

Proposed Amendments to
MATS FY 2024 - 2027 TIP
11/5/2025

Project Worksheet Date: 8/27/2025

| | | | |
|--|---|---------|--|
| PROJECT NAME: | SR 11/SR 49 @ SR 247 | | |
| PROJECT WEBSITE: | https://www.dot.ga.gov/applications/geopi/Pages/Dashboard.aspx?ProjectId=0020763 | | |
| PROJECT DESCRIPTION: Repair/Replacement of SR 11/SR 49 overpass and transition Northbound to SR 247/Hawkinsville Rd | PROJECT#: | MCN-150 | |
| | P.I. #: | 20763 | |
| | MTP Priority # | 56 | |
| | TIP#: | | |
| | COUNTY: | BIBB | |

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

COMMENTS/REMARKS: This project was added to the TIP 11/6/2025, pursuant to GDOT request of 7/23/2025. See Amendment 20251105_0020763A for details

| | | | |
|-----------------------------------|----------------|----------------------------------|-----------|
| LATEST TOTAL PROJECT COST: | \$6,250,000.00 | TOTAL COST ESTIMATE DATE: | 8/27/2025 |
|-----------------------------------|----------------|----------------------------------|-----------|

| CURRENT TIP PHASES | | | | | | |
|-------------------------|-----------|---------------|---------------|---------------------|---------------|---------------------|
| PROJECT PHASE | \$ SOURCE | FY 2024 | FY 2025 | FY 2026 | FY 2027 | TOTAL |
| SCOPING | | \$0.00 | \$0.00 | \$500,000.00 | \$0.00 | \$500,000.00 |
| PRELIMINARY ENGINEERING | | \$0.00 | \$0.00 | \$0.00 | \$0.00 | \$0.00 |
| RIGHT-OF-WAY | | \$0.00 | \$0.00 | \$0.00 | \$0.00 | \$0.00 |
| UTILITIES | | \$0.00 | \$0.00 | \$0.00 | \$0.00 | \$0.00 |
| CONSTRUCTION | | \$0.00 | \$0.00 | \$0.00 | \$0.00 | \$0.00 |
| PROJECT COST | | \$0.00 | \$0.00 | \$500,000.00 | \$0.00 | \$500,000.00 |
| FEDERAL COST | | \$0.00 | \$0.00 | \$400,000.00 | \$0.00 | \$400,000.00 |
| STATE COST | | \$0.00 | \$0.00 | \$100,000.00 | \$0.00 | \$100,000.00 |
| LOCAL COST | | \$0.00 | \$0.00 | \$0.00 | \$0.00 | \$0.00 |

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

PROJECT LOCATION



**STIP FUNDS
(MATCHED)
FY 2024 - FY 2027**

| FUND | CODE | LUMP DESCRIPTION | 2024 | 2025 | 2026 | 2027 | TOTAL |
|--------------------|---------|----------------------|----------------------|----------------------|-----------------------|----------------------|-----------------------|
| NHPP | Y001 | | \$ 8,340,517 | \$ 1,757,000 | \$20,800,011 | \$ 2,250,000 | \$ 33,147,528 |
| HIP Bridge Formula | Y114 | | \$ 16,681,206 | \$ - | \$0 | \$ - | \$ 16,681,206 |
| NEVI | Y134 | | \$ - | \$ 435,200 | \$ - | \$ - | \$ 435,200 |
| STBG | Y236 | | \$ 21,759,472 | \$ - | \$ 500,000 | \$ - | \$ 22,259,472 |
| STBG | Y240 | | \$117,000 | \$ 2,831,200 | \$ 63,648 | \$ - | \$ 3,011,848 |
| CMAQ | Y400 | | \$0 | \$ - | \$ 1,212,393 | \$ - | \$ 1,212,393 |
| Carbon | Y606 | | \$477,010 | \$ 791,899 | \$ 466,260 | \$ 791,899 | \$ 2,527,068 |
| PROTECT | Y800 | | \$ 7,854,658 | \$ - | \$ 265,608 | \$ - | \$ 8,120,266 |
| FLAP | Z21E | | \$0 | \$ - | \$ 490,000 | \$ - | \$ 490,000 |
| Local | LOC | | \$ - | \$ 730,000 | \$ - | \$ - | \$ 730,000 |
| State | SFG-C | | \$ - | \$ - | \$ 105,106,000 | \$ - | \$ 105,106,000 |
| Transit | 5303 | | \$127,985 | \$121,783 | \$129,226 | \$127,985 | \$ 506,979 |
| Transit | 5307 | Operations | \$ 6,560,890 | \$ 6,599,286 | \$ 7,150,000 | \$ 7,770,500 | \$ 28,080,676 |
| Transit | 5307 | Capital | \$ 3,754,000 | \$ 555,222 | \$ 1,504,000 | \$ 1,585,000 | \$ 7,398,222 |
| Transit | 5311 | | \$ 64,633 | \$ 47,133 | \$ 47,133 | \$ 47,133 | \$ 206,032 |
| Transit | 5339(a) | | \$ 2,138,538 | \$ 4,172,000 | \$ 5,526,000 | \$ 3,790,000 | \$ 15,626,538 |
| NHPP | Y001 | LIGHTING | \$ 14,000 | \$ 14,000 | \$ 13,000 | \$ 14,000 | \$ 55,000 |
| NHPP/STBG | Various | BRIDGE MAINTENANCE | \$ 639,000 | \$ 639,000 | \$ 589,000 | \$ 639,000 | \$ 2,506,000 |
| NHPP/STBG | Various | ROAD MAINTENANCE | \$ 3,976,000 | \$ 3,550,000 | \$ 3,270,000 | \$ 3,550,000 | \$ 14,346,000 |
| STBG | Y240 | LOW IMPACT BRIDGES | \$ 298,000 | \$ 298,000 | \$ 275,000 | \$ 298,000 | \$ 1,169,000 |
| STBG | Y240 | OPERATIONS | \$ 170,000 | \$ 170,000 | \$ 216,000 | \$ 170,000 | \$ 726,000 |
| STBG | Y240 | TRAF CONTROL DEVICES | \$ 426,000 | \$ 426,000 | \$ 392,000 | \$ 426,000 | \$ 1,670,000 |
| STBG | Y240 | ROW PROTECTIVE BUY | \$ 21,000 | \$ 21,000 | \$ 20,000 | \$ 21,000 | \$ 83,000 |
| HSIP | YS30 | SAFETY | \$ 1,420,000 | \$ 1,420,000 | \$ 1,308,000 | \$ 1,420,000 | \$ 5,568,000 |
| RRX | YS40 | RAILROAD CROSSINGS | \$163,000 | \$163,000 | \$114,000 | \$163,000 | \$ 603,000 |
| TOTAL | | | \$ 75,002,909 | \$ 24,741,723 | \$ 149,457,279 | \$ 23,063,517 | \$ 272,265,428 |

CHAPTER 3 - FINANCIAL PLAN

MACON AREA TRANSPORTATION STUDY
ANTICIPATED FEDERAL EXPENDITURES

| NHPP FUNDS (Y001) | | | | | | | | | | | | | | | | | | | |
|-------------------|--|------------|-------------|----|-------------|-------------|---------|------------|----|-----|---------|----|----|----|---------|----|--------------|------------|-----|
| PI# | PROJECT DESCRIPTION | TIP PAGE # | TIP | | | | | | | | | | | | | | | | |
| | | | FY 2024 | | | | FY 2025 | | | | FY 2026 | | | | FY 2027 | | | | |
| | | | PE | RW | UT | CST | PE | RW | UT | CST | SCP | PE | RW | UT | CST | PE | RW | UT | CST |
| 0013712 | SR 11/SR 49/US 41@ NS 734080Y 1.4 MI S OF MACON | | | | \$2,340,517 | | | | | | | | | | | | | | |
| 0017231 | SR 11/US 129 NB @ SAND CREEK | | | | | | | \$ 357,000 | | | | | | | | | | | |
| 0019933 | I-75 @ Rocky Creek | | \$800,000 | | | | | | | | | | | | | | | \$ 300,000 | |
| 0019934 | I-475 SB & NB @ TOBESOFKEE CREEK 3 MI S OF MACON | | \$1,400,000 | | | | | | | | | | | | | | | \$ 300,000 | |
| 0019935 | I-16 EB & WB 2 @ CSX #636057K & BOGGY BRANCH 1.5 MI E OF MACON | | \$1,400,000 | | | | | | | | | | | | | | | \$ 300,000 | |
| 0019936 | I-16 EB & WB @ OCMULGEE RIVER OVERFLOW 2 MI E of MACON | | \$1,400,000 | | | | | | | | | | | | | | | \$ 300,000 | |
| 0019945 | SR 19/SR 87 SB & NB @ WALNUT CREEK | | \$1,000,000 | | | | | | | | | | | | | | | \$ 300,000 | |
| 0020213 | SR 247/US 129 SB & NB @ NS #729382R | | | | | \$1,400,000 | | | | | | | | | | | | \$ 750,000 | |
| 311400 | I-75 FROM I-16 TO CR 478/PIERCE AVE - PHASE VI | | | | | | | | | | | | | | | | \$20,800,011 | | |

| | | | | | | | | | | | | | | | | | | | | | | |
|----------------------|-------------|------|-------------|--------------|-------------|------------|------|------|--------------|------|------|------|------|------|------|------|------|---------------|------|-------------|------|--------------|
| SUBTOTAL Y001 COSTS | \$6,000,000 | \$ - | \$2,340,517 | \$ - | \$1,400,000 | \$ 357,000 | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ 20,800,011 | \$ - | \$2,250,000 | \$ - | \$ - |
| TOTAL Z001 COSTS | | | | \$ 8,340,517 | | | | | \$ 1,757,000 | | | | | | | | | \$ 20,800,011 | | | | \$ 2,250,000 |
| AVAILABLE Y001 FUNDS | | | | \$ 8,340,517 | | | | | \$ 1,757,000 | | | | | | | | | \$ 20,800,011 | | | | \$ 2,250,000 |

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

NEVI FUNDS (Y134)

| PI# | PROJECT DESCRIPTION | TIP PAGE # | TIP | | | | | | | | | | | | | | | | |
|----------------------|--------------------------------------|------------|---------|------|------|------|-----------|------|------|------------|------------|------|------|------|---------|------|------|------|------|
| | | | FY 2024 | | | | FY 2025 | | | | FY 2026 | | | | FY 2027 | | | | |
| | | | PE | RW | UT | CST | PE | RW | UT | CST | SCP | PE | RW | UT | CST | PE | RW | UT | CST |
| 0020345 | I-16 FROM SR 22/BIBB TO SR 96/TWIGGS | | | | | | \$ 10,200 | | | | \$ 425,000 | | | | | | | | |
| SUBTOTAL Y134 COSTS | | | \$ - | \$ - | \$ - | \$ - | \$ 10,200 | \$ - | \$ - | \$ - | \$ 425,000 | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - |
| TOTAL Y134 COSTS | | | | | | \$ - | | | | \$ 435,200 | | | | \$ - | | | | \$ - | |
| AVAILABLE Y134 FUNDS | | | | | | \$ - | | | | \$ 435,200 | | | | \$ - | | | | \$ - | |

STBG FUNDS (Y236)

| PI# | PROJECT DESCRIPTION | TIP PAGE # | TIP | | | | | | | | | | | | | | | | |
|----------------------|---|------------|---------|------|--------------|---------------|---------|------|------|------------|------------|------|------|------------|---------|------|------|------|------|
| | | | FY 2024 | | | | FY 2025 | | | | FY 2026 | | | | FY 2027 | | | | |
| | | | PE | RW | UT | CST | PE | RW | UT | CST | SCP | PE | RW | UT | CST | PE | RW | UT | CST |
| 0014072 | I-16 EASTBOUND & WESTBOUND @ WALNUT CREEK | | | | | \$ 11,781,987 | | | | | | | | | | | | | |
| 0013921 | I-475 @ Tucker Rd. | | | | \$ 1,489,808 | \$ 8,487,677 | | | | | | | | | | | | | |
| 0020763 | SR 11/SR 49 @ SR 247 | | | | | | | | | \$ 500,000 | | | | | | | | | |
| SUBTOTAL Y236 COSTS | | | \$ - | \$ - | \$ 1,489,808 | \$ 20,269,664 | \$ - | \$ - | \$ - | \$ - | \$ 500,000 | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - |
| TOTAL Y231 COSTS | | | | | | \$ 21,759,472 | | | | \$ - | | | | \$ 500,000 | | | | \$ - | |
| AVAILABLE Y236 FUNDS | | | | | | \$ 21,759,472 | | | | \$ - | | | | \$ 500,000 | | | | \$ - | |

STBG FUNDS (Y240)

| PI# | PROJECT DESCRIPTION | TIP PAGE # | TIP | | | | | | | | | | | | | | | | |
|----------------------|---|------------|---------|------------|------|------------|---------|------------|-----------|--------------|---------|-----------|------|-----------|---------|------|------|------|------|
| | | | FY 2024 | | | | FY 2025 | | | | FY 2026 | | | | FY 2027 | | | | |
| | | | PE | RW | UT | CST | PE | RW | UT | CST | SCP | PE | RW | UT | CST | PE | RW | UT | CST |
| 0016130 | SR 18 @ OCMULGEE RIVER 13 MI E OF FORSYTH | | | \$ 117,000 | | | | | \$ 31,200 | \$ 1,950,000 | | | | \$ 63,648 | | | | | |
| 17230 | SR 11/SR 22/US 129 SB & NB @ ROCK CREEK | | | | | | | \$ 500,000 | | | | | | | | | | | |
| 17231 | SR 11/SR 22/US 129 SB @ SAND CREEK | | | | | | | \$ 350,000 | | | | | | | | | | | |
| SUBTOTAL Y238 COSTS | | | \$ - | \$ 117,000 | \$ - | \$ - | \$ - | \$ 850,000 | \$ 31,200 | \$ 1,950,000 | \$ - | \$ 63,648 | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - |
| TOTAL Y238 COSTS | | | | | | \$ 117,000 | | | | \$ 2,831,200 | | | | \$ 63,648 | | | | \$ - | |
| AVAILABLE Y238 FUNDS | | | | | | \$ 117,000 | | | | \$ 2,831,200 | | | | \$ 63,648 | | | | \$ - | |

PROTECT Grant (Y800)

| PI# | PROJECT DESCRIPTION | TIP PAGE # | TIP | | | | | | | | | | | | | | | | |
|---------|---|------------|---------|----|----|--------------|---------|----|----|-----|---------|----|------------|----|---------|----|----|----|-----|
| | | | FY 2024 | | | | FY 2025 | | | | FY 2026 | | | | FY 2027 | | | | |
| | | | PE | RW | UT | CST | PE | RW | UT | CST | SCP | PE | RW | UT | CST | PE | RW | UT | CST |
| 0014072 | I-16 EASTBOUND & WESTBOUND @ WALNUT CREEK | | | | | \$ 7,854,658 | | | | | | | | | | | | | |
| 0017221 | SR 247 @ ECHECONNEE CREEK & OVERFLOW @ 3 LOCS | | | | | | | | | | | | \$ 265,608 | | | | | | |

| | | | | | | | | | | | | | | | | | | | |
|----------------------|------|------|------|--------------|------|------|------|------|------|------|------------|------|------------|------|------|------|------|------|------|
| SUBTOTAL Y800 COSTS | \$ - | \$ - | \$ - | \$ 7,854,658 | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ 265,608 | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - |
| TOTAL Y800 COSTS | | | | \$ 7,854,658 | | | | | | | | | \$ 265,608 | | | | | | \$ - |
| AVAILABLE Y800 FUNDS | | | | \$ 7,854,658 | | | | | | | | | \$ 265,608 | | | | | | \$ - |

FLAP Grant (Z21E)

| PI# | PROJECT DESCRIPTION | TIP PAGE # | TIP | | | | | | | | | | | | | | | | |
|---------|--|------------|---------|----|----|-----|---------|----|----|-----|---------|----|----|------------|---------|----|----|----|-----|
| | | | FY 2024 | | | | FY 2025 | | | | FY 2026 | | | | FY 2027 | | | | |
| | | | PE | RW | UT | CST | PE | RW | UT | CST | SCP | PE | RW | UT | CST | PE | RW | UT | CST |
| 0020056 | BONDVIEW ROAD FROM W OF STONE CREEK TO SR 87 | | | | | | | | | | | | | \$ 490,000 | | | | | |

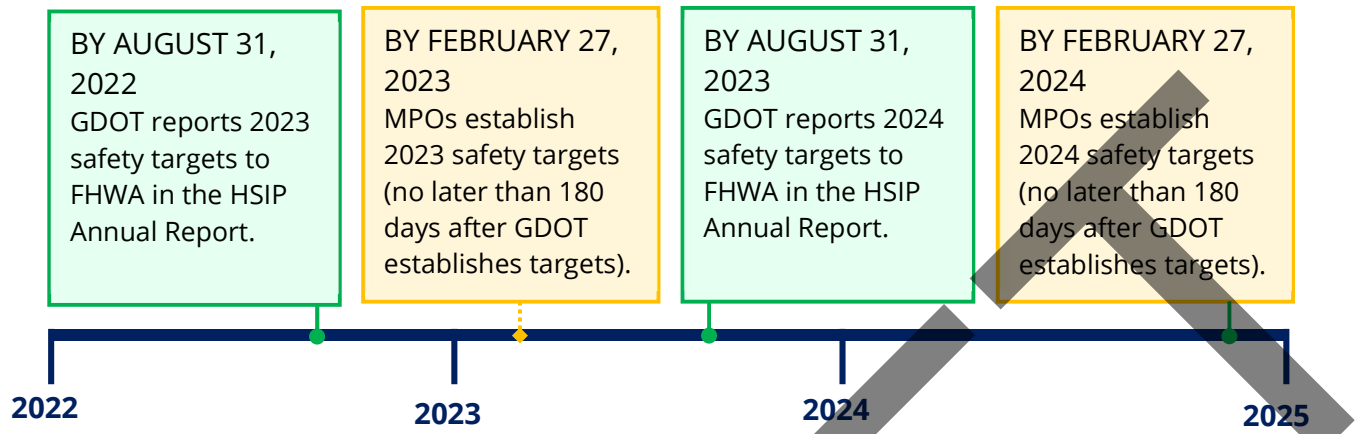
| | | | | | | | | | | | | | | | | | | | |
|----------------------|------|------|------|------|------|------|------|------|------|------|------|------|------|------------|------|------|------|------|------|
| SUBTOTAL Z21E COSTS | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ 490,000 | \$ - | \$ - | \$ - | \$ - | \$ - |
| TOTAL Z21E COSTS | | | | \$ - | | | | | | | | | | \$ 490,000 | | | | | \$ - |
| AVAILABLE Z21E FUNDS | | | | \$ - | | | | | | | | | | \$ 490,000 | | | | | \$ - |

LOCAL FUNDS (LOC)

| PI# | PROJECT DESCRIPTION | TIP PAGE # | TIP | | | | | | | | | | | | | | | | |
|---------|---|------------|---------|----|----|-----|---------|----|------------|-----|---------|----|----|----|---------|----|----|----|-----|
| | | | FY 2024 | | | | FY 2025 | | | | FY 2026 | | | | FY 2027 | | | | |
| | | | PE | RW | UT | CST | PE | RW | UT | CST | SCP | PE | RW | UT | CST | PE | RW | UT | CST |
| 0017121 | CR 742/BASS ROAD FROM PROVIDENCE BLVD TO NEW FORSYTH ROAD | | | | | | | | | | | | | | | | | | |
| 0018327 | SR 22/US 80 FROM CR 5503/CANTERBURY ROAD TO I-75 SB RAMP | | | | | | | | \$ 730,000 | | | | | | | | | | |

| | | | | | | | | | | | | | | | | | | | |
|---------------------|------|------|------|------|------|------|------|------|------------|--|--|--|--|------|-------|---------------|------|------|------|
| SUBTOTAL LOC COSTS | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ 730,000 | | | | | \$ - | ##### | \$ - | \$ - | \$ - | \$ - |
| TOTAL LOC COSTS | | | | \$ - | | | | | \$ 730,000 | | | | | | | \$ 15,307,140 | | | \$ - |
| AVAILABLE LOC FUNDS | | | | \$ - | | | | | \$ 730,000 | | | | | | | \$ 15,307,140 | | | \$ - |

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 from 2021 through 2025. On January 6, 2025, GDOT received permission from National Highway Transportation Safety Administration to modify the target setting approach. At that time GDOT chose to shift over to setting annual targets, with a goal of pursuing zero values in each of the PM1 target categories (i.e., a Vision Zero approach) over an 80 year planning horizon (i.e., zero deaths or fatalities by CY 2106).

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) | 2025 Georgia Statewide Performance Target (Five-Year Rolling Average 2021-2025) | 2026 Georgia Statewide Performance Target (Annual, Point In Time Target) |
|---|--|--|--|--|--|---|
| Number of Fatalities | 1,715 | 1,671 | 1,680 | 1,680 | 1,600 | 1,574 |
| Rate of Fatalities per 100 Million Vehicle Miles Traveled | 1.23 | 1.21 | 1.36 | 1.36 | 1.25 | 1.245 |
| Number of Serious Injuries | 6,407 | 8,443 | 8,966 | 8,966 | 7,109 | 8,103 |

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

| | | | | | | |
|--|-------|-------|-------|-------|-------|-------|
| Rate of Serious Injuries per 100 Million Vehicle Miles Traveled | 4.422 | 4.610 | 7.679 | 7.679 | 5.711 | 6.408 |
| Number of Combined Non-Motorized Fatalities and Non-Motorized Serious Injuries | 686.5 | 793.0 | 802 | 802 | 799 | 1,312 |

Source: GDOT's HSIP reports.

The MATS MPO recognizes the importance of linking goals, objectives, and investment priorities to stated performance objectives, and that establishing this link is critical to the achievement of national transportation goals and statewide and regional performance targets. As such, the 2050 MTP directly reflects the goals, objectives, performance measures, and targets as they are available and described in other State and public transportation plans and processes; specifically, the Georgia Strategic Highway Safety Plan (SHSP), the Georgia Highway Safety Improvement Program (HSIP), and the Georgia 2050 Statewide Transportation Improvement Plan (SWTP)/2021 Statewide Strategic Transportation Plan (SSTP).

- The Georgia SHSP is intended to reduce the number of fatalities and serious injuries resulting from motor vehicle crashes on public roads in Georgia. Existing highway safety plans are aligned and coordinated with the SHSP, including (but not limited to) the Georgia HSIP, MPO and local agencies' safety plans. The SHSP guides GDOT, the Georgia MPOs, and other safety partners in addressing safety and defines a framework for implementation activities to be carried out across Georgia.
- The GDOT HSIP annual report provide for a continuous and systematic process that identifies and reviews traffic safety issues around the state to identify locations with potential for improvement. The ultimate goal of the HSIP process is to reduce the number of crashes, injuries and fatalities by eliminating certain predominant types of crashes through the implementation of engineering solutions.
- The 2021 SSTP/2050 SWTP combines GDOT's strategic business case for transportation investment with the long-range, comprehensive transportation planning considerations under Federal law. The SSTP/SWTP is organized into three investment categories, reflecting three major ways people and freight move in Georgia; statewide freight and logistics, people mobility in Metro Atlanta, and people mobility in emerging metros and rural Georgia. The plan identifies strategies to bring about Foundational, Catalytic, and Innovation investments for the above mentioned categories.⁷
- The MATS MPO 2050 MTP increases the safety of the transportation system for motorized and non-motorized users as required by the Planning Rule. The MTP identifies safety needs within the metropolitan planning area and provides funding for targeted safety improvements. As described in the MATS 2050 MTP, the MATS MPO subscribes to the GDOT Safety Performance Measure (PM1) targets, and adopts by reference the most recent iteration of those targets (adopted August 2022) in

⁷ [2021Statewide Strategic Transportation Plan/2050 Statewide Transportation Plan](#)

| | | |
|-----|------------------------------------|-------------------------|
| ii. | GDOT Fund SGF-C: | New |
| | Construction | |
| | Federal contribution: | \$0.00 |
| | State of Georgia Contribution: | \$105,106,000.00 |
| | GDOT Fund SGF-C Total for FY 2026: | <u>\$105,106,000.00</u> |

Total Project Cost **Increase: +\$123,986,011.94**

20250205_0020763A – The following changes were made on 11/05/2025, based on a request received from of Georgia Dept. of Transportation Office of Planning on 7/23/2025:

- Add new project GDOT PI #0020763 into MATS 2024 – 2027 TIP
- Reflect Scoping Phase in FY 2026, as follows:

| | | |
|----|-----------------------------------|---------------------|
| i. | GDOT Fund Y236: | New |
| | Scoping | |
| | Federal contribution: | \$400,000.00 |
| | State of Georgia Contribution: | \$100,000.00 |
| | GDOT Fund Y001 Total for FY 2026: | <u>\$500,000.00</u> |

Total Project Cost **Increase: +\$500,000.00**

GDOT_PM1_20251105A – On August 31, 2025, Georgia Department of Transportation (GDOT) informed FHWA of the adoption of new targets for performance measures specified under 23 CFR 490.105. This notification started a 180 clock for adoption of performance measures by MPOs into their respective planning documents. On September 25, 2025, GDOT informed the Georgia Association of Metropolitan Planning Organizations of new of updated performance measure targets for Safety Performance Measures, as described and identified under the FAST Act and 23 CFR 490, for Calendar Year 2026. Specifically, those updated Statewide targets are:

| GA STATEWIDE SAFETY PERFORMANCE MEASURE TARGETS (ADOPTED AUGUST 31, 2025) | | | | | |
|---|----------------------|-------------------------------------|----------------------------|---|---|
| | Number of Fatalities | Fatality Rate (per 100 million VMT) | Number of Serious Injuries | Serious Injury Rate (per 100 million VMT) | Non-motorized Fatalities and Serious Injuries |
| GA Targets (5-yr avg. 2021-2025) | 1,574 | 1.245 | 8,103 | 6.408 | 1,312 |

Under 23 CFR 490.105(f)(3)(i) and 23 CFR 490.105(f)(3)(ii) MATS MPO has the option to either develop their own individual targets for the MATS planning area, or choose to simply adopt the targets established by GDOT. MATS MPO elects to support the State of Georgia PM1 Safety Targets for Calendar Year 2025. Pursuant to guidance issued by FHWA on January 11, 2023, the PM1 Safety Targets are hereby adopted by resolution (i.e., a formal amendment).

20250205_0020763A – The following changes were made on 11/05/2025, based on a request received from of Georgia Dept. of Transportation Office of Planning on 7/23/2025:

- Add CMAQ project funds to MATS STIP Matching Funds for FY 2026 in MATS 2024 – 2027 TIP

| | |
|---------------------------------------|---------------------------|
| o GDOT Fund Y236: | New |
| Scoping | |
| Federal contribution: | \$1,212,393.00 |
| State of Georgia Contribution: | \$0.00 |
| Local Contribution: | \$0.00 |
| GDOT Fund Y400 Total for FY 2026: | <u>\$1,212,393.00</u> |

Total Project Cost Increase: **\$1,212,393.00**