

Macon-Bibb Metropolitan Planning Organization
FISCAL YEAR 2026
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, 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.

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

11/7/2025: At the MATS Policy Committee meeting on 11/5/2025, the Committee identified a consultant to perform the MATS 2055 Metropolitan Transportation update, described under the Work Task 4.11 Unfunded Section (pg. 27). The 2055 planning horizon year replaces the original 2050, per telephone communications with GDOT Office of Planning staff on 10/24/2025. Funding for the project was approved by the Georgia Association of Metropolitan Planning Organizations on 9/26/2025 as a supplemental allocation to the MATS PL Funds, and on 11/3/2025, GDOT Office of Planning staff informed MATS MPO staff that the contract number is PI#0021364

MATS MPO staff is moving the 2055 Metropolitan Transportation Plan update from the “Unfunded” to “Funded” category, in anticipation of Notice of Award of assigned funds under GDOT PI #0021364, and pursuant to direction received from GDOT staff on 11/7/2025 during video conference that the changed to “Funded” category must proceed a formal Notice of Award.

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

**A RESOLUTION OF THE MACON AREA TRANSPORTATION
STUDY POLICY COMMITTEE ADOPTING THE FISCAL YEAR 2026 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 7th day of May 2025, adopt the Fiscal Year 2026 Unified Planning Work Program;

NOW THEREFORE BE IT RESOLVED that the MATS Policy Committee hereby approves the adoption of the Fiscal Year 2026 Unified Planning Work Program.

BE IT FURTHER RESOLVED that, in the event scrivener's errors are discovered in this Resolution, in the body of the Fiscal Year 2026 Unified Planning Work Program, or any examples or appendices thereto, the MATS Policy Committee authorizes and directs the MATS staff to correct any and all such errors, to post corrected documents as needed, and inform such parties and organizations requiring notice that the errors in question have been corrected.

Adopted by the MATS Policy Committee on the 7th day of May, 2025.

By: Valerie Wynn
Valerie Wynn, MATS Policy Chairman

TABLE OF CONTENTS

Introduction	1
What Is The UPWP	1
Why Do We Do The UPWP	1
Your Local MPO	2
MATS MPO’s FY 2026 Planning Priorities	3
MPO Planning Factors	4
Planning Emphasis Areas	6
Your UPWP	7
FY 2025 Major Activities and Accomplishments	7
FY 2026 Major Activities and Projects	8
Task Category One: Program Support & Administration	11
Sub-Element 1.11: MATS Program Coordination	12
Sub-Element 1.30: Training/Professional Development	14
Sub-Element 1.50: Contracts and Grants	16
Sub-Element 1.60: Unified Planning Work Program	18
Task Category Two: Public Involvement	20
Sub-Element 2.10: Community Outreach/Education	21
Task Category Three: Data Collection	23
Sub-Element 3.20: Transportation Systems/Land Use Monitoring	24
Task Category Four: System Planning	25
Sub-Element 4.11: Metropolitan Transportation Plan Update/IIJA Compliance	26
Sub-Element 4.11: Metropolitan Transportation Plan Update/IIJA Compliance (Unfunded Section)	27
Sub-Element 4.12: Transportation Improvement Program	30
Sub-Element 4.13: Special Studies Streets/Highways/Transportation/Land Use	33
Sub-Element 4.40: Air Quality	35
Sub-Element Y410: Increasing Safe & Accessible Transportation Options	37
Task Category Five: Transit Planning	39
Sub-Element 1.31: Transit/Multimodal Training and Professional Development	40
Sub-Element 1.51: Contracts and Grants	41
Sub-Element 1.61: Unified Planning Work Program	42
Sub-Element 2.20: Environmental Justice/Title VI	43
Sub-Element 4.14: Special Transit/Multimodal Studies and Projects	44
Sub-Element 4.20: Transit/Paratransit Planning	45
Technical Data – Proposed Funding Sources and UPWP Task Schedule FY 26	46
Appendix A – Amendment Process	49
Appendix B – MATS MPO Self Certification Concurrence (Sept. 14, 2023)	56
Appendix C – MATS MPO System Performance Report	62
Map 1: MATS MPO Region	10

INTRODUCTION

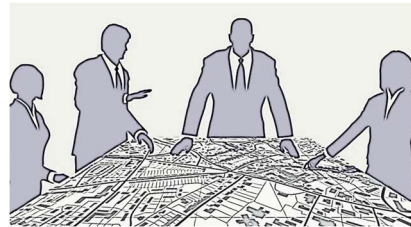
What Is The UPWP?

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 a financial plan that is produced in compliance with the federally mandated metropolitan transportation planning process. More specifically, the UPWP outlines how federal transportation planning funds will be spent in a fiscal year. The UPWP includes an overview of the MATS planning process, and a description of each work element for the Fiscal Year 2026 (July 1, 2025 - June 30, 2026).

Why Do We Do The UPWP?

A UPWP is developed by the MPO and as a requirement 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. Supervise MPO staff in the preparation and maintenance of Metropolitan Transportation Plan. Develop and update an MTP covering a 30-year planning horizon.
4. Supervise MPO staff in the preparation and maintenance of 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 10. 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.

Staff works with the Macon Area Transportation Study Policy Committee, composed 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. The committees were established as part of a Memorandum of Understanding (MOU), and each committee holds regular quarterly meetings during the months of (January/February; April/May; July/August; and October/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 2026 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, 2025 to June 30, 2026 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 2026 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 2026 Planning Priorities

The overall planning program is designed to align with the requirements of the Infrastructure Investment and Jobs Act (IIJA), which provides long-term funding certainty for surface transportation. IIJA 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 2026:

1. Staff will be seeking opportunities to further equitable treatment in Transportation Planning and Public Involvement goals as described in the Planning Emphasis Areas. This will help to identify potential equity deficiencies in our planning process. Census data may be used to assist in this process. **(Task #11, Sub-Element 2.10)**
2. Staff will 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. This will be conducted through a coordinated agency, stakeholder, and public review. **(Task #1, Sub-Element 4.11)**
3. Staff will support the adopted Statewide Safety Performance and Management Targets, Bridge and Pavement Performance Targets, Freight and System Performance Management Targets, and Transit Asset Management Targets. **(Task #4, 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. Staff anticipates coordinating with GDOT Office of Planning and GDOT Intermodal on development of the successor TIP document during the FY 2026 period. **(Task #3, Sub-Element 4.12)**
5. MATS anticipates identifying a consultant to develop the forthcoming MTP update for the MATS Planning Area. This task is currently being listed in the unfunded project category and will be made active in the event that supplemental funding is acquired. **(Sub-Element 4.11)**
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); 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 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, and technical support as needed to Macon-Bibb County and the Macon Transit Authority. **(Task #1 & 2, Sub-Element 4.14 and 4.20)**

MPO Planning Factors



The FY 2026 UPWP follows the emphasis on Planning Factors addressed as part of the *Infrastructure Investment & Jobs Act (IIJA) passed on November 15, 2021 (PL 117-58)*. The Metropolitan Planning Organizations (MPOs) are required to provide for consideration of projects and strategies that will serve to advance ten transportation planning factors identified under the federal legislation 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 surface 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 preservation of the existing transportation system.
9. Improve transportation system resiliency and reliability, and reduce (or mitigate) 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 2026 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
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

This section outlines Planning Emphasis Areas (PEAs), which include transition to performance-based planning and programming as per the IJJA, cooperation and coordination across MPO boundaries and across State boundaries where appropriate to ensure a regional approach to transportation planning, and access to essential services in which the transportation planning process identifies transportation connectivity gaps and solutions to address those gaps. The memo referred to the following eight (8) PEAs:

- Tackling the Climate Crisis – Transition to a Clean Energy Resilient Future
- Equity 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 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 Macon-Bibb County participate in the process as well.

The Fiscal Year 2026 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

FY 2025 MAJOR ACTIVITIES AND ACCOMPLISHMENTS

The following is a list of the major activities and accomplishments for the prior year's work program (FY 2025)

- Completed MPO Self Certification Review with GDOT and FHWA, October 2024
- Coordinated and met with Monroe County Board of Commissioners regarding the urban boundary update
- Coordinated with GDOT Office of Planning to execute contracts for FY 2025 PL Funds and FY 2025 Y410 Funding
- Completed revised contract signature process for GDOT PI #0020234 and PI #20250
- Maintained and updated Macon MPO's website.
- Reviewed and updated the MATS Public Participation Plan, as needed.
- Updated feature class to reflect amendments to MATS MTP/TIP master project list for projects approved (05/01/2024 and 08/07/2024)
- Produced the Macon Area Transportation Study (MATS) MPO 2050 Freight Plan
- Amended MATS 2050 MTP on May 7, 2024, August 7, 2024, and November 6, 2024, per GDOT's request.
- Completed draft FY 2024-2027 TIP updates per guidance from GDOT & FHWA as a result of monthly coordination meetings

- Drafted amendments to MATS FY 2024-2027 TIP (MTA budget updates; GDOT PI #0016130; GDOT PI #0020345; Macon-Bibb County SS4A Gray Highway Planning Grant
- Finalized the draft MATS IAC Standard Operating Procedures for Interagency Coordination
- Prepared for and conducted Pedestrian on the Move Outreach activities during National Pedestrian Safety Month/October 2024,
- Compiled FY 2024 reimbursement packets for GDOT PI #T007069
- Submitted final invoice for FY 2024 for GDOT PI #T007069
- Coordinated and completed filing of MATS FY 2026 Sec. 5303 grant
- Administered administrative modification to MATS FY 2025 UPWP (Update of ALI descriptions per GDOT Office of Intermodal) 07/17/2024
- Drafted FY 2026 UPWP (Transit Budget)
- Updated MATS FY 2024 Title VI reporting requirements
- Assisted Macon-Bibb County Transit Authority with coordinating forthcoming updates to Paratransit.
- Coordinated with Macon Transit Authority's staff regarding MTA's 5-Year Strategic Plan Update
- Provided planning and technical support for the transit facility update, route mapping services, graphic, GIS, and publishing services for the Macon Transit Authority.

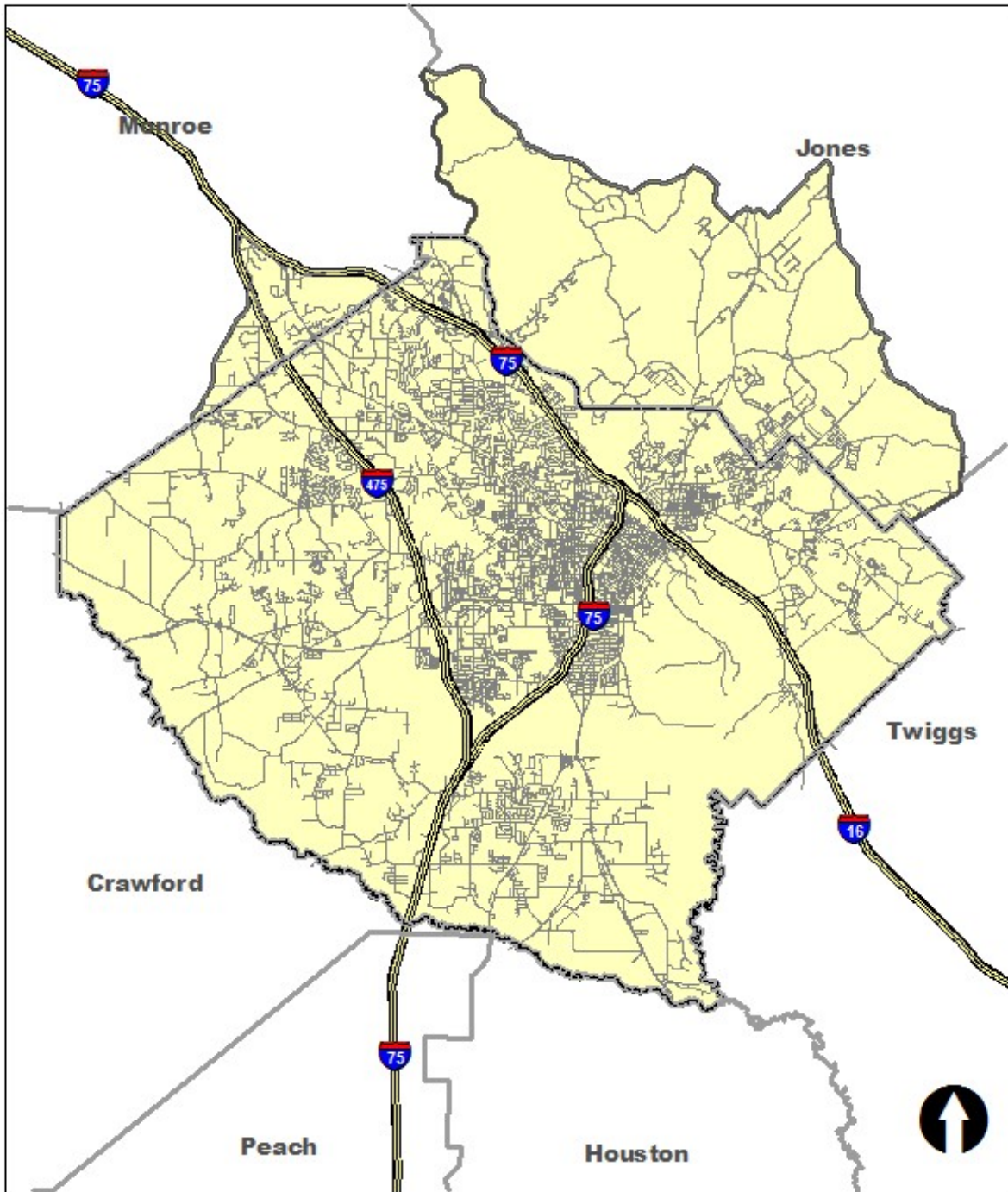
FY 2026 MAJOR ACTIVITIES AND PROJECTS

The following are a list of major projects and activities to be initiated or completed in FY 2026.

- Coordinate with GDOT staff for development of scheduled activities and deliverables related to MATS 2050 MTP update due in FY 2027.
- Represent the MPO at other transportation related meetings and gather information and data necessary for the planning process not described elsewhere in the UPWP.
- Administer the FHWA contracts awarded under PL Funds sub-recipient allocations. This will also include tracking tasks and documenting progress of the planning work program for reimbursement requests.
- 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 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.
- Maintain space to allow the public to address the MATS committees regarding transportation planning.
- Maintain and update email contact lists of citizens and stakeholders to notify regarding transportation activities.
- Attend webinars to learn new public involvement techniques and innovative ways to increase participation and public outreach.
- Review land use changes for integration into the MPO's transportation plans.
- Begin compiling 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.

- 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.
- 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, 2027).
- Reflect the IJA requirements regarding performance-based planning and programming which are included in the Planning Emphasis Areas.
- Maintain and amend the current TIP, as needed, with input from GDOT, the public, and MATS committees.
- Incorporate and support the adopted Statewide Safety Performance and Management Targets, Bridge and Pavement Performance Targets, Freight Movement Performance Measure, and Transit Asset Management Targets.
- 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 MATS consultants; 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.
- Conduct MATS Interagency Coordination Meetings with Federal and State partners.
- Updates to standard operating procedures, as needed, for IAC consultation related to
- MTP and TIP amendments.
- 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.
- 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.
- Assist Macon-Bibb County Transit Authority with analyzing the needs of transit riders. These groups sometimes face challenges with accessing employment and other services.
- Provide consultation and assistance to the Middle GA Regional Commission in support of their work to re-establish the passenger rail service to the MATS MPO planning area.
- 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.

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 2025:

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. Hosted meetings for the following MATS meeting cycle:
 - i. MATS Citizens Advisory Committee (CAC) Meetings: July 10, 2024; October 16, 2024 (*Special Call*); January 8, 2025; and April 9, 2025
 - ii. MATS Technical Coordinating Committee (TCC) Meetings: July 17, 2024; October 16, 2024; January 15, 2025; April 16, 2025
 - iii. MATS Policy Committee Meetings: August 7, 2024; November 6, 2024; February 5, 2025; May 7, 2025
2. Conducted meeting with GAMPO Leadership (July 2, 2024)
 - a. Developed email list and general GAMPO memo
 - b. Prepared and held GAMPO's Annual Meeting, September 2024
3. Coordination with Georgia Department of Transportation (GDOT)
 - a. Continued coordination with GDOT IT & Office of Planning (CMIS System)
 - b. Coordinated with GDOT Office of Planning (Local Match for PI #0019903)
 - c. Coordinated with GDOT regarding signatures for FY 2025 PL Funds and Y410 Contracts
 - d. Coordinated with GDOT Office of Planning regarding MATS MPO Certification Review
 - i. Agenda review prior to on-site certification review
 - ii. Held MATS 5-Year Certification Review with GDOT and FHWA, 10/23/2024
4. Coordination with Middle Georgia Regional Commission (MGRC)
 - a. Coordinated with Middle Georgia Regional Commission regarding GDOT PI #0013313 on WRATS project list for 2050 MTP Update
 - b. Meeting with Middle Georgia Regional Commission to coordinate Macon Mall's after hours
 - c. Meeting with MGRC regarding MATS MPO area urban boundary update resulting from U.S. 2020 Census
 - d. Held meetings with MGRC and GDOT Office of Planning regarding forthcoming planning area boundary, 09/30/2024
5. Coordinated and met with Monroe County Board of Commissioners regarding the urban boundary update
6. Attended MATS/GDOT/FHWA monthly coordination meetings: July 8, 2024; September 6, 2024;
7. Attended GAMPO/GDOT/FHWA monthly coordination meetings: August 1, 2024; August 9, 2024;
8. Assisted Macon-Bibb County Engineering with information request from MATS CAC Chairman
9. Completed MPO Self Certification Review with GDOT and FHWA, October 2024

10. Communicated with Atlanta Regional Commission (ARC) regarding the definition of new MPA for Atlanta Region
11. Provided attention to electronic correspondences from BASECAMP, MBPZ, GAMPO, FHWA, GDOT and other agencies
12. Coordinated and hosted MATS IAC Workshop
13. Meeting with ARC and CORE MPO Leadership regarding high-speed rail support between Atlanta and Savannah
14. Researched Georgia 2023-2024 Legislative agenda

FY 2026 Activities:

1. Coordinate with GDOT staff for development of scheduled activities and deliverables related to MATS 2050 MTP update due in FY 2027.
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.

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 Middle Georgia Clean Air Coalition	Preconstruction and concept meetings;

Target Start and End Dates: This task will be completed by June 30, 2026

Lead Agency: Macon-Bibb County Planning & Zoning Commission

Funding Source	Amount
FHWA – PL	\$ 131,868.24
STATE – PL	
LOCAL	\$ 32,967.06
FHWA (SPR)	
STATE (SPR)	
TOTAL	\$164,835.30

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 2025:

The MPO staff worked on or accomplished the following:

1. Georgia Planning Association
 - a. Planned for and hosted Georgia Planning Association (GPA) Board Retreat held in Macon on July 30, 2024
 - b. Attended Georgia Planning Association’s Board Meetings: October 11, 2024; December 13, 2024
 - c. Attended Webinar: APA Chapter President’s Council Leadership Training (Skills Building Session) October 6, 2024
2. Planned for and attended AMPO National Conference in Salt Lake City, Utah from September 24-26, 2024
3. Planned for and attended GAMPO Fall Conference September 12-13, 2024

FY 2026 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 FHWA/USDOT sponsored webinars and meetings. Out of State travel may be required.
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). Out of State travel may be required.
3. Attend Air Quality Trainings/Webinars

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

Transportation Related Planning Activities

Organization	Activities
See above (the organizations listed in FY 2026 activities)	

Target Start and End Dates: This task will be completed by June 30, 2026

Lead Agency: Macon-Bibb County Planning & Zoning Commission

Funding Source	Amount
FHWA – PL	\$ 18,011.84
STATE – PL	
LOCAL	\$ 4,502.96
FHWA (SPR)	
STATE (SPR)	
TOTAL	\$ 22,514.80

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 2025:

The MPO staff worked on or accomplished the following:

1. GDOT Contract Management Information System (CMIS) enrollment
2. Compiled FY 2024 Q4 Work Activities for Reimbursement
3. Compiled FY 2024 Q4 reimbursement packets/work task reporting closeout for GDOT PI #0019737-PLN
 - a. Submitted reimbursements for GDOT PI #0019737 (FY 2024 PL Funds Closeout)
 - b. Submitted revised reimbursements for contract closeout of GDOT PI #0019737, per GDOT Office of Planning
4. Coordinated with Apryle Ovell for final schedule of reimbursable costs; GDOT FY 2025 contracts
 - a. Assisted Apryle Ovell regarding the status of MATS FY 2025 contracts for PL Funds
5. Completed FY 2024 Annual Progress Report for FY 2024 UPWP closeout
6. Drafted reimbursement request for GDOT PI #0019903 (MATS MPO Freight Study)
 - a. Submitted reimbursement request to Macon-Bibb County for balance of local match related to GDOT PI #0019903
7. Processed reimbursement request for FY 2025 Q1 for PL Funds and PL Supplemental Funds grants
8. Coordinated with GDOT Office of Planning & GDOT Office of Intermodal regarding W-9 forms for Macon-Bibb County Planning Commission
9. Coordinated with GDOT Office of Planning to execute contracts for FY 2025 PL Funds and FY 2025 Y410 Funding

FY 2026 Activities:

1. Administer the GDOT contracts awarded under PL Funds sub-recipient allocations. 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 2026. Closeout for FY 2025 PL Funds Contract, and Q1, Q2 and Q3 reimbursements for FY 2026

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, 2025 and June 30, 2026.

Lead Agency: Macon-Bibb County Planning & Zoning Commission

Funding Source	Amount
FHWA-PL	\$ 1,360.95
STATE	
LOCAL	\$340.24
TOTAL	\$ 1,701.19

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 2025:

The MPO staff worked on or accomplished the following:

1. Performed Administrative Modifications for FY 2024 UPWP, prior to submission of FY 2024 Q4 closeout reimbursement for GDOT PI #0019737;
2. Confirmed with GDOT Office of Planning the formal acceptance of FY 2023 audited Fringe and Indirect rates for FY 2025 PL Funds contracts
3. Completed revised contract signature process for GDOT PI #0020234 and PI #20250
4. Staff review of FHWA budget numbers for FY 2026 UPWP
 - a. Drafted FY 2026 UPWP with FHWA Budget
5. Assembled Quarter 4 timesheets in anticipation of MATS FY 2024 reimbursement.

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 2026 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 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 2027 UPWP document. Administrative modifications to FY 2026 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, 2025. Final UPWP will be completed by June 30, 2026

Lead Agency: Macon-Bibb County Planning & Zoning Commission

Funding Source	Amount
FHWA – PL	\$ 4,763.34
STATE – PL	
LOCAL	\$ 1,190.84
FHWA (SPR)	
STATE (SPR)	
TOTAL	\$ 5,954.18

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 2025:

The MPO staff worked on or accomplished the following:

1. Posted MATS Meeting archives to MATS MPO Website for MATS Citizens Advisory Committee, Technical Coordinating Committee, and Policy Committee
2. Attended monthly Macon-Bibb County Urban Development Authority meetings
 - a. Attended Urban Development Authority's East Bank Project Public Hearing, 11/21/2024
3. Attended Complete Streets Compliance Meetings
4. Served on Macon-Bibb County's Pedestrian Safety Review Board (PSRB)
 - a. Attended PSRB Board meetings
 - b. Developed outreach schedule for National Pedestrian Safety Month
 - i. Pedestrian Safety Outreach (Brookdale Resource Center;
5. Served on Cherry Blossom Festival Board of Directors
 - a. Attended Board of Directors Meetings
6. Served on Macon-Bibb County Age-Friendly Advisory Council
 - a. Attended bi-monthly Macon-Bibb County Age Friendly Council & AARP Volunteer Leadership meetings
 - b. Attended webinar relating to Conversation with Leaders in Age-Friendly Communities
 - c. Attended AARP/Macon-Bibb Age-Friendly Luncheon, 12/13/2024
7. Served on Bike Walk Macon Board of Directors
 - a. Attended BWM Board Meetings
8. Maintained and updated Macon MPO's website.
9. Reviewed and updated the MATS Public Participation Plan, as needed.
10. Attended Implementation Grant Kickoff Meeting for Safe Streets for All (SS4A)
11. Attended Vulnerable Road Users (VRU) Statewide Task Team Meetings
12. Published MATS Transportation Committee newsletter for May & June 2024

FY 2026 Activities:

1. Prepare and distribute MATS Committee meeting agendas and meeting notices to the public, stakeholders, MPO website, and local media.
2. Maintain 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 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. 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, 2026.

Lead Agency: Macon-Bibb County Planning & Zoning Commission

Funding Source	Amount
FHWA – PL	\$ 46,373.63
STATE – PL	
LOCAL	\$ 11,593.40
FHWA (SPR)	
STATE (SPR)	
TOTAL	\$ 57,967.03

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 2025:

The MPO staff worked on or accomplished the following:

1. Assisted GIS manager with updating MTA Bus Routes
2. Updated feature class to reflect amendments to MATS MTP/TIP master project list for projects approved (05/01/2024 and 08/07/2024)
3. Attended a call with (private data provider) to get an overview of crash data dashboard project, and possible presentation to GAMPO at Spring 2025 General Meeting
4. Gathered information and data for transportation planning purposes.

FY 2026 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. Begin compiling 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.

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, 2026.

Lead Agency: Macon-Bibb County Planning & Zoning Commission

Funding Source	Amount
FHWA – PL	\$ 9,758.72
STATE – PL	
LOCAL	\$ 2,439.68
FHWA (SPR)	
STATE (SPR)	
TOTAL	\$ 12,198.40

TASK CATEGORY FOUR: System Planning

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 2025:

The MPO staff worked on or accomplished the following:

1. Amended MATS 2050 MTP on May 7, 2024, August 7, 2024, and November 6, 2024, per GDOT’s request.
2. Reviewed employment data sources for MATS 2050 MTP update

FY 2026 Activities:

1. 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.
2. Amend the budget in the Roads & Bridges projects list, and the fiscal balancing, as needed.
3. 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, 2027).

In pursuit of these activities, staff will seek opportunities to further the goals as described in the MATS Planning Emphasis Areas.

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 will be amended as needed. All FY 2026 amendments and administrative modifications will be incorporated and posted by June 30, 2026.

Lead Agency: Macon-Bibb County Planning & Zoning Commission

Funding Source	Amount
FHWA – PL	\$ 12,132.23
STATE – PL	
LOCAL	\$ 3,033.06
TOTAL	\$ 15,165.29

SUPPLEMENTAL FUNDS

Task: System Planning

Sub-Element: 4.11 Metropolitan Transportation Plan/IJA Update

MATS Metropolitan Transportation Plan Update

Purpose: Produce the 5-year update to the MATS Metropolitan Transportation Plan, scheduled for May 3, 2027.

Previous Work FY 2025: The funding for this project is being assigned to the FHWA Unfunded Activities portion of the MATS Work Tasks (see pg. 47 for details). In the event that GDOT awards supplemental funds for a consultant, the tasks will be moved by Administrative Modification to the Funded Activities category, in accordance with FHWA guidance to GDOT on 6/21/2023, and communicated to MATS MPO on 7/5/2023.

Preliminary meetings with Mayor of Macon-Bibb County and MATS MPO Chair were held on 2/18/2025 to include local match (up to \$60,000) in FY 2026 Macon-Bibb County budget. Request for permission to apply for PL Supplemental Funds was approved by the MATS CAC, MATS TCC, and MATS Policy Committee on 4/9/2025, 4/16/2025, and 5/7/2025, respectively.

The funded task will be assigned a separate GDOT Project ID Number and will not result in any net increase or decrease to the MATS FY 2026 UPWP budget.

FY 2026 Activities:

1. This project is anticipated to span at least two UPWP funding cycles, and involve the contracting of consultant services. For FY 2026 the activities will involve posting a Request for Proposals (or similar document), evaluation of received proposals, selection of a consultant, and commencement of work under the terms of the contract.

Resulting Product: A 5-year update to the MATS Metropolitan Transportation Plan, compliant with the requirements set forth in 23 CFR 450.324. Inputs to this plan may include, but not be limited to, planning projects from other MATS affiliated organizations (e.g., Macon-Bibb County Airport Plan) and projects previously funded through other PL Supplemental Funds awards (e.g., MATS 2050 Freight Study; GDOT PI #0019903)

Transportation Related Planning Activities

Organization	Activities
GDOT	Coordination activities

Target Start and End Dates: The contract is anticipated to begin between October 1, 2025 and March 1, 2026, and be completed by May 3, 2027. 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	\$ 240,000.00
STATE – PL	
LOCAL	\$ 60,000.00
TOTAL	\$ 300,000.00

ADMINISTRATIVE MODIFICATION 11/7/2025: This section is being renamed from “Unfunded Section” to “Supplemental Funds”, based on the anticipated notification of award from GDOT, described below.

At the MATS Policy Committee meeting on 11/5/2025, the Committee identified a consultant to perform the MATS 2055 Metropolitan Transportation update, originally described under the Work Task 4.11 Unfunded Section. The 2055 planning horizon year replaces the original 2050, per telephone communications with GDOT Office of Planning staff on 10/24/2025. Funding for the project was approved by the Georgia Association of Metropolitan Planning Organizations on 9/26/2025 as a supplemental allocation to the MATS PL Funds, and on 11/3/2025, GDOT Office of Planning staff informed MATS MPO staff that the contract number is PI#0021364

MATS MPO staff is moving the 2055 Metropolitan Transportation Plan update from the “Unfunded” to “Funded” category, in anticipation of Notice of Award of assigned funds under GDOT PI #0021364, and pursuant to direction received from GDOT staff on 11/7/2025 during video conference that the changed to “Funded” category must proceed a formal Notice of Award. See changes to Proposed Funding Source by Performing Agency – FY 2026 (pg. 47) table for additional details.

2050 MTP Development Schedule																								
	2025						2026												2027					
	Jul.	Aug.	Sept.	Oct.	Nov.	Dec.	Jan.	Feb.	Mar.	Apr.	May	Jun.	Jul.	Aug.	Sept.	Oct.	Nov.	Dec.	Jan.	Feb.	Mar.	Apr.	May	
MATSMPO develops RFP for consulting services for development of MATS2050 MTP Update	X																							
Submission of PL Supplemental Funds Application in time for consideration at GAMPO 2025 Fall meeting		X																						
Notification of PL Supplemental Funds award from GDOT			X																					
Posting of RFP (on or before 10/ 1/2025), and selection of preferred consultant (on or before 1/1/2026)				X																				
Selected Consultant brought under contract, and project kickoff							X																	
GDOT development of Socio-Economic data							X																	
MATSMPO staff/MATS Consultant review, comments and revisions of GDOT Socio-Economic data								X																
MATSMPO and Selected Consultant conducts call for projects from member jurisdictions and partner agencies									X															
GDOT provides MATSMPO and Selected Consultant of projected revenues, State sponsored projects list, project authorizations									X															
GDOT, MATSMPO and Macon-Bibb County Transit Authority hold coordination meetings to reconcile projects list									X															
Development of preliminary draft of FY 2050 MTP Update									X															
IAC Review of Preliminary Draft (in accordance with requirements set forth in MATS Air Quality Conformity Determination Report)																	X							
Presentation of Initial Draft to MATSMPO Committees																		X						
Public Comment period (30 Days, in accordance with MATS Public Participation Plan and 23 CFR 450.326)																			X					
Incorporation of response to FHWA/FTA/GDOT/Public Comments on Preliminary Draft																				X				
Presentation of Final Draft to MATS Committees (with final adoptions anticipated on/ before May 3, 2027)																						X		

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 2027-2030)

Previous Work FY 2025:

The MPO staff worked on or accomplished the following:

1. Completed draft FY 2024-2027 TIP updates per guidance from GDOT & FHWA as a result of monthly coordination meetings
 - a. Posted update MATS FY 2024-2027 TIP to MATS Website on 08/07/2024; Notified GDOT Office of Planning
2. Coordinated with the Urban Development Authority regarding incorporating the Ocmulgee Heritage Trail into MATS 2050 MTP/FY 2024-2027 TIP
3. Attended monthly coordination meeting for GDOT PI #0017121
4. Processed administrative modification for GDOT PI #0020345 (Posted to website; Notified GDOT Office of Planning)
5. Attended meeting with Macon Transit Authority (MTA) regarding forthcoming amendments to MATS FY 2024-2027 TIP on 10/04/2024
6. Attended meeting with MTA staff to review forthcoming transit section amendments to MATS 2024-2027 TIP to reflect updates from GDOT Office of Intermodal for MTA Contracts on 10/24/2024
7. Corresponded with FHWA staff regarding the status of incorporating Recreational Trails Program (RTP) Project – Old Clinton Tanyard Trail
8. Consulted with GDOT Office of Planning regarding amendments to GDOT PI #0020345 on 11/14/2024
9. Drafted amendments to MATS FY 2024-2027 TIP (MTA budget updates; GDOT PI #0016130; GDOT PI #0020345; Macon-Bibb County SS4A Gray Highway Planning Grant
10. Continued processing amendments for MATS FY 2024-2027 TIP update for January/February 2025 meeting cycle
11. Continued with amendments to MATS FY 2024-2027 UPWP

FY 2026 Activities:

1. Coordinate with GDOT, as needed, for future TIP project updates and successor TIP documents.
2. Reflect the IJIA requirements regarding performance-based planning and programming which are included in the Planning Emphasis Areas.
3. 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 2027-2030, 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 2027-2030 TIP.
 - vii. A presentation of the TIP for public review through the public participation process.
4. Incorporate and support the adopted Statewide Safety Performance and Management Targets, Bridge and Pavement Performance Targets, Freight Movement Performance Measure, and Transit Asset Management Targets.

In pursuit of these activities, staff will seek opportunities to further the goals as described in the MATS Planning Emphasis Areas.

Resulting Products: A current TIP consistent with the timeframe covered by GDOT Statewide Transportation Improvement Program.

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, 2026

Lead Agency: Macon-Bibb County Planning & Zoning Commission

Funding Source	Amount
FHWA – PL	\$ 21,720.05
STATE – PL	
LOCAL	\$ 5,430.01
FHWA (SPR)	
STATE (SPR)	
TOTAL	\$ 27,150.06

2027 - 2030 TIP Development Schedule													
	2025						2026						
	Jul.	Aug.	Sept.	Oct.	Nov.	Dec.	Jan.	Feb.	Mar.	Apr.	May	Jun.	
MATSMPO conducts call for projects from member jurisdictions and partner agencies	X												
GDOT sends MATSMPO projected revenues, State sponsored projects list, lump sum projects and project authorizations	X												
GDOT, MATSMPO and Macon-Bibb County Transit Authority hold coordination meetings to reconcile projects list						X							
Development of preliminary draft of FY 2027 - 2030 TIP							X						
IAC Review of Preliminary Draft (in accordance with 23 CFR450.330(b))								X					
Presentation of Initial Draft to MATSMPO Committees							X						
Incorporation of/response to FHWA/FTA/GDOT Comments on Preliminary Draft								X					
Presentation of Revised Draft to MATS Citizens' Advisory Committee										X			
Public Comment period (30 Days, in accordance with MATSPublic Participation Plan and 23 CFR450.326)											X		
Presentation of Revised Draft FY2027 - 2030 TIP to MATS Technical Coordinating Committee										X			
Final Adoption of MATSFY 2027 - 2030 by MATSPolicy Committee											X		

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 2025:

The MPO staff worked on or accomplished the following:

1. Monthly coordinating meeting with Gresham Smith regarding MATS 2050 Freight Plan (GDOT PI #0019903)
 - a. Attended Stakeholder engagement meeting (MATS 2050 Freight Plan) 09/10/2024
 - b. Completed review of Gresham Smith draft Memo #1 for MATS 2050 Freight Plan
 - c. Reviewed Gresham Smith draft of MATS 2050 Freight Plan Tech Memo #2 (Land Use, Comm/Env Impact, Economic Development)
 - d. Submitted comments to Gresham Smith on 11/27/2024
2. Coordinated reimbursement from Macon-Bibb County regarding MATS 2050 Freight Plan (GDOT PI #0019903) for local match
3. Coordination call with GDOT Office of Planning regarding TAP Program and steps for inclusion of Ocmulgee Heritage Trail into MATS MTP and TIP on 10/04/2024
4. Attended Technical Advisory Committee meeting on 10/29/2024 for Macon Plan Update
5. Assisted Passero Consulting (Middle Georgia Airport Master Planning Consultant) with introduction to MTA President/CEO
6. Attended Teams meeting on 10/31/2024 with GDOT and FHWA regarding the grant award for the SS4A grant to Macon-Bibb County for pedestrian improvements on Gray Highway/US 129
 - a. Followed up on research regarding NEPA Categorical Exclusion eligibility under 23 CFR 771.117 for Gray Highway Project
 - b. Followed up the Macon-Bibb County Traffic Safety Engineer
 - c. Assisted Macon-Bibb Engineering with Georgia DCA NHPA Sec. 106 application (Historic Preservation review) in support of forthcoming SS4A grant for Gray Highway
 - d. Assisted Macon-Bibb County with completion of Georgia DCA application for Gray Highway/Clinton Road SS4A grant
7. Meeting with private data provider on 12/20/2024 regarding technical advice to Macon-Bibb County regarding their possible acquisition of CRASH and ADAPT SaaS environment

FY 2026 Activities:

1. Complete any special projects or studies related to MATS priorities, as needed, during FY 2026.
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 MATS consultants; 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 goals as described in the Planning Emphasis Areas.

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, 2026

Lead Agency: Macon-Bibb County Planning & Zoning Commission

Funding Source	Amount
FHWA – PL	\$ 11,963.70
STATE – PL	
LOCAL	\$ 2,990.93
FHWA (SPR)	
STATE (SPR)	
TOTAL	\$ 14,954.63

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 2025:**The MPO staff worked on or accomplished the following:**

1. Hosted workshop to review Standard Operating Procedures memo for IAC Consultation
2. Finalized the draft MATS IAC Standard Operating Procedures for Interagency Coordination
3. Compiled, summarized and provided initial classification for forthcoming MATS TIP amendments for IAC notification
4. Notified IAC about forthcoming amendments in the MATS amendments in January/February meeting cycle

FY 2026 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, 2026.

Lead Agency: Macon-Bibb County Planning & Zoning Commission

Funding Source	Amount
FHWA – PL	\$ 7,465.69
STATE – PL	
LOCAL	\$ 1,866.43
FHWA (SPR)	
STATE (SPR)	
TOTAL	\$ 9,332.12

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 2025:

The MPO staff worked on or accomplished the following:

1. Prepared for and attended Macon-Bibb County Pedestrian Safety Review Board meetings; 07/16/2024; 09/17/2024; Pedestrian Safety Review Board tasks
 - a. Attended Bicycle & Pedestrian Safety Training with community partners (*Pedestrian Safety Review Board, Bike Walk Macon, Bibb County Sheriff's Office, and Macon Transit Authority*) 07/31/2024
 - b. Prepared for and conducted Pedestrian on the Move Outreach activities during National Pedestrian Safety Month/October 2024,
2. Attended Statewide Intersection Safety & Roadway Departure Task Team meetings; 07/18/2024;
3. Attended Vulnerable Road Users (VRU) Statewide Task Team meetings; 08/01/2024; 10/03/2024;
4. Attended Bike Walk Macon Board of Directors meetings; 07/23/2024; 09/24/2024;
5. Attended Urban Development Authority meetings; 08/08/2024; 09/12/2024; 10/10/2024
6. Corresponded with Macon-Bibb County Public Affairs regarding newly installed medianettes along Gray Highway
7. Attended Macon Area Habitat for Humanity Executive Committee meetings; 08/15/2024; 08/27/2024 (*Home Dedication*);
8. Attended Macon Area Habitat for Humanity Board of Director's meetings; Board of Director's Tasks;
9. Attended Macon Arts Alliance Board of Directors/Committee meetings; 08/15/2024
10. Attended the International Cherry Blossom Festival Board of Directors meeting; 08/29/2024;
11. Webinar: When Driving is Not an Option hosted by America Walks; 09/04/2024
12. Attended Safe Streets for All (SS4A) Grant meeting; 09/12/2024

FY 2026 Activities:

1. MATS staff will use this fund to support all activities related to the Pedestrian Safety Review Board in FY 2026. This will include meeting attendance, 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, 2026

Lead Agency: Macon-Bibb County Planning & Zoning Commission

Funding Source	Amount
FHWA – PL	\$ 6,805.60
STATE – PL	
LOCAL	\$ 0.00
FHWA (SPR)	
STATE (SPR)	
TOTAL	\$ 6,805.60

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 2025:

1. Attended GDOT Office of Intermodal Transit Subrecipient Workshops; 07/17/2024; 07/18/2024
2. GDOT Webinar-Implementation of ADA in Public Transportation; 07/26/2024

FY 2026 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
See above (the organizations listed in FY 2026 activities)	

Target Start and End Dates: This task will be completed by June 30, 2026

Lead Agency: Macon-Bibb County Planning & Zoning Commission

Funding Source	Amount
FTA (SECT 5303)	\$3,552.00
STATE	\$444.00
LOCAL	\$444.00
TOTAL	\$4,440.00

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 2025:

1. Compiled FY 2024 reimbursement packets for GDOT PI #T007069
2. Submitted final invoice for FY 2024 for GDOT PI #T007069
3. Coordinated and completed filing of MATS FY 2026 Sec. 5303 grant
4. Hosted staff meeting to continue developing the FY 2026 UPWP final draft

FY 2026 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. Closeout of FY 2025 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, 2026.

Lead Agency: Macon-Bibb County Planning & Zoning Commission

Funding Source	Amount
FTA (SECT 5303)	\$ 24,604.00
STATE	\$ 3,075.50
LOCAL	\$ 3,075.50
TOTAL	\$ 30,755.00

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 2025:

1. Administered administrative modification to MATS FY 2025 UPWP (Update of ALI descriptions per GDOT Office of Intermodal) 07/17/2024
2. Prepared MATS application for Sec. 5303 sub-FY 2026
3. Held staff meeting to begin draft FY 2026 UPWP
4. Drafted FY 2026 UPWP (Transit Budget)
5. Held staff meeting to update Fringe and Indirect Rates for FY 2026 UPWP
6. Completed signature process on amendments for MATS FY 2025 Sec. 5303 sub recipient grant.

FY 2026 Activities:

1. Prepare the UPWP for FY 2027. 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 2027 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, 2026.

Lead Agency: Macon-Bibb County Planning & Zoning Commission

Funding Source	Amount
FTA (SECT 5303)	\$ 18,932.80
STATE	\$ 2,366.60
LOCAL	\$ 2,366.60
TOTAL	\$ 23,666.00

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 2025:

1. Updated MATS FY 2024 Title VI reporting requirements
 - a. Collected data for Title VI reporting
2. Reviewed MATS LEP population estimates
3. Assisted Macon Transit Authority with inquiries regarding Title VI and LEP Requirements; Assisted Macon Transit Authority with Paratransit policies

FY 2026 Activities:

1. Update the documentation of the MPO’s compliance with Title VI of the Civil Rights Act of 1964 for FY 202.
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 achieve 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 goals as described in the Planning Emphasis Areas.

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, 2026

Lead Agency: Macon-Bibb County Planning & Zoning Commission

Funding Source	Amount
FTA (Section 5303)	\$ 15,204.80
STATE	\$ 1,900.60
LOCAL	\$ 1,900.60
TOTAL	\$ 19,006.00

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 2025:

1. Consulted with Macon Transit Authority regarding the installation of a bus bench on the campus of Wesleyan College adjacent to Old Forsyth Road/US 41.
2. Attended GDOT Office of Intermodal State Rail Plan Webinar, 10/10/2024
3. Assisted Macon-Bibb County Transit Authority with coordinating forthcoming updates to Paratransit.
4. Assisted Macon-Bibb County Transit Authority regarding inquiries about the definition of street rights of way, in regards to siting of bus stops/bus shelters.
5. Printed project site maps for MTA parking lot facility at Cason Street/Spike Street site, and deliver to MTA Broadway facility.
6. 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 2026 Activities:

1. 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.
2. 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 goals as described in the Planning Emphasis Areas.

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

Transportation Related Planning Activities

Organization	Activities
Macon Transit Authority	Coordination activities
Macon-Bibb County	Coordination activities
Middle Georgia Regional Commission	Coordination activities

Target Start and End Dates: The special projects will be completed by June 30, 2026

Lead Agency: Macon-Bibb County Planning & Zoning Commission

Funding Source	Amount
FTA (SECT 5303)	\$ 16,593.60
STATE	\$ 2,074.20
LOCAL	\$ 2,074.20
TOTAL	\$ 20,742.00

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 2025:

1. Coordinated with Macon Transit Authority’s staff regarding amendments to MATS FY 2024-2027 TIP
2. Coordinated with Macon Transit Authority’s staff regarding MTA’s 5-Year Strategic Plan Update
3. Attended Macon Transit Authority’s monthly board meetings
4. Provided planning and technical support for the transit facility update; route mapping services, graphic, GIS, and publishing services for the Macon Transit Authority.

FY 2026 Activities:

1. Attend Macon-Bibb County Transit Authority monthly board meetings for FY 2026
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 goals as described in the Planning Emphasis Areas.

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

Transportation Related Planning Activities

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

Target Start and End Dates: This task will be completed by June 30, 2026

Lead Agency: Macon-Bibb County Planning & Zoning Commission

Funding Source	Amount
FTA (SECT 5303)	\$ 24,493.60
STATE	\$ 3,061.70
LOCAL	\$ 3,061.70
TOTAL	\$ 30,617.00

TECHNICAL DATA: Proposed Funding Sources and
UPWP Task Schedule FY 2026

PROPOSED FUNDING SOURCE BY PERFORMING AGENCY - FY 2026

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	\$ 131,868.24			\$ 131,868.24				\$ -	\$ 32,967.06	\$ 164,835.30
FHWA	1.30	Training / Professional Development	\$ 18,011.84			\$ 18,011.84				\$ -	\$ 4,502.96	\$ 22,514.80
FHWA	1.50	Contracts & Grants	\$ 1,360.95			\$ 1,360.95				\$ -	\$ 340.24	\$ 1,701.19
FHWA	1.60	UPWP	\$ 4,763.34			\$ 4,763.34				\$ -	\$ 1,190.84	\$ 5,954.18
FHWA	2.10	Citizen Participation / Outreach	\$ 46,373.63			\$ 46,373.63				\$ -	\$ 11,593.40	\$ 57,967.03
FHWA	3.20	Transportation Systems / Land Use Monitoring	\$ 9,758.72			\$ 9,758.72				\$ -	\$ 2,439.68	\$ 12,198.40
FHWA	4.11	Metropolitan Transportation Plan Update /IIJA Compliance	\$ 12,132.23			\$ 12,132.23				\$ -	\$ 3,033.06	\$ 15,165.29
FHWA	4.11	<i>Metropolitan Transportation Plan Update /IIJA Compliance - Supplemental</i>	\$ 240,000.00			\$ 240,000.00				\$ -	\$ 60,000.00	\$ 300,000.00
FHWA	4.12	TIP - Transportation Improvement Program	\$ 21,720.05			\$ 21,720.05				\$ -	\$ 5,430.01	\$ 27,150.06
FHWA	4.13	Special Streets, Highways, Transportation & Land Use Studies	\$ 11,963.70			\$ 11,963.70				\$ -	\$ 2,990.93	\$ 14,954.63
FHWA	4.40	Air Quality	\$ 7,465.69			\$ 7,465.69				\$ -	\$ 1,866.43	\$ 9,332.12
FHWA	Y410	Increasing Safe & Accessible Transportation Options	\$ 6,805.60			\$ 6,805.60				\$ -	\$ -	\$ 6,805.60
FHWA Funded Totals			\$ 512,223.99	\$ -	\$ -	\$ 512,223.99	\$ -	\$ -	\$ -	\$ -	\$ 126,354.62	\$ 638,578.61
FTA - Funded Activities												
ALI#	FTA	1.31	Transit / Multimodal Training & Professional Development	\$ 4,440.00		\$ 3,552.00	\$ 3,552.00			\$ 444.00	\$ 444.00	\$ 4,440.00
44.21.00	FTA	1.51	Contracts & Grants	\$ 30,755.00		\$ 24,604.00	\$ 24,604.00			\$ 3,075.50	\$ 3,075.50	\$ 30,755.00
44.21.00	FTA	1.61	Unified Planning Work Program	\$ 23,666.00		\$ 18,932.80	\$ 18,932.80			\$ 2,366.60	\$ 2,366.60	\$ 23,666.00
44.21.00	FTA	2.20	Environmental Justice / Title VI	\$ 19,006.00		\$ 15,204.80	\$ 15,204.80			\$ 1,900.60	\$ 1,900.60	\$ 19,006.00
44.21.00	FTA	4.14	Special Transit / Multimodal Studies/Projects	\$ 20,741.99		\$ 16,593.59	\$ 16,593.59			\$ 2,074.20	\$ 2,074.20	\$ 20,741.99
44.23.01	FTA	4.20	Transit/Paratransit Planning	\$ 30,617.00		\$ 24,493.60	\$ 24,493.60			\$ 3,061.70	\$ 3,061.70	\$ 30,617.00
44.24.00	FTA Funded Totals		\$ 129,225.99	\$ -	\$ 103,380.79	\$ 103,380.79	\$ -	\$ -	\$ 12,922.60	\$ 12,922.60	\$ 12,922.60	\$ 129,225.99
FTA - UnFunded Contingent Activities												
	<i>FTA Contingent</i>		\$ -			\$ -					\$ -	\$ -
UPWP TOTALS			\$ 641,449.98	\$ -	\$ 103,380.79	\$ 615,604.78	\$ -	\$ -	\$ 12,922.60	\$ 12,922.60	\$ 139,277.22	\$ 767,804.60

MACON MPO UPWP TASK SCHEDULE FY 2026

TASKS	Jul 25	Aug 25	Sep 25	Oct 25	Nov 25	Dec 25	Jan 26	Feb 26	Mar 26	Apr 26	May 26	Jun 26
FHWA Contracts												
FHWA 1.11 MATS Program Coordination												
Policy, Technical, Citizen Advisory Committee meetings	←→			←→			←→					
Project Development / review / Bibb Co. Road Program	⋯											
Traffic Modeling	⋯											
FHWA 1.30 Training/Professional Development	⋯											
FHWA 1.50 Contracts and Grants												
Quarterly Reimbursement Reporting	←→			←→			←→			←→		
FHWA 1.60 Unified Planning Work Program												
Draft Document			←→									
Final Document							←→					
FHWA 2.10 Community Outreach/Education												
Quarterly Newsletter			←→			←→			←→			←→
Project / Neighborhood meetings	⋯											
Website			←→			←→			←→			←→
FHWA 3.20 Transportation Systems/Land Use Monitoring												
Updating land use, TAZ, Census Tracts on GIS			←→			←→			←→			←→
FHWA 4.11 MTP Update/IIJA Compliance	←→											
FHWA 4.11 Unfunded Section	←→											
FHWA 4.12 TIP-Transportation Improvement Program												
Amendments to FY 2021 - 2024 TIP (as needed by GDOT)	⋯											
Development of new FY 2024 - 2027 TIP	←→											
FHWA 4.13 Special Streets & Highway Studies	⋯											
FHWA 4.40 Air Quality												
Development of SOPs for IAC Coordination	⋯											
Documentation of IAC Consultations for Amendments & Administrative Modifications	⋯											
FHWA Y410 Increasing Safe & Accessible Transportation Options	⋯											
FTA Contract												
FTA 1.31 Transit/Multimodal Training & Professional Development	⋯											
FTA 1.51 Contracts and Grants												
Quarterly Reports			←→			←→			←→			←→
FTA 1.61 Unified Planning Work Program												
Draft Document			←→									
Final Document							←→					
FTA 2.20 Environmental Justice / Title VI												
FTA 4.14 Special Transit / Multimodal Studies	⋯											
FTA 4.20 Transit / Para-Transit Planning												
MTA coordination / meetings	⋯											
Transit Facilities Plan Update							←→					
←→	Scheduled Task											
⋯	Ongoing Task											

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. Project phases may have a cost increase less than \$4,000,000 or 40% in Federal share, with a project cost cap of \$40,000,000, provided that.

- a. Where the Federal share of a project is \$10,000,000 or less, and fiscal constraint is not impacted, the cost may be increased by an amount up to \$4,000,000;
- b. Where the Federal share of a project is greater than \$10,000,000, and fiscal constraint is not impacted, the cost may be increased by a maximum of 40%;¹
- F. Adding a project phase that utilizes 100 percent non-federal funding that does not impact fiscal constraint, federal share match and air quality.²
- G. Shifting projects within the 4-year STIP as long as the subsequent annual draft STIP was submitted prior to September 30.
- H. 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. The addition of a new project or the addition of a phase with federal funds to an existing project. This includes any new projects that are funded with Congressionally Directed Spending, Federal Land Access Program (FLAP) funds, or Title 23 or Title 49 discretionary funding.³
- B. Addition or deletion of a project.
- C. Addition or deletion of a phase of a project.
- D. Roadway project phases that increase in cost over the thresholds described in the
- E. Administrative Modification section.
- F. Addition of an annual TIP.
- G. 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.
- H. 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

¹ Amended in accordance to FHWA guidance provided to GDOT on September 4, 2024

² Amended in accordance to FHWA guidance provided to GDOT on September 4, 2024

³ Amended in accordance to FHWA guidance provided to GDOT on September 4, 2024

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:

- A. 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.
- B. The date the STIP becomes effective is when FHWA and FTA approve it.
- C. The STIP is developed on the state fiscal year which is July 1-June 30.
- D. 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.
- E. Before the start of each State Fiscal Year, GDOT shall submit an Annual STIP Amendment that updates the STIP Financial Plan to show funding set aside for amendments and administrative modifications for the upcoming fiscal year. In the event the STIP amendment update is delayed, GDOT will submit the amendment no later than October 1st.
- F. GDOT will submit to FHWA/FTA a detailed monthly Modification report, showing financial transactions and balances.
- G. GDOT will submit to FHWA/FTA accompanying Administrative Modification Authorizations Tables for review before requesting FMIS authorizations in advance of the monthly Modification report.
- H. Projects that are funded with Congressionally Directed Spending, FLAP, or Title 23 or Title 49 discretionary funding can be incorporated into the STIP/TIP/MTP via an informational appendix after the amendment process is complete.
- I. A public comment period is required for all projects funded under a Title 23 and Title 49 discretionary grant program. Public review for discretionary grant projects can be advertised as informational only and comments received will be forwarded to the project sponsor.⁴

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

⁴ Amended in accordance to FHWA guidance provided to GDOT on September 4, 2024

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 deposition 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 require public review and responses to all comments, either individually or in summary form. For amendments in MPO areas, the public review process should be carried out by the procedures outlined in the Participation Plan. GDOT will ensure that the amendment process and the public involvement procedures have been followed. Amendments, public comments, and MATS responses to public comments will be incorporated into the MTP and TIP, and made available at central locations.⁵

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.

⁵ Amended in accordance to FHWA guidance provided to GDOT on September 4, 2024

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).
- I. **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.

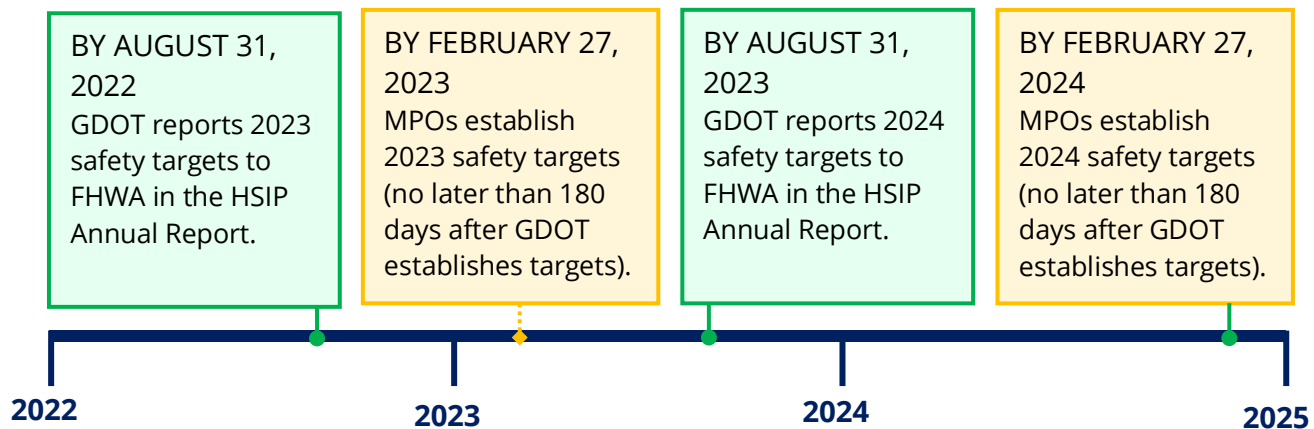
Safety performance targets are provided annually by the States to FHWA for each safety performance measure. GDOT submits the HSIP report annually to FHWA. The HSIP 2023 annual report was submitted to FHWA by August 31, 2023 and established the statewide safety targets for year 2024 based on an anticipated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

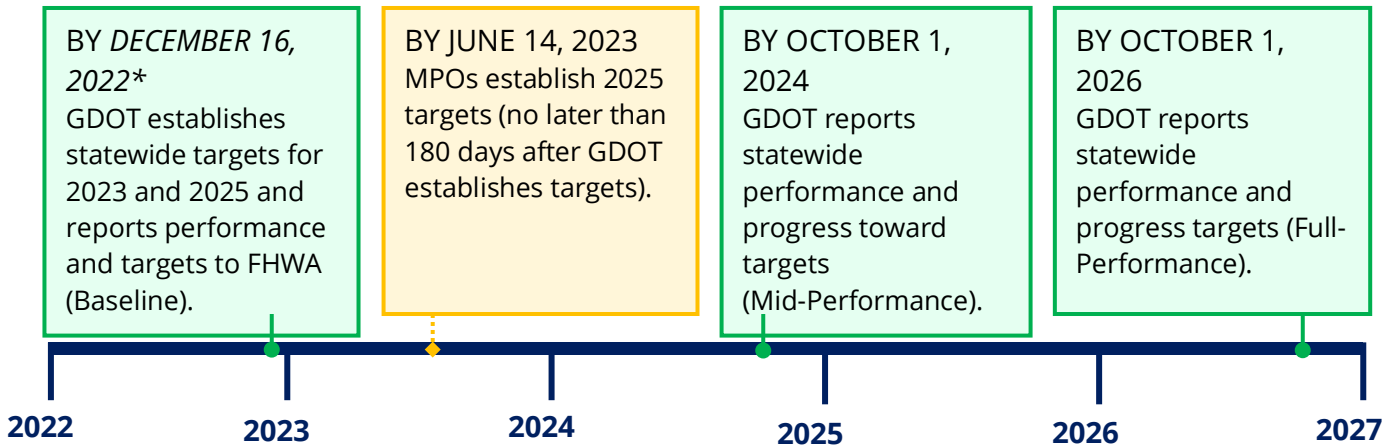
Pavement and bridge condition performance is assessed and reported over a four-year performance

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

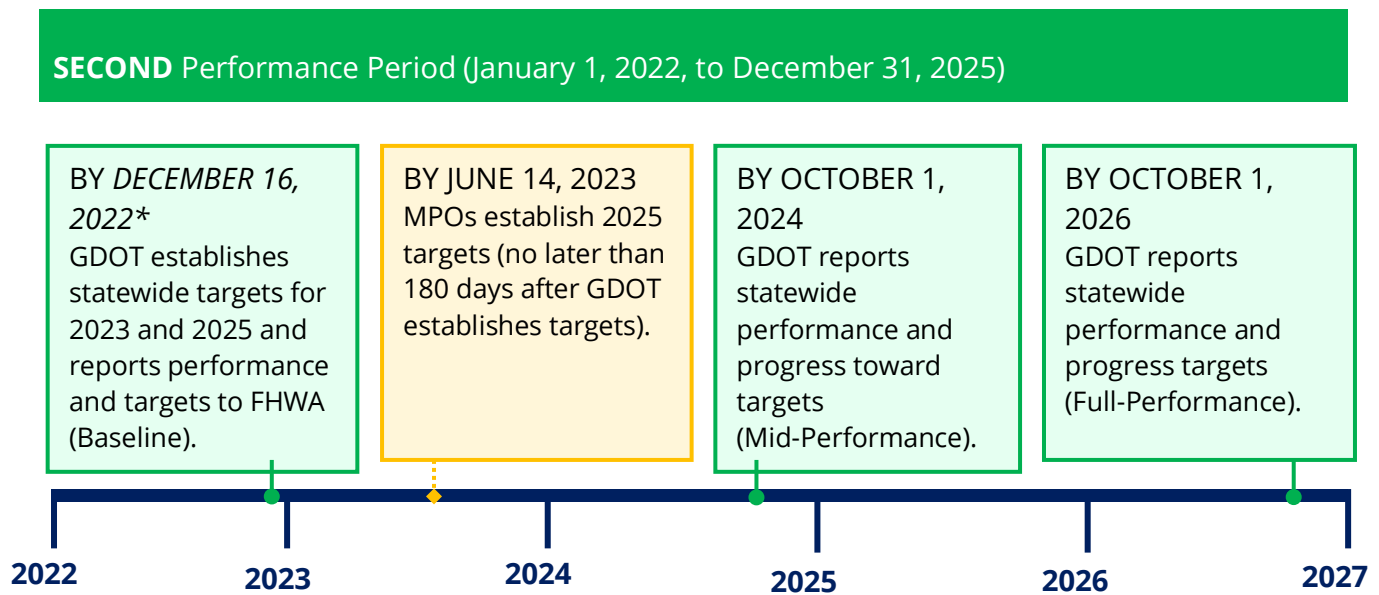
The two System Performance measures assess the reliability of travel times on the Interstate or non-Interstate NHS system. The performance metric used to calculate reliability is the Level of Travel Time Reliability (LOTTR). LOTTR is defined as the ratio of longer travel times (80th percentile) to a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