel GDOT P.I. 0019088, and remove from FY 2024 – 2027 TIP. This project is being consolidated into GDOT P.I. 0017231
- Adjust Construction and Utility phases for FY 2024, as follows:

i. GDOT Fund Y001:	Revised	Previous
Preliminary Engineering		
Federal contribution:	$0.00	$192,000
State of Georgia Contribution:	$0.00	$48,000
Utilities		
Federal contribution:	$0.00	$220,000
State of Georgia Contribution:	$0.00	$55,000
GDOT Fund Y001 Total	$0.00	$515,000

Revised Total Project Cost: $0.00
Total Project Cost Decrease: -5,375,000.00 (-100.00%)

20240501_0020056A - The following changes were made on 5/1/2024, initiated by a request received from Macon-Bibb County Engineering on 12/12/2023 and coordinated with Georgia Dept. of Transportation:

- Add new project #0020056, to be covered under a funding supplement granted under the Federal Lands Access Program (FLAP)

i. GDOT Fund FLAP:	New
Construction	
Federal contribution:	$490,000
State of Georgia Contribution:	$0
Local Contribution	$0
GDOT Fund FLAP Total:	$490,000

Total Project Cost Increase: +$490,000

20240501_0019933A – The following changes were made on 5/1/2024, based on a request received from of Georgia Dept. of Transportation Office of Planning on 3/14/2024:

- Add new project GDOT PI #0019933 into MATS 2024 – 2027 TIP
- Reflect Preliminary Engineering (PE) in FY 2024 and Right of Way Phases in FY 2027 phases, as follows:

i.	GDOT Fund Y001:	New
	Preliminary Engineering	
	Federal contribution:	$640,000.00
	State of Georgia Contribution:	$160,000.00
	GDOT Fund Y001 Total for FY 2024:	$800,000.00
ii.	GDOT Fund Y001:	New
	Right of Way	
	Federal contribution:	$240,000.00
	State of Georgia Contribution:	$60,000.00
	GDOT Fund Y001 Total for FY 2027:	$300,000.00

Total Project Cost Increase: +$1,100,000.00

20240501_0019934A – The following changes were made on 5/1/2024, based on a request received from of Georgia Dept. of Transportation Office of Planning on 3/14/2024:

- Add new project GDOT PI #0019934 into MATS 2024 – 2027 TIP
- Reflect Preliminary Engineering (PE) in FY 2024 and Right of Way Phases in FY 2027 phases, as follows:

i.	GDOT Fund Y001:	New
	Preliminary Engineering	
	Federal contribution:	$1,120,000.00
	State of Georgia Contribution:	$280,000.00
	GDOT Fund Y001 Total for FY 2024:	$1,400,000.00
ii.	GDOT Fund Y001:	New
	Right of Way	
	Federal contribution:	$240,000.00
	State of Georgia Contribution:	$60,000.00
	GDOT Fund Y001 Total for FY 2027:	$300,000.00

Total Project Cost Increase: +$1,700,000.00

20240501_0019935A – The following changes were made on 5/1/2024, based on a request received from of Georgia Dept. of Transportation Office of Planning on 3/14/2024:

- Add new project GDOT PI #0019935 into MATS 2024 – 2027 TIP
- Reflect Preliminary Engineering (PE) in FY 2024 and Right of Way Phases in FY 2027 phases, as follows:

i.	GDOT Fund Y001:	New
	Preliminary Engineering	
	Federal contribution:	$1,120,000.00
	State of Georgia Contribution:	$280,000.00
	GDOT Fund Y001 Total for FY 2024:	$1,400,000.00
ii.	GDOT Fund Y001:	New
	Right of Way	
	Federal contribution:	$240,000.00
	State of Georgia Contribution:	$60,000.00
	GDOT Fund Y001 Total for FY 2027:	$300,000.00

Total Project Cost Increase: +$1,700,000.00

20240501_0019936A – The following changes were made on 5/1/2024, based on a request received from of Georgia Dept. of Transportation Office of Planning on 3/14/2024:

- Add new project GDOT PI #0019936 into MATS 2024 – 2027 TIP
- Reflect Preliminary Engineering (PE) in FY 2024 and Right of Way Phases in FY 2027 phases, as follows:

i.	GDOT Fund Y001:	New
	Preliminary Engineering	
	Federal contribution:	$1,120,000.00
	State of Georgia Contribution:	$280,000.00
	GDOT Fund Y001 Total for FY 2024:	$1,400,000.00
ii.	GDOT Fund Y001:	New
	Right of Way	
	Federal contribution:	$240,000.00
	State of Georgia Contribution:	$60,000.00
	GDOT Fund Y001 Total for FY 2027:	$300,000.00

Total Project Cost Increase: +$1,700,000.00

20240501_0019945A – The following changes were made on 5/1/2024, based on a request received from of Georgia Dept. of Transportation Office of Planning on 3/14/2024:

- Add new project GDOT PI #0019935 into MATS 2024 – 2027 TIP
- Reflect Preliminary Engineering (PE) in FY 2024 and Right of Way Phases in FY 2027 phases, as follows:

i.	GDOT Fund Y001:	New
	Preliminary Engineering	
	Federal contribution:	$1,120,000.00
	State of Georgia Contribution:	$280,000.00
	GDOT Fund Y001 Total for FY 2024:	$1,400,000.00
ii.	GDOT Fund Y001:	New
	Right of Way	
	Federal contribution:	$240,000.00
	State of Georgia Contribution:	$60,000.00
	GDOT Fund Y001 Total for FY 2027:	$300,000.00

Total Project Cost Increase: +$1,700,000.00

GDOT_PM1_20240501A – On August 31, 2023, 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 September 28, 2023, GDOT informed the Georgia Association of Metropolitan Planning Organizations of new of updated performance measure targets for Safety Performance Measures, as described and identified under the FAST Act and 23 CFR 490, for Calendar Year 2024.
Specifically, those updated Statewide targets are:

GA STATEWIDE SAFETY PERFORMANCE MEASURE TARGETS (ADOPTED AUGUST 31, 2024)					
	Number of Fatalities	Fatality Rate (per 100 million VMT)	Number of Serious Injuries	Serious Injury Rate (per 100 million VMT)	Non-motorized Fatalities and Serious Injuries
GA Targets (5-yr avg. 2020-2024)	1,680.0	1.36	8,966.0	7.679	802

Under 23 CFR 490.105(f)(3)(i) and 23 CFR 490.105(f)(3)(ii) MATS MPO has the option to either develop their own individual targets for the MATS planning area, or choose to simply adopt the targets established by GDOT. MATS MPO elects to support the State of Georgia PM1 Safety Targets for Calendar Year 2024. Pursuant to guidance issued by FHWA on January 11, 2023, the PM1 Safety Targets are hereby adopted by resolution (i.e., a formal amendment).

20240807_0020213A – The following changes were made on 8/7/2024, based on a request received from of Georgia Dept. of Transportation Office of Planning on 5/10/2024:

- Add new project GDOT PI #0020213 into MATS 2024 – 2027 TIP
- Reflect Preliminary Engineering (PE) in FY 2025 and Right of Way Phases in FY 2027 phases, as follows:

i. GDOT Fund Y001: New
Preliminary Engineering
Federal contribution: $1,120,000.00
State of Georgia Contribution: $280,000.00
GDOT Fund Y001 Total for FY 2025: $1,400,000.00

ii. GDOT Fund Y001: New
Right of Way
Federal contribution: $600,000.00
State of Georgia Contribution: $150,000.00
GDOT Fund Y001 Total for FY 2027: $750,000.00

Total Project Cost Increase: +$2,150,000.00

20240807_0020345A – The following changes were made on 08/07/2024, based on a request received from of Georgia Dept. of Transportation Office of Planning on 5/10/2024:

- Add new project GDOT PI #0020345 into MATS 2024 – 2027 TIP
- Reflect Construction in FY 2025, as follows:

i.	GDOT Fund Y001:	New
	Construction	
	Federal contribution:	$340,000.00
	State of Georgia Contribution:	$85,000.00
	GDOT Fund Y001 Total for FY 2024:	$425,000.00

Total Project Cost Increase: +$425,000.00

20240807_MCN_1 – The following project was added on 8/7/2024, at the request of Macon-Bibb County

- Project Name: Macon-Bibb County Pleasant Hill Reconnection and Commercial Planning
- Grant Recipient: Macon-Bibb County
- Award Amount: Federal Funds - $500,000; Recipient Share - $100,000; Total - $600,000.
- Project Description: Split by I-75, the historic Pleasant Hill neighborhood is seeking assistance in developing a full streetscapes and commercial development plan to reconnect the community to itself and Macon's downtown business district. Plan would focus on engagement, public infrastructure, zoning changes, and anti-displacement strategies.

Because the grant involves the use of Federal dollars awarded under Title 23 USC, the award must be reflected in the FY 2024 – 2027 Transportation Improvement Program. However, the award does not affect fiscal constraint for capital improvement or maintenance projects. A summary of the award is provided on the next page. Additional details about the Reconnecting Communities and Neighborhoods award can be found at https://www.transportation.gov/sites/dot.gov/files/2024-05/RCN%20FY23%20Awardees%20Factsheet_5_28.pdf

Interagency Coordinating Committee/ Air Quality Conformity Communications Log

Initial Adoption:
IAC Consultation E-mail Thread

Initial Adoption:
Response to Comments

Original Request for IAC Consultation on MATS FY 2024 - 2027 TIP Adoption: July 19, 2023

Michael Greenwald

From: Michael Greenwald
Sent: Wednesday, July 19, 2023 3:27 PM
To: Day, Ann-Marie (FHWA); Lewis, Olivia D. (FHWA); Myers, Dianna (she/her/hers); gil.grodzinsky@dnr.ga.gov; LaRocca, Sarah; Phil M. Peevy (ppeevy@dot.ga.gov); mcanizares@dot.ga.gov; Ted Kicks; Jackie Williams; 'McLoyd, Johnathan G'; 'Walker, Robin'; 'craigross@mta-mac.com'; Jeff Ruggieri; Greg Brown; Freund, Weston (he/him/his); Jarvis, Simone (she/her/hers)
Subject: IAC Consultation Request--New MATS FY 2024 - 2027 TIP, and Related Amendments to the MATS 2050 Air Quality Conformity Determination Report
Attachments: TIP2024_2027_DRAFT_20230719_DRAFT_MJG.pdf; Chapter06_Roads_and_Bridges_Projects_20220613_UPDATE.pdf; MATS_AirQualityConformityDeterminationReport_2050MTP_20230719_DRAFT.pdf

Importance: High

Good afternoon IAC members,

Pursuant to the requirements of the 2050 Air Quality Conformity Determination for the MATS MPO area (MATS 2050 AQCD; adopted by MATS 5/3/2022), MATS MPO is submitting the attached documentation for review and comments on the proposed MATS FY 2024 – 2027 TIP, and related amendments to aforementioned MATS 2050 ACQD. These documents are anticipated to be released for a 30 day public comment period (pursuant to the requirements set forth in the MATS Public Participation Plan: https://www.maconmpo.com/wp-content/uploads/2021/10/MATS_PublicParticipationPlan_20211013-FINAL.pdf, pg. 13) sometime **between August 2, 2023 and August 7, 2023**.

Final adoption of the FY 2024 – 2027 TIP and amended MATS 2050 ACQD is currently anticipated in mid to late September. Specific dates are yet to be determined, but in no event shall such adoption be scheduled before the receipt and response to comments from both this IAC group and the general public.

In response to the comments received during yesterday's IAC staff coordination call, the following documents are attached to this message:

- **TIP2024_2027_DRAFT_20230719_DRAFT_MJG.pdf** – This is the draft PDF document for the proposed MATS FY 2024 – 2027 TIP. This version reflects minor edits recommended by Dr. Gil Grodzinsky, in his e-mail to MATS MPO staff, dated 7/13/2023.
- **Chapter06_Roads_and_Bridges_Projects_20220613_UPDATE.pdf –** This is the Roads and Bridges chapter of the MATS 2050 MTP (the complete MATS 2050 MTP document can be found here: https://www.maconmpo.com/wp-content/uploads/2023/05/MATS2050MTP_AMENDED_20230503.pdf). This MTP chapter is included here as a reference, in response to FHWA's request during the staff coordination call yesterday for confirmation that all projects in the proposed FY 2024 – 2027 TIP are reflected in the 2050 MTP document. The specific road and bridge projects identified in Chapter 2 of the draft FY 2024 – 2027 TIP can be found Table 6-2 of this attached chapter of the MATS 2050 MTP document.
  This chapter was amended most recently on 6/13/2022. This chapter is not subject to any amendments at this time.
- **MATS_AirQualityConformityDeterminationReport_2050MTP_20230719_DRAFT.pdf** – This is the draft PDF document for the proposed updates to the MATS 2050 AQCD. To facilitate the review process, all relevant changes are listed in **highlighted yellow.** This version reflects minor edits recommended by Dr. Gil Grodzinsky, in his e-mail to MATS MPO staff, dated 7/13/2023.

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

- The proposed projects contained in the MATS FY 2024 - 2027 TIP contains one project that is **Non-Exempt** for air quality analysis for Ozone (GDOT PI# 0017121 – Bass Rd. Widening). MATS was found to be conforming with the 1997 NAAQS for Ozone during the original model run (.064 ppm); The latest model run maintains and improves upon that original conformity finding (as per e-mail communication with Georgia Dept. of Environmental Protection - Air Protection Branch on or about 7/13/2023; .058 ppm).
  This Non-Exempt project was already known at the time the review was performed for the MATS 2050 MTP, and the associated MATS 2050 AQCD. It therefore does not indicate any previously unidentified source of ozone emissions for the MATS MPO area.
- The proposed plan update meets fiscal constraint requirements of the Metropolitan Transportation Plan, as required under 23 CFR 450.324(11);
- The proposed plan update has been evaluated against the most recent planning assumptions, pursuant to 40 CFR 93.110. Because the latest applicable conformity determination for the MATS region does not identify any required Transportation Control Measures (TCMs), none have been applied in the evaluation of the proposed project update;
- Pursuant to 40 CFR 93.109(c), the proposed plan update does not create the requirement for a regional emissions analysis. MATS latest conformity review with a regional emissions analysis was determined on 5/23/2023 by U.S. EPA, wherein the MPO region was found to be in conformity with applicable National Ambient Air Quality Standards.

Please send any comments or questions to the entire recipient list for this message by **August 21, 2023**. In accordance with the procedures specified under Section 5.3 of the MATS 2050 AQCD currently in place, if MATS does not receive comments from a specific IAC organization by the close of this comment period, MATS will presume there are no objections from that IAC member organization and proceed through the remainder of the adoption process for the FY 2024 – 2027 TIP and amendments to the MATS 2050 AQCD.

Thank you very much for your assistance in this matter.

Yours truly,

Mike Greenwald

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

Macon Area Transportation Study
Terminal Station | 200 Cherry Street, Suite 300
Macon, GA 31201 | **NEW NUMBER: 478-241-2566**
MaconMPO.com

Document Title:		MATS FY24-27 TIP			Project Number:	Macon
Document Date:		July Draft			Comment Date:	8-3-23
Comment #	PDF Page	Section	¶	Comment	Response	New Page
1		General		Please add a Title VI disclaimer at the beginning.	1. A Title VI disclaimer has been added to the title page of the document 2. A statement regarding MATS support of Title VI has been included at the end of the "Purpose and Document Organization" section. This language is the same as used for the TIP for the Atlanta Regional Commission.	Title Page
2		General		To improve the TIP as an informative resource for the public, add language about the relationship between this TIP and the goals and objectives of the MTP.	Statements have been added to "Overview of MATS Transportation Improvement Program" to address this comment. The last two sentences of the opening paragraph for this section explicitly discuss the relationship between the MTP and the TIP document.	3
3	2-3	Resolution		Please revise the resolution to include references to the latest transportation authorization, BIL/IIJA.	The resolution has been updated to include reference to the Infrastructure Investment and Jobs Act of 2021 (IIJA 2021).	i.
4	6	Map		Revise the map title to reflect FY24-27.	The map is replaced with an updated map.	v.
5	22	Project List/Project Sheets		This table is missing PI# 0018327 and 0019088. There is also a missing project sheet for 0019088. Please revise accordingly to be consistent with the Financial Plan.	A project sheet is being added for GDOT PI #0018327 and GDOT PI #0019088.	33,34
6	35	Project Sheet PI# 0017121		Please QA/QC this project sheet, which currently shows the local cost in the FY27 column.	This error has been addressed	29
7	36	Project Sheet PI# 0017221		This project sheet shows ROW programmed for FY24, which does not align with the Financial Plan (page 42). Which page is correct?	This was a typographical error. Both the project sheet and the Financial Plan now show ROW in FY 2026	30, 38
8	40	Funding		There is no "Total" row at the bottom of this table. Adding the totals will further demonstrate the fiscal constraint of this TIP.	This was the result of an editing error in the original draft. The requested line has been added to the Funding table.	36
9	51	Capital 5307		Costs for FY24 exceed the available Capital 5307 funds identified in the funding table on page 40.	The Transit 5307 funding line has been balanced and reconciled per GDOT Office of Planning and GDOT Office of Intermodal guidance. Both the STIP Funds and the Expenditures now match.	36

10	62-75	System Performance Report		Please identify the level of investment programmed in this TIP towards the each of performance measures. Also, instructions from the template have not been removed (CMAQ).	The requested edits have been made to the concluding paragraphs for each Performance Measure section. See concluding statements for PM1, PM2 and PM3 on pages 58, 62, and 65, respectively. The references to any CMAQ requirements in relation to the PM3 Performance Measures has been removed.	58, 62, 64, 65
11		Self-Certification		Coordinate with GDOT for an executed self-certification. The signed resolution must be in the final TIP before it is incorporated into the STIP.	GDOT received an executed Self Certification from MATS MPO on 7/21/2023. We are awaiting concurrence from GDOT Office of Planning.	

Comments from Georgia Dept. of Transportation - Office of Planning on Initial Draft of MATS FY 2024 – 2027 TIP

Michael Greenwald

From: Hicks, Edward P <EHicks@dot.ga.gov>
Sent: Wednesday, August 23, 2023 4:37 PM
To: Michael Greenwald; Williams, Jacqueline R; Jeff Ruggieri
Cc: Delgadillo Canizares, Marlene V.; Peevy, Phillip M.
Subject: RE: Macon Draft FY 24-27 TIP Comments

Mike
Thanks for your feedback. Please see our responses below in red.

Ted Hicks, AICP
Urban Branch Chief

Office of Planning
One Georgia Center
600 West Peachtree Street 5th Floor
Atlanta, GA, 30308
404.631.1750 office
404.807.9843 cell

From: Michael Greenwald <mgreenwald@mbpz.org>
Sent: Tuesday, August 15, 2023 7:00 PM
To: Williams, Jacqueline R <JWilliams@dot.ga.gov>; Jeff Ruggieri <jruggieri@mbpz.org>
Cc: Delgadillo Canizares, Marlene V. <mcanizares@dot.ga.gov>; Hicks, Edward P <EHicks@dot.ga.gov>; Peevy, Phillip M. <PPeevy@dot.ga.gov>
Subject: RE: Macon Draft FY 24-27 TIP Comments

Good evening Jackie,

Following up on the attachments you provided this morning, and the comments from Vivian below, I need to draw your attention to the following:

> **Olivia's Comment #10:** "Please identify the level of investment programmed in this TIP towards the each of performance measures…"
> **Ans:** I haven't answered this yet…because a.) I don't think GDOT comes off well with the answer; and b.) we have time to solve this…
> The information Olivia is asking for is something that GDOT Office of Planning has traditionally provided us. As of 8/15/2023, MATS staff has not received the information from GDOT to answer FHWA's comment.
> Previously, this information came from Tom Caiafa (Ted Hicks now has Tom's position). Not sure if you have to coordinate this with Office of Performance Based Management & Research, although that might be a good place to start.
> What I'm **not** going to do is take a best guess/make something up, only to have it changed at the last minute when new information is added right before I have to go in front of my Commission (assuming it even gets to me in time). That's just a recipe for disaster.

The MPO just needs to clarify where FHWA can find the projects and investments in Appendix B (sub-Appendix A-2), as it was explained on August 9 email. The financial package gives the amounts of investments programmed for the TIP years, the MPO can use Appendix A to match the project work types with the targets to help develop an Appendix B (sub-Appendix A-2). The report and levels of investments were vetted by FHWA: From Aug 9 email "Please make sure to clarify Appendix B contains the projects example and investments for each subsection of performance and target, as it is noted on the boiler plate. Also, please make sure you delete the CMAQ section and add the disclaimer as Macon does meet air quality standards, this item was clarified by Habte and the MPO staff question addressed on the email attached. Overall, the MPO staff has done a great job with the SPR and the highway financial tables, especially on Chapter 3."

And, not for nothing…this information doesn't appear to be in Warner Robins' TIP (at least, not the draft on line). So, why are we being asked for it?

Warner Robins MPO has a complete list with the MTP projects and similarly to other MPOs they can refine the report by adding the level of investment programmed in this TIP towards the each of performance measures by using their Detail sheet. We understand this is the first time they are working on it.

Olivia's Comment #11: "Coordinate with GDOT for an executed self-certification. The signed resolution must be in the final TIP before it is incorporated into the STIP."
Ans: I sent this to you on 7/21/2023 (see attached e-mail). Olivia's going to expect to see it in the final document. Please send me the copy signed by Olivia and Matt Markham as soon as possible.

GDOT is been working with FHWA to avoid rubber-stamping the self-certifications and will send the MPOs the signed copies along with some recommendations and commendations as the transportation planning process is continuous. Planning will send the self-certification before STIP adoption as it is required.

- **Transit projects:** I coordinated with Phil Peevy last Thursday, and he explained to me the how & why of the removal of the Transit Sec. 5310 grant. He also had OFM re-run the budgets, so we have valid numbers for our Funding chapter…
  But we continue to have a problem with the Transit Sec. 5339 grant…the funding is short, and not by a little. The line for FY 2024 is currently $250,000; Macon-Bibb Transit Authority has shown me obligated projects of $5,240,808.
  Maybe that $250k is just a placeholder until they get the rest of the grant funding approved? And the higher ups think we'll just "fix it in post" with an Amendment?
  That strategy costs ***all of us*** time. Especially since we have to go through IAC with any amendments...

  Please coordinate with Phil and his team in Intermodal as they are the subject matter experts on FTA funding.

So, I'm thinking if we have to wait until October to get all this resolved before getting the TIP adopted, maybe it might be worth it…

Let me know how you want to proceed.

Yours truly,

Mike Greenwald
MPO Technical Coordinator

Macon Area Transportation Study
Terminal Station | 200 Cherry Street, Suite 300
Macon, GA 31201 | **NEW NUMBER: 478-241-2566**
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From: Williams, Jacqueline R <JWilliams@dot.ga.gov>
Sent: Tuesday, August 15, 2023 10:53 AM
To: Michael Greenwald <mgreenwald@mbpz.org>; Jeff Ruggieri <jruggieri@mbpz.org>
Cc: Delgadillo Canizares, Marlene V. <mcanizares@dot.ga.gov>; Hicks, Edward P <EHicks@dot.ga.gov>
Subject: FW: Macon Draft FY 24-27 TIP Comments

Good morning Mike,

Attached are the updated MPO sheets and project details. Thanks.

From: Delgadillo Canizares, Marlene V. <mcanizares@dot.ga.gov>
Sent: Friday, August 11, 2023 5:02 PM
To: Michael Greenwald <mgreenwald@mbpz.org>; Peevy, Phillip M. <PPeevy@dot.ga.gov>; Williams, Jacqueline R <JWilliams@dot.ga.gov>; Jeff Ruggieri <jruggieri@mbpz.org>
Cc: Hicks, Edward P <EHicks@dot.ga.gov>; McLoyd, Johnathan G <JoMcLoyd@dot.ga.gov>; Green, Troy L. <tgreen@dot.ga.gov>; Walker, Robin <RWalker@dot.ga.gov>
Subject: RE: Macon Draft FY 24-27 TIP Comments

Use your best judgment, we are not opposed on the MPO being transparent; we only need to demonstrate constrain. per Olivia's comments, you may need a total number on page 40. Since we will send you a new package, that will be solved. Please keep the information and the project sheets for the funding you and Phil agreed on; those additions should be the total on the transit side for page 40.

8	40	Funding		There is no "Total" row at the bottom of this table. Adding the totals will further demonstrate the fiscal constraint of this TIP.
9	51	Capital 5307		Costs for FY24 exceed the available Capital 5307 funds identified in the funding table on page 40.

If you have other questions, I would ask you to contact Phil. I need to look at Savannah's TIP. Please and thank you.

From: Michael Greenwald <mgreenwald@mbpz.org>
Sent: Friday, August 11, 2023 4:10 PM
To: Delgadillo Canizares, Marlene V. <mcanizares@dot.ga.gov>; Peevy, Phillip M. <PPeevy@dot.ga.gov>; Williams, Jacqueline R <JWilliams@dot.ga.gov>; Jeff Ruggieri <jruggieri@mbpz.org>
Cc: Hicks, Edward P <EHicks@dot.ga.gov>; McLoyd, Johnathan G <JoMcLoyd@dot.ga.gov>; Green, Troy L. <tgreen@dot.ga.gov>; Walker, Robin <RWalker@dot.ga.gov>
Subject: RE: Macon Draft FY 24-27 TIP Comments

Vivian, et. al.

Given the thread of the conversations below, I have a follow up question/recommendations:

- If we're going to consolidate all the fiscal balancing into a single table on pg. 40, I recommend we dump the table on pg. 45 (i.e., second page of Ch. 4). The transit table repeats a lot of the same information for the transit chapter exclusively. It appears that we don't need to repeat this.
- Since we're taking out the 5310 line item from the fiscal balancing table, I'm going to take out the associated expenditure sheet in the transit chapter (i.e., pg. 53 in the draft document).

Is everyone in agreement with this?

Yours truly,

Mike Greenwald
MPO Technical Coordinator

Macon Area Transportation Study
Terminal Station | 200 Cherry Street, Suite 300
Macon, GA 31201 | **NEW NUMBER: 478-241-2566**
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From: Delgadillo Canizares, Marlene V. <mcanizares@dot.ga.gov>
Sent: Friday, August 11, 2023 3:06 PM
To: Michael Greenwald <mgreenwald@mbpz.org>; Peevy, Phillip M. <PPeevy@dot.ga.gov>; Williams, Jacqueline R <JWilliams@dot.ga.gov>; Jeff Ruggieri <jruggieri@mbpz.org>
Cc: Hicks, Edward P <EHicks@dot.ga.gov>; McLoyd, Johnathan G <JoMcLoyd@dot.ga.gov>; Green, Troy L. <tgreen@dot.ga.gov>; Walker, Robin <RWalker@dot.ga.gov>
Subject: RE: Macon Draft FY 24-27 TIP Comments

Thank you; I think everything is clear now. Phil updated me this afternoon; I believe we will send you a revised financial package as soon as OFM can provided it to us. This is not a significant comment as it is only how we describing the funds and minor corrections, so you can just swap the pages with OFM data. Have a great weekend!

From: Michael Greenwald <mgreenwald@mbpz.org>
Sent: Friday, August 11, 2023 2:57 PM
To: Delgadillo Canizares, Marlene V. <mcanizares@dot.ga.gov>; Peevy, Phillip M. <PPeevy@dot.ga.gov>; Williams, Jacqueline R <JWilliams@dot.ga.gov>; Jeff Ruggieri <jruggieri@mbpz.org>
Cc: Hicks, Edward P <EHicks@dot.ga.gov>; McLoyd, Johnathan G <JoMcLoyd@dot.ga.gov>; Green, Troy L. <tgreen@dot.ga.gov>; Walker, Robin <RWalker@dot.ga.gov>
Subject: RE: Macon Draft FY 24-27 TIP Comments

Vivian,

Thanks for the follow up. Just so we're all on the same page, Phil Peevy and I talked yesterday; he explained to me why the 5310 line can come out, and he is getting me a revised OFM sheet that reflects our 5339(a) funding for FY 2024.

And as we discussed earlier (separate from this thread), going forward, MATS is going to need OFM to break out the 5307 grant into the Capital vs. Operations components, since they match at different rates.

We'll make sure to address all concerns identified in the comments (one way or another) prior to adoption of the new TIP.

Yours truly,

Mike Greenwald
MPO Technical Coordinator

Macon Area Transportation Study
Terminal Station | 200 Cherry Street, Suite 300
Macon, GA 31201 | **NEW NUMBER: 478-241-2566**
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From: Delgadillo Canizares, Marlene V. <mcanizares@dot.ga.gov>
Sent: Friday, August 11, 2023 1:46 PM
To: Michael Greenwald <mgreenwald@mbpz.org>; Peevy, Phillip M. <PPeevy@dot.ga.gov>; Williams, Jacqueline R <JWilliams@dot.ga.gov>; Jeff Ruggieri <jruggieri@mbpz.org>
Cc: Hicks, Edward P <EHicks@dot.ga.gov>; McLoyd, Johnathan G <JoMcLoyd@dot.ga.gov>; Green, Troy L. <tgreen@dot.ga.gov>; Walker, Robin <RWalker@dot.ga.gov>
Subject: RE: Macon Draft FY 24-27 TIP Comments

Mike-

We only need for the MPO to show the right "Total expected Highway and Transit Funds" provided by OFM as those have identified funding or are "fiscally constrained". In other words, MPO staff should not change the material provided by OFM/GDOT, as that is not an accurate. See original versus page 40 versus the MPO version:

MACON
TOTAL EXPECTED HIGHWAY & TRANSIT
STIP FUNDS (MATCHED)
FY 2024 - FY 2027

FUND	CODE	LUMP DESCRIPTION	2024	2025	2026	2027	TOTAL
NHPP	Y001		$ 15,398,409	$ -	$ 275,000	$ -	$ 15,673,409
STBG	Y236		$ 9,977,485	$ -	$ -	$ -	$ 9,977,485
STBG	Y238		$ 117,000	$ 2,831,200	$ -	$ -	$ 2,948,200
Carbon	Y606		$ 477,010	$ 791,899	$ 791,899	$ 791,899	$ 2,852,708
PROTECT	Y800		$ -	$ -	$ 504,000	$ -	$ 504,000
Local	LOC		$ 5,387,700	$ 730,000	$ -	$ -	$ 6,117,700
Transit	5303		$ 127,985	$ 127,985	$ 127,985	$ -	$ 383,955
Transit	5307		$ 9,199,290	$ 9,199,290	$ 9,199,290	$ 9,199,290	$ 36,797,160
Transit	5311		$ 64,633	$ 47,133	$ 47,133	$ 47,133	$ 206,032
NHPP	Y001	LIGHTING	$ 14,000	$ 14,000	$ 14,000	$ 14,000	$ 56,000
NHPP/STBG	Various	BRIDGE MAINTENANCE	$ 639,000	$ 639,000	$ 639,000	$ 639,000	$ 2,556,000
NHPP/STBG	Various	ROAD MAINTENANCE	$ 3,976,000	$ 3,550,000	$ 3,550,000	$ 3,550,000	$ 14,626,000
STBG	Y240	LOW IMPACT BRIDGES	$ 298,000	$ 298,000	$ 298,000	$ 298,000	$ 1,192,000
STBG	Y240	OPERATIONS	$ 170,000	$ 170,000	$ 170,000	$ 170,000	$ 680,000
STBG	Y240	TRAF CONTROL DEVICES	$ 426,000	$ 426,000	$ 426,000	$ 426,000	$ 1,704,000
STBG	Y240	RW PROTECTIVE BUY	$ 21,000	$ 21,000	$ 21,000	$ 21,000	$ 84,000
HSIP	YS30	SAFETY	$ 1,420,000	$ 1,420,000	$ 1,420,000	$ 1,420,000	$ 5,680,000
RRX	YS40	RAILROAD CROSSINGS	$ 163,000	$ 163,000	$ 163,000	$ 163,000	$ 652,000
TOTAL			**$ 47,876,512**	**$ 20,428,507**	**$ 17,646,307**	**$ 16,739,322**	**$ 102,690,649**

STIP FUNDS
(MATCHED)
FY 2024 - FY 2027

FUND	CODE	LUMP DESCRIPTION	2024	2025	2026	2027	TOTAL
NHPP	Y001		$ 15,398,409		$275,000		$ 15,673,409
STBG	Y236		$ 9,977,485				$ 9,977,485
STBG	Y238		$117,000	$ 2,831,200			$ 2,948,200
Carbon	Y606		$477,010	$ 791,899	$ 791,899	$ 791,899	$ 2,852,707
PROTECT	Y800				$ 504,000		$ 504,000
Local	LOC		$ 5,387,700	$ 730,000			$ 6,117,700
Transit	5303		$127,985	$127,985	$127,985	$127,985	$ 511,940
Transit	5307	Capital	$ 2,638,400	$ 1,850,000	$ 1,365,000	$ 1,505,000	$ 7,358,400
Transit	5307	Operations	$ 9,199,290	$ 10,995,500	$ 11,950,022	$ 12,850,086	$ 44,994,898
Transit	5310	Capital	$ 132,771	$ 139,410	$ 146,381	$ 147,113	$ 565,675
Transit	5311	Capital	$ 64,633	$47,133	$47,133	$47,133	$ 206,032
Transit	5339(a)	Capital	$ 5,240,808	$ 2,950,000	$ 4,850,000	$ 2,950,000	$ 15,990,808
NHPP	Y001	LIGHTING	$ 14,000	$ 14,000	$ 14,000	$ 14,000	$ 56,000
NHPP/STBG	Various	BRIDGE MAINTENANCE	$ 639,000	$ 639,000	$ 639,000	$ 639,000	$ 2,556,000
NHPP/STBG	Various	ROAD MAINTENANCE	$ 3,976,000	$ 3,550,000	$ 3,550,000	$ 3,550,000	$ 14,626,000
STBG	Y240	LOW IMPACT BRIDGES	$ 298,000	$ 298,000	$ 298,000	$ 298,000	$ 1,192,000
STBG	Y240	OPERATIONS	$ 170,000	$ 170,000	$ 170,000	$ 170,000	$ 680,000
STBG	Y240	TRAF CONTROL DEVICES	$ 426,000	$ 426,000	$ 426,000	$ 426,000	$ 1,704,000
STBG	Y240	RW PROTECTIVE BUY	$ 21,000	$ 21,000	$ 21,000	$ 21,000	$ 84,000
HSIP	YS30	SAFETY	$ 1,420,000	$ 1,420,000	$ 1,420,000	$ 1,420,000	$ 5,680,000
RRX	YS40	RAILROAD CROSSINGS	$163,000	$163,000	$163,000	$163,000	$ 652,000

DRAFT

You can keep the programs you are describing on chapter 4 but we need to differentiate what is fiscal constrained with identified or future. FHWA/FTA wants to make sure any stakeholder can understand what funds are allocated to the MPOs. Per Intermodal " The information provided by GDOT OFM is the current program for the Macon MPO and any funds outside of what GDOT OFM provided are not guaranteed and will need to be applied for by the transit agency. You will need to update the TIP as funds are awarded."

We thank you for working with us as we all are moving forward with the STIP/TIP process.

From: Michael Greenwald <mgreenwald@mbpz.org>
Sent: Thursday, August 10, 2023 10:52 AM
To: Peevy, Phillip M. <PPeevy@dot.ga.gov>; Delgadillo Canizares, Marlene V. <mcanizares@dot.ga.gov>; Williams, Jacqueline R <JWilliams@dot.ga.gov>; Jeff Ruggieri <jruggieri@mbpz.org>
Cc: Hicks, Edward P <EHicks@dot.ga.gov>; McLoyd, Johnathan G <JoMcLoyd@dot.ga.gov>; Green, Troy L.

<tgreen@dot.ga.gov>; Walker, Robin <RWalker@dot.ga.gov>
Subject: RE: Macon Draft FY 24-27 TIP Comments

Hey Phil,

Thanks for the clarification, and the correction on the splits for the 5307 grant. I'm comfortable doing a consolidated record for that grant for the purposes of demonstrating fiscal constraint.

My concerns about the 5310 and 5339(a) grant, as described below, still remain; I'm not going to cut the legs out from under 5310 and 5339(a) projects that are already underway for FY 2024.

I'm going to do some more digging/coordination with Middle GA Regional Commission (administers 5310) and Macon-Bibb County Transit Authority (administers 5339(a)) to find out if they have anything else to contribute to the discussion.

Yours truly,

Mike Greenwald
MPO Technical Coordinator

Macon Area Transportation Study
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Macon, GA 31201 | **NEW NUMBER: 478-241-2566**
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From: Peevy, Phillip M. <PPeevy@dot.ga.gov>
Sent: Thursday, August 10, 2023 9:48 AM
To: Michael Greenwald <mgreenwald@mbpz.org>; Delgadillo Canizares, Marlene V. <mcanizares@dot.ga.gov>; Williams, Jacqueline R <JWilliams@dot.ga.gov>; Jeff Ruggieri <jruggieri@mbpz.org>
Cc: Hicks, Edward P <EHicks@dot.ga.gov>; McLoyd, Johnathan G <JoMcLoyd@dot.ga.gov>; Green, Troy L. <tgreen@dot.ga.gov>; Walker, Robin <RWalker@dot.ga.gov>
Subject: RE: Macon Draft FY 24-27 TIP Comments

Hey Mike,

Please create a table demonstrating fiscal constraint of transit projects as requested by Planning below. The information provided by GDOT OFM is the current program for the Macon MPO and any funds outside of what GDOT OFM provided are not guaranteed and will need to be applied for by the transit agency. You will need to update the TIP as funds are awarded.

Regarding the 5307, you have the share splits backwards.

- The 5307 *Capital* grant matches 50%/50% Federal vs. non-Federal. Capital matches for 5307 are 80%/20%.
- The 5307 *Operations* grant matches 80%/20% Federal vs. non-Federal. Operations matches for 5307 are 50%/50%.

Please note the 5310 funds are managed through DHS, but will still need to demonstrate fiscal constraint.

Phillip M. Peevy
Planning and Environmental Manager

Division of Intermodal
One Georgia Center
600 West Peachtree Street, 6th Floor
Atlanta, GA 30308
404.631.1783 office
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From: Michael Greenwald <mgreenwald@mbpz.org>
Sent: Wednesday, August 9, 2023 5:18 PM
To: Delgadillo Canizares, Marlene V. <mcanizares@dot.ga.gov>; Williams, Jacqueline R <JWilliams@dot.ga.gov>; Jeff Ruggieri <jruggieri@mbpz.org>
Cc: Hicks, Edward P <EHicks@dot.ga.gov>; Peevy, Phillip M. <PPeevy@dot.ga.gov>; McLoyd, Johnathan G <JoMcLoyd@dot.ga.gov>
Subject: RE: Macon Draft FY 24-27 TIP Comments

Vivian,

I will wait for Phil and Jonathan to provide more insight on this before making any final determination on what MATS is/is not going to do. I understand your concerns about needing to demonstrate fiscal constraint. That said, here's the bullet points/logical chain of ***my*** concerns.

- The moment the FY 2024 – 2027 TIP is adopted, that's the controlling document for any US DOT agency or department looking at projects in Macon-Bibb.
- If a project's funding source isn't reflected in the controlling TIP document, it's not eligible to draw from said Federal funding source (e.g., 5307, 5310, 5339(a), etc. etc.).
- We have significant projects in the 5310 and 5339(a) program in the ***existing*** TIP (FY 2021 – 2024) for FY 2024 that aren't explicitly carried over in the Macon Project Cost Summary attachment that you just sent over. Without those program funds identified, I'm risking causing SIGNIFICANT problems on existing transit projects that are already planned for/in various stages of process.
- MATS staff cannot unilaterally make changes that risk one set of projects (i.e., transit) for the sake of expediting another (road & bridge). That's a decision for our Policy Committee. If Policy Committee chooses to do that, it will be with full knowledge of what they are doing, and why (candidly, I'm still not clear on the "why" part myself…)

Phil? Jonathan? Do you have anything else to add at this point?

Yours truly,

Mike Greenwald
MPO Technical Coordinator

Macon Area Transportation Study
Terminal Station | 200 Cherry Street, Suite 300
Macon, GA 31201 | **NEW NUMBER: 478-241-2566**
MaconMPO.com

From: Delgadillo Canizares, Marlene V. <mcanizares@dot.ga.gov>
Sent: Wednesday, August 9, 2023 3:41 PM
To: Michael Greenwald <mgreenwald@mbpz.org>; Williams, Jacqueline R <JWilliams@dot.ga.gov>; Jeff Ruggieri <jruggieri@mbpz.org>
Cc: Hicks, Edward P <EHicks@dot.ga.gov>; Peevy, Phillip M. <PPeevy@dot.ga.gov>; McLoyd, Johnathan G <JoMcLoyd@dot.ga.gov>
Subject: RE: Macon Draft FY 24-27 TIP Comments

Mike-

The intention of the FHWA/FTA comment is to demonstrate fiscal constrain on the highway and transit side; we do understand that this is disrupting somehow the flow of transit planning as Intermodal keeps working with MPOs on their grant development and you need documentation to keep your transit programs going. I think we are speaking of two different items: planning and programming versus financial constrain; as some of the propose funding are still pencil out. Phil/Jonathan, please chime in if I am wrong.

Do you mind creating a table that only demonstrates fiscal constrain? similarly to what you did on the highway projects side, a table it should have the amounts seen on the screenshot below and it should be easy to accomplish using the Summary PDF attached. Please keep the rest of the team abreast if you have more concerns, thanks!

FY 2024-2027 Summary of Transit Projects by MPO Area

MPO Area	2024	2025	2026	2027	Total
Macon	$9,391,908	$9,374,408	$9,374,408	$9,246,423	**$37,387,147**

From: Michael Greenwald <mgreenwald@mbpz.org>
Sent: Wednesday, August 9, 2023 3:09 PM
To: Williams, Jacqueline R <JWilliams@dot.ga.gov>; Jeff Ruggieri <jruggieri@mbpz.org>
Cc: Delgadillo Canizares, Marlene V. <mcanizares@dot.ga.gov>; Hicks, Edward P <EHicks@dot.ga.gov>; Peevy, Phillip M. <PPeevy@dot.ga.gov>; McLoyd, Johnathan G <JoMcLoyd@dot.ga.gov>; Olivia.Lewis@dot.gov
Subject: RE: Macon Draft FY 24-27 TIP Comments

Good afternoon Jackie,

Thanks very much for this. Most of these comments below are easily addressed, and we will get on them shortly.

However, I do need additional information/clarification on the transit comments. Bottom line: the comments involve making changes that don't accurately reflect all the transit programs known to be continuing in the MATS MPO area from FY 2024 – 2027. In the case of the 5310 and 5339(a) program eliminations, those requests can't be accommodated without immediately jeopardizing the status of ongoing FY 2024 transit programs.

- The point about the 5303 funds is understandable, and can be easily reconciled in the future.
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Thank you again for your comments, and we look forward to picking up the conversation with you again soon.

Yours truly,

Mike Greenwald
MPO Technical Coordinator

Macon Area Transportation Study
Terminal Station | 200 Cherry Street, Suite 300
Macon, GA 31201 | **NEW NUMBER: 478-241-2566**
MaconMPO.com

From: Williams, Jacqueline R <JWilliams@dot.ga.gov>
Sent: Wednesday, August 9, 2023 11:00 AM

To: Michael Greenwald <mgreenwald@mbpz.org>; Jeff Ruggieri <jruggieri@mbpz.org>
Cc: Delgadillo Canizares, Marlene V. <mcanizares@dot.ga.gov>; Hicks, Edward P <EHicks@dot.ga.gov>; Peevy, Phillip M. <PPeevy@dot.ga.gov>; McLoyd, Johnathan G <JoMcLoyd@dot.ga.gov>; Olivia.Lewis@dot.gov
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Thank you,

Jacqueline Williams
Transportation Planning Specialist II

GDOT Georgia Department of Transportation

Office of Planning, 5th Floor
600 W Peachtree Street NW
Atlanta, GA, 30308
404.631.1789 office
jwilliams@dot.ga.gov

Human trafficking impacts every corner of the globe, including our state and local communities. Georgia DOT is committed to end human trafficking in Georgia through education enabling its employees and the public to recognize the signs of human trafficking and how to react in order to help make a change. To learn more about the warning signs of human trafficking, visit https://doas.ga.gov/human-resources-administration/human-trafficking-awareness. To report any suspicious activity, call the Georgia Human Trafficking Hotline at 866-363-4842. Let's band together to end human trafficking in Georgia.

Comments from Georgia Dept. of Transportation - Intermodal Division on Initial Draft of MATS FY 2024 – 2027 TIP

From: Walker, Robin
To: Michael Greenwald; Williams, Jacqueline R; Jeff Ruggieri
Cc: Delgadillo Canizares, Marlene V.; Hicks, Edward P; Peevy, Phillip M.; McLoyd, Johnathan G; Green, Troy L.
Subject: RE: Macon Draft FY 24-27 TIP Comments--5339 Grant
Date: Tuesday, August 15, 2023 12:40:32 PM
Attachments: image009.png
image010.jpg
image011.png
image012.png
image013.png
image014.png
image015.png
image016.png
image017.png
image001.png

Hi, Mike:

I can probably bring a bit of information on this topic. MTA's 5339 FY24 funding requests are shown below.

GDOT was unable to approve the funding for the Rehab/Renovate Yards and Shops due to the pending approval by FTA for the NEPA, ***so the $4,192,000 is not approved at this time***.

The Buy Replacement 35Ft Bus was added to the FY24 funding application to utilize funding from previous 2018 and 2020 grants, so maybe Phil can provide some clarification as to whether or not it should show in the OFM FY24 numbers.

Currently, GDOT has approved FY24 5339 funding application at 80% Fed, 10% State, and 10% Local for the fare collection equipment, the 35' bus, and project administration for bus inspections and such.

Table Description automatically generated

Sincerely,

Robin Walker, MBA
5307 Project Manager

Division of Intermodal
600 West Peachtree Street NW
6th Floor
Atlanta, GA 30308
(404) 631-1790 office
(805) 890-2408 cell

From: Michael Greenwald <mgreenwald@mbpz.org>
Sent: Tuesday, August 15, 2023 12:06 PM
To: Williams, Jacqueline R <JWilliams@dot.ga.gov>; Jeff Ruggieri <jruggieri@mbpz.org>
Cc: Delgadillo Canizares, Marlene V. <mcanizares@dot.ga.gov>; Hicks, Edward P <EHicks@dot.ga.gov>; Peevy, Phillip M. <PPeevy@dot.ga.gov>; Walker, Robin <RWalker@dot.ga.gov>; McLoyd, Johnathan G <JoMcLoyd@dot.ga.gov>
Subject: RE: Macon Draft FY 24-27 TIP Comments--5339 Grant

Good morning Jackie,

I just looked at the PDFs. It looks like OFM ***still*** doesn't have it right for the 5339 grant for FY 2024. I mean, it's not even ***close…***

Macon-Bibb County Transit Authority has ***WAY*** over $250,000 in obligated projects for FY 2024. It's more like $5+ million (exact dollar figure needs to be coordinated with transit authority).

I've copied Phil Peevy, Robin Walker and Jonathan McLoyd to keep them in the loop.

I'm desperately trying to keep the TIP adoption moving forward and ready for September, but this is becoming a major obstacle. Please reach out to me this afternoon so we can discuss.

Yours truly,

Mike Greenwald
MPO Technical Coordinator

Macon Area Transportation Study
Terminal Station | 200 Cherry Street, Suite 300
Macon, GA 31201 | **NEW NUMBER: 478-241-2566**
MaconMPO.com

From: Williams, Jacqueline R <JWilliams@dot.ga.gov>
Sent: Tuesday, August 15, 2023 10:53 AM
To: Michael Greenwald <mgreenwald@mbpz.org>; Jeff Ruggieri <jruggieri@mbpz.org>
Cc: Delgadillo Canizares, Marlene V. <mcanizares@dot.ga.gov>; Hicks, Edward P <EHicks@dot.ga.gov>
Subject: FW: Macon Draft FY 24-27 TIP Comments

Good morning Mike,

Attached are the updated MPO sheets and project details. Thanks.

From: Delgadillo Canizares, Marlene V. <mcanizares@dot.ga.gov>
Sent: Friday, August 11, 2023 5:02 PM
To: Michael Greenwald <mgreenwald@mbpz.org>; Peevy, Phillip M. <PPeevy@dot.ga.gov>; Williams, Jacqueline R <JWilliams@dot.ga.gov>; Jeff Ruggieri <jruggieri@mbpz.org>
Cc: Hicks, Edward P <EHicks@dot.ga.gov>; McLoyd, Johnathan G <JoMcLoyd@dot.ga.gov>; Green, Troy L. <tgreen@dot.ga.gov>; Walker, Robin <RWalker@dot.ga.gov>
Subject: RE: Macon Draft FY 24-27 TIP Comments

Use your best judgment, we are not opposed on the MPO being transparent; we only need to demonstrate constrain. per Olivia's comments, you may need a total number on page 40. Since we will send you a new package, that will be solved. Please keep the information and the project sheets for the funding you and Phil agreed on; those additions should be the total on the transit side for page 40.

If you have other questions, I would ask you to contact Phil. I need to look at Savannah's TIP. Please and thank you.

From: Michael Greenwald <mgreenwald@mbpz.org>
Sent: Friday, August 11, 2023 4:10 PM
To: Delgadillo Canizares, Marlene V. <mcanizares@dot.ga.gov>; Peevy, Phillip M. <PPeevy@dot.ga.gov>; Williams, Jacqueline R <JWilliams@dot.ga.gov>; Jeff Ruggieri <jruggieri@mbpz.org>
Cc: Hicks, Edward P <EHicks@dot.ga.gov>; McLoyd, Johnathan G <JoMcLoyd@dot.ga.gov>; Green, Troy L. <tgreen@dot.ga.gov>; Walker, Robin <RWalker@dot.ga.gov>
Subject: RE: Macon Draft FY 24-27 TIP Comments

Vivian, et. al.

Given the thread of the conversations below, I have a follow up question/recommendations:

- If we're going to consolidate all the fiscal balancing into a single table on pg. 40, I recommend we dump the table on pg. 45 (i.e., second page of Ch. 4). The transit table repeats a lot of the same information for the transit chapter exclusively. It appears that we don't need to repeat this.
- Since we're taking out the 5310 line item from the fiscal balancing table, I'm going to take out the associated expenditure sheet in the transit chapter (i.e., pg. 53 in the draft document).

Is everyone in agreement with this?

Yours truly,

Mike Greenwald
MPO Technical Coordinator

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To: Michael Greenwald <mgreenwald@mbpz.org>; Peevy, Phillip M. <PPeevy@dot.ga.gov>; Williams, Jacqueline R <JWilliams@dot.ga.gov>; Jeff Ruggieri <jruggieri@mbpz.org>
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Subject: RE: Macon Draft FY 24-27 TIP Comments

Thank you; I think everything is clear now. Phil updated me this afternoon; I believe we will send you a revised financial package as soon as OFM can provided it to us. This is not a significant comment as it is only how we describing the funds and minor corrections, so you can just swap the pages with OFM data. Have a great weekend!

From: Michael Greenwald <mgreenwald@mbpz.org>
Sent: Friday, August 11, 2023 2:57 PM
To: Delgadillo Canizares, Marlene V. <mcanizares@dot.ga.gov>; Peevy, Phillip M. <PPeevy@dot.ga.gov>; Williams, Jacqueline R <JWilliams@dot.ga.gov>; Jeff Ruggieri <jruggieri@mbpz.org>
Cc: Hicks, Edward P <EHicks@dot.ga.gov>; McLoyd, Johnathan G <JoMcLoyd@dot.ga.gov>; Green, Troy L. <tgreen@dot.ga.gov>; Walker, Robin <RWalker@dot.ga.gov>
Subject: RE: Macon Draft FY 24-27 TIP Comments

Vivian,

Thanks for the follow up. Just so we're all on the same page, Phil Peevy and I talked yesterday; he explained to me why the 5310 line can come out, and he is getting me a revised OFM sheet that reflects our 5339(a) funding for FY 2024.

And as we discussed earlier (separate from this thread), going forward, MATS is going to need OFM to break out the 5307 grant into the Capital vs. Operations components, since they match at different rates.

We'll make sure to address all concerns identified in the comments (one way or another) prior to adoption of the new TIP.

Yours truly,

Mike Greenwald
MPO Technical Coordinator

Macon Area Transportation Study
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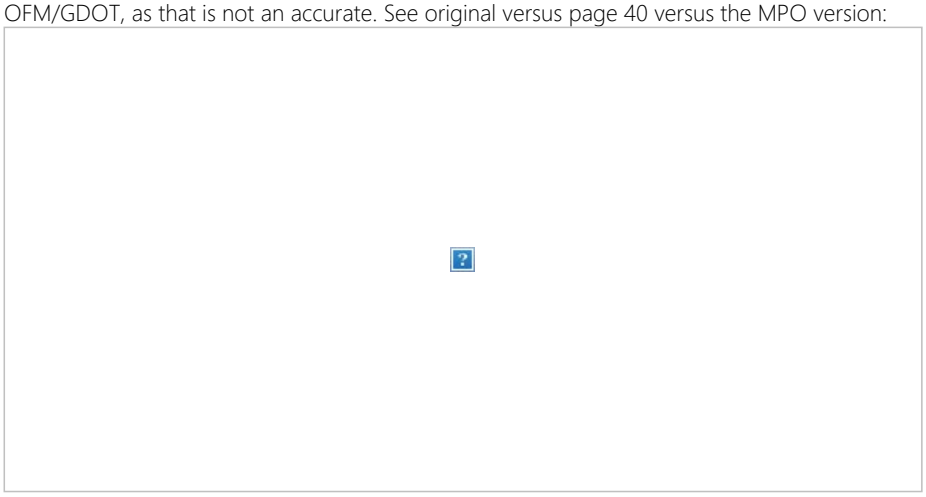
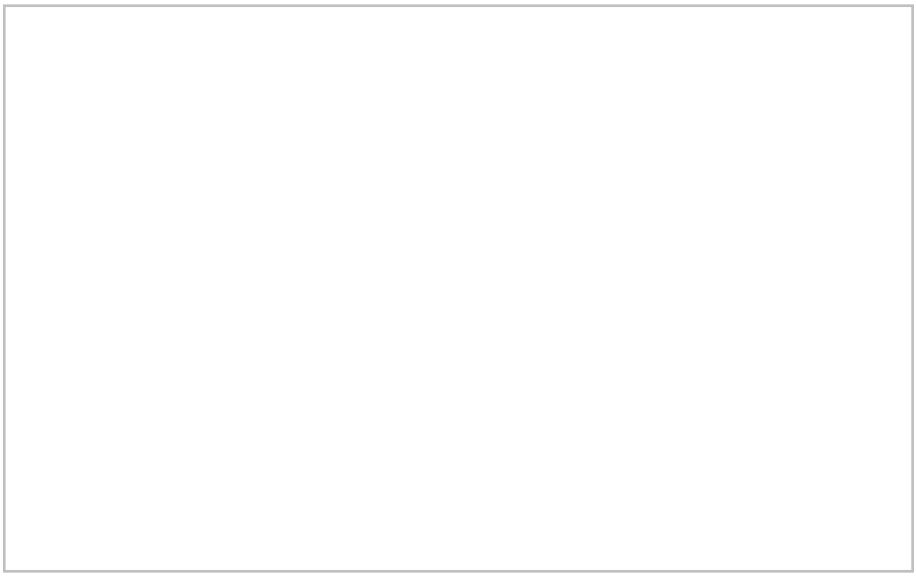
From: Delgadillo Canizares, Marlene V. <mcanizares@dot.ga.gov>
Sent: Friday, August 11, 2023 1:46 PM
To: Michael Greenwald <mgreenwald@mbpz.org>; Peevy, Phillip M. <PPeevy@dot.ga.gov>; Williams, Jacqueline R <JWilliams@dot.ga.gov>; Jeff Ruggieri <jruggieri@mbpz.org>
Cc: Hicks, Edward P <EHicks@dot.ga.gov>; McLoyd, Johnathan G <JoMcLoyd@dot.ga.gov>; Green, Troy L. <tgreen@dot.ga.gov>; Walker, Robin <RWalker@dot.ga.gov>
Subject: RE: Macon Draft FY 24-27 TIP Comments

Mike-

We only need for the MPO to show the right "Total expected Highway and Transit Funds" provided by OFM as those have identified funding or are "fiscally constrained". In other words, MPO staff should not change the material provided by OFM/GDOT, as that is not an accurate. See original versus page 40 versus the MPO version:





You can keep the programs you are describing on chapter 4 but we need to differentiate what is fiscal constrained with identified or future. FHWA/FTA wants to make sure any stakeholder can understand what funds are allocated to the MPOs. Per Intermodal " The information provided by GDOT OFM is the current program for the Macon MPO and any funds outside of what GDOT OFM provided are not guaranteed and will need to be applied for by the transit agency. You will need to update the TIP as funds are awarded."

We thank you for working with us as we all are moving forward with the STIP/TIP process.

From: Michael Greenwald <mgreenwald@mbpz.org>
Sent: Thursday, August 10, 2023 10:52 AM
To: Peevy, Phillip M. <PPeevy@dot.ga.gov>; Delgadillo Canizares, Marlene V. <mcanizares@dot.ga.gov>; Williams, Jacqueline R <JWilliams@dot.ga.gov>; Jeff Ruggieri <jruggieri@mbpz.org>
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Subject: RE: Macon Draft FY 24-27 TIP Comments

Hey Phil,

Thanks for the clarification, and the correction on the splits for the 5307 grant. I'm comfortable doing a consolidated record for that grant for the purposes of demonstrating fiscal constraint.

My concerns about the 5310 and 5339(a) grant, as described below, still remain; I'm not going to cut the legs out from under 5310 and 5339(a) projects that are already underway for FY 2024.

I'm going to do some more digging/coordination with Middle GA Regional Commission (administers 5310) and Macon-Bibb County Transit Authority (administers 5339(a)) to find out if they have anything else to contribute to the discussion.

Yours truly,

Mike Greenwald
MPO Technical Coordinator

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Sent: Thursday, August 10, 2023 9:48 AM
To: Michael Greenwald <mgreenwald@mbpz.org>; Delgadillo Canizares, Marlene V. <mcanizares@dot.ga.gov>; Williams, Jacqueline R <JWilliams@dot.ga.gov>; Jeff Ruggieri <jruggieri@mbpz.org>
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Subject: RE: Macon Draft FY 24-27 TIP Comments

Hey Mike,

Please create a table demonstrating fiscal constraint of transit projects as requested by Planning below. The information provided by GDOT OFM is the current program for the Macon MPO and any funds outside of what GDOT OFM provided are not guaranteed and will need to be applied for by the transit agency. You will need to update the TIP as funds are awarded.

Regarding the 5307, you have the share splits backwards.

- The 5307 *Capital* grant matches 50%/50% Federal vs. non-Federal. Capital matches for 5307 are 80%/20%.
- The 5307 *Operations* grant matches 80%/20% Federal vs. non-Federal. Operations matches for 5307 are 50%/50%.

Please note the 5310 funds are managed through DHS, but will still need to demonstrate fiscal constraint.

Phillip M. Peevy
Planning and Environmental Manager

Division of Intermodal
One Georgia Center
600 West Peachtree Street, 6th Floor
Atlanta, GA 30308
404.631.1783 office
404.859.6754 cell

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Sent: Wednesday, August 9, 2023 5:18 PM
To: Delgadillo Canizares, Marlene V. <mcanizares@dot.ga.gov>; Williams, Jacqueline R <JWilliams@dot.ga.gov>; Jeff Ruggieri <jruggieri@mbpz.org>
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Vivian,

I will wait for Phil and Jonathan to provide more insight on this before making any final determination on what MATS is/is not going to do. I understand your concerns about needing to demonstrate fiscal constraint. That said, here's the bullet points/logical chain of ***my*** concerns.

- The moment the FY 2024 – 2027 TIP is adopted, that's the controlling document for any US DOT agency or department looking at projects in Macon-Bibb.
- If a project's funding source isn't reflected in the controlling TIP document, it's not eligible to draw from said Federal funding source (e.g., 5307, 5310, 5339(a), etc. etc.).
- We have significant projects in the 5310 and 5339(a) program in the ***existing*** TIP (FY 2021 – 2024) for FY 2024 that aren't explicitly carried over in the Macon Project Cost Summary attachment that you just sent over. Without those program funds identified, I'm risking causing SIGNIFICANT problems on existing transit projects that are already planned for/in various stages of process.
- MATS staff cannot unilaterally make changes that risk one set of projects (i.e., transit) for the sake of expediting another (road & bridge). That's a decision for our Policy Committee. If Policy Committee chooses to do that, it will be with full knowledge of what they are doing, and why (candidly, I'm still not clear on the "why" part myself…)

Phil? Jonathan? Do you have anything else to add at this point?

Yours truly,

Mike Greenwald
MPO Technical Coordinator

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Yours truly,

Mike Greenwald
MPO Technical Coordinator

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Please make sure to clarify Appendix B contains the projects example and investments for each subsection of performance and target, as it is noted on the boiler plate. Also, please make sure you delete the CMAQ section and add the disclaimer as Macon does meet air quality standards, this item was clarified by Habte and the MPO staff question addressed on the email attached. Overall, the MPO staff has done a great job with the SPR and the highway financial tables, especially on Chapter 3.

Thank you,

Jacqueline Williams
Transportation Planning Specialist II

Office of Planning, 5th Floor
600 W Peachtree Street NW
Atlanta, GA, 30308
404.631.1789 office
jwilliams@dot.ga.gov

Human trafficking impacts every corner of the globe, including our state and local communities. Georgia DOT is committed to end human trafficking in Georgia through education enabling its employees and the public to recognize the signs of human trafficking and how to react in order to help make a change. To learn more about the warning signs of human trafficking, visit https://doas.ga.gov/human-resources-administration/human-trafficking-awareness. To report any suspicious activity, call the Georgia Human Trafficking Hotline at 866-363-4842. Let's band together to end human trafficking in Georgia.

Comments from Georgia EPD - Air Protection Branch on Initial Draft of MATS FY 2024 – 2027 TIP

From: Grodzinsky, Gil
To: Michael Greenwald
Subject: Suggested edits to TIP update and CDR documentation
Date: Thursday, July 13, 2023 5:06:20 PM

Hi Mike:
Here are some edit recommendations for the TIP and CDR documents:

For TIP:

1. On page 2 of 91 it states "WHEREAS, under 23 CFR, Sec. 450.326 (Code of Federal Regulations Title 23, Section 450.326), the FY 2024 – 2027 Transportation Improvement Program (TIP) is a subset of the 2040 Long Range Transportation Plan projects and activities to be undertaken within the MATS area in the specified four (4) year period; and" Modify "2040 Long RangeTransportation Plan" to "2050 Metropolitan Transportation Plan" so it reads "WHEREAS, under 23 CFR, Sec. 450.326 (Code of Federal Regulations Title 23, Section 450.326), the FY 2024 – 2027 Transportation Improvement Program (TIP) is a subset of the 2050 Long Range Transportation Plan projects and activities to be undertaken within the MATS area in the specified four (4) year period; and"
2. On page 2 of 91 it states "WHEREAS, because both Jones County Transit and Macon-Bibb County Transit Authority are recognized by GDOT Office of Intermodal are identified as Tier II transit service providers, and therefore are covered under the Statewide TAM targets published by GDOT." Typo. Remove "are identified", can't have both "are identified" and "are recognized" or it does not read correctly. It looks like "are recognized" was meant to be here and other "are identified" was accidentally left in. So it reads "WHEREAS, because both Jones County Transit and Macon-Bibb County Transit Authority are recognized by GDOT Office of Intermodal as Tier II transit service providers, and therefore are covered under the Statewide TAM targets published by GDOT."
3. On Page 8 of 91 it states "The purpose of this document is to provide an overview of the Transportation Improvement Program (TIP) and to also present the projects in TIP for fiscal years 2021 - 2024." Modify "2021 - 2024" to read "2024 - 2027"

For CDR:

1. Page 5 of 12, bottom: It lists the 2017-2019 Design Value of 64ppb. If you go to this website: Air Quality Design Values | US EPA you will see that the 2020-2022 Design Value is 58 ppb (or 0.058ppm in the units you all use). Would switch out the numbers and DV years with the ones I provided.
2. Page 7 of 12, middle: "The latest full update to the MATS MTP was formally adopted on 3 May 2017, with subsequent amendments to reflect adoption of State of Georgia specific performance measure targets established as part of the Fixing America's Surface Transportation Act (FAST Act) of 2015, incorporation of electric busses into the Macon Transit Authority fleet, and removal of obsolete road and bridge projects." Typo. The MTP was adopted on 3 May 2022 so it reads "The latest full update to the MATS MTP was formally adopted on 3 May 2022, with subsequent amendments to reflect adoption of State of Georgia specific performance measure targets established as part of the Fixing America's Surface Transportation Act (FAST Act) of 2015, incorporation of electric busses into the Macon Transit Authority fleet, and removal of obsolete road and bridge projects."

3. Page 9 of 12, middle: “This updated Conformity Determination Report was developed by consultation with the Interagency Consultation (IAC) participants via conference calls between November 4, 2021 and December 13, 2021.” The dates listed here need to be updated to 2023 (starting July 2023?)
4. Page 10 of 12, end of Section 5.2: “Finally, since the updated Conformity Determination Report is considered part of the MTP and TIP, this draft was reviewed by IAC members, then circulated for public comment pursuant to the specified in the MATS Public Participation Plan.” Typo? Maybe add “procedures” after “specified” so it reads “Finally, since the updated Conformity Determination Report is considered part of the MTP and TIP, this draft was reviewed by IAC members, then circulated for public comment pursuant to the specified procedures in the MATS Public Participation Plan.”

That’s it for my edits.

Have a good day!

Gil

P.S. Subject to review by IAC but barring any change to the list, I think all are exempt except Bass Road.

Gil Grodzinsky, Ph.D.
Supervisory Modeler (MOVES)
Emissions and Control Strategies Unit
Air Protection Branch
GA Environmental Protection Division (EPD)
470-524-0604
gil.grodzinsky@dnr.state.ga.us

IAC Consultation E-mail Thread:

Amendments to

MATS FY 2024 - 2027 TIP

5/1/2024

Michael Greenwald

From: Hicks, Edward P <EHicks@dot.ga.gov>
Sent: Thursday, April 4, 2024 9:31 AM
To: Michael Greenwald; Olivia Lewis; Delgadillo Canizares, Marlene V.; Grodzinsky, Gil; Larocca.Sarah@epa.gov; Freund, Weston (he/him/his); Jarvis, Simone (she/her/hers); Peevy, Phillip M.; Craig Ross; McLoyd, Johnathan G; Myers, Dianna (Myers.Dianna@epa.gov); Day, Ann-Marie (FHWA); Williams, Jacqueline R
Subject: RE: MEETING MINUTES--IAC Consultation--Proposed Project Amendments to MATS FY 2024 - 2027 TIP and MATS 2050 MTP

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Mike
Thank you for compiling the minutes and carefully detailing our discussion with the IAC team. GDOT concurs with FHWA's best practices on numbering amendments and looking forward to the amendments adoption and the Air Quality Conformity SOP.
Thanks again!

Ted Hicks, AICP
Urban Branch Chief

Georgia Department of Transportation

Office of Planning
One Georgia Center
600 West Peachtree Street 5th Floor
Atlanta, GA, 30308
404.631.1750 office
404.807.9843 cell

From: Michael Greenwald <mgreenwald@mbpz.org>
Sent: Wednesday, April 3, 2024 5:36 PM
To: Olivia Lewis <olivia.lewis@dot.gov>; Delgadillo Canizares, Marlene V. <mcanizares@dot.ga.gov>; Grodzinsky, Gil <gil.grodzinsky@dnr.ga.gov>; Larocca.Sarah@epa.gov; Freund, Weston (he/him/his) <Freund.Weston@epa.gov>; Jarvis, Simone (she/her/hers) <Jarvis.Simone@epa.gov>; Peevy, Phillip M. <PPeevy@dot.ga.gov>; Craig Ross <craigross@mta-mac.com>; McLoyd, Johnathan G <JoMcLoyd@dot.ga.gov>; Myers, Dianna (Myers.Dianna@epa.gov) <Myers.Dianna@epa.gov>; Day, Ann-Marie (FHWA) <ann-marie.day@dot.gov>; Hicks, Edward P <EHicks@dot.ga.gov>; Williams, Jacqueline R <JWilliams@dot.ga.gov>
Subject: MEETING MINUTES--IAC Consultation--Proposed Project Amendments to MATS FY 2024 - 2027 TIP and MATS 2050 MTP

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From:	Day, Ann-Marie (FHWA)
To:	Michael Greenwald; Lewis, Olivia D. (FHWA); mcanizares@dot.ga.gov; Grodzinsky, Gil; Larocca.Sarah@epa.gov; Freund, Weston (he/him/his); Jarvis, Simone (she/her/hers); Phil M. Peevy (ppeevy@dot.ga.gov); Craig Ross; McLoyd, Johnathan G; Myers, Dianna (Myers.Dianna@epa.gov); Ted Kicks; Williams, Jacqueline R
Subject:	RE: MEETING MINUTES--IAC Consultation--Proposed Project Amendments to MATS FY 2024 - 2027 TIP and MATS 2050 MTP
Date:	Thursday, April 4, 2024 8:24:25 AM

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Good morning Michael;

Thank you for the detailed and timely minutes.

My only other comment is to ensure that this amendment to the TIP and MTP indicates a number. For instance, Amendment #1 to the FY 2024 – 2027 TIP. I don't know how many amendments have been done on the current MTP, but that should be indicated as well. Going forward, all amendments must show the corresponding amendment # as well. Please incorporate these details into the AQ Conformity SOP.

Thank you,

Ann-Marie Day
Planning Team Leader
FHWA Georgia Division
75 Ted Turner Drive, Suite 1000
Atlanta, GA 30303
Voice: 404-562-3639
Cell: 470-925-0563
Fax: 404-562-3703
Email: ann-marie.day@dot.gov

From: Michael Greenwald <mgreenwald@mbpz.org>
Sent: Wednesday, April 3, 2024 5:36 PM
To: Lewis, Olivia D. (FHWA) <Olivia.Lewis@dot.gov>; mcanizares@dot.ga.gov; Grodzinsky, Gil <gil.grodzinsky@dnr.ga.gov>; Larocca.Sarah@epa.gov; Freund, Weston (he/him/his) <Freund.Weston@epa.gov>; Jarvis, Simone (she/her/hers) <Jarvis.Simone@epa.gov>; Phil M. Peevy (ppeevy@dot.ga.gov) <ppeevy@dot.ga.gov>; Craig Ross <craigross@mta-mac.com>; McLoyd, Johnathan G <JoMcLoyd@dot.ga.gov>; Myers, Dianna (Myers.Dianna@epa.gov) <Myers.Dianna@epa.gov>; Day, Ann-Marie (FHWA) <ann-marie.day@dot.gov>; Ted Kicks

<EHicks@dot.ga.gov>; Williams, Jacqueline R <JWilliams@dot.ga.gov>
Subject: MEETING MINUTES--IAC Consultation--Proposed Project Amendments to MATS FY 2024 - 2027 TIP and MATS 2050 MTP

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Good afternoon IAC Members,

Following up on yesterday's Zoom Call, I am submitting the following meeting summary. Per EPA's comments during the meeting (Time Index +24:55), these meeting minutes serve as documentation that the assembled members agreed to categorize the list of projects proposed for Amendment (GDOT PI #0013712, #0014072, #0019088, #0019933, #0019934, #0019935, #0019936, #0019945, and #0020056) and Administrative Modification (GDOT PI #0017231) at the MATS Policy Committee meeting on 5/1/2024 are considered Exempt from Air Quality Conformity Determination review. See highlighted portion below.

As described in the minutes of the call below, GDOT and FHWA have decided that the original comment clock started on March 21, 2024 is still in effect. Therefore, for anyone who did not attend the call, in accordance with the procedures specified under Section 5.3 of the MATS 2050 AQCD currently in place, if MATS does not receive comments by **April 8, 2024**, MATS will presume there is concurrence/are no objections with the findings described below, and proceed through the remainder of the TIP and MTP amendment adoption process.

If you have any questions or corrections for the record, please let me know as soon as possible.

Yours truly,

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

Macon Area Transportation Study
Terminal Station | 200 Cherry Street, Suite 300
Macon, GA 31201 | **NEW NUMBER: 478-241-2566**
MaconMPO.com

IAC Meeting Minutes for Consultation on Proposed Project Amendments and Administrative Modifications for Scheduled for Approval at MATS Policy Committee Meeting on 5/1/2024

Date: 4/2/2024 @ 1:33 p.m.
Location: On-Line Zoom Call

Attendance:

- Dr. Mike Greenwald, MATS MPO
- Ann-Marie Day, FHWA Division Office
- Dianna Myers, U.S. EPA Region 4 Office
- Vivian Canizares, GDOT Office of Planning
- Dr. Gil Grodzinsky, GA Environmental Protection Division—Air Protection Branch
- Ted Hicks, GDOT Office of Planning
- Jackie Williams, GDOT Office of Planning

Mike Greenwald led off the discussion by stating MATS MPO considered this call a start over of the IAC process originally begun with e-mail notification on 3/21/2024. Vivian Canizares stated that GDOT has stated twice that they would like to continue the existing process. GDOT's intent was to continue with FHWA as the lead agency, and move on. Ms. Canizares asked for FHWA to provide additional approval.

Mike Greenwald said that he was fine either with starting the process over from 4/2/2024, or continuing the existing process started on 3/21/2024; the final determination is at the discretion of FHWA.

Ann-Marie Day stated that she did not receive any information from Olivia (i.e., Olivia Lewis, FHWA planner assigned to the MATS MPO) in terms of re-starting, that FHWA just wanted to re-start the conversation now that they were receiving documentation in an acceptable format. Ms. Day observed that Dianna Myers (U.S. EPA) received the information late, so FHWA was unsure if EPA had an opportunity to fully review the updates. Ms. Day specifically stated that FHWA had only seen the project summary, and not the details for the full amendment process and what that would look like.

Mike Greenwald responded that the only change between this call and what was sent on 3/21/2024 was the addition of the Excel project summary spreadsheet. He asked GDOT staff to speak to any other materials that IAC may want to see. Dr. Greenwald stated that while he didn't send the entire 2050 MTP document (several hundred pages) in the 3/21/2024 e-mail, if FHWA feels that is necessary, that document could be compiled for review. The documents that were shared with the IAC included the updated drafts of the two chapters showing

consistency in projects listed in the TIP and MTP, and the update to demonstration fiscal balancing. There was also an additional chapter that had nothing to do with IAC i.e., the updating of Performance Measures to reflect the PM1 Safety Target updates adopted by GDOT on 8/31/2024, which should have gone on the February 2024 MATS agenda; that PM update will be on the May 1, 2024 MATS Policy Committee meeting agenda.

In response, Vivian Canizares stated that while the information previously provided by Dr. Greenwald was extensive, in order for other agencies to review, the group needs to see the package of what is being proposed for amendment, rather than full documents.

Mike Greenwald responded that when the original materials were sent out on 3/12/2024, the proposed amendment sections were highlighted in the attached documents. Is GDOT asking that the preference is to have a side by side comparison with the existing draft? Ms. Canizares responded that all she wanted was the material be presented in same way that it was to be presented to the MATS Technical Coordinating Committee (MATS TCC). Mike Greenwald responded that the only thing he provides to the MATS committees is the proposed updated sheets, because that's all they want to see, and the existing sheets are already included in the current MATS TIP and MTP documents.

Ann-Marie stated concurrence with Ms. Canizares' point that all FHWA wants to see is the existing sheet and the proposed amended worksheet, in order to facilitate IAC review. Vivian followed up that while Dr. Greenwald did highlight the proposed changes, providing a link to the current versions of the MTP and TIP for comparison purposes would facilitate meeting the goal of comparing the current documents with the proposed changes.

Dr. Gil Grodzinsky said he reviewed the documents both times (i.e., the attachments in both the 3/21/2024 e-mail, and the 4/2/2024 IAC meeting call invitation) and was able to discern both times which ones were new from the documentation provided, and, while not being completely familiar with the fiscal constraint requirements, it appears that there was enough information to determine that the projects proposed for amendment do, in fact, meet the requirements for being classified as Air Quality Exempt. Dr. Grodzinsky reiterated that he would defer to GDOT and FHWA on the determination of fiscal constraint (which he thought had been met).

Dianna Myers stated that she appreciated the project pages being included in the Excel spreadsheet, that it made it easier to follow/trace the proposed changes. The only suggestion was that in Column H, the full citation for the Code of Federal Regulations (CFR) section should be cited (i.e., "40 CFR 93.126 – Table 2" instead of simply "40 CFR 93").

Ann-Marie Day asked for clarification on GDOT PI #0017231: Is this project replacing GDOT PI #0019088? Mike Greenwald responded that GDOT PI #0019088 was being consolidated into GDOT PI #0017231, since these were bridge projects at the same location, the only difference being that one was Northbound and the other Southbound. GDOT requested of MATS staff

that GDOT PI #0019088 be cancelled due to the consolidation. Ted Hicks from GDOT Office of Planning confirmed that the projects were, in fact, being consolidated. Ms. Day asked if this would be handled as an Administrative Modification, or an Amendment? Mr. Hicks responded that it would require an Amendment, since a project was being removed entirely from the TIP and the MTP. Mike Greenwald provided further context, stating that while GDOT PI #0019088 being removed is an amendment, there is also a separate Administrative Modification to increase the budget for GDOT PI 0017231 from $350,000 to $357,000. A $7,000 increase is allowed to be processed as an Administrative Modification because it is below the dollar amount requiring a formal amendment.
Ms. Day followed up with the question for the group: Does IAC want to include Administrative Modifications with Amendments as part of the Standard Operating Procedures (SOP) for IAC review? Administrative Modifications are capable of proceeding more quickly, since they don't require going out for public comment or for a Policy Committee vote. Vivian Canizares stated she concurred with FHWA's assessment of not overcomplicating the process.

Mike Greenwald summarized that the consensus of the participants on the call is that the projects were going to be considered Air Quality Exempt. Dr. Greenwald asked that if the individual members of the call, or at least the individual agencies, could send a response e-mail stating concurrence with the Air Quality Exempt status, so that there would be documentation for the IAC communications log in the MATS FY 2024 – 2027 TIP. MATS staff would continue to develop the SOPs, as requested. Ann-Marie Day stated that since the call was being recorded, why is there a need for an additional e-mail follow up? Gil Grodzinsky expressed concurrence with Ms. Day's point. Dr. Greenwald re-iterated that he was only asking for a written communication so that he had something for the IAC communication logs in the TIP, and that he was fine with sending a follow up e-mail saying the group concurred with the finding of Air Quality Exempt status for the listed projects. Dianna Myer said that the meeting minutes would serve as the needed documentation.

Gil Grodzinsky asked a follow up question about what was required for demonstrating fiscal constraint? Will concurrence on fiscal constraint require additional e-mails, or can that concurrence be handled on this call as well?

Mike Greenwald responded that IAC concurrence on this call for fiscal constraint would count. The conclusion would be the group recognizes that the projects are Exempt for Air Quality Conformity review, and that fiscal constraint has been demonstrated. Dr. Greenwald asked for concurrence by FHWA. Ann Marie Day said that the Excel spreadsheet was what ARC used to not overly complicate the discussions with concerns about fiscal constraint, and that Olivia Lewis had not expressed any concerns regarding fiscal constraint for the set of Amendments or Administrative Modifications proposed here.

Ann Marie followed up that for future amendments there is the possibility of two different process flows that would need to be followed. For projects that are determined to be Exempt from Air Quality Conformity review, the process is for the projects proceed to public comment,

review by the MATS Committees, with final adoption by the MATS Policy Committee if there are no significant comments received for the proposed project Amendments and/or Administrative Modifications. If there is at least one project on the list that is Non-Exempt, MATS would have to return to FHWA and receive a Short Form Conformity Determination from FHWA after adoption by the MATS Policy Committee.

Mike Greenwald said this was good to know, because he anticipated there would be a Non-Exempt project coming up for Amendment consideration in late 2024: GDOT PI #0017121 (Bass Rd. Phase 1). Vivian Canizares asked for clarification on what was being anticipated. Dr. Greenwald responded that, based on participation on the monthly project calls with the Atlas Consulting team (i.e., the designated GDOT consultant for the project), the budget line in the MTP and TIP will substantially increase. A number can't be nailed down until Atlas is through their Public Information Open House. Ms. Canizares reminded the group that the specific project will have to go through its own fiscal constraint analysis. Mike Greenwald said he understood, and was only speaking to the issue of whether or not GDOT PI #0017121 was Non-Exempt or Exempt for Air Quality Conformity Determination analysis.

Vivian Canizares followed up with the observation that GDOT relies on MPO staff to make the initial determination of whether or not a project is Exempt or Non-Exempt for Air Quality Conformity Review, using 40 CFR 93.126 and 40 CFR 93.127, and examples from the Atlanta. She said it was not appropriate for GDOT to tell the MPO which projects were Exempt or Non-Exempt. Ann-Marie Day interjected, summarizing that the MPO staff would take responsibility for the initial classification of a project, and then ask IAC if they concurred in the determination. IAC has final determination of whether or not a project is Exempt or Non-Exempt from Air Quality Conformity Review.

Mike Greenwald closed the meeting with a re-statement that it appears the group agrees with the finding of Exempt from Air Quality Conformity review for the list of proposed project Amendments and Administrative Modification. Ann-Marie Day emphasized the focus on the specific projects on the list, not the list itself.

Call Ends at 2:01 p.m. on 4/2/2024

From:	Michael Greenwald
To:	Olivia Lewis; mcanizares@dot.ga.gov; Grodzinsky, Gil; Larocca.Sarah@epa.gov; Freund, Weston (he/him/his); Jarvis, Simone (she/her/hers); Phil M. Peevy (ppeevy@dot.ga.gov); Craig Ross; McLoyd, Johnathan G; Myers, Dianna (Myers.Dianna@epa.gov); Ann-Marie Day (ann-marie.day@dot.gov); Ted Kicks
Subject:	IAC Consultation--Proposed Project Amendments to MATS FY 2024 - 2027 TIP and MATS 2050 MTP
Start:	Tuesday, April 2, 2024 1:30:00 PM
End:	Tuesday, April 2, 2024 2:00:00 PM
Location:	Zoom Meeting (see link below)
Attachments:	MATSMPO_IACReviewTable_FY2024_2027.xlsx TIP2024_2027_UPDATE_20240329_DRAFT_ReducedSize.pdf Chapter06_Roads_and_Bridges_Projects_20240501_UPDATE_20240329_REDUCED_SIZE.pdf MATS 2050 MTP_Chapter08_Fiscal_Assessment_20240501_UPDATE_IACCommentDraft.pdf image001.jpg

Good afternoon IAC members,

Pursuant to the requirements of the 2050 Air Quality Conformity Determination for the MATS MPO area (MATS 2050 AQCD; adopted by MATS 5/3/2022; amended 9/28/2023 https://www.maconmpo.com/wp-content/uploads/2023/09/MATS_AirQualityConformityDeterminationReport_2050MTP_20230928_AMENDED.pdf), MATS MPO is submitting the attached documentation for review for proposed amendments to the MATS FY 2024 – 2027 TIP and MATS 2050 MTP. For your convenience, the proposed amendments are summarized in the attached Excel spreadsheet, and in the draft versions of the MATS FY 2024 – 2027 TIP, and Chapters 6 and 8 of the MATS 2050 MTP. Update pages in the draft MATS FY 2024 – 2027 TIP, and Chapters 6 and 8 of the MATS 2050 MTP are highlighted in yellow, and these drafts are identical to what will be presented to the MATS CAC, TCC and Policy Committees on April 10, April 17 and May 1, 2024, respectively. These Amendments and Administrative Modifications are anticipated to be released for a 15 day public comment period (pursuant to the requirements set forth in the MATS Public Participation Plan: https://www.maconmpo.com/wp-content/uploads/2021/10/MATS_PublicParticipationPlan_20211013-FINAL.pdf, pg. 13) after presentation to the MATS Citizens' Advisory Committee on April 10, 2024

MATS MPO staff is requesting a video call on 4/2/2024 to review and discuss these amendments. The meeting link is here:

https://us02web.zoom.us/j/89813944151?pwd=VVI3bUYvSHZDeS96YjZBcWdEUkprUT09

If you cannot make the proposed meeting, please send any comments or questions to the entire recipient list for this message by April 17, 2024. In accordance with the procedures specified under Section 5.3 of the MATS 2050 AQCD currently in place, if MATS does not receive comments by April 17, 2024, MATS will presume there is concurrence/are no objections and proceed through the remainder of the TIP and MTP amendment adoption process.

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

* The proposed projects are Exempt for air quality analysis for Ozone. MATS was found to be conforming with the 1997 NAAQS for Ozone during the original model run (dated 4/26/2016; .065 ppm); The latest design value (i.e., model run result) maintains and improves upon that original conformity finding (as per e-mail communication with Georgia Dept. of Environmental Protection - Air Protection Branch on or about 5/22/2023; .058 ppm). This design value is well below both the 1997 8-Hour Ozone NAAQS (.084 ppm) and the 2015 8-Hour Ozone NAAQS (0.075 ppm).
As summarized in the attached Excel spreadsheet, the proposed amendments meet the requirements for designation as Exempt under 40 CFR 93 (specifically falling under the list of Air Quality Conformity Review Exempt projects described in 40 CFR 93.126 – Table 2).
* The proposed plan update meets fiscal constraint requirements of the Metropolitan Transportation Plan, as required under 23 CFR 450.324(11);
* The proposed plan update has been evaluated against the most recent planning assumptions, pursuant to 40 CFR 93.110. Because the latest applicable conformity determination for the MATS region does not identify any required Transportation Control Measures (TCMs), none have been applied in the evaluation of the proposed project update;
* Pursuant to 40 CFR 93.109(c), the proposed plan update does not create the requirement for a regional emissions analysis. MATS latest conformity review with a regional emissions analysis was determined on 4/27/2016 by U.S. EPA Region IV, wherein the MPO region was found to be in conformity with applicable National Ambient Air Quality Standards."

Thank you very much for your attention in this matter.

Yours truly,

Mike Greenwald

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

Macon Area Transportation Study
Terminal Station | 200 Cherry Street, Suite 300
Macon, GA 31201 | NEW NUMBER: 478-241-2566
MaconMPO.com <http://www.maconmpo.com/>

From:	Grodzinsky, Gil
To:	Michael Greenwald
Subject:	RE: IAC Consultation--Proposed Project Amendments to MATS FY 2024 - 2027 TIP, Associated Amendments for the MATS 2050 MTP, and Adoption of CY 2024 PM 1 Safety Targets
Date:	Thursday, March 21, 2024 9:58:22 AM

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Hi Mike:
I received your email this morning. My only comments are that the projects that are highlighted seem to be exempt but of course will need to be confirmed by the IAC. As for the design value for ozone, based on 2021-2023 years, it is now 62 ppb.

Thanks!

Gil

Gil Grodzinsky, Ph.D.
Supervisory Modeler (MOVES)
Emissions and Control Strategies Unit
Air Protection Branch
GA Environmental Protection Division (EPD)
470-524-0604
gil.grodzinsky@dnr.state.ga.us

-----Original Message-----
From: Michael Greenwald <mgreenwald@mbpz.org>
Sent: Thursday, March 21, 2024 9:13 AM
To: Grodzinsky, Gil <Gil.Grodzinsky@dnr.ga.gov>
Subject: RE: IAC Consultation--Proposed Project Amendments to MATS FY 2024 - 2027 TIP, Associated Amendments for the MATS 2050 MTP, and Adoption of CY 2024 PM 1 Safety Targets

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Gil,

Thanks for the help/confirmation.

Yours truly,

Mike Greenwald
MPO Technical Coordinator

Macon Area Transportation Study
Terminal Station | 200 Cherry Street, Suite 300 Macon, GA 31201 | NEW NUMBER: 478-241-2566

-----Original Message-----
From: Grodzinsky, Gil <Gil.Grodzinsky@dnr.ga.gov>
Sent: Thursday, March 21, 2024 9:07 AM
To: Michael Greenwald <mgreenwald@mbpz.org>
Subject: Read: IAC Consultation--Proposed Project Amendments to MATS FY 2024 - 2027 TIP, Associated Amendments for the MATS 2050 MTP, and Adoption of CY 2024 PM 1 Safety Targets

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From: Michael Greenwald
Sent: Thursday, March 21, 2024 8:27 AM
To: Olivia Lewis <olivia.lewis@dot.gov>; mcanizares@dot.ga.gov; Grodzinsky, Gil <gil.grodzinsky@dnr.ga.gov>; Larocca.Sarah@epa.gov; Freund, Weston (he/him/his) <Freund.Weston@epa.gov>; Jarvis, Simone (she/her/hers) <Jarvis.Simone@epa.gov>; Phil M. Peevy (ppeevy@dot.ga.gov) <ppeevy@dot.ga.gov>; Craig Ross <craigross@mta-mac.com>; McLoyd, Johnathan G <JoMcLoyd@dot.ga.gov>
Cc: Ann-Marie Day (ann-marie.day@dot.gov) <ann-marie.day@dot.gov>; Ted Kicks <EHicks@dot.ga.gov>
Subject: IAC Consultation--Proposed Project Amendments to MATS FY 2024 - 2027 TIP, Associated Amendments for the MATS 2050 MTP, and Adoption of CY 2024 PM 1 Safety Targets

Good morning IAC members,

Pursuant to the requirements of the 2050 Air Quality Conformity Determination for the MATS MPO area (MATS 2050 AQCD; adopted by MATS 5/3/2022; amended 9/28/2023 https://www.maconmpo.com/wp-content/uploads/2023/09/MATS_AirQualityConformityDeterminationReport_2050MTP_20230928_AMENDED.pdf), MATS MPO is submitting the attached documentation for review and comments on the amendments listed below the signature bloc at the end of this e-mail. For

your convenience, all amendments in the attached documents have been **highlighted in yellow.**

These Amendments and Administrative Modifications are anticipated to be released for a 15 day public comment period (pursuant to the requirements set forth in the MATS Public Participation Plan: https://www.maconmpo.com/wp-content/uploads/2021/10/MATS_PublicParticipationPlan_20211013-FINAL.pdf, pg. 13) **after presentation to the MATS Citizens' Advisory Committee on April 10, 2024**.

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

- **The proposed projects are Exempt for air quality analysis for Ozone.** MATS was found to be conforming with the 1997 NAAQS for Ozone during the original model run (dated 4/26/2016; .065 ppm); The latest design value (i.e., model run result) maintains and improves upon that original conformity finding (as per e-mail communication with Georgia Dept. of Environmental Protection - Air Protection Branch on or about 5/22/2023; .058 ppm). This design value is well below both the 1997 8-Hour Ozone NAAQS (.084 ppm) and the 2015 8-Hour Ozone NAAQS (0.075 ppm).
  All but one of the proposed project amendments are for bridge repair/replacement projects, and none of the proposed projects involve expansion of road capacity.
  The adoption of the Statewide PM1 Safety Targets for CY 2024 is an administrative step not related to air quality analysis.
- **The proposed plan update meets fiscal constraint requirements of the Metropolitan Transportation Plan, as required under 23 CFR 450.324(11);**
- **The proposed plan update has been evaluated against the most recent planning assumptions, pursuant to 40 CFR 93.110. Because the latest applicable conformity determination for the MATS region does not identify any required Transportation Control Measures (TCMs), none have been applied in the evaluation of the proposed project update;**
- **Pursuant to 40 CFR 93.109(c), the proposed plan update does not create the requirement for a regional emissions analysis.** MATS latest conformity review with a regional emissions analysis was determined on 4/27/2016 by U.S. EPA Region IV, wherein the MPO region was found to be in conformity with applicable National Ambient Air Quality Standards."

Please send any comments or questions to the entire recipient list for this message by **April 8, 2024**. In accordance with the procedures specified under Section 5.3 of the MATS 2050 AQCD currently in place, if MATS does not receive comments by the close of this comment period, MATS will presume there are no objections and proceed through the remainder of the TIP and MTP amendment process.

Thank you very much for your attention in this matter.

Yours truly,

Mike Greenwald

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

Macon Area Transportation Study
Terminal Station | 200 Cherry Street, Suite 300
Macon, GA 31201 | **NEW NUMBER: 478-241-2566**
MaconMPO.com

- **Amendments to MATS FY 2024 – 2027 TIP.** Specifically, the following projects are being added at the request of the identified partner agencies:
  - **Add PM 1 Safety Targets for CY 2024 to Introduction, and System Performance Report (appendix).** – See pgs. 9, 65, 75 and 94 in **TIP2024_2027_UPDATE_20240318_DRAFT_ReducedSize.pdf**
    - Targets provided by GDOT on September 28, 2023
    - Targets were to be added to TIP and MTP by February 27, 2024, but were missed in January/February 2024 meeting cycle.
  - **Augment GDOT PI 0013712** – SR 11/SR 49/US 41 @ Norfolk Southern #734080Y (1.4 miles South of Macon; Bridge Replacement Project) – See pgs. 26 in **TIP2024_2027_UPDATE_20240318_DRAFT_ReducedSize.pdf**
    - Increase FY 2024 budget from $15,158,410 to $19,021,722.74 (+$3,863,312.74; 20.79%)
    - Adjust funding categories for Construction and Utilities activities from GDOT Funding Code Y001 (STBG funding) to Y114 (Highway Improvement Program bridge formula funding)
    - Amendment initiated pursuant to GDOT Office of Planning e-mail request of 3/14/2024
  - **NEW PROJECTS FOR FY 2024 – 2027 TIP:**
    - **Add GDOT PI 0014072** – I-16 Eastbound & Westbound at Walnut Creek (Bridge Replacement Project) – See pg. 28 in **TIP2024_2027_UPDATE_20240318_DRAFT_ReducedSize.pdf**
      - Reinstatement of existing project from FY 2021 – 2024 TIP, pursuant to GDOT Office of Planning e-mail request of 2/22/2024

- Total Cost: $21,565,645.00; Cost in FY 2024 – 2027 TIP: $19,636,645.00

- **Add GDOT PI 0019933** – I-75 @ Rocky Creek (Bridge Replacement Project) – See pg. 36 in **TIP2024_2027_UPDATE_20240318_DRAFT_ReducedSize.pdf**
  - New project, added at the request of GDOT Office of Planning, pursuant to e-mail request of 3/14/2024
  - Total Cost: $19,400,000; Cost in FY 2024 – 2027 TIP: $1,100,000
- **Add GDOT PI 0019934** – I-475 Southbound & Northbound @ Tobesofkee Creek 3 miles South of Macon (Bridge Replacement Project) – See pg. 37 in **TIP2024_2027_UPDATE_20240318_DRAFT_ReducedSize.pdf**
  - New project, added at the request of GDOT Office of Planning, pursuant to e-mail request of 3/14/2024
  - Total Cost: $23,000,000; Cost in FY 2024 – 2027 TIP: $1,700,000
- **Add GDOT PI 0019935** – I-16 Eastbound & Westbound @ CSX #636057K & Boggy Branch 1.5 Miles East of Macon (Bridge Replacement Project) – See pg. 38 in **TIP2024_2027_UPDATE_20240318_DRAFT_ReducedSize.pdf**
  - New project, added at the request of GDOT Office of Planning, pursuant to e-mail request of 3/14/2024
  - Total Cost: $29,000,000; Cost in FY 2024 – 2027 TIP: $1,700,000
- **Add GDOT PI 0019936** – I-16 Eastbound & Westbound @ Ocmulgee River Overflow 2 Miles East of Macon (Bridge Replacement Project) – See pg. 39 in **TIP2024_2027_UPDATE_20240318_DRAFT_ReducedSize.pdf**
  - New project, added at the request of GDOT Office of Planning, pursuant to e-mail request of 3/14/2024
  - Total Cost: $13,000,000; Cost in FY 2024 – 2027 TIP: $1,700,000
- **Add GDOT PI 0019945** – SR 19/SR87 Southbound & Northbound @ Walnut Creek (Bridge Replacement Project) – See pg. 40 in **TIP2024_2027_UPDATE_20240318_DRAFT_ReducedSize.pdf**
  - New project, added at the request of GDOT Office of Planning, pursuant to e-mail request of 3/14/2024
  - Total Cost: $13,600,000; Cost in FY 2024 – 2027 TIP: $1,700,000
- **Add GDOT PI 0020056** – Bondsview Rd. from West of Stone Creek to SR 87 (Roadway Improvement Project) – See pg. 41 in **TIP2024_2027_UPDATE_20240318_DRAFT_ReducedSize.pdf**
  - New project, added at the request of Macon-Bibb County Engineering Dept.
  - Project road base improvement and grading (no capacity expansion), shoulder reconditioning, drainage headwall improvements along a 1.06 mile stretch of Bondsview Road with

access to 800 acres of Wildlife refuge land.

- Project is funded through Federal Land Access Program (FLAP) at 100% Federal funding
- Total Cost: $490,000; Cost in FY 2024 – 2027 TIP: $490,000

- **Remove GDOT PI 0019088** (Bridge Replacement Project) – See pg. 35 in **TIP2024_2027_UPDATE_20240318_DRAFT_ReducedSize.pdf**
  - Project removed pursuant to GDOT request of 3/18/2024. This project was included in the original FY 2024 – 2027 TIP, but has been **cancelled and consolidated** into existing project GDOT PI #0017231

- **Adjust funding calculations in Chapter 3 to reflect additional revenues anticipated by GDOT to pay for the a NEW PROJECTS described immediately above.** – See pgs. 43 through 46 in **TIP2024_2027_UPDATE_20240318_DRAFT_ReducedSize.pdf**

- **Administrative Modifications to MATS FY 2024 – 2027 TIP**
  - **Increase funding for GDOT PI 0017231** - SR 19/SR22/US 129 @ Sand Creek (Bridge Replacement Project) – See pg. 33 in **TIP2024_2027_UPDATE_20240318_DRAFT_ReducedSize.pdf**
    - Add $7,000 to ROW funding in FY 2025
    - Total Cost: $9,883,170.03; Cost in FY 2024 – 2027 TIP: $357,000
- **Amendments to MATS 2050 MTP**
  - **Amend Chapter 6 – Roads & Bridges Projects to reflect the following:**
    - Adoption of MATS FY 2024 – 2027 TIP;
    - Individual project amendments described in MATS FY 2024 – 2027 TIP to master Roads & Bridges projects list;
    - Continued demonstration of fiscal balancing, as required per 23 CFR 450.324(f)(11), 23 CFR 450.326(i) and MATS 2050 Air Quality Conformity Determination Report
  - **Amend Chapter 8 – Fiscal Balance, to demonstrate overall continued fiscal constraint for MATS 2050 MTP subsequent to MATS FY 2024 – 2027 TIP adoption.** This amendment is being processed to maintain consistency with requirements in 23 CFR 450.324(f)(11), 23 CFR 450.326(i) and MATS 2050 Air Quality Conformity Determination Report.
  - **Amend Chapter 13 - Performance-Based Transportation Planning and Programming.** This amendment incorporates the Statewide CY 2024 PM 1 Safety Performance Measure targets transmitted by GDOT on September 28, 2023, in accordance with the requirements described in the e-mails from FHWA on 1/11/2023 and 2/23/2024.

IAC Consultation E-mail Thread:

Amendments to

MATS FY 2024 - 2027 TIP

8/7/2024

Re: Request for IAC Consultation--MATS MPO--MTP & TIP Amendments for GDOT PI #0020213 and GDOT PI #0020345

Michael Greenwald <mgreenwald@mbpz.org>

Wed 6/26/2024 10:23 AM

To:Day, Ann-Marie (FHWA) <ann-marie.day@dot.gov>;Lewis, Olivia D. (FHWA) <Olivia.Lewis@dot.gov>;mcanizares@dot.ga.gov <mcanizares@dot.ga.gov>;Ted Kicks <EHicks@dot.ga.gov>;Jackie Williams <JWilliams@dot.ga.gov>;Myers, Dianna (Myers.Dianna@epa.gov) <Myers.dianna@epa.gov>;Larocca.Sarah@epa.gov <Larocca.Sarah@epa.gov>;Jarvis, Simone (she/her/hers) <Jarvis.Simone@epa.gov>;Stroud, Weston <WStroud@maconbibb.us>;Grodzinsky, Gil <Gil.Grodzinsky@dnr.ga.gov>;Phil M. Peevy (ppeevy@dot.ga.gov) <ppeevy@dot.ga.gov>;McLoyd, Johnathan G <JoMcLoyd@dot.ga.gov>;Craig Ross <craigross@mta-mac.com>;Jeff Ruggieri <jruggieri@mbpz.org>;Greg Brown <gbrown@mbpz.org>

1 attachments (467 KB)

MATSCAC_IACReviewTable_FY2024_2027_20240807_UPDATE_20240626.xlsx;

Good morning Ann Marie,

To follow up on your comments below:

- The amendments are referenced in the MATS TIP as follows:
    - 20240807_0020213A - This is the amendment reference for GDOT PI #0020213
    - 20240807_0020345A - This is the amendment reference for GDOT PI #0020345
    - MCN_1_20240807 - This is the amendment reference for the Macon-Bibb County Pleasant Hill Reconnecting Communities Planning Grant (no GDOT Project #)
- For the MATS MTP:
    - The references for the amendments for GDOT PI #0020213 and PI #0020345 **in Chapter 6** will be referenced as #6 and #7, respectively.
    - The references for the fiscal balancing amendments **in Chapter 8** will be referenced as #5.

The accompanying MTP amendment you inquired about was included in the tabs **Table6-2_DRAFT_20240807**, **Table6-3_RevEst_GDOT_20240807** and **Table6-4_FiscalBalance_20240807** in the original e-mails sent 6/13 and follow up on 6/14. However, I can see how the tab names didn't specifically identify those as MTP related. To clarify the matter, as well as address the question about demonstrating fiscal balance in the TIP, I am sending out a revised Excel workbook. This includes all the tabs in the workbook from 6/14/2024, plus the following additional tabs:

- **GDOTTtlExpectedSTIPFunds** - This tab references the updates to the STIP funds, by specific account, as identified by GDOT.
    - GDOT PI #0020345 is referenced under the NEVI funds, using GDOT Funding Code Y134.
    - GDOT PI #0020213 is reflected in updated values for GDOT Funding Code Y001 (NHPP) for FY 2025.
- **GDOTFederalFunds** - This tab identifies each project/project phase covered by each of the FHWA funding sources, as identified by GDOT.
- **MTP Tbl8-1_RevEst_GDOT_2024087** - This is the updated revenue forecasts associated with the amendments. Please review Footnote C for details on how/where revenue adjustments were incorporated to reflect the proposed amendments.
- **MTP Tbl8-2And8-3_2024087** - These tables reflect the update to the Highway Capital and Highway Maintenance budgets, based on the requested amendments.
- **MTP Tbl8-8_FiscMasterBalanceShee** - This is the updated master table summarizing updates to both Highway and Transit Programs, based on the proposed amendments.

If anyone has any additional concerns/questions, please let me know.

Yours truly,

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

Macon Area Transportation Study
3661 Eisenhower Pkwy, Suite MB 104
Macon, GA 31206 | **478-241-2566**
MaconMPO.com

From: Day, Ann-Marie (FHWA) <ann-marie.day@dot.gov>
Sent: Wednesday, June 26, 2024 9:38 AM
To: Michael Greenwald <mgreenwald@mbpz.org>; Lewis, Olivia D. (FHWA) <Olivia.Lewis@dot.gov>; mcanizares@dot.ga.gov <mcanizares@dot.ga.gov>; Ted Kicks <EHicks@dot.ga.gov>; Jackie Williams <JWilliams@dot.ga.gov>; Myers, Dianna (Myers.Dianna@epa.gov) <Myers.dianna@epa.gov>; Larocca.Sarah@epa.gov <Larocca.Sarah@epa.gov>; Jarvis, Simone (she/her/hers) <Jarvis.Simone@epa.gov>; Stroud, Weston <WStroud@maconbibb.us>; Grodzinsky, Gil <Gil.Grodzinsky@dnr.ga.gov>; Phil M. Peevy (ppeevy@dot.ga.gov) <ppeevy@dot.ga.gov>; McLoyd, Johnathan G <JoMcLoyd@dot.ga.gov>; Craig Ross <craigross@mta-mac.com>; Jeff Ruggieri <jruggieri@mbpz.org>; Greg Brown <gbrown@mbpz.org>
Subject: RE: Request for IAC Consultation--MATS MPO--MTP & TIP Amendments for GDOT PI #0020213 and GDOT PI #0020345

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Good morning Michael;

Thank you for requesting IAC review and concurrence on the three outlined projects. My first question is, what number amendment is this? Please identify with the submitted amendment packet and email an amendment number (#) to the 2050 MTP and 2024 – 2027 TIP as a reference point for approval and upload to the MPO's website after Policy Board adoption. Second, the two GDOT projects are listed in the accompanying table as "new project," but where is the accompanying 2050 MTP amendment? Please revise accordingly to show a subsequent amendment to bring these projects into the 2050 MTP.

The 3 listed projects, two are GDOT projects and the other is a discretionary planning grant, awarded to the local by the USDOT/FHWA. It is our determination that all three projects are **exempt from air quality analysis**. As such, they do not require a conformity determination from FHWA/FTA, including the completion and submittal of a Short Conformity form.

However, the Macon MPO amendment (#?) requires a redemonstration of fiscal constraint on the FY 2024 – 2027 TIP (only) for the two GDOT projects (PI 0020213 and PI 0020345) in addition to carrying out the required public involvement process. The submitted amendment should further note that the discretionary grant comes with its own source of funding, therefore, it does not impact fiscal constraint. From the reference table and accompanying email documentation, this MPO did not redemonstrate fiscal constraint on the FY 2024 – 2027 TIP. Please develop the appropriate documentation to include a redemonstration of fiscal constraint on the FY 2024 – 2027 TIP as part of amendment# review package. The accompanying email from the MPO staff notes going out for public comment

after the IAC. Any amendments to the transportation planning process and programs must go through the various committee before triggering the public comment period. Please show that full amendment schedule to the IAC.

Lastly, since the requested SOP is currently in draft format, under extensive revision based on comments submitted, and still awaiting final acceptance by the IAC, please do not reference it as part of the amendment and IAC process. As such, please remove those language from your IAC process write-up submitted with this amendment for IAC concurrence since that will become records.

Other note, I side with Gil for the MPO staff to remove the those specific language from this IAC process since it is not related to transportation conformity.

As always, please do not hesitate to reach out should you have questions.

Ann-Marie Day
Planning Team Leader
FHWA Georgia Division
75 Ted Turner Drive, Suite 1000
Atlanta, GA 30303
Voice: 404-562-3639
Cell: 470-925-0563
Fax: 404-562-3703
Email: ann-marie.day@dot.gov

REMINDER--Request for IAC Consultation--MATS MPO--MTP & TIP Amendments for GDOT PI #0020213 and GDOT PI #0020345, and Latest IAC SOP Memo Draft

Michael Greenwald <mgreenwald@mbpz.org>

Wed 6/26/2024 8:41 AM

To:Ann-Marie Day (ann-marie.day@dot.gov) <ann-marie.day@dot.gov>;Olivia Lewis <olivia.lewis@dot.gov>; mcanizares@dot.ga.gov <mcanizares@dot.ga.gov>;Ted Kicks <EHicks@dot.ga.gov>;Jackie Williams <JWilliams@dot.ga.gov>; Myers, Dianna (Myers.Dianna@epa.gov) <Myers.dianna@epa.gov>;Larocca.Sarah@epa.gov <Larocca.Sarah@epa.gov>;Jarvis, Simone (she/her/hers) <Jarvis.Simone@epa.gov>;Freund, Weston (he/him/his) <Freund.Weston@epa.gov>;Grodzinsky, Gil <Gil.Grodzinsky@dnr.ga.gov>;Phil M. Peevy (ppeevy@dot.ga.gov) <ppeevy@dot.ga.gov>;McLoyd, Johnathan G <JoMcLoyd@dot.ga.gov>;Craig Ross <craigross@mta-mac.com>;Jeff Ruggieri <jruggieri@mbpz.org>;Greg Brown <gbrown@mbpz.org>
Bcc:Robert Barrett <rbarrett@mbpz.org>

2 attachments (576 KB)

MATSCAC_IACReviewTable_FY2024_2027_20240807_UPDATE.xlsx; Macon-BibbPageFromRCN_FY23_Awardees_Factsheet_508_v.6.pdf;

Good morning All,

This is just a quick reminder to the e-mail message below, soliciting IAC concurrence on the Exempt from Air Quality Analysis classification of the proposed MTP/TIP amendments for the July/August meeting cycle (see attached). If you have any questions or comments related to the proposed amendments, please have your comments to MATS staff by close of business on **July 2, 2024** (thanks Gil for already providing GA EPD comments)**.**

On a related note: MATS MPO website has been down for maintenance since Tuesday, June 25, 2024. This means the on-line version of our MTP and TIP documents are not available. Our IT department anticipates having the website restored by end of the week (possibly sooner).

Last but not least, MATS MPO staff heard yesterday from GDOT Intermodal regarding the latest round of comments for the IAC Standard Operating Procedures. We will be sharing the latest draft shortly; that draft will incorporate the comments we have received up to this point.

If there are any questions, please let me know.

Yours truly,

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

Macon Area Transportation Study
3661 Eisenhower Pkwy, Suite MB 104
Macon, GA 31206 | **478-241-2566**
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From: Michael Greenwald <mgreenwald@mbpz.org>
Sent: Friday, June 14, 2024 10:05 AM
To: Ann-Marie Day (ann-marie.day@dot.gov) <ann-marie.day@dot.gov>; Olivia Lewis <olivia.lewis@dot.gov>; mcanizares@dot.ga.gov <mcanizares@dot.ga.gov>; Ted Kicks <EHicks@dot.ga.gov>; Jackie Williams <JWilliams@dot.ga.gov>; Myers, Dianna (Myers.Dianna@epa.gov) <Myers.dianna@epa.gov>; Larocca.Sarah@epa.gov <Larocca.Sarah@epa.gov>; Jarvis, Simone (she/her/hers) <Jarvis.Simone@epa.gov>; Freund, Weston (he/him/his) <Freund.Weston@epa.gov>; Grodzinsky, Gil <Gil.Grodzinsky@dnr.ga.gov>; Phil M. Peevy (ppeevy@dot.ga.gov) <ppeevy@dot.ga.gov>; McLoyd, Johnathan G <JoMcLoyd@dot.ga.gov>; Craig Ross <craigross@mta-mac.com>; Jeff Ruggieri <jruggieri@mbpz.org>; Greg Brown <gbrown@mbpz.org>
Subject: UDPATE--Request for IAC Consultation--MATS MPO--MTP & TIP Amendments for GDOT PI #0020213 and GDOT PI #0020345

Good morning All,

Following up on the message below, GDOT staff noticed an error in the Excel spreadsheet summarizing the amendments (i.e., a duplication of the NEVI project description under MCN-149, when what was intended was a description of the NEA planning grant awarded under the Reconnecting Communities program). Thanks to Jackie Williams for bringing this to my attention.

Please find attached an updated table, and a copy of the grant as described in the RCN FY 23 Awards Factsheet https://www.transportation.gov/sites/dot.gov/files/2024-05/RCN%20FY23%20Awardees%20Factsheet_5_28.pdf

The July 2, 2024 request for comments and July 11, 2024 public notification date remain as described in the original e-mail below.

If there are any questions, please let me know.

Yours truly,

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

Macon Area Transportation Study
3661 Eisenhower Pkwy, Suite MB 104
Macon, GA 31206 | **478-241-2566**
MaconMPO.com

RE: Request for IAC Consultation--MATS MPO--MTP & TIP Amendments for GDOT PI #0020213 and GDOT PI #0020345

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

Fri 6/14/2024 8:54 AM

To:Michael Greenwald <mgreenwald@mbpz.org>;Ann-Marie Day (ann-marie.day@dot.gov) <ann-marie.day@dot.gov>;Olivia Lewis <olivia.lewis@dot.gov>;mcanizares@dot.ga.gov <mcanizares@dot.ga.gov>;Ted Kicks <EHicks@dot.ga.gov>;Jackie Williams <JWilliams@dot.ga.gov>;Myers, Dianna <Myers.dianna@epa.gov>;Larocca.Sarah@epa.gov <Larocca.Sarah@epa.gov>; Jarvis, Simone (she/her/hers) <Jarvis.Simone@epa.gov>;Stroud, Weston <WStroud@maconbibb.us>;Phil M. Peevy (ppeevy@dot.ga.gov) <ppeevy@dot.ga.gov>;McLoyd, Johnathan G <JoMcLoyd@dot.ga.gov>;Craig Ross <craigross@mta-mac.com>;Jeff Ruggieri <jruggieri@mbpz.org>;Greg Brown <gbrown@mbpz.org>

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Hi all:
My apologies for sending comments regarding thoughts on exempt/non-exempt status of a project (or non-project) without including all members of the IAC and will also make sure such comments are only made after all IAC members are open to do so (I thought this last discussion was an extension of the April 2-17 comment period on the project list which had exempt/non-exempt status, see email 3/29/24 at 6:10PM, however the charging station was one of two new projects introduced in early May and involved preliminary discussion with GDOT, not my business at that point). That was not my intention to intrude on preliminary discussions and was an oversight on my part. It will not happen again as I will make sure that everyone in IAC is at least cc'd and that any mentioned projects are on a list already sent out to everyone and not a new addition not yet added and in preliminary discussions prior to sharing with IAC. My thoughts regarding the charging stations were taken straight from FHWA resources (Q&A) as they are the authority on this matter and were not meant to be a decision but a contribution to the conversation, however, I erred by not sharing with the whole group and not realizing they were additions that were not yet on a list for review by me, so again sorry for the intrusion and unintentional circumventing the IAC process. Even if on a list ready for review to all IAC including us, we recognize we are just a contributor to the discussion not an authority on conformity decisions. Thanks for your understanding.

I do have a comment though that is in my wheelhouse regarding the below email and was part of the originally shared documents back in April: It is stated:
"MATS was found to be conforming with the 1997 NAAQS for Ozone during the original model run (dated 4/26/2016; .065 ppm); The latest design value (i.e., model run result) maintains and improves upon that original conformity finding (as per e-mail communication with Georgia Dept. of Environmental Protection - Air Protection Branch on or about 5/22/2023; .058 ppm). This design value is well below both the 1997 8-Hour Ozone NAAQS (.084 ppm) and the 2015 8-Hour Ozone NAAQS (0.075 ppm)."

I would like to recommend (as I did back in April) that the ozone design values not be mixed in with conformity statements as our ambient measurements are not related to whether MATS is conforming to the NAAQS or demonstrating conformity and don't want to confuse people on this matter and FHWA can confirm this as the final say regarding conformity. Those design values only show whether the Macon maintenance area is remaining in attainment of the NAAQS. I guess if MATS wants to show that they are still in attainment of the standard they can say that and provide the latest design value (confirmed by AQS) but not as part of the conformity statement like above. I welcome any thoughts from anyone else including EPA/FHWA on this.

Lastly, MATS asked for comments by July 2 on the below email regarding project exempt/non-exempt status. My only comment is that I would refer to FHWA's earlier email yesterday (12:52PM, Thursday) to GDOT regarding how to treat the charging station and see if that matches what you state in the email below which I think it does not but await FHWA's comments on that as the authority.

Thanks, and have a good day.

Gil

Gil Grodzinsky, Ph.D.
Supervisory Modeler (MOVES)
Emissions and Control Strategies Unit
Air Protection Branch
GA Environmental Protection Division (EPD)
470-524-0604
gil.grodzinsky@dnr.ga.gov

From: Michael Greenwald <mgreenwald@mbpz.org>
Sent: Thursday, June 13, 2024 4:26 PM
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Subject: Request for IAC Consultation--MATS MPO--MTP & TIP Amendments for GDOT PI #0020213 and GDOT PI #0020345

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[CAUTION] This email originated from inside Macon-Bibb Planning and Zoning. Do NOT click on links or open attachments unless you recognize the sender and know the content is safe.

Good afternoon IAC members,

Pursuant to the requirements of MATS Standard Operating Procedures (SOP) for IAC Consultation (still under development), MATS MPO is submitting the attached list of proposed amendments for review and comments**.**

These Amendments are anticipated to be released for a 15 day public comment period (pursuant to the requirements set forth in the MATS Public Participation Plan: https://www.maconmpo.com/wp-content/uploads/2021/10/MATS_PublicParticipationPlan_20211013-FINAL.pdf, pg. 13) **July 11, 2024**.

In accordance with the MATS SOP for IAC Consultation (still under development), MATS MPO staff hereby states:

- **The proposed project(s) ARE Exempt for air quality analysis for Ozone.**
  - **GDOT Project #0020213 -** Replace Bridge located at SR 247/US 129 between Liberty Church Road and Griffin Road at the intersection with Norfolk

Southern railway. MATS understands this project to be Exempt under 49 CFR 93.126 Table 2

- **GDOT Project #0020345 -** Electric vehicle charging station along I-16 between Bibb and Twiggs counties**.** Exact project location still to be determined by GDOT. MATS understands this project to be Exempt per FHWA guidance (See response to Question 14.1 at https://www.fhwa.dot.gov/environment/nevi/resources/nevi_program_faqs.cfm).
- **Macon-Bibb County Pleasant Hill Reconnection and Commercial Planning Grant (No GDOT Project #) -** This grant award is referenced here only for the sake of a complete list of forthcoming amendments. This is a Neighborhood Access and Equity planning grant directly awarded to Macon-Bibb County directly from U.S. DOT under Reconnecting Communities and Neighborhood Grant Program. While FHWA started an e-mail thread to MATS MPO staff on 5/16/2024 stating the grant needed to be added to the TIP document, FHWA also said this grant project does not need to be reviewed by IAC (see attached e-mail thread for reference).

- MATS was found to be conforming with the 1997 NAAQS for Ozone during the original model run (dated 4/26/2016; .065 ppm); The latest design value (i.e., model run result) maintains and improves upon that original conformity finding (as per e-mail communication with Georgia Dept. of Environmental Protection - Air Protection Branch on or about 5/22/2023; .058 ppm). This design value is well below both the 1997 8-Hour Ozone NAAQS (.084 ppm) and the 2015 8-Hour Ozone NAAQS (0.075 ppm).
- **The proposed plan update meets fiscal constraint requirements of the Metropolitan Transportation Plan, as required under 23 CFR 450.324(11) -** See attached Excel workbook for full details.
- **The proposed plan update has been evaluated against the most recent planning assumptions, pursuant to 40 CFR 93.110. Because the latest applicable conformity determination for the MATS region does not identify any required Transportation Control Measures (TCMs), none have been applied in the evaluation of the proposed project update;**
- **Pursuant to 40 CFR 93.109(c), the proposed plan update does not create the requirement for a regional emissions analysis.** MATS latest conformity review with a regional emissions analysis was determined on 4/27/2016 by U.S. EPA Region IV, wherein the MPO region was found to be in conformity with applicable National Ambient Air Quality Standards."

Please send any comments or questions to the entire recipient list for this message by **July 2, 2024.** In accordance with the procedures specified in the MATS Standard Operating Procedures for IAC Consultation under Section 5.2 of the MATS 2050 AQCD currently in place, if MATS does not receive comments by the close of this comment period, MATS will presume there are no objections from the non-responding agencies and proceed through the remainder of the TIP and/or MTP amendment process.

Thank you very much for your attention in this matter.

Yours truly,

Michael J. Greenwald, Ph.D., AICP
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