

Macon-Bibb Metropolitan Planning Organization

FISCAL YEAR 2025

UNIFIED PLANNING WORK PROGRAM



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

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

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

The contents of this report reflect the views of the person or persons 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 views or policies of the Georgia Department of Transportation, the Federal Highway Administration, or the Federal Transit Administration. This report does not constitute a standard, specification, or regulation. No person can be excluded from or subject to discrimination based on the grounds of race, religion, color or national origin under any federal program.

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

ADMINISTRATIVE MODIFICATION DATE: This space is reserved for any necessary Administrative Modifications.

7/18/2024 – An editing modification was made to the Proposed Funding Sources table, to physically align the Accounting Line Item (ALI) number column with the associated work tasks, and incorporating the verbiage provided by GDOT for the general description of the ALI.

This Administrative Modification has no fiscal impact on any of the funding contracts associated with this UPWP.

2/3/2025 – See the following for details on budget adjustments:

FHWA Supported Tasks	FTA Supported Tasks
Work Task 1.11 (Budget Decreased)	
Work Task 1.30 (Budget Increased)	ALI 44.21.00/Work Task 1.31 (No Change)
Work Task 1.50 (Budget Increased)	ALI 44.21.00/Work Task 1.51 (No Change)
Work Task 1.60 (No Change)	ALI 44.21.00/Work Task 1.61 (No Change)
Work Task 2.10 (No Change)	ALI 44.21.00/Work Task 2.20 (No Change)
Work Task 3.20 (Budget Increased)	
Work Task 4.11 (No Change)	ALI 44.21.00/Work Task 4.14 (No Change)
Work Task 4.12 (No Change)	ALI 44.21.00/Work Task 4.20 (No Change)
Work Task 4.13 (No Change)	
Work Task Y410 (No Change)	

This Administrative Modification does not result in any net increase or decrease to the MATS FY 2025 UPWP budget.

**A RESOLUTION OF THE MACON AREA TRANSPORTATION
STUDY POLICY COMMITTEE ADOPTING THE FISCAL YEAR 2025
UNIFIED PLANNING WORK PROGRAM**

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

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

WHEREAS, the Technical Coordinating Committee and the Citizens Advisory Committee reviewed the draft UPWP and recommend that the MATS Policy Committee, assembled on this 1st day of May 2024, adopt the Fiscal Year 2025 Unified Planning Work Program;

NOW THEREFORE BE IT RESOLVED that the MATS Policy Committee hereby approves the adoption of the Fiscal Year 2025 Unified Planning Work Program.

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.

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

By: Valerie F Wynn
Valerie Wynn, MATS Policy Chairman

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INTRODUCTION

What Is The UPWP?

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

Why Do We Do The UPWP?

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

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



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

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

Your Local MPO

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

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



technical staff involved in transportation, and a Citizen Advisory Committee consisting of interested citizens. These committees were established as part of the MOU and meet a minimum of four times a year generally in February, April, August and November; however, special called meetings are occasionally held. Citizen participation is also encouraged through the public participation process which provides opportunities for input

into various planning tasks and project review. All planning documents are readily available to the public through the use of printed materials, newsletters and the Planning & Zoning web site.

This document represents the FY 2025 Unified Planning Work Program for the Macon Area Transportation Study (MATS). It describes the transportation planning tasks and studies that will be conducted by the staff of the Macon-Bibb County Planning & Zoning Commission from July 1, 2024 to June 30, 2025 utilizing FHWA-PL and FTA 5303 planning funds.

The MPO is involved in the maintenance of the MATS 2050 Metropolitan Transportation Plan (MTP). One of the elements of the Metropolitan Transportation Plan is the development of goals and objectives which were adopted after considerable public input. This UPWP will guide the transportation planning process of the MPO toward those goals and objectives but is specifically intended to identify planning activities that will occur during the 2025 fiscal year. This represents the continuation of the MATS transportation planning process that will concentrate on developing the information, data, and studies that are necessary to maintain a viable and effective transportation plan.

MATS MPO's FY 2025 Planning Priorities

The overall planning program is designed to align with the requirements of the Infrastructure Investment and Jobs Act/Bipartisan Infrastructure Law (IIJA/BIL), which provides long-term funding certainty for surface transportation. IIJA/BIL emphasizes the local transportation planning process, and outlines requirements for specific performance measures and targets. MATS MPO will work towards the following planning priorities in FY 2025:

1. Staff will be seeking opportunities to further the Equity and Justice 40 in Transportation Planning and Public Involvement goals as described in the Planning Emphasis Areas joint memo from FHWA and FTA, dated 30 December 2021. This will help to identify potential equity deficiencies in our planning process. Census data may be used to assist in this process. **(Task #15, Sub-Element 2.10)**
2. Staff will amend or update, as needed, the MTP in conjunction with the Transportation Improvement Program (TIP) which is a subset of the MTP. This will be conducted through coordinated agency, stakeholder, and public review. **(Task #4, Sub-Element 4.11)**
3. Staff will support the adopted Statewide Safety Performance and Management Targets, Bridge and Pavement Performance Targets, and Transit Asset Management Targets. **(Task #3, Sub-Element 4.12)**
4. Staff will maintain the FY 2024 -2027 TIP document by selecting projects included in the 2050 Metropolitan Transportation Plan Update, in conjunction with GDOT Office of Planning and GDOT Office of Intermodal. **(Task #4, Sub-Element 4.12)**
5. MATS will engage a consultant to generate a freight transportation plan consistent with the goals of the Federal government (as expressed in the IIJA), and the needs of the State and Local governments, for the MATS MPO planning area. This task is anticipated to extend through the end of FY 2025. PL Supplemental funds have been preliminary approved, and required local match obtained, for this project. **(Sub-Element 4.10)**
6. Staff will conduct special studies not otherwise identified under other work tasks (e.g., analysis of transportation needs for future growth areas in the Metropolitan Planning Area; assisting MATS constituent agencies with transportation and demographic impacts related to , economic development projects; providing staff support to consultants for the MATS 2050 Freight Plan) as needed Additional special topics may also be undertaken by the MPO staff, as opportunities are identified. **(Task #2, Sub-Element 4.13)**
7. Staff will coordinate air quality conformity determination consultation activities, in accordance with the requirements set forth in the MATS 2050 Air Quality Conformity Determination Report, Sec. 5.2 and 5.3 (Sub-Element 4.40)
8. Staff will continue the ongoing efforts to increase safe and accessible transportation options along with various stakeholders to identify and prioritize non-motorized transportation projects consistent with Complete Streets policy. **(Sub-Element Y410)**
9. Staff will continue to provide ongoing planning assistance, technical support as needed to Macon-Bibb Co. and the Macon Transit Authority. **(Task #1 & 2, Sub-Element 4.14 and 4.20)**

MPO Planning Factors



The FY 2025 UPWP follows the emphasis on Planning Factors addressed as part of the ***Infrastructure Investment & Jobs Act/Bipartisan Infrastructure Law (IIJA/BIL) passed on November 15, 2021 (PL 117-58)***. The IIJA/BIL continues the emphasis originally articulated in the Fixing America's Surface Transportation Act (FAST Act; PL 114-04), signed into law on December 4, 2015. The FAST Act maintains the current program structures and funding shares between

highways and transit. The Metropolitan Planning Organizations (MPO) are required to provide for consideration of projects and strategies that will serve to advance eleven transportation planning factors identified under the federal legislation as follows:

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

The planning factors are addressed in the UPWP by the work program tasks in FY 2025 as shown in the table on the following page.

MPO Planning Factors

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

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

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

Planning Emphasis Areas

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

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

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

Your UPWP

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

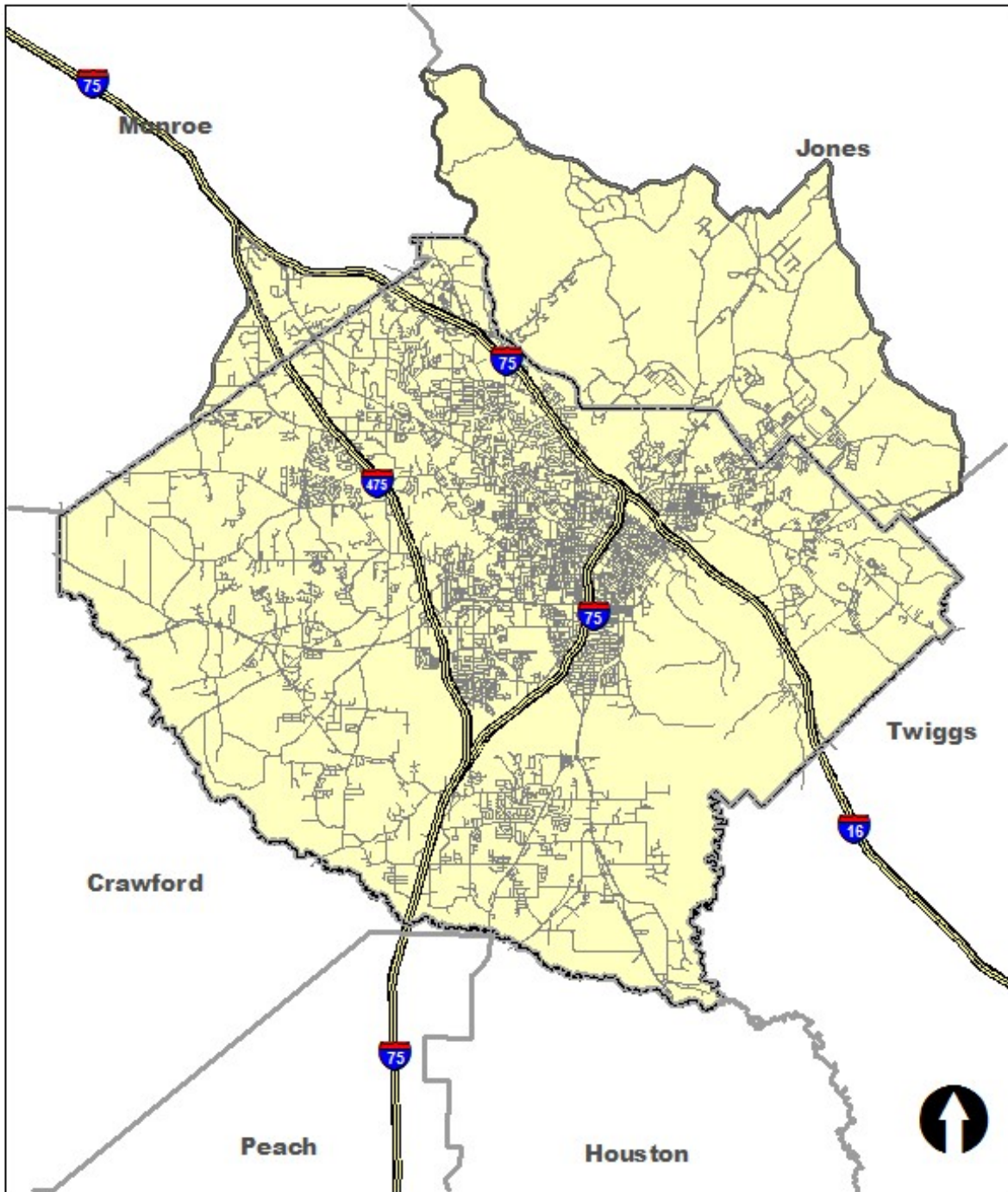
The Fiscal Year 2025 UPWP contains some features that were put in place to; 1) address accounting requirements requested from the Georgia Department of Transportation's Intermodal Programs Division and 2) formatting features that add greater clarity in helping the reader distinguish between planning activities that are new from those that may be ongoing tasks from a previous year.

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

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

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

Macon Area Transportation Study MPO Region



TASK CATEGORY ONE: Program Support & Administration

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

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

Previous Work FY 2024:

The MPO staff worked on or accomplished the following:

1. Administered all aspects of the MATS Committee process (Citizens Advisory Committee; Technical Coordinating Committee; and Policy Committee.)
 - a. Prepared agendas and minutes for each committee.
 - b. Managed MATS membership committee lists.
 - c. Conducted orientation research on best practices and performance indicators for public involvement, in support of MATS Citizen Advisory Committee.
 - d. Updated MATS Citizen Advisory Committee membership roster/facilitated appointment of new members, as per MATS bylaws.
 - e. Received and presented GDOT's Area 3 Project Status Report to MATS CAC.
2. Prepared for and hosted MATS meetings for July/August 2023; October/November 2023; January/February 2024 meeting cycles
 - a. MATS Citizen Advisory Committee – 7/12/2023; 10/11/2023; 01/10/2024
 - b. MATS Technical Coordinating Committee – 7/19/2023; 10/18/2023; 01/17/2024;
 - c. MATS Policy Committee – 8/2/2023; 11/01/2023; 02/07/2024;
3. Prepared for and hosted MATS Special Call meetings for September 2023 to adopt MATS FY 2024 – 2027 TIP
 - a. MATS Citizen Advisory Committee – 9/26/2023
 - b. MATS Technical Coordinating Committee – 9/27/2023
 - c. MATS Policy Committee – 9/28/2023
4. Conducted MATS Interagency Coordination Meetings with Federal and State partners. 01/05/2024
5. Maintained records of MATS and other meetings, as well as administrative reports as required by Georgia Department of Transportation.
6. Maintained and updated Macon MPO's website.
7. Represented the MPO at transportation related meetings.
8. Produced quarterly and annual PL reports.
9. Gathered information and data for transportation planning purposes.
10. Monitored UPWP work tasks.
11. Coordinated with GAMPO and GDOT leadership in support for GAMPO Annual Meeting:
 - a. Coordination with Middle GA State University to confirm venue and remote meeting capabilities;
 - b. Conference call on 8/4/2023 with GDOT Office of Planning to confirm agenda for Annual Meeting;
 - c. Follow up coordination with GAMPO Chair and Middle GA State University to re-schedule Annual Meeting to November 6 and 7, 2023.
 - d. Attended GAMPO Fall Conference, 11/06-07/2023
12. Attended Middle GA Green Team and Clean Air Coalition meetings on 8/10/2023;
13. MATS MPO Staff/FHWA Meeting (Macon Planning Findings Discussion), 08/09/2023
14. Meeting: Middle Georgia Regional Plan Stakeholder's Update, 12/05/2023

FY 2025 Activities:

1. Coordinate with GDOT staff for development of scheduled activities and deliverables related to MATS 2050 MTP update due in FY 2026.
2. Complete any administrative reports required by Georgia Dept. of Transportation.
3. Represent the MPO at other transportation related meetings and gather information and data necessary for the planning process not described elsewhere in the UPWP.
4. Manage MATS membership committee lists.
5. Administer all aspects of the MATS Committee process (Citizens Advisory Committee; Technical Coordinating Committee; and Policy Committee.)
6. Prepare agendas and minutes for each committee meeting.
7. Maintain records of MATS and other meetings, as well as administrative reports as required by Georgia Department of Transportation.
8. Maintain and update Macon MPO’s website.
9. Represent the MPO at transportation related meetings.
10. Gather information and data for transportation planning purposes.
11. Review and update the MATS Public Participation Plan, as needed.
12. Monitor UPWP work tasks.
13. In pursuing these activities, MATS staff will seek opportunities to further the Planning Emphasis Areas goals as described in the joint memo from FHWA and FTA dated 30 December 2021.

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

Transportation Related Planning Activities

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

Target Start and End Dates: This task will be completed by June 30, 2025

Lead Agency: Macon-Bibb County Planning & Zoning Commission

(ADMINISTRATIVE MODIFICATION 2/3/2025 – This work task is being decreased from \$165,080.68 to \$148,080.68, to account for updates in approved Indirect and Fringe rates in the final approved contract from Georgia Dept. of Transportation (; GDOT PI #0020234; Contract ID: 48400-415-IGDPL2500320, executed 11/19/2024), and to address unanticipated shortfalls FHWA Work Tasks 1.30, 1.50 and 3.20.

This change does not result in any change in total funding received from FHWA or GDOT)

Funding Source	Amount
FHWA – PL	\$118,464.54 (Revised)
STATE – PL	
LOCAL	\$29,616.14 (Revised)
FHWA (SPR)	
STATE (SPR)	
TOTAL	\$148,080.68 (Revised)

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

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

Previous Work FY 2024:

The MPO staff worked on or accomplished the following:

1. Attended the GIS address standards conference for Macon-Bibb County on 7/18/2023, to become familiar with forthcoming updates to data development policies and procedures in the largest jurisdiction in the MATS MPO area;
2. Attended FHWA Office of Planning, Environment and Realty webinar on 8/1/2023 entitled “2020 Census Implementation for Transportation Planning.”
3. Attended Georgia Planning Association Fall 2023 Conference (9/19 – 22/2023)
4. Attended APA-Georgia Planning Association Board Meeting 12/11/2023; 03/04/2024
5. Attended ESRI User’s Conference on-line training sessions 7/10 – 7/14/2023
6. Attended Middle GA GIS User Group training session week of 7/17 – 7/21/2023.
7. Attended AMPO’s MPO Leadership Forum (Diversity, Equity, & Inclusion) Webinar 09/2023
8. Attended APA’s Planning and the Black Community Annual Business Meeting 09/08/2023
9. Attended APA’s AICP Certification Webinar 09/14/2023
10. Attended the Infrastructure Innovation Summit: Building Equitable and Resilient Communities (Washington, DC) 11/28-30/2023
11. Attended AASHTO Green House Gas (GHG) Performance Calculator Demo Webinar 01/24/2024
12. Attended ArcPro Orientation with Spatial Plans, LLC (Consultants), 2/29/2024

FY 2025 Activities:

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

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

Transportation Related Planning Activities

Organization	Activities

Target Start and End Dates: This task will be completed by June 30, 2025

(ADMINISTRATIVE MODIFICATION 2/3/2025 – This work task is being increased from \$22,548.32 to \$24,548.32, to address unanticipated shortfalls in this line item based on time on task.

Funding for this increase comes from reductions in Work Task 1.11. This change does not result in any change in total funding received from FHWA or GDOT)

Lead Agency: Macon-Bibb County Planning & Zoning Commission

Funding Source	Amount
FHWA – PL	\$19,638.66 (Revised)
STATE – PL	
LOCAL	\$4,909.66 (Revised)
FHWA (SPR)	
STATE (SPR)	
TOTAL	\$24,548.32 (Revised)

Task: Program Support & Administration
Sub-Element: 1.50 Contracts and Grants

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

Previous Work FY 2024:

The MPO staff worked on or accomplished the following:

1. Completed FY 2023 contract close outs for GDOT PI #0018423 and GDOT PI #0019307;
2. Coordinate with GDOT Office of Planning to provide updated Overhead and Indirect cost rates for FY 2024 contracts;
3. Assist Qbix Accounting Solutions (MATS MPO accounting consultant service) with administrative questions re: timesheets for FY 2024 Q1;
4. Completed FY 2024 quarterly reimbursements for FHWA PL Funds sub-recipient contracts

FY 2025 Activities:

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

Resulting Product: Ongoing contract and grant administration for FY 2025. Closeout for FY 2024 PL Funds Contract, and Q1, Q2 and Q3 reimbursements for FY 2025

Transportation Related Planning Activities

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

Target Start and End Dates: All work on this task to be completed between July 1, 2024 and June 30, 2025.

(ADMINISTRATIVE MODIFICATION 2/3/2025 – This work task is being increased from \$1,703.73 to \$11,703.73, to address unanticipated shortfalls in this line item based on time on task.

Funding for this increase comes from reductions in Work Task 1.11. This change does not result in any change in total funding received from FHWA or GDOT)

Lead Agency: Macon-Bibb County Planning & Zoning Commission

Funding Source	Amount
FHWA-PL	\$9,362.98 (Revised)
STATE	
LOCAL	\$2,340.75 (Revised)
TOTAL	\$11,703.73 (Revised)

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

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

Previous Work FY 2024:

The MPO staff worked on or accomplished the following:

1. Performed Administrative Modifications on Work Tasks FHWA 1.11, FHWA 3.20, FHWA 4.11 and FHWA 4.12, in advance of closeout for FY 2023 MATS PL Funds contract;
2. Informed GDOT Office of Planning of updated signatories (due to staff retirements/replacements) for MATS FY 2024 PL Funds contracts;
3. Drafted FY 2025 UPWP PL Funds contracts;
 - a. Administrative/Modification (Update of FY 2024 UPWP);
 - b. Meeting: FY 2025 UPWP Development, 02/20/2024

These activities were handled in previous UPWPs through the FTA 1.60 line item, as part of general coordination of activities related to developing the UPWP. The separation of work tasks based on FHWA vs. FTA subrecipient contracts is being done at the request of FHWA and GDOT Office of Planning staff.

FY 2025 Activities:

1. Prepare the UPWP for FY 2026. This will describe the planning tasks and anticipated costs for the Macon-Bibb County Planning & Zoning Commission (in their capacity as MPO staff) related to the completion of the anticipated sub-recipient contract with GDOT Office of Planning. The task will involve the production of quarterly reporting and annual close out. Tasks will be developed with input from all MATS committees, with public input regarding tasks to be considered for future UPWPs. The work tasks developed will also address the planning factors originally developed under the FAST Act, and continued by the Infrastructure Investment & Jobs Act of 2021 (PL 117-58). The development of the UPWP may include a work program review meeting to ensure a continuous, cooperative and comprehensive planning process.

Resulting Product: Completed FY 2026 UPWP document. Administrative modifications to FY 2025 UPWP as needed for work supported under PL Funds contracts.

Transportation Related Planning Activities

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

Target Start and End Dates: According to the GDOT schedule, the timeline for this project will involve completion of the Draft UPWP by December 1, 2024. Final UPWP will be completed by June 30, 2025

Lead Agency: Macon-Bibb County Planning & Zoning Commission

Funding Source	Amount
FHWA – PL	\$ 4,770.43
STATE – PL	
LOCAL	\$ 1,192.61
FHWA (SPR)	
STATE (SPR)	
TOTAL	\$ 5,963.04

TASK CATEGORY TWO: Public Involvement

Task: Public Involvement

Sub-Element: 2.10 Community Outreach/Education

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

Previous Work FY 2024:

The MPO staff worked on or accomplished the following:

1. Developed project proposal for AARP Age Friendly Leadership Academy, entitled “Connecting Seniors to Accessible, Affordable and equitable Housing and Transportation”;
2. Chaired Pedestrian Safety Review Board meetings on 7/18/2023, 8/15/2023, 9/19/2023; 10/17/2023; 12/12/2023; 01/16/2024; 02/20/2024
3. Attended Macon-Bibb County Habitat for Humanity meetings (Board Meetings/Strategic Planning Meetings/Committee Meetings/Home Dedications) on 7/19/2023, 8/17/2023; 09/11/2023; 09/12/2023; 09/14/2023; 10/02/2023; 10/03/2023; 10/19/2023; 11/08/2023; 11/14/2023; 11/16/2023; 12/14/2023; 01/11/2024; 02/15/2024; 02/21/2024; 02/22/2024;
4. Attended Bike-Walk Macon Board of Directors’ meeting on 7/25/2023; 09/26/2023; 12/15/2023; 12/20/2023; 01/31/2024;
5. Attended webinar on 7/26/2023 entitled “Sidewalk Inventories: A Tool for Equity and ADA Compliance”, sponsored by AmericaWalks;
6. Attended webinar on 8/2/2023, entitled “Institutionalizing Health Equity in Vision Zero Action Planning”, sponsored by Vision Zero Network;
7. Published MATS Transportation Committee newsletter for July & August 2023;
8. Coordinated AARP Age Friendly Community working session on 8/7/2023;
9. Attended Macon-Bibb County Age Friendly Council & AARP Volunteer Leadership meetings on 8/7/2023; 09/28/2023; 11/09/2023; 01/11/2024
10. Attended Macon-Bibb County Urban Development Authority meeting on 8/10/2023; 09/14/2023; 10/12/2023; 11/09/2023; 12/14/2023; 01/11/2024; 02/08/2024;
11. Attended Safe Routes to School/United Way Central GA (Walking School Bus) meeting 8/14/2023;
12. AARP GA & SWGRC Presents: Webinar Age-Friendly Complete Streets Webinar on 07/26/2023
13. Attended webinar on 8/16/2023 entitled “Age Friendly Complete Streets 2.0”, sponsored by AARP & Southwest GA Regional Commission
14. Attended Macon Arts Alliance meeting on 8/17/2023; 10/05/2023; 10/19/2023; 01/18/2024
15. Attended Complete Streets Compliance Meetings 08/15/2023; 11/14/2023
16. Attended Cherry Blossom Board Meetings 08/24/2023; 10/26/2023; 01/25/2024; 02/22/2024;
17. Attended Jeffersonville Road Renaming Ceremony, 12/14/2023
18. Attended Statewide Pedestrian Safety Task Team Meeting, 01/04/2024
19. Meeting: SS4A Grant Application Debrief, 01/23/2024
 - a. SS4A Meetings; 02/24/2024, 02/29,2024
20. Attended Pleasant Hill Transportation Focus Group Meeting.

FY 2025 Activities:

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

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

Transportation Related Planning Activities

Organization	Activities
GDOT	Coordination of public outreach activities

Target Start and End Dates: This task will be completed by June 30, 2025.

Lead Agency: Macon-Bibb County Planning & Zoning Commission

Funding Source	Amount
FHWA – PL	\$ 46,442.66
STATE – PL	
LOCAL	\$ 11,610.67
FHWA (SPR)	
STATE (SPR)	
TOTAL	\$ 58,053.33

TASK CATEGORY THREE: Data Collection

Task: Data Collection

Sub-Element: 3.20 Transportation Systems/Land Use Monitoring

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

Previous Work FY 2024:

The MPO staff worked on or accomplished the following:

1. Reviewed Census 2020 Urban Area Boundary adjustments, in coordination with Middle GA Regional Commission and Warner Robins Area Transportation Study MPO;
2. Attend webinar on 8/23/2023 re: demonstration of Citian Crash on-line tool for potential incorporation into MATS Performance Measure reporting; provided follow up with GAMPO leadership;
3. Updated school location and attributes data for Macon-Bibb County. This data source serves as an input into the TAZ model for the MATS MPO area;

FY 2025 Activities:

1. Track and update land use activity for the GIS database.
2. Review land use changes for integration into the MPO’s transportation plans.
3. Compile MTP base year (2020 conditions involving existing land use patterns, population and employment, and develop forecasts of future population & employment growth, projecting land uses for the purpose of identifying major growth corridors.
4. Staff will identify areas comprised of groups who are traditionally underserved by the existing transportation system, such as low income and minority households, older adults, and individuals with disabilities. Data collection and mapping activities will be done to identify environmental justice communities.

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

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

Transportation Related Planning Activities

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

Target Start and End Dates: This task will be completed by June 30, 2025.

(ADMINISTRATIVE MODIFICATION 2/3/2025 – This work task is being increased from \$12,216.56 to \$17,216.56, to address unanticipated shortfalls in this line item based on time on task.

Funding for this increase comes from reductions in Work Task 1.11. This change does not result in any change in total funding received from FHWA or GDOT)

Lead Agency: Macon-Bibb County Planning & Zoning Commission

Funding Source	Amount
FHWA – PL	\$13,773.25 (Revised)
STATE – PL	
LOCAL	\$3,443.31 (Revised)
FHWA (SPR)	
STATE (SPR)	
TOTAL	\$17,216.56 (Revised)

TASK CATEGORY FOUR: System Planning

Task: System Planning
Sub-Element: 4.10 Freight Planning

MATS 2050 Freight Plan

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

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

Previous Work FY 2024:

The MPO staff worked on or accomplished the following:

These funds are dedicated to supporting the selected consultant for the MATS 2050 Freight Plan (RFP #2024-001). The consultant was selected by the MATS Policy Committee on November 1, 2023, based on the recommendation of the Stakeholder’s Committee from the MATS Technical Coordinating Committee.

Selected consultant (Gresham Smith) was put under contract on January 3, 2024. In FY 2024 Q3 and Q4, Gresham Smith has conducted project kickoff/stakeholder meetings, and begun collecting background data for conducting the study as described in the RFP 2024-001 Scope of Work.

FY 2025 Activities:

1. This project is anticipated to span at least two UPWP funding cycles, and involve the contracting of consultant services. For FY 2025, the anticipated activities are the continuation of the project tasks described in the scope of work with the selected consultant, in accordance with the work schedule provided by said consultant.

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

Transportation Related Planning Activities

Organization	Activities
GDOT	Coordination activities

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

Lead Agency: Macon-Bibb County Planning & Zoning Commission

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

Task: System Planning

Sub-Element: 4.11 Metropolitan Transportation Plan Update/IIJA Compliance

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

Previous Work FY 2024:

The MPO staff worked on or accomplished the following:

1. Edited the MATS 2050 Air Quality Conformity Determination Report to reflect adoption of the MATS FY 2024 – 2027 TIP. Posted updated document to website;
2. Confirmed modeling base year for forthcoming MTP update in 2026 with GDOT Office of Strategic Planning & Technical Services (10/6/2022);
3. Confirmed with Interagency Coordinating Committee the continued need for Air Quality Conformity Determination reporting in forthcoming MTP update in 2026
4. Updated 2050 MTP which contained the goals & objectives, land use, financial and safety sections.

FY 2025 Activities:

1. Reflect the IIJA requirements regarding performance based planning and programming which is included in the Planning Emphasis Areas.
2. Amend the MTP project list to ensure all GDOT projects in the current TIP with specific project numbers are reflected in the MTP approved projects list.
3. Amend the budget in the Roads & Bridges projects list, and the fiscal balancing, as needed.
4. Begin coordination with GDOT Office of Planning to initiate data development related to Base Year 2020 data for GDOT modeling efforts related to forthcoming 2050 MTP Update (due May 3, 2026).

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

Resulting Product: The update of the Metropolitan Transportation Plan

Transportation Related Planning Activities

Organization	Activities
GDOT	Coordination activities

Target Start and End Dates: The MTP Update will be completed by June 30, 2025

Lead Agency: Macon-Bibb County Planning & Zoning Commission

Funding Source	Amount
FHWA – PL	\$ 12,150.29
STATE – PL	
LOCAL	\$ 3,037.58
TOTAL	\$ 15,187.87

Task: System Planning

Sub-Element: 4.12 Transportation Improvement Program

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

Previous Work FY 2024:

The MPO staff worked on or accomplished the following:

1. Completed adoption of updated MATS FY 2024 – 2027 TIP;
 - a. Completed required edits;
 - b. Coordinated IAC review from 7/19/2023 through 8/18/2023 (see discussion under Work Task 4.40 for details)
 - c. Presented draft for approval by MATS Committees during July/August 2023 meeting cycle;
 - d. Solicited public comments from 8/4/2023 through 9/5/2023
 - e. Conducted MATS Special Call meetings to adopt updated TIP on 9/28/2023
 - a. Attended monthly project coordination meetings for GDOT PI #0017121 (Bass Rd. Phase I Expansion)
2. Attended ARC Truck Parking Roundtable meeting via Microsoft Teams on 8/31/2023, 9/7/2023 and 9/14/2023;

FY 2025 Activities:

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

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

Resulting Product: A current FY 2024-2027 TIP.

Transportation Related Planning Activities

Organization	Activities
GDOT	Financial analysis, programming
MATS committees	Coordination

Target Start and End Dates: All tasks related to this project will be completed by June 30, 2025

Lead Agency: Macon-Bibb County Planning & Zoning Commission

Funding Source	Amount
FHWA – PL	\$ 21,752.39
STATE – PL	
LOCAL	\$ 5,438.09
FHWA (SPR)	
STATE (SPR)	
TOTAL	\$ 27,190.48

Task: System Planning

Sub-Element: 4.13 Special Studies / Streets / Highways / Transportation / Land Use

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

Previous Work FY 2024:

The MPO staff worked on or accomplished the following:

1. Solicited bids for MATS 2050 Freight Plan
 - a. Posted RFP on Georgia Procurement registry, TMIP Listserve;
 - b. Submit public bid ad to Macon Telegraph (ad ran on 8/11/2023);
 - c. Post bid to MATS and Macon-Bibb County Planning & Zoning (MBP&Z) websites on 8/11/2023;
 - d. Developed bid handling procedures for MBP&Z staff;
 - e. Responded to questions from bidders, and posted agenda to MATS and MBP&Z websites;
 - f. Recruited review committee for bids. Review committee members included, but was not limited to, MATS TCC members:
 - i. MATS MPO
 - ii. 21st Century Partnership
 - iii. Macon-Bibb County Industrial Authority
 - iv. Macon-Bibb County Airport
 - v. Middle Georgia Regional Commission
2. Attended Webinar: ARC Truck Parking Workshop: Prep for FHWA/GA MPO Panel Discussion, 08/01/2023
 - a. Attended Webinar: ARC Truck Parking Roundtable (Session 1, 08/31/2023); (Session 2, 09/07/2023); (Session 3, 09/14/2023)
3. Meeting with Gresham Smith (2050 Freight Plan Consultant), 11/17/2023
 - a. Meeting: Gresham Smith Contract Review for Freight Plan, 12/06/2023
 - b. Meetings: Gresham Smith/MATS Monthly Coordination, 01/24/2024, 02/08/2024; 02/28/2024
 - c. Meeting: MATS 2050 Freight Plan Stakeholder's Kickoff, 01/31/2024

FY 2025 Activities:

1. Complete any special projects or studies as needed during FY 2024 with concurrence from GDOT, FHWA, and MATS Committees. There are no special projects or studies identified at this time.
2. Conduct special studies not otherwise identified under other work tasks (e.g., analysis of transportation needs for future growth areas in the Metropolitan Planning Area); assisting MATS constituent agencies with transportation and demographic impacts related to, economic development projects; providing staff support to consultants for the MATS 2050 Freight Plan; conduct research on local EV charging strategies, in support of Georgia NEVI Deployment Program) as needed. Additional special topics may also be undertaken by the MPO staff, as opportunities and needs are identified.

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

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

Transportation Related Planning Activities

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

Target Start and End Dates: The special projects will be completed by June 30, 2025

Lead Agency: Macon-Bibb County Planning & Zoning Commission

Funding Source	Amount
FHWA – PL	\$ 11,981.51
STATE – PL	
LOCAL	\$ 2,995.38
FHWA (SPR)	
STATE (SPR)	
TOTAL	\$ 14,976.89

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

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

This work task is being added at the direction of GDOT Office of Planning and FHWA, to reflect the assignment of funds under the Congestion Mitigation and Air Quality (CMAQ) program. These funds were last assigned to MATS MPO during the FY 2017 UPWP cycle. MATS MPO was designated by U.S. EPA as a Maintenance area for the 1997 NAAQS for the 8-hour Ozone standard in November 2007. As part of being designated as a NAAQS Maintenance area, MATS MPO was required to coordinate all Amendments and Administrative Modifications related to the MTP and TIP through an Interagency Coordinating Committee (IAC), composed of staff from MATS, Macon-Bibb County Transit Authority, GDOT, Georgia Dept. of Natural Resources – Air Resources Branch, FHWA Georgia Division Office, and US EPA Division 4 Office. When the 1997 NAAQS for Ozone was replaced with the 2008 NAAQS, MATS received communications from U.S. EPA that the Maintenance designation was lifted, and IAC activities were no longer necessary.

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

Previous Work FY 2024:**The MPO staff worked on or accomplished the following:**

1. Conducted IAC Zoom meeting on 7/18/2023 to coordinate staff comments to MATS FY 2024 – 2027 TIP and related amendments to 2050 Air Quality Conformity Determination Report;
2. Completed edits and responses to IAC Comments received from 7/19/2023 through 8/18/2023;
3. Complete Standard Operating Procedures (SOPs) for communication and coordination, in conjunction with State and Federal participants in the IAC.
4. Meeting: GDOT/MATS Staff regarding Conformity Determination Process, 02/12/2024

FY 2025 Activities:

1. Conduct MATS Interagency Coordination Meetings with Federal and State partners.
2. Updates to standard operating procedures, as needed, for IAC consultation related to MTP and TIP amendments.

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

Transportation Related Planning Activities

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

Target Start and End Dates: This task will be completed by June 30, 2025.

Lead Agency: Macon-Bibb County Planning & Zoning Commission

Funding Source	Amount
FHWA – PL	\$ 7,476.81
STATE – PL	
LOCAL	\$ 1,869.20
FHWA (SPR)	
STATE (SPR)	
TOTAL	\$ 9,346.01

Task: System Planning

Sub-Element: Y410 – Increasing Safe & Accessible Transportation Options

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

Previous Work FY 2024:

The MPO staff worked on or accomplished the following:

1. Conducted Zoom meeting with GDOT District 3 office on 9/15/2023 re: potential safety and pedestrian improvements on Vineville Ave./GA 19 from Pio Nono Ave./US Hwy 41 to Hardeman Ave. junction;
2. Attended Macon-Bibb Cherry Blossom Board of Directors meeting on 8/23/2023;
3. Attended meeting with GDOT Pedestrian Safety Task Force team on 8/31/2023;
4. Attended Macon-Bibb County Habitat for Humanity Strategic Planning & Board of Director’s meetings on 9/11/2023; 9/14/2023; 10/02/2023; 10/03/2023, respectively;
5. Attended Statewide Intersection Safety & Roadway Departure Task Team meeting on 9/12/2023; 10/24/2023
6. Attended Urban Development Authority meeting on 9/14/2023;
7. Attended Macon Arts Alliance Board of Directors/Committee Meetings on 10/05/2023;
8. Attended Complete Streets Compliance meetings
9. Prepared for and attended Macon-Bibb County Pedestrian Safety Review Board meeting on 9/19/2023; Pedestrian Safety Review Board tasks
 - a. Conducted Pedestrian On the Move Outreach activities during National Pedestrian Safety Month/October 2023, 10/04/2023; 10/06/2023; 10/11/2023; 10/18/2023; Wesleyan College Safety Expo; 10/19/2023; 10/25/2023; 10/27/2023
10. Attended Bike Walk Macon board meeting on 9/26/2023;
11. Meeting with GA Bike/Walk Summit organizers regarding Macon-Bibb County Vision Zero policy on 9/29/2023;
12. Attend Governor’s Office of Highway Safety grant management training for pedestrian safety reporting on 9/27/2023;
13. Meeting: Macon-Bibb Age-Friendly Council and AARP Volunteer Celebration 09/2023
14. Attend 2023 AARP Livable Communities Workshop – Economic Development: Connecting to Opportunity on 9/27 and 9/28/2023
15. Attended L.H. Williams Elementary School, and United Way, Walking School Bus event on 10/04/2023
16. Attended Burdell-Hunt Path to Success Proposed “Walk Audit” Project, 10/17/2023
 - a. Attended Walk Audit: Burdell-Hunt Elementary School, 10/31/2023
17. Attended Webinar: Inclusive Transportation: A Manifesto for Repairing Divided Communities, 10/25/2023

FY 2025 Activities:

1. MATS staff will use this fund to support all activities related to the Pedestrian Safety Review Board in FY 2025. This will include meeting attendance and identification and proposal of Local projects for GDOT inclusion in the STIP.

Resulting Product: Reports, studies, plans, and planning assistance to Macon-Bibb Co. & MPO area as needed.
 Project Amendments to the MATS 2050 MTP and FY 2024 2027 TIP as needed.

Transportation Related Planning Activities

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

Target Start and End Dates: The special projects will be completed by June 30, 2025

Lead Agency: Macon-Bibb County Planning & Zoning Commission

Funding Source	Amount
FHWA – PL	\$ 6,815.72
STATE – PL	
LOCAL	\$ 0.00
FHWA (SPR)	
STATE (SPR)	
TOTAL	\$ 6,815.72

TASK CATEGORY FIVE: Transit Planning

Task: Transit Planning

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

ALI# 44.21.00 (Program Support & Administration)

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

Previous Work FY 2024:

1. Attended GDOT Transit Subrecipient Workshop 07/25-26/2023
2. Attended GDOT Intermodal Annual subrecipient briefing August 24th and 25th.

FY 2025 Activities:

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

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

Transportation Related Planning Activities

Organization	Activities

Target Start and End Dates: This task will be completed by June 30, 2025

Lead Agency: Macon-Bibb County Planning & Zoning Commission

Funding Source	Amount
FTA (SECT 5303)	\$ 3,350.70
STATE	\$ 418.84
LOCAL	\$ 418.83
TOTAL	\$ 4,188.37

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

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

Previous Work FY 2024:

1. Attended 5303 Grant Application Meetings with Planning Staff 08/23/2023; 09/05/2023; 09/13/2023
2. Completed FY 2024 quarterly reimbursements for GDOT sub-recipient contracts
3. Closeout of FY 2023 Sec. 5303 subrecipient contract

FY 2025 Activities:

1. Prepare and administer the FTA contract(s) for planning services. This will include tracking tasks and documenting progress of the planning work program for reimbursement requests under the FY 2025 sub-recipient contract.
2. Development of the MATS Sec. 5303 sub-recipient application for FY 2026
3. Closeout of FY 2024 Sec. 5303 sub-recipient contract

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

Transportation Related Planning Activities

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

Target Start and End Dates: This task will be completed by June 30, 2025.

Lead Agency: Macon-Bibb County Planning & Zoning Commission

Funding Source	Amount
FTA (SECT 5303)	\$ 23,210.98
STATE	\$ 2,901.37
LOCAL	\$ 2,901.38
TOTAL	\$ 29,013.73

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

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

Previous Work FY 2024:

1. Drafted FY 2025 Unified Planning Work Program (UPWP)
 - a. Meetings to review draft FY 2025 UPWP, 10/03/2023, 01/30/2024, 02/20/2024
2. Coordination with GDOT staff re: development of FY 2025 grants.

FY 2025 Activities:

1. Prepare the UPWP for FY 2026. This will describe the planning tasks and anticipated costs for the Macon-Bibb County Planning & Zoning Commission (in their capacity as MPO staff) related to the completion of the anticipated sub-recipient contract with GDOT Office of Intermodal. The task will involve the production of quarterly reporting and annual close out. Tasks will be developed with input from all MATS committees, with public input regarding tasks to be considered for future UPWPs. The work tasks developed will also address the planning factors originally developed under the FAST Act, and continued by the Infrastructure Investment & Jobs Act of 2021 (PL 117-58). The development of the UPWP may include a work program review meeting to ensure a continuous, cooperative and comprehensive planning process.

Resulting Product: Completed FY 2026 UPWP document

Transportation Related Planning Activities

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

Target Start and End Dates: This task will be completed by June 30, 2025.

Lead Agency: Macon-Bibb County Planning & Zoning Commission

Funding Source	Amount
FTA (SECT 5303)	\$ 17,861.45
STATE	\$ 2,232.68
LOCAL	\$ 2,232.68
TOTAL	\$ 22,326.82

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

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

Previous Work FY 2024:

1. Documented Title VI compliance for the MPO and the Macon Transit Authority for FY 2023. In addition, Environmental Justice (EJ)/Title VI documentation was included in the plan considerations for the MTP Update.

FY 2025 Activities:

1. Update the documentation of the MPO's compliance with Title VI of the Civil Rights Act of 1964 for FY 2024.
2. Seek out and consider the needs of those groups who are traditionally underserved by the existing transportation system, such as low-income and minority households, older adults and individuals with disabilities.
3. Assist Macon-Bibb County Transit Authority with analyzing the needs of transit riders. These groups sometimes face challenges accessing employment and other services.
4. Coordinate with the MATS Citizens Advisory Committee (CAC) in order to a board composition that reflects the population profile of the MATS planning area (with special attention paid to ensuring that EJ populations interests are represented). The MPO will comply with the EJ/Title VI requirements for all documents to ensure that services are available to all people regardless of race, gender, age, disability, national origin or income.

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

Resulting Product: Completed Environmental Justice/Title VI documentation

Transportation Related Planning Activities

Organization	Activities
Macon Transit Authority	Title VI Documentation

Target Start and End Dates: This task will be completed by June 30, 2025

Lead Agency: Macon-Bibb County Planning & Zoning Commission

Funding Source	Amount
FTA (Section 5303)	\$ 14,241.88
STATE	\$ 1,780.23
LOCAL	\$ 1,780.23
TOTAL	\$ 17,802.35

Task: Transit Planning

Sub-Element: 4.14 Special Transit / Multimodal Studies and Projects

ALI# 44.23.01 (Long Range Transportation Planning-System Level)

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

Previous Work FY 2024:

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

FY 2025 Activities:

1. Provide planning assistance for special projects, as needed, to the Macon Transit Authority.
2. Provide ongoing planning and technical support to the MPO area in reference to local and regional transit initiatives and other modes of transportation. This work task will include assistance to the Macon Transit Authority to assess feasibility of transit route extensions and changes, including population/service area studies.
3. Provide consultation and assistance to the Middle GA Regional Commission in support of their work to re-establish passenger rail service to the MATS MPO planning area.

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

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

Transportation Related Planning Activities

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

Target Start and End Dates: The special projects will be completed by June 30, 2025

Lead Agency: Macon-Bibb County Planning & Zoning Commission

Funding Source	Amount
FTA (SECT 5303)	\$ 15,654.17
STATE	\$ 1,956.77
LOCAL	\$ 1,956.77
TOTAL	\$ 19,567.71

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

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

Previous Work FY 2024:

1. Attended Macon-Bibb County Transit Authority monthly board meetings for FY 2024
2. Provided planning and technical support for the transit facility update; route mapping services, graphic, GIS, and publishing services for the Macon Transit Authority.

FY 2025 Activities:

1. Attend Macon-Bibb County Transit Authority monthly board meetings for FY 2025
2. Continue providing ongoing planning and technical support for the transit facility update; route mapping services, graphic, GIS, and publishing services for the Macon Transit Authority.

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

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

Transportation Related Planning Activities

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

Target Start and End Dates: This task will be completed by June 30, 2025

Lead Agency: Macon-Bibb County Planning & Zoning Commission

Funding Source	Amount
FTA (SECT 5303)	\$ 23,106.81
STATE	\$ 2,888.35
LOCAL	\$ 2,888.35
TOTAL	\$ 28,883.51

TECHNICAL DATA: Proposed Funding Sources and
UPWP Task Schedule FY 2025

PROPOSED FUNDING SOURCE BY PERFORMING AGENCY - FY 2025

FUNDING SOURCE		TASK NO.	Task Description	FHWA	FHWA - SPR	FTA - 5303	FEDERAL TOTAL	STATE PL MATCH	STATE SPR MATCH	STATE 5303 MATCH	STATE TOTAL	LOCAL	TOTAL	
FHWA - Funded Activities														
FHWA		1.11	Program Coordination MATS Coordination	\$ 118,464.54			\$ 118,464.54				\$ -	\$ 29,616.14	\$ 148,080.68	
FHWA		1.30	Training / Professional Development	\$ 19,638.66			\$ 19,638.66				\$ -	\$ 4,909.66	\$ 24,548.32	
FHWA		1.50	Contracts & Grants	\$ 9,362.98			\$ 9,362.98				\$ -	\$ 2,340.75	\$ 11,703.73	
FHWA		1.60	UPWP	\$ 4,770.43			\$ 4,770.43				\$ -	\$ 1,192.61	\$ 5,963.04	
FHWA		2.10	Citizen Participation / Outreach	\$ 46,442.66			\$ 46,442.66				\$ -	\$ 11,610.67	\$ 58,053.33	
FHWA		3.20	TransportationSystems / Land Use Monitoring	\$ 13,773.25			\$ 13,773.25				\$ -	\$ 3,443.31	\$ 17,216.56	
FHWA		4.10	Freight Study	\$ 200,000.00			\$ 200,000.00				\$ -	\$ 50,000.00	\$ 250,000.00	
FHWA		4.11	Metropolitan Transportation Plan Update /IIJA Compliance	\$ 12,150.29			\$ 12,150.29				\$ -	\$ 3,037.58	\$ 15,187.87	
FHWA		4.12	TIP - Transportation Improvement Program	\$ 21,752.39			\$ 21,752.39				\$ -	\$ 5,438.09	\$ 27,190.48	
FHWA		4.13	Special Streets, Highways, Transportation & Land Use Studies	\$ 11,981.51			\$ 11,981.51				\$ -	\$ 2,995.38	\$ 14,976.89	
FHWA		4.40	Air Quality	\$ 7,476.81			\$ 7,476.81				\$ -	\$ 1,869.20	\$ 9,346.01	
FHWA		Y410	Increasing Safe & Accessible Transportation Options	\$ 6,815.72			\$ 6,815.72				\$ -	\$ -	\$ 6,815.72	
FHWA Funded Totals				\$ 472,629.24	\$ -	\$ -	\$ 472,629.24	\$ -	\$ -	\$ -	\$ -	\$ 116,453.38	\$ 589,082.62	
FTA - Funded Activities														
ALI#	FUNDING SOURCE		TASK NO.	Task Description			FTA - 5303	FEDERAL TOTAL	STATE PL MATCH	STATE SPR MATCH	STATE 5303 MATCH	STATE TOTAL	LOCAL	TOTAL
44.21.00	FTA	Program Support & Administration	1.31	Transit / Multimodal Training & Professional Development			\$ 3,351.11	\$ 3,351.11			\$ 418.89	\$ 418.89	\$ 418.88	\$ 4,188.88
44.21.00	FTA	Program Support & Administration	1.51	Contracts & Grants			\$ 23,210.98	\$ 23,210.98			\$ 2,901.37	\$ 2,901.37	\$ 2,901.38	\$ 29,013.73
44.21.00	FTA	Program Support & Administration	1.61	Unified Planning Work Program			\$ 17,861.45	\$ 17,861.45			\$ 2,232.68	\$ 2,232.68	\$ 2,232.68	\$ 22,326.82
44.21.00	FTA	Program Support & Administration	2.20	Environmental Justice / Title VI			\$ 14,241.88	\$ 14,241.88			\$ 1,780.23	\$ 1,780.23	\$ 1,780.23	\$ 17,802.35
44.23.01	FTA	Long Term Transit Plan System Level	4.14	Special Transit / Multimodal StudiesProjects			\$ 15,654.17	\$ 15,654.17			\$ 1,956.77	\$ 1,956.77	\$ 1,956.77	\$ 19,567.71
44.24.00	FTA	Short Range Transit Planning	4.20	Transit/Paratransit Planning			\$ 23,106.81	\$ 23,106.81			\$ 2,888.35	\$ 2,888.35	\$ 2,888.35	\$ 28,883.51
FTA Funded Totals				\$ -	\$ -	\$ 97,426.40	\$ 97,426.40	\$ -	\$ -	\$ 12,178.30	\$ 12,178.30	\$ 12,178.30	\$ 121,783.00	
FTA - UnFunded Contingent Activities														
<i>FTA Contingent</i>				<i>\$ -</i>	<i>\$ -</i>	<i>\$ -</i>	<i>\$ -</i>	<i>\$ -</i>	<i>\$ -</i>	<i>\$ -</i>	<i>\$ -</i>	<i>\$ -</i>	<i>\$ -</i>	<i>\$ -</i>
UPWP TOTALS				\$ 472,629.24	\$ -	\$ 97,426.40	\$ 570,055.64	\$ -	\$ -	\$ 12,178.30	\$ 12,178.30	\$ 128,631.68	\$ 710,865.62	

APPENDIX A: Amendment Process

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

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

- Administrative modification “means a minor revision to a long-range statewide or metropolitan transportation plan, Transportation Improvement Program (TIP), or Statewide Transportation Improvement Program (STIP) that includes minor changes to project/project phase costs, minor changes to funding sources of previously-included projects, and minor changes to project/project phase initiation dates. Administrative Modification is a revision that does not require public review and comment, redemonstration of fiscal constraint, or a conformity determination (in nonattainment and maintenance areas).”

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

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

Administrative Modifications for Initial Authorizations

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

- A. Revise a project description without changing the project scope, conflicting with the environmental document or changing the conformity finding in nonattainment and maintenance areas (less than 10% change in project termini). This change would not alter the original project intent.
- B. Splitting or combining projects.
- C. Federal funding category change.
- D. Minor changes in expenditures for transit projects.

- E. Roadway project phases may have a cost increase less than \$2,000,000 or 20% of the amount to be authorized. (If the STIP amount is \$10,000,000 or less, the cost may be increased up to \$2,000,000 or if the STIP amount is greater than \$10,000,000, the cost may be increased by a maximum of 20%.)
- F. Shifting projects within the 4-year STIP as long as the subsequent annual draft STIP was submitted prior to September 30.
- G. Projects may be funded from lump sum banks as long as they are consistent with category definitions. An administrative modification can be processed in accordance with these procedures provided that:
 - 1. It does not affect the air quality conformity determination.
 - 2. It does not impact financial constraint.
 - 3. It does not require public review and comment.

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

Amendments for Initial Authorizations

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

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

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

Notes:

- 1. The date a TIP becomes effective is when the Governor or his designee approves it. For nonattainment and maintenance areas, the effective date of the TIP is based on the date of U.S. Department of Transportation's positive finding of conformity.
- 2. The date the STIP becomes effective is when FHWA and FTA approve it.
- 3. The STIP is developed on the state fiscal year which is July 1-June 30.

4. Funds for cost increases will come from those set aside in the STIP financial plan by the GDOT for modifications and cost increases. Fiscal Constraint will be maintained in the STIP at all times.

Unified Planning Work Program (UPWP)

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

Amendment Process

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

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

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

Public Participation Plan (PPP)

Amendment Process

If revisions to the Public Participation Process are needed, then the MATS Policy Committee must approve the changes. A public review period will be required for the subsequent revision to the Public Participation Plan. Public notice will be given for this comment period by publishing an advertisement in a newspaper(s) for general circulation at least forty-five (45) days before the final public participation process is approved by the Policy Committee. The public notice will be placed on the MPO website as well as other places of general interest. The public review notice will also be made available to other interested parties (i.e., public transit agencies, freight companies, and bike/ped users). In addition, the public review period notice will also be made available in minority publications and on public transit buses for minority and low income groups. The proposed Public Participation Plan will be made available to the public at the Macon-Bibb County Planning & Zoning Commission and on the Commission's website.

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

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

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

Materially Significant Comments Include:

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

Materially Significant Comments Do Not Include:

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

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

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

**APPENDIX B: MATS MPO Self Certification
Concurrence (Sept. 14, 2023)**

**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.


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

7/21/23
Date

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

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

Date

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

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

Date

**APPENDIX C: MATS MPO System
Performance Report
(As published in current
MATS FY 2024 – 2027 TIP)**

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 Measures³, 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 measures⁴ 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.

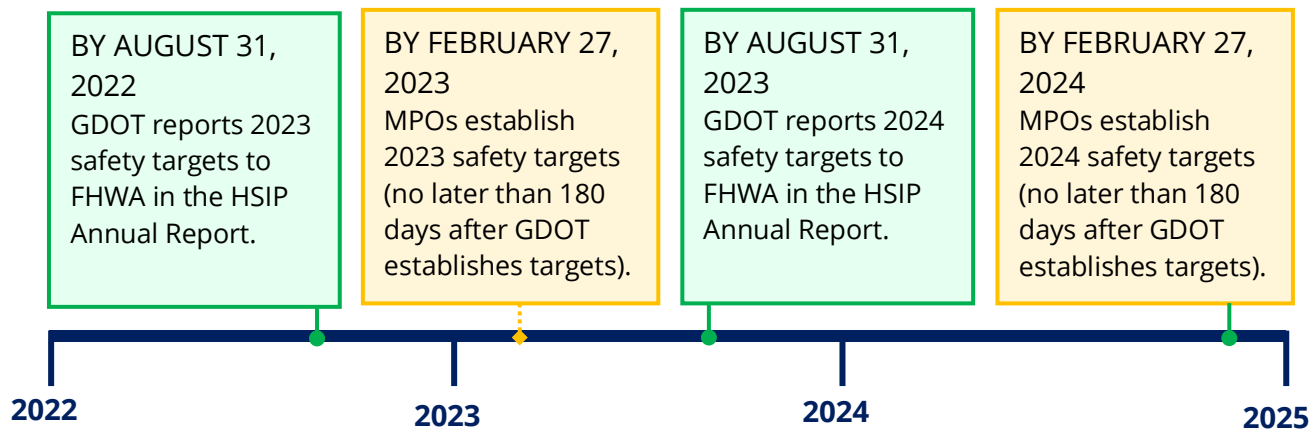
Safety performance targets are provided annually by the States to FHWA for each safety performance measure. GDOT submits the HSIP report annually to FHWA. The HSIP 2023 annual report was submitted to FHWA by August 31, 2023 and established the statewide safety targets for year 2024 based on an anticipated 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 periods⁵. 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

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 [2021 Statewide 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 condition⁸ and bridge condition⁹ 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

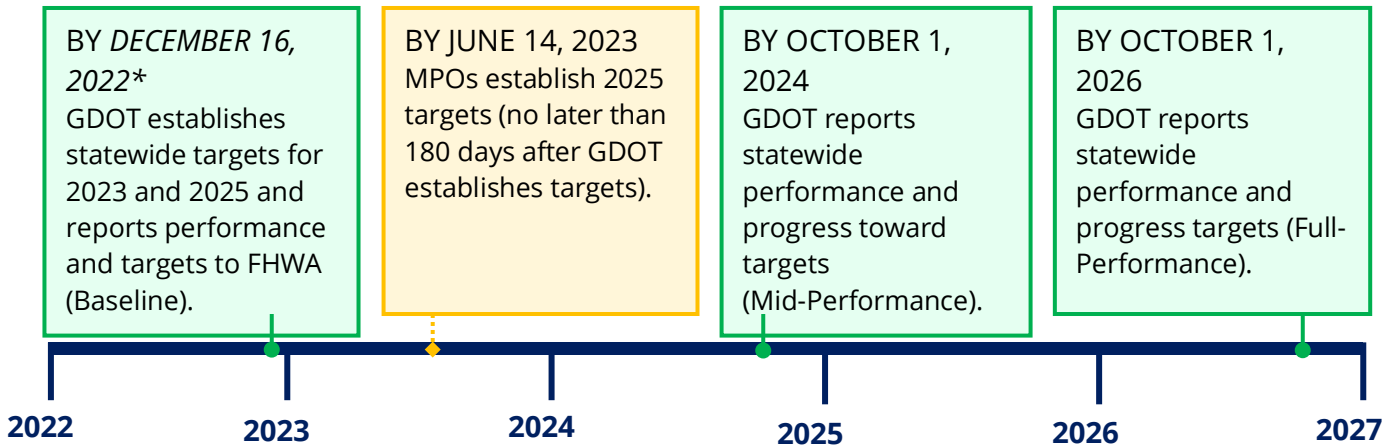
Pavement and bridge condition performance is assessed and reported over a four-year performance

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.

SECOND Performance Period (January 1, 2022, to December 31, 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 System¹¹, freight movement on the Interstate system¹², and the Congestion Mitigation and Air Quality Improvement (CMAQ) Program¹³. 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 [2021 Statewide 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](#)

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

System Performance Measures

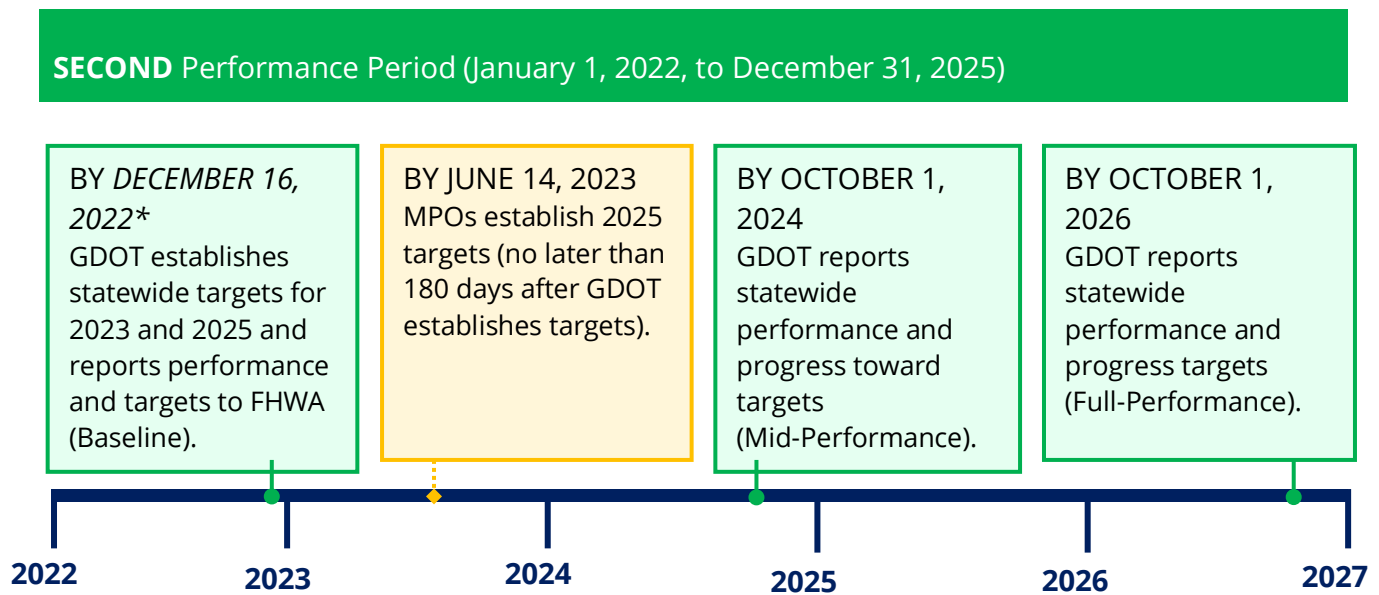
The two System Performance measures assess the reliability of travel times on the Interstate or non-Interstate NHS system. The performance metric used to calculate reliability is the Level of Travel Time Reliability (LOTTR). LOTTR is defined as the ratio of longer travel times (80th percentile) to a 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 [2021 Statewide 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

Work Type	PM1	PM2		PM3				
	Safety	Bridges	Pavement	System Reliability	Truck Reliability	CMAQ*		
						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		✓					

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.