

# Proposed Amendments to MATS 2024 – 2027 Transportation Improvement Program

- *GDOT Project 0016130 - BRIDGE REPLACEMENT AT SR 18/OCMULGEE RIVER, 13 MI EAST OF FORSYTH*
- *GDOT Project 0017121 - CR 742/BASS ROAD FROM PROVIDENCE BLVD TO NEW FORSYTH ROAD*
- *GDOT Project 0017395 - SR 247/US 41 @ CR 5104/CR 5481/ANTHONY ROAD*
- *GDOT Project 0020272 - REST AREA #19 @ I-475 NB IN BIBB COUNTY*

Anticipated for Adoption at 5/6/2026  
MATS Policy Committee Meeting

MATS ID	Change Category	GDOT PI	Sponsor	Description	Limits	Project Type	Proposed AQ Status Exempt / Non-Exempt	Regionally Significant?	Scope Change?	Notes
EXEMPT / NON-EXEMPT PROJECTS WITH A FINANCIAL OR SCHEDULING CHANGE										
N/A	Existing Project: Administrative Modification	0016130	GDOT	Bridge replacement, SR 18 @ Ocmulgee River, 13 Miles East of Forsyth	Jones County/Monroe County border along GA Hwy 18	Bridge Replacement	Exempt	No	No	<p>Project is being updated in MATS FY 2024 - 2027 TIP at request of GDOT Office of Planning (e-mail date: 3/19/2026).</p> <p>Project involves replacement of a bridge at the Jones County/Monroe County border on GA Hwy 18, in the Jones County portion of the MATS area.</p> <p>Pursuant to guidance from FHWA and EPA after South Coast II court decision (882 F.3d 1138), no new air quality modeling is required, unless a new project is added, or existing project modified in such a way, that it changes the latest planning assumptions (40 CFR 93.110). The proposed project meets criteria for classification of Categorical Exclusion under 40 CFR 93.126 (reconstructing bridges), which does not affect the planning assumptions requirement under 40 CFR 93.110. Therefore, project should not trigger need for new air quality modeling.</p> <p>Latest air quality model for MATS MPO area is 26 April 2016.</p>
N/A	Existing Project: Administrative Modification	0017121	GDOT	CR 742/BASS ROAD FROM PROVIDENCE BLVD TO NEW FORSYTH ROAD - Widening existing two-lane to a four-lane roadway with 20' raised median, 5' shoulders on the south side, and 10' shoulders on the north side. - Replace Bass Road bridges over I-75 and Beaver Dam Creek	Macon-Bibb County, from Providence Blvd. to New Forsyth Rd.	Roadway Reconstruction/Rehabilitation	Exempt	No	No	<p>Project is being updated in MATS FY 2024 - 2027 TIP at request of GDOT Office of Planning (e-mail date: 3/19/2026).</p> <p>Project involves expansion of Bass Rd. from Providence Blvd. to New Forsyth Rd..</p> <p>Pursuant to guidance from FHWA and EPA after South Coast II court decision (882 F.3d 1138), no new air quality modeling is required, unless a new project is added, or existing project modified in such a way, that it changes the latest planning assumptions (40 CFR 93.110). The proposed project meets criteria for classification of Exempt from Air Quality Analysis, since the project does not involve any major changes from the approved Concept Plan. This project was already included in the latest air quality model for the MATS MPO area (26 April 2016). Since the proposed adjustment does not affect the planning assumptions requirement under 40 CFR 93.110, no new modeling is required.</p>



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

FUND	CODE	LUMP DESCRIPTION	2024	2025	2026	2027	TOTAL
NHPP	Y001		\$ 8,340,517	\$ 1,757,000	\$20,800,011	\$ 2,250,000	\$ 33,147,528
HIP Bridge Formula	Y114		\$ 16,681,206	\$ -	\$0	\$ -	\$ 16,681,206
NEVI	Y134		\$ -	\$ 435,200	\$ -	\$ -	\$ 435,200
STBG	Y236		\$ 21,759,472	\$ -	\$ 500,000	\$ -	\$ 22,259,472
STBG	Y240		\$117,000	\$ 2,831,200	\$ -	\$ 64,921	\$ 3,013,121
CMAQ	Y400		\$0	\$ -	\$ 1,212,393	\$ 4,385,597	\$ 5,597,990
NHFP	Y460		\$0	\$ -	\$ -	\$ 2,550,069	\$ 2,550,069
Carbon	Y606		\$477,010	\$ 791,899	\$ 466,260	\$ 791,899	\$ 2,527,068
PROTECT	Y800		\$ 7,854,658	\$ -	\$ 265,608	\$ -	\$ 8,120,266
FLAP	Z21E		\$0	\$ -	\$ -	\$ 490,000	\$ 490,000
Local	LOC		\$ -	\$ 730,000	\$ -	\$ 15,307,140	\$ 16,037,140
State	SFG-C		\$ -	\$ -	\$ 105,106,000	\$ -	\$ 105,106,000
Transit	5303		\$127,985	\$121,783	\$129,226	\$127,985	\$ 506,979
Transit	5307	Operations	\$ 6,560,890	\$ 6,599,286	\$ 7,150,000	\$ 7,770,500	\$ 28,080,676
Transit	5307	Capital	\$ 3,754,000	\$ 555,222	\$ 1,704,000	\$ 1,585,000	\$ 7,598,222
Transit	5311		\$ 64,633	\$ 47,133	\$ 47,133	\$ 47,133	\$ 206,032
Transit	5339(a)		\$ 2,138,538	\$ 4,172,000	\$ 5,526,000	\$ 3,790,000	\$ 15,626,538
NHPP	Y001	LIGHTING	\$ 14,000	\$ 14,000	\$ 13,000	\$ 14,000	\$ 55,000
NHPP/STBG	Various	BRIDGE MAINTENANCE	\$ 639,000	\$ 639,000	\$ 589,000	\$ 639,000	\$ 2,506,000
NHPP/STBG	Various	ROAD MAINTENANCE	\$ 3,976,000	\$ 3,550,000	\$ 3,270,000	\$ 3,550,000	\$ 14,346,000
STBG	Y240	LOW IMPACT BRIDGES	\$ 298,000	\$ 298,000	\$ 275,000	\$ 298,000	\$ 1,169,000
STBG	Y240	OPERATIONS	\$ 170,000	\$ 170,000	\$ 216,000	\$ 170,000	\$ 726,000
STBG	Y240	TRAF CONTROL DEVICES	\$ 426,000	\$ 426,000	\$ 392,000	\$ 426,000	\$ 1,670,000
STBG	Y240	ROW PROTECTIVE BUY	\$ 21,000	\$ 21,000	\$ 20,000	\$ 21,000	\$ 83,000
HSIP	YS30	SAFETY	\$ 1,420,000	\$ 1,420,000	\$ 1,308,000	\$ 1,420,000	\$ 5,568,000

RRX	YS40	RAILROAD CROSSINGS	\$163,000	\$163,000	\$114,000	\$163,000	\$ 603,000
<b>TOTAL</b>			<b>\$ 75,002,909</b>	<b>\$ 24,741,723</b>	<b>\$ 149,103,631</b>	<b>\$ 45,861,244</b>	<b>\$ 294,709,507</b>

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SUBTOTAL Y134 COSTS \$ - \$ - \$ - \$ - \$ 10,200 \$ - \$ - \$ 425,000 \$ - \$ - \$ - \$ - \$ - \$ - \$ - \$ - \$ - \$ - \$ - \$ -  
TOTAL Y134 COSTS \$ - \$ - \$ - \$ - \$ - \$ - \$ - \$ 435,200 \$ - \$ - \$ - \$ - \$ - \$ - \$ - \$ - \$ - \$ - \$ - \$ -  
AVAILABLE Y134 FUNDS \$ - \$ - \$ - \$ - \$ - \$ - \$ - \$ 435,200 \$ - \$ - \$ - \$ - \$ - \$ - \$ - \$ - \$ - \$ - \$ - \$ -

STBG FUNDS (Y236)

PI#	PROJECT DESCRIPTION	TIP PAGE #	TIP																	
			FY 2024				FY 2025				FY 2026				FY 2027					
			PE	RW	UT	CST	PE	RW	UT	CST	SCP	PE	RW	UT	CST	PE	RW	UT	CST	
0014072	I-16 EASTBOUND & WESTBOUND @ WALNUT CREEK					\$ 11,781,987														
0013921	I-475 @ Tucker Rd.				\$ 1,489,808	\$ 8,487,677														
0020763	SR 11/SR 49 @ SR 247									\$ 500,000										

SUBTOTAL Y236 COSTS \$ - \$ - \$ 1,489,808 \$ 20,269,664 \$ - \$ - \$ - \$ - \$ 500,000 \$ - \$ - \$ - \$ - \$ - \$ - \$ - \$ - \$ - \$ - \$ - \$ -  
TOTAL Y231 COSTS \$ - \$ - \$ - \$ 21,759,472 \$ - \$ - \$ - \$ - \$ 500,000 \$ - \$ - \$ - \$ - \$ - \$ - \$ - \$ - \$ - \$ - \$ - \$ -  
AVAILABLE Y236 FUNDS \$ - \$ - \$ - \$ 21,759,472 \$ - \$ - \$ - \$ - \$ 500,000 \$ - \$ - \$ - \$ - \$ - \$ - \$ - \$ - \$ - \$ - \$ - \$ -

STBG FUNDS (Y240)

PI#	PROJECT DESCRIPTION	TIP PAGE #	TIP																	
			FY 2024				FY 2025				FY 2026				FY 2027					
			PE	RW	UT	CST	PE	RW	UT	CST	SCP	PE	RW	UT	CST	PE	RW	UT	CST	
0016130	SR 18 @ OCMULGEE RIVER 13 MI E OF FORSYTH			\$ 117,000					\$ 31,200	\$ 1,950,000								\$ 64,921		
17230	SR 11/SR 22/US 129 SB & NB @ ROCK CREEK							\$ 500,000												
17231	SR 11/SR 22/US 129 SB @ SAND CREEK							\$ 350,000												

SUBTOTAL Y238 COSTS \$ - \$ 117,000 \$ - \$ - \$ - \$ - \$ 850,000 \$ 31,200 \$ 1,950,000 \$ - \$ - \$ - \$ - \$ - \$ - \$ 64,921 \$ - \$ - \$ - \$ -  
TOTAL Y238 COSTS \$ - \$ 117,000 \$ - \$ - \$ - \$ 117,000 \$ - \$ 850,000 \$ 31,200 \$ 1,950,000 \$ - \$ - \$ - \$ - \$ - \$ 64,921 \$ - \$ - \$ - \$ 64,921  
AVAILABLE Y238 FUNDS \$ - \$ 117,000 \$ - \$ - \$ - \$ 117,000 \$ - \$ 850,000 \$ 31,200 \$ 1,950,000 \$ - \$ - \$ - \$ - \$ - \$ 64,921 \$ - \$ - \$ - \$ 64,921

NHFP FUNDS (Y400)

PI#	PROJECT DESCRIPTION	TIP PAGE #	TIP																	
			FY 2024				FY 2025				FY 2026				FY 2027					
			PE	RW	UT	CST	PE	RW	UT	CST	SCP	PE	RW	UT	CST	PE	RW	UT	CST	
0017395	Converting existing signalized intersection at SR 247/US 41/Pio Nono Avenue and CR 5104/CR 5481/Anthony Road into a single-lane roundabout													\$ 1,212,393						
																			\$ 431,442	\$ 3,954,155

SUBTOTAL Y400 COSTS \$ - \$ - \$ - \$ - \$ - \$ - \$ - \$ - \$ - \$ 1,212,393 \$ - \$ - \$ - \$ - \$ 1,212,393 \$ - \$ - \$ - \$ 431,442 \$ 3,954,155  
TOTAL Y400 COSTS \$ - \$ - \$ - \$ - \$ - \$ - \$ - \$ - \$ - \$ 1,212,393 \$ - \$ - \$ - \$ - \$ 1,212,393 \$ - \$ - \$ - \$ 431,442 \$ 3,954,155  
AVAILABLE Y400 FUNDS \$ - \$ - \$ - \$ - \$ - \$ - \$ - \$ - \$ - \$ 1,212,393 \$ - \$ - \$ - \$ - \$ 1,212,393 \$ - \$ - \$ - \$ 431,442 \$ 3,954,155





**Project Worksheet Date: 3/24/2026**

<b>PROJECT NAME:</b> BRIDGE REPLACEMENT AT SR 18/OCMULGEE RIVER, 13 MI EAST OF FORSYTH		<b>PROJECT#:</b>
<b>PROJECT WEBSITE:</b> <a href="http://www.dot.ga.gov/applications/geopi/Pages/Dashboard.aspx?ProjectId=0016130">http://www.dot.ga.gov/applications/geopi/Pages/Dashboard.aspx?ProjectId=0016130</a>		<b>P.I. #:</b> 0016130
<b>PROJECT DESCRIPTION:</b> Bridge replacement, partially located within MATS area.		<b>L RTP Priority #:</b> 8
		<b>TIP#:</b> MCN-133
		<b>COUNTY:</b> JONES
<b>LENGTH (MI):</b>	<b># OF LANES - EXISTING:</b>	<b>PLANNED:</b>
<b>TRAFFIC VOLUMES (ADT):</b> 4,620 (GDOT Estimate) (2016)		(2040)
<b>LOCAL RD. #:</b>	<b>ST./US #:</b>	<b>FUNDING:</b> Y240
<b>COMMENTS/REMARKS:</b> This project is partially (14%) located in the Jones County portion of the MATS service area. Therefore, that portion of the project must be included in the 2050 MTP and current MATS TIP. Total project cost for all phases in the MATS MPO area is currently estimated at \$2,046,121.00 See Appendix entry 20250205_0016130M for details on Administrative Modification See Appendix entry 20251105_0016130M for details on Administrative Modification See Appendix entry 20260324_0016130M for details on Administrative Modification		

<b>LATEST TOTAL PROJECT COST:</b>	\$2,044,848.00	<b>TOTAL COST ESTIMATE DATE:</b>	4/4/2025
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CURRENT TIP PHASES						
PROJECT PHASE	\$ SOURCE	FY 2024	FY 2025	FY 2026	FY 2027	TOTAL
PRELIMINARY ENGINEERING		\$0	\$0	\$0	\$0	\$0
RIGHT-OF-WAY		\$0	\$0	\$0	\$64,921	\$64,921
UTILITIES		\$0	\$31,200	\$0	\$0	\$31,200
CONSTRUCTION		\$0	\$1,950,000	\$0	\$0	\$1,950,000
<b>PROJECT COST</b>		<b>\$0</b>	<b>\$1,981,200</b>	<b>\$0</b>	<b>\$64,921</b>	<b>\$2,046,121</b>
FEDERAL COST		\$0	\$1,584,960	\$0	\$51,937	\$1,636,897
STATE COST		\$0	\$396,240	\$0	\$12,984	\$409,224
LOCAL COST		\$0	\$0	\$0	\$0	\$0
<b>DOT DISTRICT:</b> 3	<b>CONGRESSIONAL DIST:</b> 2				<b>RC:</b> MG	
Fund 1 For PI 1:	Fund 2 For PI 2:				Fund 3 For PI 3:	

**PROJECT LOCATION**



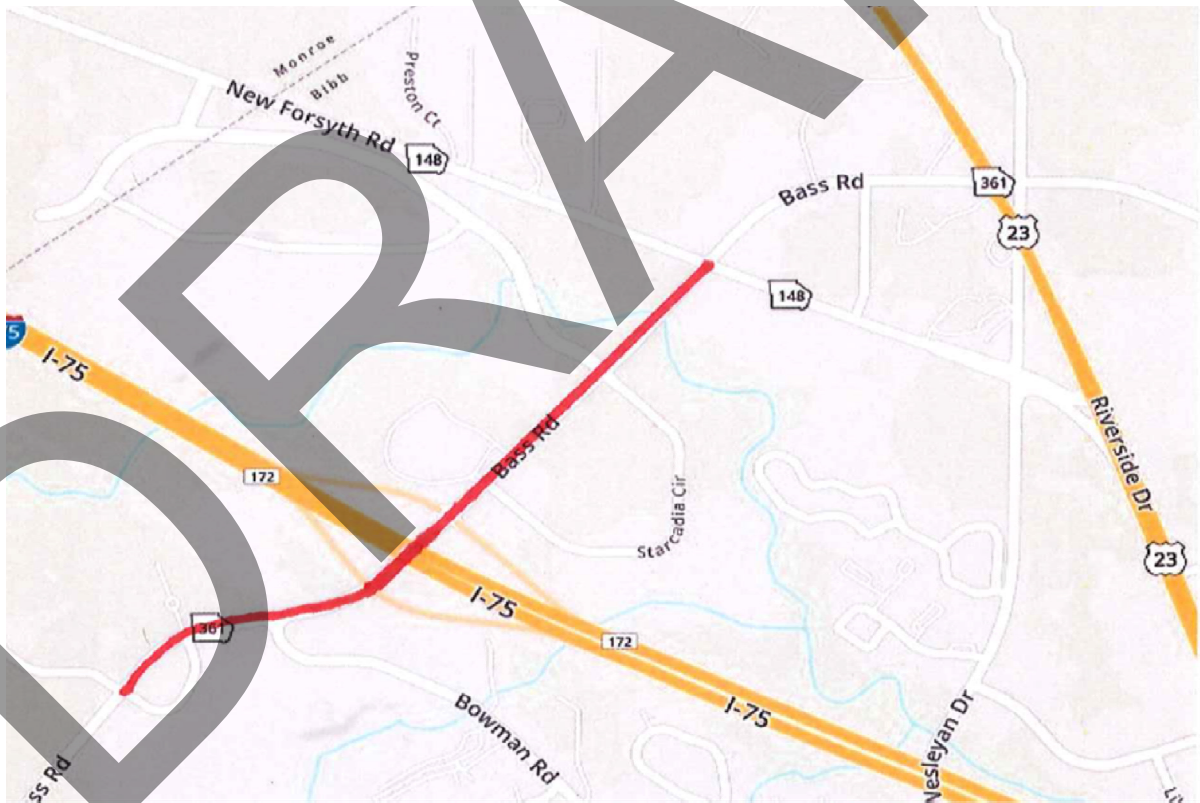
**Project Worksheet Date: 3/24/2026**

<b>PROJECT NAME:</b>	BASS RD. WIDENING	
<b>PROJECT WEBSITE:</b>	<a href="http://www.dot.ga.gov/applications/geopi/Pages/Dashboard.aspx?ProjectId=0017121">http://www.dot.ga.gov/applications/geopi/Pages/Dashboard.aspx?ProjectId=0017121</a>	
<b>PROJECT DESCRIPTION:</b>	Widen Bass Road from two to four lanes from Providence Blvd. to New Forsyth Rd	<b>PROJECT#:</b>
		<b>P.I. #:</b> 0017121
		<b>MTP Priority #</b> 5
		<b>TIP#:</b>
		<b>COUNTY:</b> Bibb
<b>LENGTH (MI):</b>	1.1	<b># OF LANES - EXISTING:</b> 2
<b>TRAFFIC VOLUMES (ADT):</b>		(2018)
<b>LOCAL RD. #:</b>	ST./US #	<b>PLANNED:</b> 4
		(2040)
		<b>FUNDING:</b> LOC
<b>COMMENTS/REMARKS:</b> New Project for TIP which includes replacement of bridge over I-75. ROW phase of project is in 2024 and Construction and Utility Phases are in 2026. See Appendix entry 20260324_001721M for details on Administrative Modification		

<b>LATEST TOTAL PROJECT COST:</b>	\$66,059,736.68	<b>TOTAL COST ESTIMATE DATE:</b>	3/18/2025
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CURRENT TIP PHASES						
PROJECT PHASE	\$ SOURCE	FY 2024	FY 2025	FY 2026	FY 2027	TOTAL
PRELIMINARY ENGINEERING		\$0	\$0	\$0	\$0	\$0
RIGHT-OF-WAY		\$0	\$0	\$0	\$15,307,140	\$15,307,140
UTILITIES		\$0	\$0	\$0	\$0	\$0
CONSTRUCTION		\$0	\$0	\$0	\$0	\$0
<b>PROJECT COST</b>		<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$15,307,140</b>	<b>\$15,307,140</b>
FEDERAL COST		\$0	\$0	\$0	\$0	\$0
STATE COST		\$0	\$0	\$0	\$0	\$0
LOCAL COST		\$0	\$0	\$0	\$15,307,140	\$15,307,140
<b>DOT DISTRICT:</b> 3	<b>CONGRESSIONAL DIST:</b> 8		<b>RC:</b> MG			
Fund 1 For PI 1:	Fund 2 For PI 2:		Fund 3 For PI 3:			

**PROJECT LOCATION**



**Project Worksheet Date: 3/24/2026**

<b>PROJECT NAME:</b>	SR 247/US 41 @ CR 5104/CR 5481/ANTHONY ROAD	
<b>PROJECT WEBSITE:</b>	<a href="https://www.dot.ga.gov/applications/geopi/Pages/Dashboard.aspx?ProjectId=0017395">https://www.dot.ga.gov/applications/geopi/Pages/Dashboard.aspx?ProjectId=0017395</a>	<b>PROJECT#:</b>
<b>PROJECT DESCRIPTION:</b> Conversion of existing signalized intersection at SR 247/US 41/Pio Nono Avenue and CR 5104/CR 5481/Anthony Road into a single-lane roundabout.		<b>P.I. #:</b> 0017395
		<b>MTP Priority #</b> 23
		<b>TIP#:</b>
		<b>COUNTY:</b> BIBB

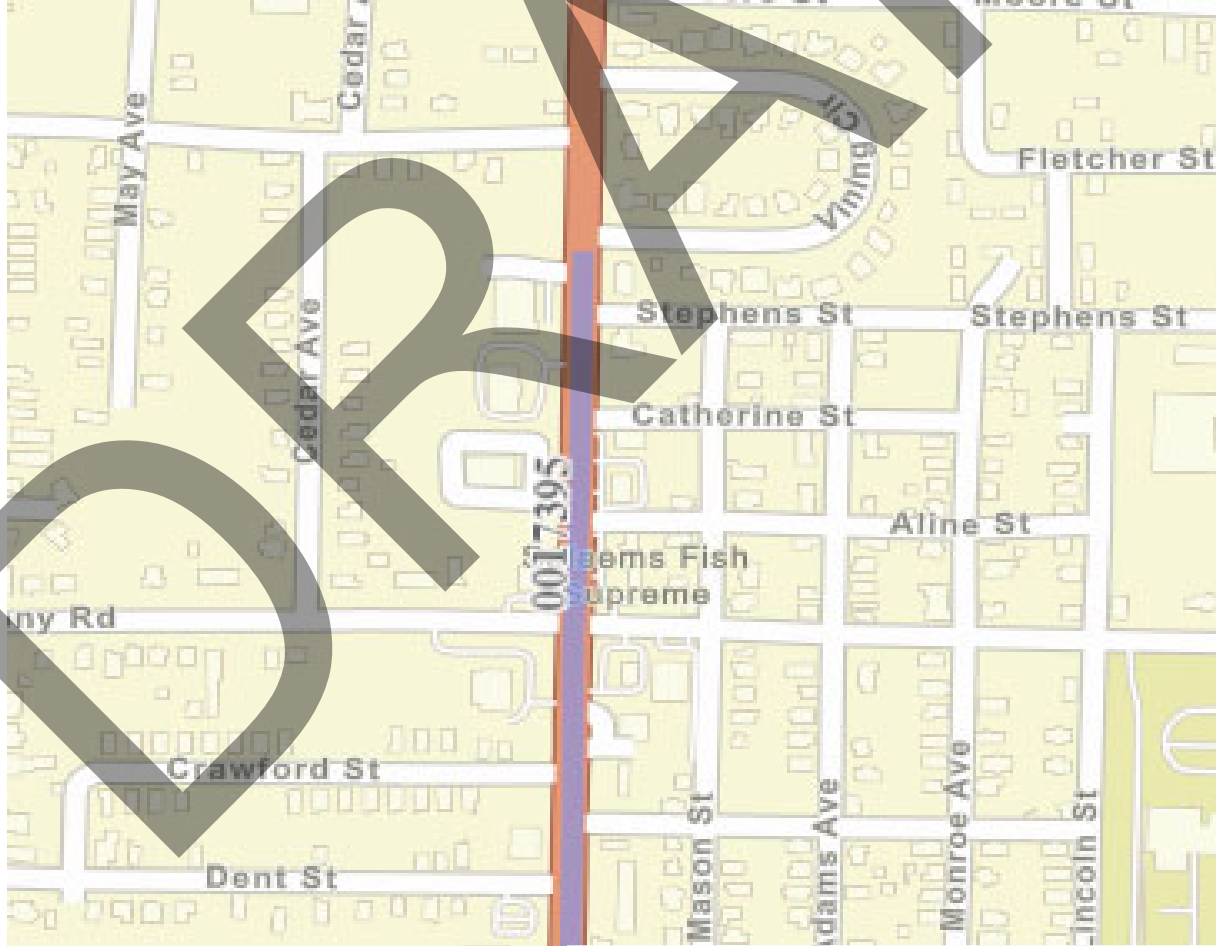
<b>LENGTH (MI):</b> 0.4	<b># OF LANES - EXISTING:</b>	<b>PLANNED:</b>
<b>TRAFFIC VOLUMES (ADT):</b>	(2012)	(2040)
<b>LOCAL RD. #:</b> ST./US # 41		<b>FUNDING:</b> Y460

**COMMENTS/REMARKS:**  
See Appendix entry 20260508\_0017395A for details on Amendment.

<b>LATEST TOTAL PROJECT COST:</b>	\$8,145,597.00	<b>TOTAL COST ESTIMATE DATE:</b>	9/9/2025
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CURRENT TIP PHASES						
PROJECT PHASE	\$ SOURCE	FY 2024	FY 2025	FY 2026	FY 2027	TOTAL
PRELIMINARY ENGINEERING		\$0.00	\$0.00	\$0.00	\$0.00	\$0.00
RIGHT-OF-WAY		\$0.00	\$3,760,000.00	\$0.00	\$0.00	\$3,760,000.00
UTILITIES		\$0.00	\$0.00	\$0.00	\$431,442.00	\$431,442.00
CONSTRUCTION		\$0.00	\$0.00	\$0.00	\$3,954,155.00	\$3,954,155.00
<b>PROJECT COST</b>		<b>\$0.00</b>	<b>\$3,760,000.00</b>	<b>\$0.00</b>	<b>\$4,385,597.00</b>	<b>\$8,145,597.00</b>
FEDERAL COST		\$0.00	\$3,760,000.00	\$0.00	\$4,385,597.00	\$8,145,597.00
STATE COST		\$0.00	\$0.00	\$0.00	\$0.00	\$0.00
LOCAL COST		\$0.00	\$0.00	\$0.00	\$0.00	\$0.00
<b>DOT DISTRICT:</b> 3	<b>CONGRESSIONAL DIST:</b> 2		<b>RC:</b> MGRC			
<b>Fund 1 For PI 1:</b>	<b>Fund 2 For PI 2:</b>		<b>Fund 3 For PI 3:</b>			

**PROJECT LOCATION**



**Project Worksheet Date: 3/24/2026**

<b>PROJECT NAME:</b> REST AREA #19 @ I-475 NB IN BIBB COUNTY		<b>PROJECT#:</b>
<b>PROJECT WEBSITE:</b> <a href="https://www.dot.ga.gov/applications/geopi/Pages/Dashboard.aspx?ProjectId=0020272">https://www.dot.ga.gov/applications/geopi/Pages/Dashboard.aspx?ProjectId=0020272</a>		<b>P.I. #:</b> 0020272
<b>PROJECT DESCRIPTION:</b> Truck parking project in Bibb County. Increase number of spaces from 37 to 82 tractor-trailer parking spaces. Part of the implementation needs to include provisions for a technology component		<b>MTP Priority #:</b> 24
		<b>TIP#:</b>
		<b>COUNTY:</b> BIBB
<b>LENGTH (MI):</b>	<b># OF LANES - EXISTING:</b>	<b>PLANNED:</b>
<b>TRAFFIC VOLUMES (ADT):</b>	(2012)	(2040)
<b>LOCAL RD. #:</b>	<b>ST./US #</b> I-475	<b>FUNDING:</b>
<b>COMMENTS/REMARKS:</b> See Appendix entry 20260508_0020272A for details on Amendment.		

<b>LATEST TOTAL PROJECT COST:</b>	\$3,150,069.00	<b>TOTAL COST ESTIMATE DATE:</b>	3/19/2026
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CURRENT TIP PHASES						
PROJECT PHASE	\$ SOURCE	FY 2024	FY 2025	FY 2026	FY 2027	TOTAL
PRELIMINARY ENGINEERING		\$0.00	\$0.00	\$0.00	\$0.00	\$0.00
RIGHT-OF-WAY		\$0.00	\$0.00	\$0.00	\$0.00	\$0.00
UTILITIES		\$0.00	\$0.00	\$0.00	\$0.00	\$0.00
CONSTRUCTION		\$0.00	\$0.00	\$0.00	\$2,550,069.00	\$2,550,069.00
<b>PROJECT COST</b>		<b>\$0.00</b>	<b>\$0.00</b>	<b>\$0.00</b>	<b>\$2,550,069.00</b>	<b>\$2,550,069.00</b>
FEDERAL COST		\$0.00	\$0.00	\$0.00	\$2,040,055.00	\$2,040,055.00
STATE COST		\$0.00	\$0.00	\$0.00	\$0.00	\$0.00
LOCAL COST		\$0.00	\$0.00	\$0.00	\$510,014.00	\$510,014.00
<b>DOT DISTRICT:</b> 3	<b>CONGRESSIONAL DIST:</b> 8			<b>RC:</b> MGRC		
Fund 1 For PI 1:	Fund 2 For PI 2:			Fund 3 For PI 3:		

**PROJECT LOCATION**



20260108\_0020056M – The following changes are being made on 1/8/2026, as per e-mail request by Macon-Bibb County Office of Engineering, as a result of consultation with Georgia Dept. of Transportation – Office of Program Delivery on 1/8/2026.

- Shift Construction phase from FY 2026 to FY 2027
- Adjust Construction phase for FY 2027 as follows:

i. GDOT Fund Z21E: Construction	Revised	Previous
Federal contribution:	\$490,000	\$0
State of Georgia Contribution:	\$0	\$0
Other Contribution:	\$0	\$0
GDOT Fund Z21E Total:	<u>\$490,000</u>	<u>\$0</u>

Revised Total Project Cost: \$490,000

Total Project Cost **Increase**: +0 (0.00%)

20260324\_0016130M – The following changes are being made on 3/24/2026, as per e-mail request by Macon-Bibb County Office of Engineering, as a result of consultation with Georgia Dept. of Transportation – Office of Program Delivery on 3/19/2026.

- Shift Right of Way phase from FY 2026 to FY 2027
- Adjust Right of Way phase for FY 2027 as follows:

i. GDOT Fund Y240: Right of Way	Revised	Previous
Federal contribution:	\$51,937.00	\$50,918.00
State of Georgia Contribution:	\$0.00	\$0.00
Other Contribution:	\$12,984.00	\$12,730.00
GDOT Fund Z21E Total:	<u>\$64,921.00</u>	<u>\$63,648.00</u>

Revised Total Project Cost: \$2,046,121.00

Total Project Cost **Increase**: +1,273.00 (0.01%)

20260324\_0017121M – The following changes are being made on 3/24/2026, as per e-mail request by Macon-Bibb County Office of Engineering, as a result of consultation with Georgia Dept. of Transportation – Office of Program Delivery on 3/19/2026. Shift Construction phase from FY 2026 to FY 2027

- Shift Right Of Way (ROW) Acquisition phase from FY 2024 to FY 2027
- Adjust ROW Acquisition phase for FY 2027 as follows:

i. GDOT Fund LOC: ROW Acquisition	Revised	Previous
Federal contribution:	\$0	\$0
State of Georgia Contribution:	\$0	\$0

Local Contribution:	\$15,307,140	\$5,387,700
GDOT LOC Total:	<u>\$15,307,140</u>	<u>\$5,387,700</u>

Revised Total Project Cost: \$66,059,736.68

Total Project Cost **Increase: +\$9,919,440** (184.11%)

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

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

20251105A\_CMAQ – The following changes were made on 11/05/2025, based on a request received from of Georgia Dept. of Transportation Office of Planning on 7/23/2025:

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

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

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

MTA\_20260204A – On December 30, 2025, Macon-Bibb County Transit Authority (MTA) advised MATS that there were updates required in the MATS FY 2024 – 2027 TIP:

- Add funds under GDOT Contract T008413 (5307 Capital Grant for FY 2026), for Macon-Bibb County Transit Authority (MTA) to obtain consulting services related to assessment of existing conditions and recommendations for service improvements and expansions:
 

o Federal Cost	\$160,000.00
o <u>Local Cost</u>	<u>\$40,000.00</u>
<b>Total</b>	<b>\$200,000.00</b>

Proposed Amendments to  
MATS 2050 Metropolitan  
Transportation Plan

- Ch. 6 – Roads & Bridges Projects
- Ch. 8 – Fiscal Balancing

Anticipated for Adoption at 5/6/2026  
MATS Policy Committee Meeting

## Chapter 6 | Roads and Bridges Projects

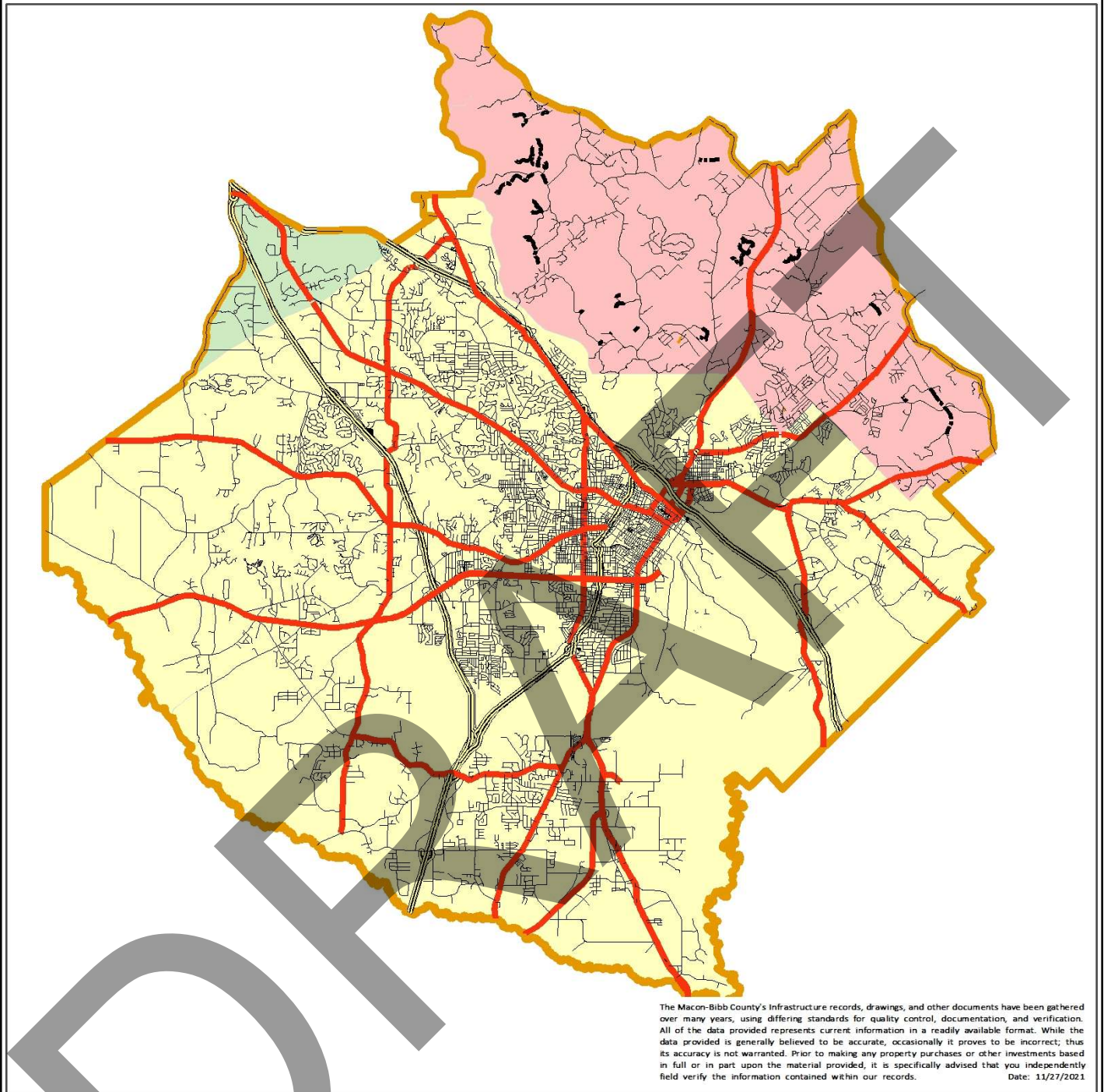
### Introduction

This section addresses the anticipated roads and bridge projects identified in the updated **2050 Metropolitan Transportation Plan (MTP)**. The general goals of these proposed projects are defined under the [Moving Ahead For Progress in the 21<sup>st</sup> Century Act \(MAP-21\)](#) and [Fixing America Surface Transportation Act \(FAST Act\)](#), described in the [Goals and Objectives section](#). To facilitate these goals, the MTP is updated every 5 years, to account for changes in demographics, budgets and/or project prioritization at the State and local level. Table 6-1 describes in detail a number of road centerline miles in each major road category, and Figure 6-1 provides an overview of the regional road network across the MATS jurisdiction.

<b>MATS Areas</b>	<b>Total Centerline Miles</b>	<b>Interstate Highways (Including Ramps)</b>	<b>State Trunk Highways, Major Arterials &amp; Frontage Roads</b>	<b>Local Streets &amp; Roads (including Private Roads)</b>	<b>Misc. Other (Alleys, 4WD Trails, Parking Lots, etc.)</b>
<b>Jones County</b>	299.92	0.08	59.65	239.87	0.32
<b>Macon-Bibb County</b>	1693.34	109.01	344.95	1238.92	0.45
<b>Monroe County</b>	54.93	7.94	10.65	36.33	0.00

Table 6-1: Road Centerline Miles in MATS Area By Type, per County

# MATS Roads by Type and Location



The Macon-Bibb County's Infrastructure records, drawings, and other documents have been gathered over many years, using differing standards for quality control, documentation, and verification. All of the data provided represents current information in a readily available format. While the data provided is generally believed to be accurate, occasionally it proves to be incorrect; thus its accuracy is not warranted. Prior to making any property purchases or other investments based in full or in part upon the material provided, it is specifically advised that you independently field verify the information contained within our records. Date: 11/27/2021

<b>Legend</b>		1 inch = 17,863 feet	
<b>MATS Boundary</b>	Macon-Bibb County	U.S. Hwy/Arterial Street	Alleyway
<b>County</b>	Monroe County	Local St.	
	<b>Roads By Type</b>	4WD Trail	
Jones County	Interstate	Frontage Rd	

Map Maker: Michael J. Greenwald, Ph.D., AICP

Figure 6-1: Road Network for MATS MPO Service Area

## Road and Bridge Projects

Table 6-2 below lists the road and bridge projects adopted by the MATS Policy Committee. The initial list for this MTP Update was adopted on December 9, 2021. Projects on this list are in priority order, as decided by the MATS Policy Committee in consultation with Georgia Dept. of Transportation Office of Planning. The guidelines for setting road and bridge project prioritization are as follows:

1. **First Priority - Projects listed in the original MATS 2040 LRTP identified as ongoing (i.e., already underway or about to begin).** Delaying existing projects to promote others where plans have not been finalized would introduce logistical complications, and potentially create equity concerns
2. **Second Priority – Existing projects with higher need, as assessed by local planning and engineering staff and elected officials.** The operational definition of need used here prioritizes:

*Safety and State of Good Repair* – Projects which were determined as necessary to maintain or repair deficiencies in existing road and bridge infrastructure were prioritized above new projects. The specific order of prioritization among these projects was determined based on consultation with County engineering staff and GDOT Office of Planning.

Figures 6-2 through 6-6 below indicate the locations in the Statewide network identified by GDOT Office of Planning for capacity expansion, and as having insufficient Level of Service by 2050.

*Economic Development Potential* – This includes projects which improved freight movement, relieve congestion or coordinate travel infrastructure with anticipated economic development activities at regional activity centers.

- **Third Priority - New projects identified by public input and recommendations from elected officials.** Projects in this category are primarily associated with pedestrian and bicycle infrastructure, and repair projects which were not otherwise prioritized as immediately critical to the state of good repair.

In addition to prioritizing the project list, Table 6-2 also provides the following information:

- Whether or not the project is Exempt from Air Quality Conformity Review<sup>1</sup> Projects are considered Exempt if they do not involve the construction of any new vehicle capacity (e.g., widening existing lanes or adding new lanes). Examples of Exempt projects include bridge repair and replacement, safety projects, projects improving traffic flow/traffic signalization at existing intersections, and pedestrian/bicycle infrastructure projects.

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<sup>1</sup> See MATS 2050 Air Quality Conformity Determination report for additional details on this process

- The list identifies how many totals, and which specific, planning factors identified under the FAST Act are addressed by each project;
- Whether or not the project is part of the current Transportation Improvement Program (TIP) for the MATS region. A project that is part of the current TIP has at least begun the preliminary engineering and environmental assessments necessary to begin construction, and may already be under construction;
- The anticipated total project cost for each of the projects

Finally, Figure 6-7 provides a locational orientation to where the projects in Table 6-2 are located throughout the MATS region.

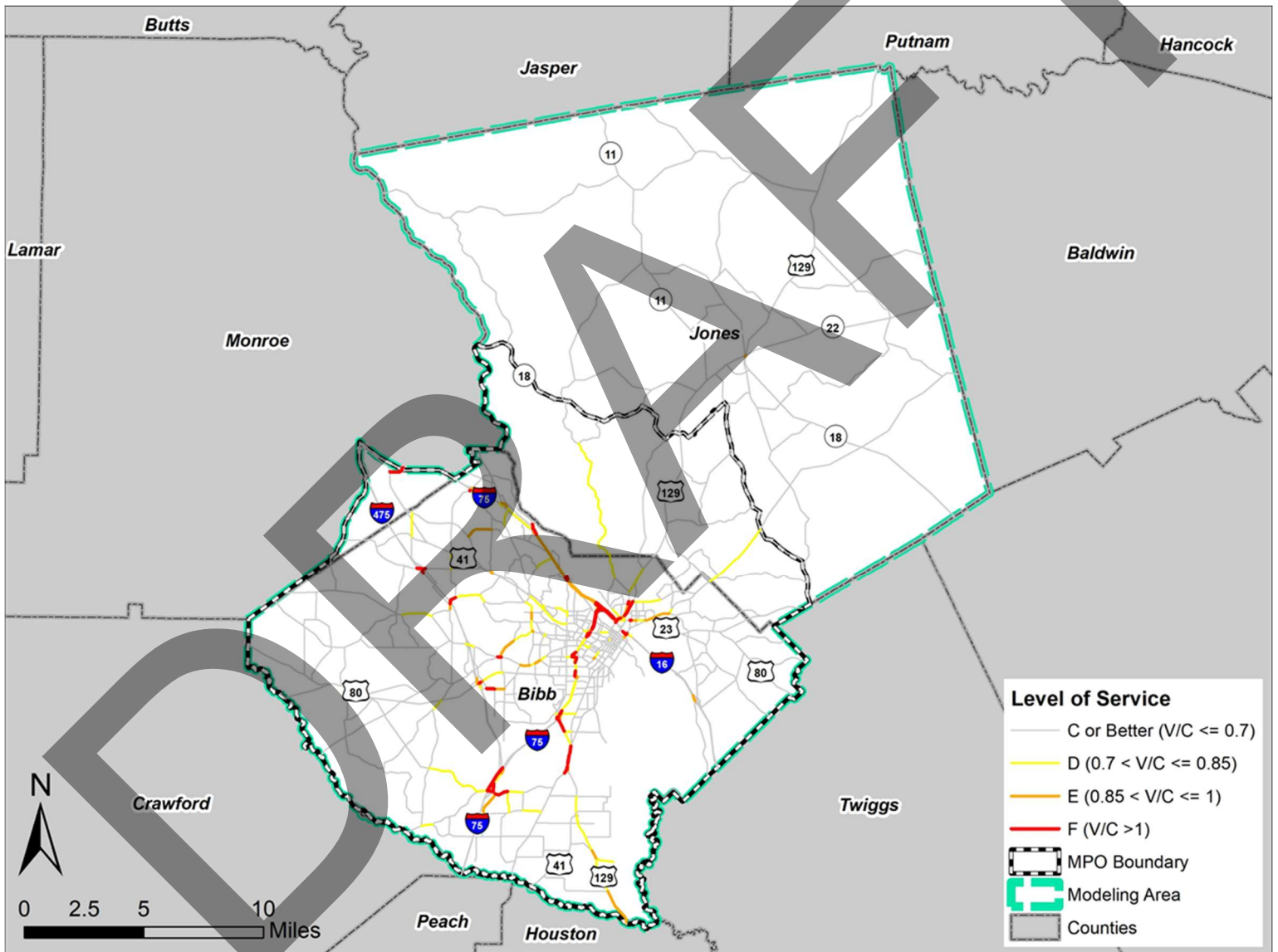


Figure 6-2 - MATS Area 1<sup>st</sup> Network: Daily Level of Service MATS Area for 2015 Base Year  
 Source: Georgia Dept. of Transportation, Office of Planning

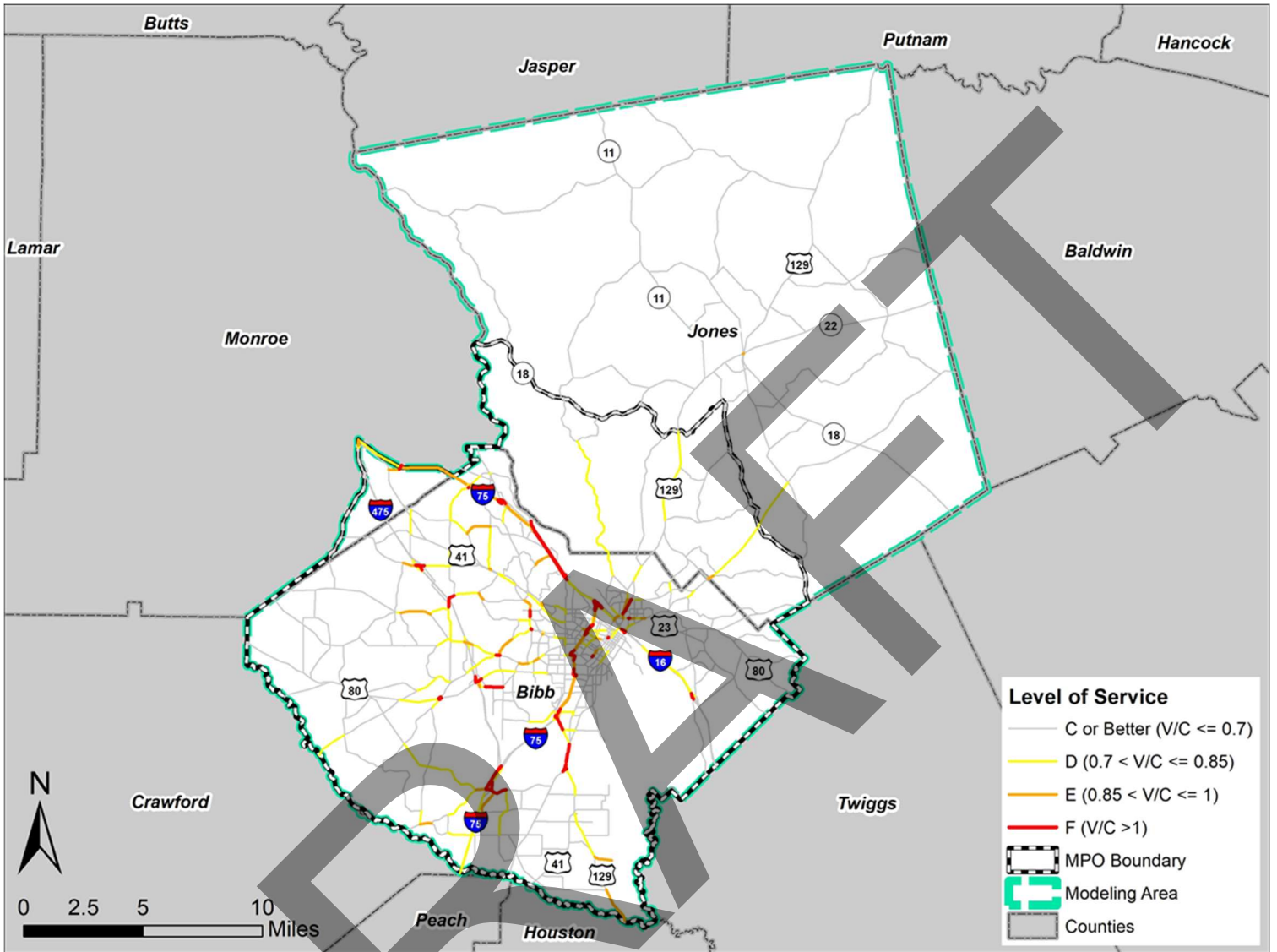


Figure 6-3 - MATS Area 2<sup>nd</sup> Network: 2015 Base year (1st Network) + Any Projects Which Either Opened to Traffic Since 2015, Or Currently Under Construction  
 Source: Georgia Dept. of Transportation, Office of Planning

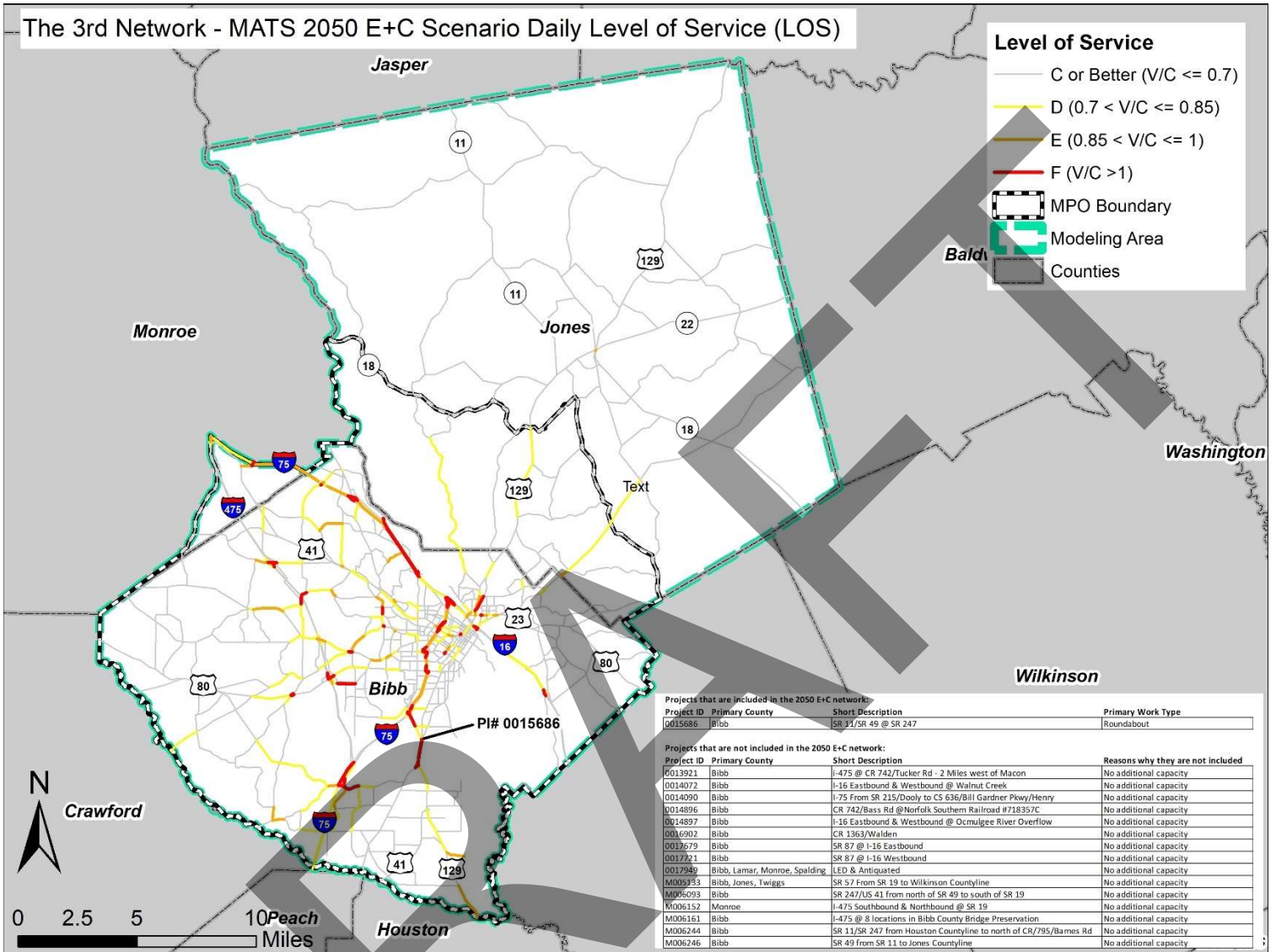


Figure 6-4 - MATS Area 3<sup>rd</sup> Network: 2<sup>nd</sup> Network + projects with construction (CST) funded in the STIP years 2021-2024 + local projects with CST funded in the MPO's current TIP

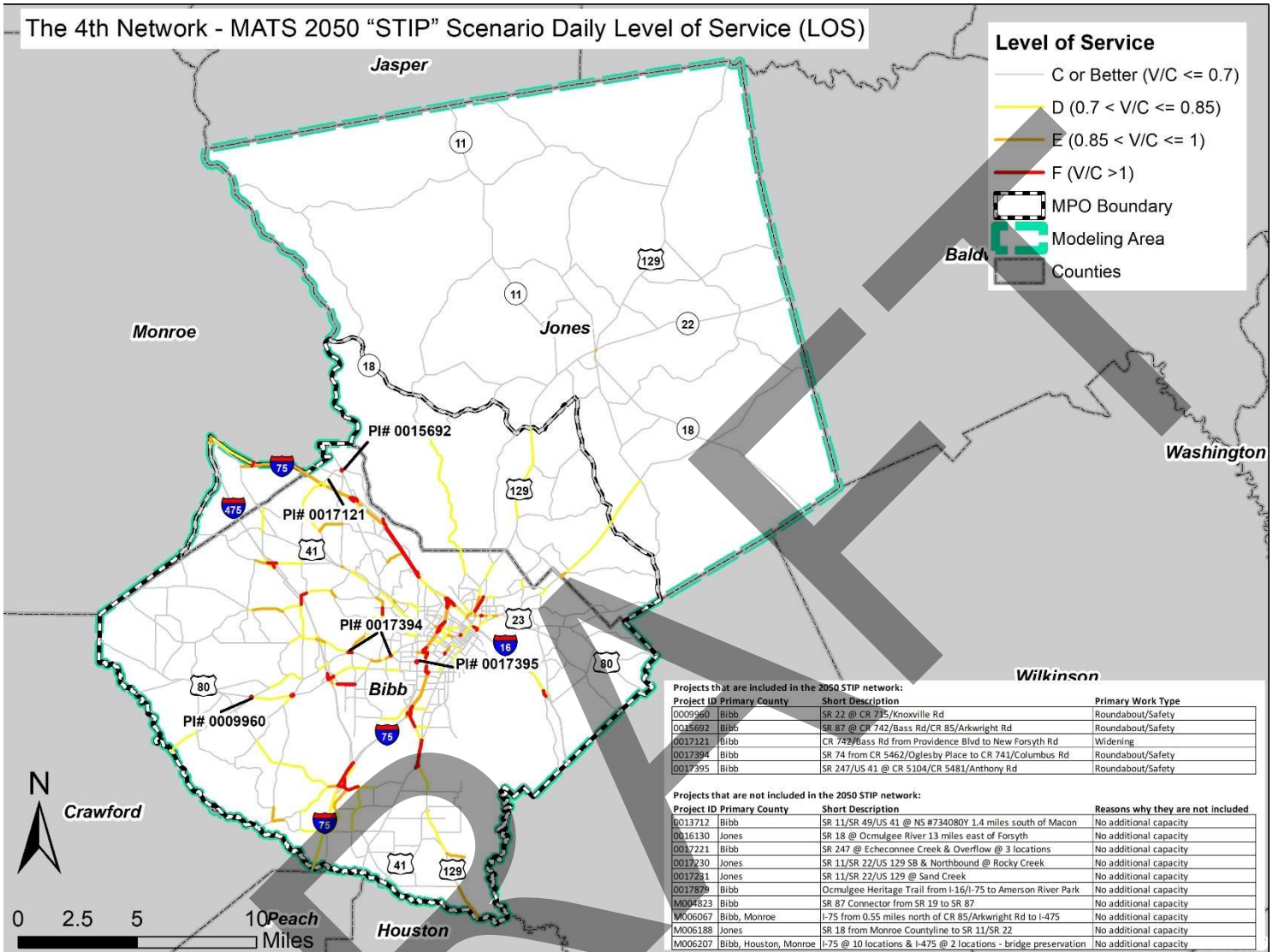
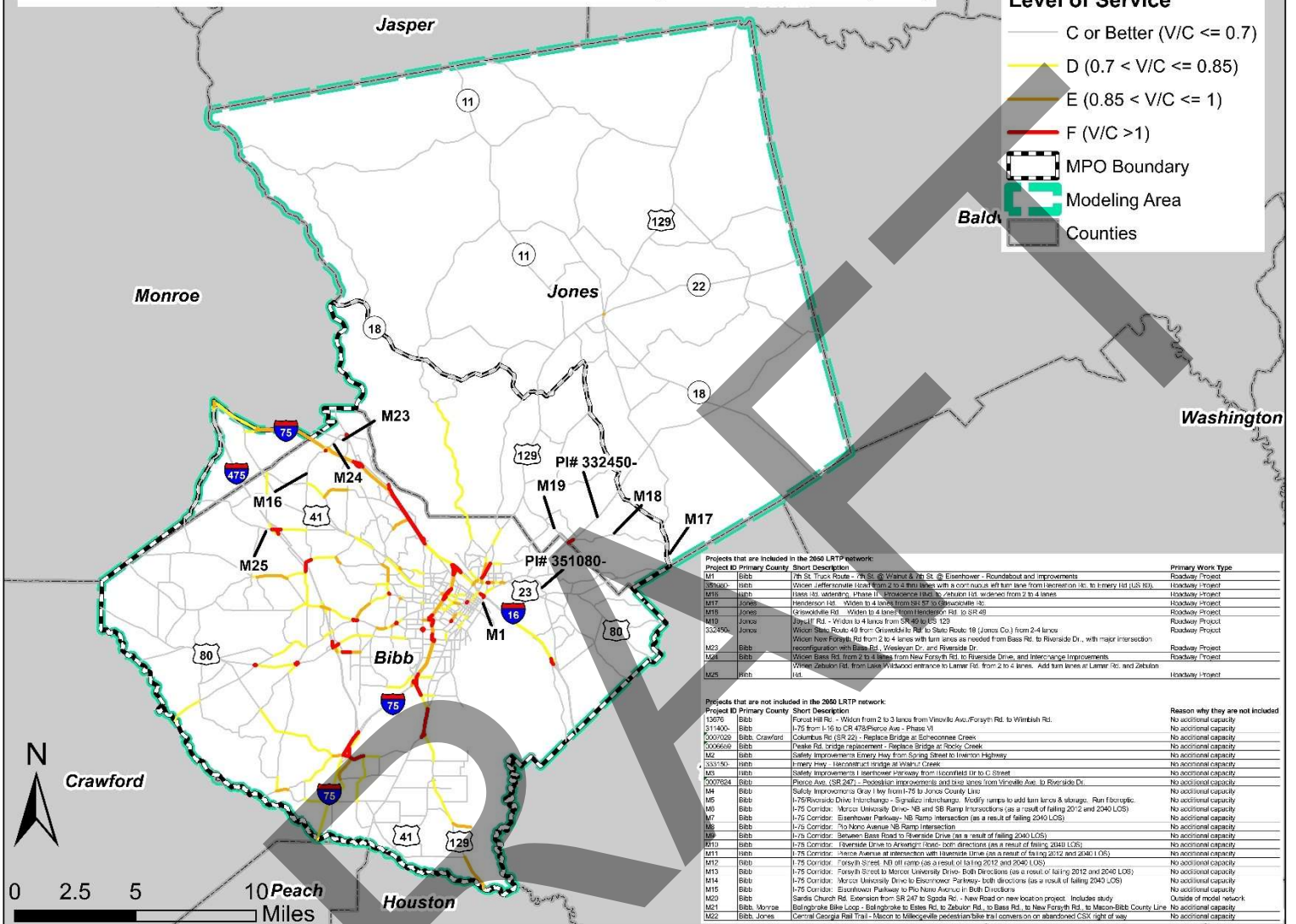


Figure 6-5 - MATS Area 4<sup>th</sup> Network: 3<sup>rd</sup> Network + Projects with Preliminary Engineering (PE) and/or Right of Way (ROW) Funded in STIP years 2021-2024 + Local Projects with PE and/or ROW Funded in the MATS Current TIP (FY 2021 – 2024)

Source: Georgia Dept. of Transportation, Office of Planning

# The 5th/6th Networks - MATS 2050 "MTP" Scenario Daily Level of Service (LOS)



Project ID	Primary County	Short Description	Primary Work Type
<b>Projects that are included in the 2050 L RTP network:</b>			
M1	Bibb	7th St. Truck Route - 7th St. @ Vinson & 7th St. @ Eisenhower - Roundabout and improvements	Roadway Project
M16	Bibb	Wilson Jefferson Rd. from Right 2 to 4 lanes with a continuous left turn lane from intersection 16 to Emery Rd. (US 80)	Roadway Project
M18	Baldwin	State Rd. widening - Phase II - Opposite side by Wilson Rd. widening from 2 to 4 lanes	Roadway Project
M17	Jones	Henderson Rd. - Widened to 4 lanes from SR 57 to Oppawatchie Dr.	Roadway Project
M19	Jones	Oppawatchie Rd. - Widened to 4 lanes from intersection 16 to SR 41	Roadway Project
M18	Jones	Shuff Rd. - Widened to 4 lanes from SR 129 to SR 120	Roadway Project
M23	Jones	Wilson State Route 40 from Oppawatchie Rd. to State Route 18 (Jones Co.) from 2-4 lanes	Roadway Project
M25	Bibb	Wilson New Forsyth Rd. from 2 to 4 lanes with turn lanes as needed from Bass Rd. to Riverside Dr. with major intersection reconfiguration with Bass Rd., Wesleyan Dr. and Riverside Dr.	Roadway Project
M24	Bibb	Wilson Bass Rd. from 2 to 4 lanes from New Forsyth Rd. to Riverside Drive, and Interchange Improvements	Roadway Project
M25	Bibb	Wilson Zebulon Rd. from Lake Parkwood entrance to Lamer Rd. from 2 to 4 lanes. Add turn lanes at Lamer Rd. and Zebulon Rd.	Roadway Project
<b>Projects that are not included in the 2050 L RTP network:</b>			
<b>Project ID Primary County Short Description Reason why they are not included</b>			
15075	Bibb	Parson Hill Rd. - Widened from 2 to 3 lanes from Vinson to Auc/Forsyth Rd. to Wimblish Rd.	No additional capacity
311400	Bibb	I-75 from I-16 to CR 475/Pierce Ave. - Phase VI	No additional capacity
0007020	Bibb, Crawford	Columbus Rd. (SR 22) - Replace Bridge at Echoes/Stone Creek	No additional capacity
0006640	Bibb	Palmer Rd. bridge replacement - Replace Bridge at Stone Creek	No additional capacity
M2	Bibb	Safety Improvements Entry Way from Spring Street to University Highway	No additional capacity
1533176	Bibb	Primary Hwy. - Interconnect bridge at Walnut Creek	No additional capacity
M3	Bibb	Safety Improvements 1 intersection capacity from University Dr. to C Street	No additional capacity
0007964	Bibb	Pierce Ave. (SR 247) - Roadway Improvements and turn lanes from Vinson Ave. to Riverside Dr.	No additional capacity
M4	Bibb	Safety Improvements Gray Hwy from I-75 to Jones County Line	No additional capacity
M5	Bibb	I-75/Riverside Drive Interchange - Signalized interchange. Roadway ramps to add turn lanes & storage. Run flyover.	No additional capacity
M6	Bibb	I-75 Corridor - Morcos University Drive - NB and SB Ramp Intersections (as a result of falling 2012 and 2040 LOS)	No additional capacity
M7	Bibb	I-75 Corridor - Eisenhower Parkway - NB Ramp Intersection (as a result of falling 2040 LOS)	No additional capacity
M8	Bibb	I-75 Corridor - No Nono Avenue NB Ramp Intersection	No additional capacity
M9	Bibb	I-75 Corridor - Between Bass Road to Riverside Drive (as a result of falling 2040 LOS)	No additional capacity
M10	Bibb	I-75 Corridor - Riverside Drive to Arwington - West-bound directions (as a result of falling 2040 LOS)	No additional capacity
M11	Bibb	I-75 Corridor - Nono Avenue at intersection with Riverside Drive (as a result of falling 2012 and 2040 LOS)	No additional capacity
M12	Bibb	I-75 Corridor - Forsyth Street - NB off ramp (as a result of falling 2012 and 2040 LOS)	No additional capacity
M13	Bibb	I-75 Corridor - Forsyth Street to Morcos University Drive - Both Directions (as a result of falling 2012 and 2040 LOS)	No additional capacity
M14	Bibb	I-75 Corridor - Morcos University Drive to Eisenhower Parkway - both directions (as a result of falling 2040 LOS)	No additional capacity
M15	Bibb	I-75 Corridor - Eisenhower Parkway to Pio Nono Avenue - Both Directions	No additional capacity
M20	Bibb	Sandra Church Rd. Extension from SR 247 to Spiga Rd. - New Road on new location project. Includes study	Outside of model network
M21	Bibb, Monroe	Baldwinville Blvd Loop - Baldwinville to State Rd. to Zebulon Rd. to Bass Rd. to New Forsyth Rd. to Macon-Bibb County Line	No additional capacity
M22	Bibb, Jones	Central Georgia Rail Trail - Macon to Milledgeville pedestrian/bike trail conversion on abandoned CSX right of way	No additional capacity

Figure 6-6 - MATS Area 5<sup>th</sup> Network: Completion of 4<sup>th</sup> Network + all projects To Address Future Transportation Needs Through 2050, As Identified Through the MATS MTP Process  
 Source: Georgia Dept. of Transportation, Office of Planning

MATS 2050 LRTP Roads and Bridges Projects List (Version 5/6/2026)

Priority Number	GDOT Project ID#	Description	Project Type	County	Number of LRTP Goals Addressed	Promote Multimodal and Affordable Travel Choices for people and freight?	Manage Congestion & System Reliability?	Improve Air Quality, Protect the Environment, Improve Quality of Life, and Promote Good Land Use Planning?	Connect People?	Improve Infrastructure Condition?	Ensure Equity?	Increase Safety, Health and Security?	Support economic vitality?	Improve resiliency and reduce stormwater impacts?	Enhance travel and tourism?	In Current TIP?	Air Quality Modeling Status	Air Quality Network Modeling Year	Funding in Previous TIP Years	Funding in Current TIP (FY 2024 - FY 2027)	Total Project Cost (Current Estimate)	Total Project Outstanding Balance (i.e., Total Cost - (Sum of Expended/Obligated Funds from all TIPs))
1.	311005-	I-16 Eastbound from I-75 to Walnut Creek-Phase IV	Bridge Reconstruction	Bibb	5	X	X		X	X		X				No	Non-Exempt	2030	\$149,006,176.02	\$149,006,176.02	Fully accounted for in current or previous TIP to reflect total project costs	
2.	0012701	I-16 from I-75 to Walnut Creek-Phase V	Roadway Project	Bibb	5	X	X		X	X		X				No	Non-Exempt	2030	\$90,566,681.71	\$90,566,681.71	Fully accounted for in current or previous TIP to reflect total project costs	
3.	0013921	Bridge Replacement - Replace Bridge on I-475 @ CR 742/Tucker Rd, 2 miles West of Macon.	Bridges	Bibb	2					X		X				Yes	Exempt		\$ 2,436,000.00	\$ 9,977,485.00	\$13,922,618.38	\$1,509,133.38
4.	0014072	Bridge Replacement - Replace Bridge on I-16 Eastbound & Westbound @ Walnut Creek 1 Mile East of Macon	Bridges	Bibb	2					X		X				Yes	Exempt		\$ 17,607,652.00	\$ 19,636,645.00	\$21,565,644.22	Fully accounted for in current or previous TIP to reflect total project costs
5.	0017121	Bridge Replacement - Replace Bridge on I-16 Eastbound & Westbound @ Walnut Creek 1 Mile East of Macon	Bridges & Roadway Project	Bibb	6	X	X	X		X		X	X			Yes	Non-Exempt	2027		\$15,307,104.00	\$66,059,736.68	\$50,752,632.68
6.	0014896	CR 742/BASS ROAD @ NS # 718357C 2 MI W OF MACON	Bridge Replacement	Bibb	4	X	X			X		X				Yes	Exempt		\$ 13,901,770.49		\$13,901,770.49	Fully accounted for in current or previous TIP to reflect total project costs
7.	0014897	I-16 EB & WB @ OCMULGEE RIVER OVERFLOW	Bridge Replacement	Bibb	3					X		X		X		Yes	Exempt		\$ 13,394,434.13		\$13,394,434.13	Fully accounted for in current or previous TIP to reflect total project costs
8.	0016130	SR 18 @ Ocmulgee River, 13 Miles East of Forsyth	Bridges	Jones	1					X						Yes	Exempt		\$2,046,121.00	\$2,046,121.00	Fully accounted for in current or previous TIP to reflect total project costs	
9.	0017221	SR 247 @ Echeconne Creek & Overflow @ 3 Locations	Bridges	Bibb, Houston	1					X						Yes	Exempt		\$1,795,920.00	\$504,000.00	\$17,900,000.00	\$15,600,080.00
10.	0017230	SR 11/SR 22/US 129 Southbound & Northbound @ Rock Creek	Bridges	Jones	1					X						Yes	Exempt		\$1,019,500.00	\$500,000.00	\$10,386,748.00	\$8,867,248.00
11.	0017231	SR 11/SR 22/US 129 Sand Creek, Southbound	Bridges	Jones	1					X						Yes	Exempt		\$1,764,000.00	\$357,000.00	\$9,890,170.03	\$7,769,170.03
12.	0013712	Replace Railroad Bridge on SR 11/SR 49/US 41 @ Norfolk Southern #734080Y, 1.4 Miles South of Macon	Bridges	Bibb	4	X				X		X				Yes	Exempt		\$ 3,422,192.57	\$ 19,021,722.74	\$22,443,915.31	Fully accounted for in current or previous TIP to reflect total project costs
13.	0018327	SR 22/US 80 FROM CR 5503/CANTERBURY ROAD TO I-75 SB RAMP - Re-stripe and add a road diet, rumble strips and sidewalk installation on the northside of Eisenhower Pkwy . Recommended long-term improvements which include lighting and installing sidewalks on the south side of Eisenhower Pkwy connecting the east and west of the existing sidewalks at the intersection of Eisenhower Pkwy at SR 247/Pio Nono Avenue.	Roadway Project	Bibb	3				X					X	X	Yes	Exempt		\$ 730,000.00	\$2,463,000.00	\$1,733,000.00	

MATS 2050 LRTP Roads and Bridges Projects List (Version 5/6/2026)

MATS 2050 LRTP Roads and Bridges Projects List (Version 5/6/2026)

Priority Number	GDOT Project ID#	Description	Project Type	County	Number of LRTP Goals Addressed	Promote Multimodal and Affordable Travel Choices for people and freight?	Manage Congestion & System Reliability?	Improve Air Quality, Protect the Environment, Improve Quality of Life, and Promote Good Land Use Planning?	Connect People?	Improve Infrastructure Condition?	Ensure Equity?	Increase Safety, Health and Security?	Support economic vitality?	Improve resiliency and reduce storm water impacts?	Enhance travel and tourism?	In Current TIP?	Air Quality Modeling Status	Air Quality Network Modeling Year	Funding in Previous TIP Years	Funding in Current TIP (FY 2024 - FY 2027)	Total Project Cost (Current Estimate)	Total Project Outstanding Balance (i.e., Total Cost - (Sum of Expended/Obligated Funds from all TIPs))
14.	0020056	Bonds View Road From West Of Stone Creek To State Route 87. Road base improvement and grading, shoulder reconditioning, drainage headwall improvements along a 1.06 mile stretch of Bondsview Road with access to 800 acres of Wildlife refuge land.	Roadway Project	Bibb	3				X					X	X	Yes	Exempt		\$ 490,000.00	\$490,000.00	Fully accounted for in current or previous TIP to reflect total project costs	
15.	0019933	I-75 @ Rocky Creek	Bridges	Bibb	1											Yes	Exempt		\$1,100,000.00	\$19,400,000.00	\$18,300,000.00	
16.	0019934	I-475 SB & NB @ TOBESOFKEE CREEK 3 MI S OF MACON	Bridges	Bibb	1											Yes	Exempt		\$1,700,000.00	\$23,000,000.00	\$21,300,000.00	
17.	0019935	I-16 EB & WB 2 @ CSX #636057K & BOGGY BRANCH 1.5 MI E OF MACON	Bridges	Bibb	1											Yes	Exempt		\$1,700,000.00	\$29,000,000.00	\$27,300,000.00	
18.	0019936	I-16 EB & WB @ OCMULGEE RIVER OVERFLOW 2 MI E OF MACON	Bridges	Bibb	1											Yes	Exempt		\$1,700,000.00	\$13,000,000.00	\$11,300,000.00	
19.	0019945	SR 19/SR 87 SB & NB @ WALNUT CREEK	Bridges	Bibb	1											Yes	Exempt		\$1,300,000.00	\$13,600,000.00	\$12,300,000.00	
20.	0020213	SR 247/US 129 SB & NB @ NS #729382R	Bridges	Bibb	1											Yes	Exempt		\$2,150,000.00	\$22,650,000.00	\$20,500,000.00	
21.	0020345	I-16 FROM SR 22/BIBB TO SR 96/TWIGGS	Roadway Project	Bibb	3			X		X					X	Yes	Exempt		\$435,200.00	\$435,200.00	Fully accounted for in current or previous TIP to reflect total project costs	
22.	0020763	Repair/replacement of overpass and transition from Northbound SR 11/SR 49 (Industrial Hwy) to Northbound SR 247 (Hawkinsville Rd.)	Roadway Project	Bibb	2		X			X						Yes	Exempt	2030	\$ 500,000.00	\$6,250,000.00	\$5,750,000.00	
23.	0017395	Converting existing signalized intersection at SR 247/US 41/Pio Nono Avenue and CR 5104/CR 5481/Anthony Road into a single lane roundabout	Safety Project	Bibb	4		X	X		X		X				Yes	Exempt		\$4,385,597.00	\$4,385,597.00	Fully accounted for in current or previous TIP to reflect total project costs	
24.	0020272	Truck parking project in Bibb County.	Roadway Reconstruction/R rehabilitation	Bibb	2	X	X									Yes	Exempt	2030	\$ 2,550,069.00	\$2,550,069.00	Fully accounted for in current or previous TIP to reflect total project costs	
25.	0013676	Forest Hill Rd. - Widen from 2 to 3 lanes from Vineville Ave./Forsyth Rd. to Wimbish Rd.	Roadway Project	Bibb	4		X		X	X		X				No	Non-Exempt	2030		\$14,114,015.00	\$14,114,015.00	
26.	311400	I-75 from I-16 to CR 478/Pierce Ave - Phase VI	Roadway Project	Bibb	5	X	X		X	X		X				Yes	Non-Exempt	2030	\$123,986,011.94	\$123,986,011.94	Fully accounted for in current or previous TIP to reflect total project costs	
27.	N/A	7th St. Truck Route - 7th St. @ Walnut & 7th St. @ Eisenhower - Roundabout and Improvements	Roadway Project	Bibb	7	X	X	X		X		X	X		X	No	Non-Exempt	2030		\$12,650,000.00	\$12,650,000.00	
28.	0007029	Columbus Rd (SR 22) - Replace Bridge at Echeconnee Creek	Bridges	Bibb, Crawford	2				X		X					No	Exempt			\$774,061.41	\$774,061.41	
29.	0006659	Peake Rd. bridge replacement - Replace Bridge at Rocky Creek	Bridges	Bibb	5				X	X	X	X	X			No	Exempt			\$1,833,329.00	\$1,833,329.00	
30.	N/A	Safety Improvements Emery Hwy from Spring Street to Irwinton Highway	Safety Project	Bibb	6	X		X	X	X	X	X				No	Exempt			\$1,000,000.00	\$1,000,000.00	

MATS 2050 LRTP Roads and Bridges Projects List (Version 5/6/2026)

Priority Number	GDOT Project ID#	Description	Project Type	County	Number of LRTP Goals Addressed	Promote Multimodal and Affordable Travel Choices for people and freight?	Manage Congestion & System Reliability?	Improve Air Quality, Protect the Environment, Improve Quality of Life, and Promote Good Land Use Planning?	Connect People?	Improve Infrastructure Condition?	Ensure Equity?	Increase Safety, Health and Security?	Support economic vitality?	Improve resiliency and reduce stormwater impacts?	Enhance travel and tourism?	In Current TIP?	Air Quality Modeling Status	Air Quality Network Modeling Year	Funding in Previous TIP Years	Funding in Current TIP (FY 2024 - FY 2027)	Total Project Cost (Current Estimate)	Total Project Outstanding Balance (i.e., Total Cost - (Sum of Expended/Obligated Funds from all TIPs))
31.	333150	Emery Hwy - Reconstruct Bridge at Walnut Creek	Bridges	Bibb	3					X		X	X			No	Exempt			\$5,902,371.00	\$5,902,371.00	
32.	N/A	Safety Improvements Eisenhower Parkway from Bloomfield Dr to C Street	Safety Project	Bibb	7	X		X	X	X	X	X	X			No	Exempt			\$1,000,000.00	\$1,000,000.00	
33.	N/A	Pierce Ave. (SR 247) - Pedestrian improvements and bike lanes from Vineville Ave. to Riverside Dr.	TE/Bike/Ped	Bibb	5	X		X	X	X	X	X	X			No	Exempt			\$2,500,000.00	\$2,500,000.00	
34.	\$0	Safety Improvements Gray Hwy from I-75 to Jones County Line	Safety Project	Bibb	6	X		X	X	X	X	X	X			No	Exempt			\$1,000,000.00	\$1,000,000.00	
35.	351080-	Widen Jeffersonville Road from 2 to 4 thru lanes with a continuous left turn lane from Recreation Rd. to Emery Rd (US 80).	Roadway Project	Bibb	6	X			X	X	X	X	X			No	Non-Exempt	2050		\$9,070,702.00	\$9,070,702.00	
36.	N/A	I-75/Riverside Drive Interchange - Signalize interchange. Modify ramps to add turn lanes & storage. Run fiberoptic.	Intersection/Signal/Safety	Bibb	2		X					X				No	Exempt			\$755,777.00	\$755,777.00	
37.	N/A	I-75 Corridor: Mercer University Drive- NB and SB Ramp Intersections (as a result of failing 2012 and 2040 LOS)	Traffic Signals	Bibb	2		X			X						No	Exempt			\$200,000.00	\$200,000.00	
38.	N/A	I-75 Corridor: Eisenhower Parkway- NB Ramp Intersection (as a result of failing 2040 LOS)	Traffic Signals	Bibb	2		X			X						No	Exempt			\$200,000.00	\$200,000.00	
39.	N/A	I-75 Corridor: Pio Nono Avenue NB Ramp Intersection	Traffic Signals	Bibb	2		X			X						No	Exempt			\$200,000.00	\$200,000.00	
40.	N/A	I-75 Corridor: Between Bass Road to Riverside Drive (as a result of failing 2040 LOS)	Auxiliary Lanes	Bibb	2		X			X						No	Non-Exempt	2040		\$6,200,000.00	\$6,200,000.00	
41.	N/A	I-75 Corridor: Riverside Drive to Arkwright Road- both directions (as a result of failing 2040 LOS)	Auxiliary Lanes	Bibb	2		X			X						No	Non-Exempt	2040		\$6,800,000.00	\$6,800,000.00	
42.	N/A	I-75 Corridor: Pierce Avenue at intersection with Riverside Drive (as a result of failing 2012 and 2040 LOS)	Turn Lanes	Bibb	2		X			X						No	Exempt			\$600,000.00	\$600,000.00	
43.	N/A	I-75 Corridor: Forsyth Street- NB off ramp (as a result of failing 2012 and 2040 LOS)	Turn Lanes	Bibb	2		X			X						No	Exempt			\$300,000.00	\$300,000.00	
44.	N/A	I-75 Corridor: Forsyth Street to Mercer University Drive- Both Directions (as a result of failing 2012 and 2040 LOS)	Auxiliary Lanes	Bibb	2		X			X						No	Non-Exempt	2040		\$10,700,000.00	\$10,700,000.00	
45.	N/A	I-75 Corridor: Mercer University Drive to Eisenhower Parkway- both directions (as a result of failing 2040 LOS)	Auxiliary Lanes	Bibb	2		X			X						No	Non-Exempt	2040		\$2,600,000.00	\$2,600,000.00	
46.	N/A	I-75 Corridor: Eisenhower Parkway to Pio Nono Avenue in Both Directions	Auxiliary Lanes	Bibb	2		X			X						No	Non-Exempt	2040		\$8,100,000.00	\$8,100,000.00	

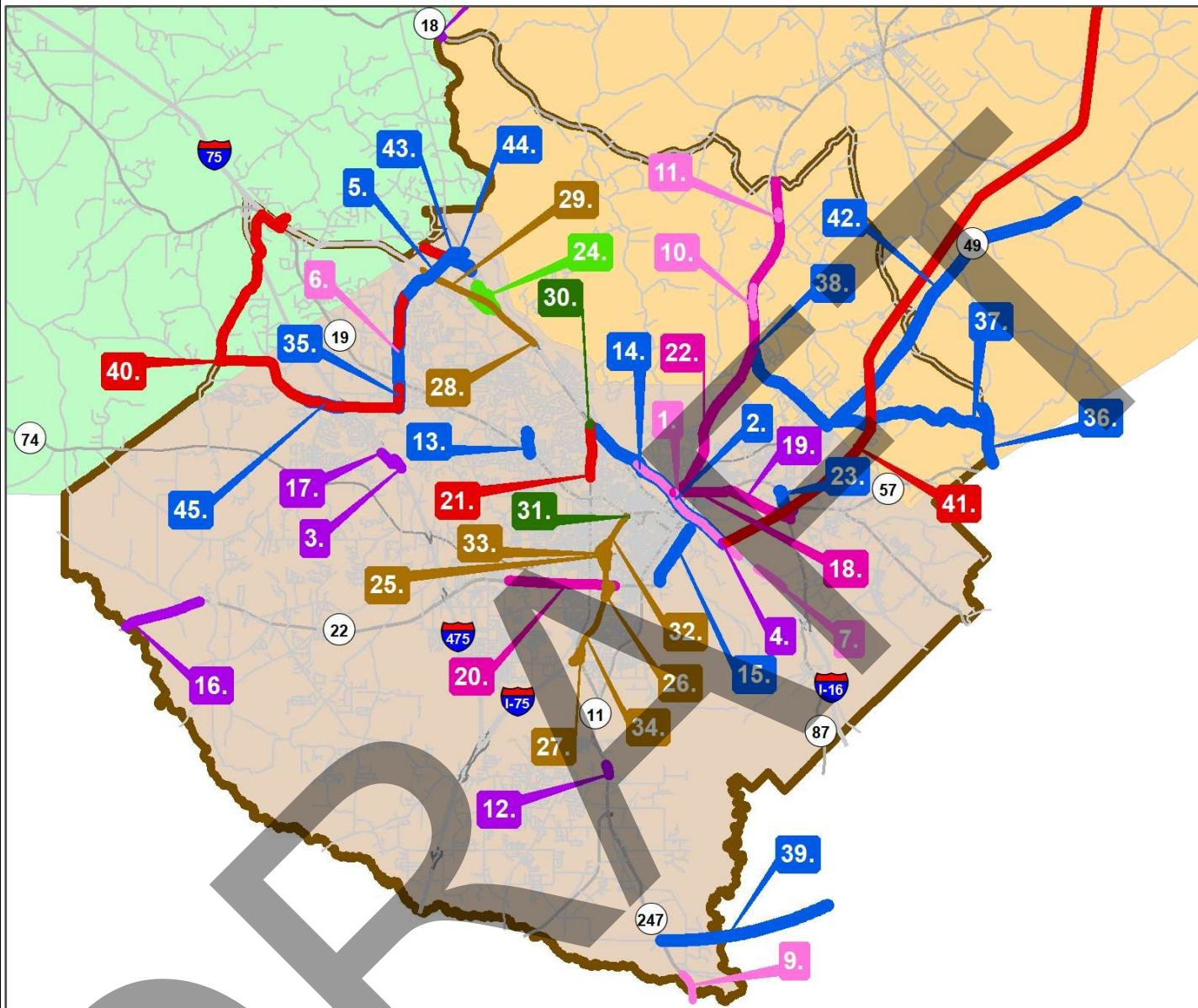
MATS 2050 L RTP Roads and Bridges Projects List (Version 5/6/2026)

Priority Number	GDOT Project ID#	Description	Project Type	County	Number of L RTP Goals Addressed	Promote Multimodal and Affordable Travel Choices for people and freight?	Manage Congestion & System Reliability?	Improve Air Quality, Protect the Environment, Improve Quality of Life, and Promote Good Land Use Planning?	Connect People?	Improve Infrastructure Condition?	Ensure Equity?	Increase Safety, Health and Security?	Support economic vitality?	Improve resiliency and reduce storm water impacts?	Enhance travel and tourism?	In Current TIP?	Air Quality Modeling Status	Air Quality Network Modeling Year	Funding in Previous TIP Years	Funding in Current TIP (FY 2024 - FY 2027)	Total Project Cost (Current Estimate)	Total Project Outstanding Balance (i.e., Total Cost - (Sum of Expended/Obligated Funds from all TIPs))
47.	N/A	Bass Rd. widening, Phase II - Providence Blvd. to Zebulon Rd. widened from 2 to 4 lanes	Roadway Project	Bibb	6	X	X	X		X		X	X			No	Non-Exempt	2040		\$21,942,036.00	\$21,942,036.00	
48.	N/A	Henderson Rd. - Widen to 4 lanes from SR 57 to Griswoldville Rd.	Roadway Project	Jones	0											No	Non-Exempt	2050		\$11,089,192.00	\$11,089,192.00	
49.	N/A	Griswoldville Rd. - Widen to 4 lanes from Henderson Rd. to SR 49	Roadway Project	Jones	0											No	Non-Exempt	2050		\$36,963,568.00	\$36,963,568.00	
50.	N/A	Joycliff Rd. - Widen to 4 lanes from SR 49 to US 129	Roadway Project	Jones	0											No	Non-Exempt	2050		\$35,732,383.00	\$35,732,383.00	
51.	N/A	Sardis Church Rd. Extension from SR 247 to Sgoda Rd. - New Road on new location project. Includes study	Roadway Project	Bibb	2	X						X				No	Non-Exempt	2040		\$62,409,791.00	\$62,409,791.00	
52.	N/A	Bolingbroke Bike Loop - Bolingbroke to Estes Rd, to Zebulon Rd., to Bass Rd., to New Forsyth Rd., to Macon-Bibb County Line	TE/Bike/Ped	Bibb, Monroe	4	X		X		X	X					No	Exempt			\$946,843.64	\$946,843.64	
53.	N/A	Central Georgia Rail Trail - Macon to Milledgeville pedestrian/bike trail conversion on abandoned CSX right of way	TE/Bike/Ped	Bibb, Jones	5	X		X	X				X			No	Exempt			\$7,077,123.90	\$7,077,123.90	
54.	332450	Widen State Route 49 from Griswoldville Rd. to State Route 18 (Jones Co.)	Roadway Project	Jones	5	X			X	X			X		X	No	Non-Exempt	2050		\$60,457,495.21	\$60,457,495.21	
55.	N/A	Widen New Forsyth Rd from 2 to 4 lanes with turn lanes as needed from Bass Rd. to Riverside Dr., with major intersection reconfiguration with Bass Rd., Wesleyan Dr. and Riverside Dr.	Roadway Project	Bibb	2		X					X				No	Non-Exempt	2040		\$7,500,000.00	\$7,500,000.00	
56.	N/A	Widen Bass Rd. from 2 to 4 lanes from New Forsyth Rd. to Riverside Drive, and Interchange Improvements	Roadway Project	Bibb	6		X	X	X		X		X	X		No	Non-Exempt	2040		\$9,525,089.00	\$9,525,089.00	
57.	N/A	Widen Zebulon Rd. from Lake Wildwood entrance to Lamar Rd. from 2 to 4 lanes. Add turn lanes at Lamar Rd. and Zebulon Rd.	Roadway Project	Bibb	3		X	X				X				No	Non-Exempt	2040		\$1,783,137.00	\$1,783,137.00	
58.	0019107	Truck Parking Expansion - Region 2	Roadway Project	Bibb, Monroe, Dooly	3	X	X						X			No	Exempt		\$ 100,000.00	\$100,000.00	Fully accounted for in current or previous TIP to reflect total project costs	

<b>Project Balances</b>	<b>\$544,908,178.25</b>
<b>Total for TIP Obligated Projects</b>	<b>\$210,076,955.68</b>
<b>Grand Total</b>	<b>\$754,985,133.93</b>

\* Project priority numbers are indicators of relative priority within the MTP Project List. They do not indicate in which specific TIP period GDOT intends to include a specific project.

# MPO Mats 2050 Transportation Projects



Priority	Project Description
1	I-75/I-16 Interchange - Phase 4 - Expansion of I-16 eastbound from I-75 to Walnut Creek
2	I-75/I-16 Interchange - Phase 5 - Expansion of I-16 westbound from I-75 to Walnut Creek
3	Tucker Rd. bridge replacement over I-475 Tucker Rd. bridge replacement over I-475
4	Bridge Replacement - Replace Bridge on I-16 Eastbound @ Walnut Creek 1 Mile East of Macon
5	Bass Road widening - Phase I Providence Blvd to New Forsyth Rd (widening from 2 to 4 lanes)
6	Bass Road bridge replacement over Norfolk Southern railroad. Bass Road bridge replacement over Norfolk Southern railroad.
7	I-16 bridge replacements over Norfolk Southern railroad. I-16 bridge replacements over Norfolk Southern railroad.
8	Bridge Replacement - Dames Ferry Rd. (aka SR 18) at Ocmulgee River Bridge Replacement - Dames Ferry Rd. (aka SR 18) at Ocmulgee River.
9	Bridge Replacement - Hawkinsville Rd. from Bibb County/Houston County border to Feagin Rd. (Northbound lanes), at 3 locations
10	Bridge Replacement - Gray Highway (aka US 129) Northbound & Southbound over Rock Creek
11	Bridge Replacement - Gray Hwy (aka US Hwy 129) over Sand Creek Bridge Replacement - Gray Hwy (aka US Hwy 129) over Sand Creek
12	Hawkinsville Road bridge replacement over Norfolk Southern railroad. Hawkinsville Road bridge replacement over Norfolk Southern railroad.
13	Forest Hill Rd. - Widen from 2 to 4 lanes from Vineville Ave. / Forsyth Rd. to Wimlish Rd.
14	I-75/I-16 Interchange - Phase 6 - Expansion of I-75 from I-16 to Pierce Ave.
15	7th St. Truck Route - 7th St. @ Walnut & 7th St. @ Eisenhower - Road/about and improvements
16	Eisenhower Hwy bridge replacement at Edgemoor Creek (Crawford Co. line)
17	Peake Rd. bridge replacement at Rocky Creek near Stratford Academy
18	Safety Improvements Emery Hwy from Spring Street to Irwinton Highway
19	Emery Hwy bridge replacement at Walnut Creek Emery Hwy bridge replacement at Walnut Creek
20	Safety Improvements Eisenhower Parkway from Blomfield Dr to C Street
21	Pierce Ave pedestrian and bicycle improvements from Ingelside Ave. to Riverside Dr.
22	Safety Improvements Gray Hwy from I-75 to Jones County Line Safety Improvements Gray Hwy from I-75 to Jones County Line
23	Jeffersonville Rd. widening - Norfolk Southern bridge replacement Jeffersonville Rd. widening - Norfolk Southern bridge replacement
24	I-75/Riverside Drive Interchange - Signalize interchange. Modify ramps to add turn lanes & storage. Run fiber optic.

25	I-75 Corridor - Mercer University Drive - Northbound and Southbound ramp intersection signalization and improvement (as a result of failing 2040 Level of Service)
26	I-75 Corridor - Eisenhower Parkway - Northbound ramp intersection signalization and improvement (as a result of failing 2040 Level of Service)
27	I-75 Corridor - Pio Nono Avenue - Northbound ramp intersection signalization and improvement
28	I-75 Corridor - Riverside Drive to Arkwright Road - both directions (as a result of failing 2040 Level of Service)
29	I-75 Corridor - Between Bass Road to Riverside Drive (as a result of failing 2040 Level of Service)
30	I-75 Corridor - Pierce Avenue at Intersection with Riverside Drive (as a result of failing 2012 and 2040 Level of Service)
31	I-75 Corridor - Forsyth Street - Northbound off ramps (as a result of failing 2012 and 2040 Level of Service)
32	I-75 Corridor - Forsyth Street to Mercer University Drive - Both Directions (as a result of failing 2012 and 2040 LOS)
33	I-75 Corridor - Mercer University Drive to Eisenhower Parkway - both directions (as a result of failing 2040 LOS)
34	I-75 Corridor - Eisenhower Parkway to Pio Nono Avenue in Both Directions
35	Bass Rd. widening Phase II - Providence Blvd. to Zebulon Rd. widened from 2 to 4 lanes
36	Henderson Rd. - Widen to 4 lanes from SR 57 to Griswoldville Rd. Henderson Rd. - Widen to 4 lanes from SR 57 to Griswoldville Rd.
37	Griswoldville Rd. - Widen to 4 lanes from Henderson Rd. to SR 49 Griswoldville Rd. - Widen to 4 lanes from Henderson Rd. to SR 49
38	Joycliff Rd. - Widen to 4 lanes from SR 49 to US 129 Joycliff Rd. - Widen to 4 lanes from SR 49 to US 129
39	Sardis Church Rd. - Extension from SR 247 to Spoda Rd. - New Road on new location project. Includes study
40	Bolingbroke Bike Loop - Bolingbroke to Estes Rd. to Zebulon Rd. to Bass Rd. to New Forsyth Rd. to Macon-Bibb County Line
41	Proposed pedestrian/bike trail from Macon-Bibb County to Milledgeville (Jones County)
42	Gray Hwy (aka State Route 49) widening from Griswoldville Rd. to State Route 18 (Jones Co.)
43	Widen New Forsyth Rd from 2 to 4 lanes with turn lanes as needed from Bass Rd. to Riverside Dr., with major intersection reconfiguration with
44	Widen Bass Rd. from 2 to 4 lanes from New Forsyth Rd. to Riverside Drive, and interchange improvements
45	Zebulon Rd. - Widen Zebulon Rd. from Lake Wildwood entrance to Lamar Rd. from 2 to 4 lanes. Add turn lanes at Lamar Rd. and Zebulon Rd.

The Macon-Bibb County's Infrastructure records, drawings, and other documents have been gathered over many years, using differing standards for quality control, documentation, and verification. All of the data provided represents current information in a readily available format. While the data provided is generally believed to be accurate, occasionally it proves to be incorrect; thus its accuracy is not warranted. Prior to making any property purchases or other investments based in full or in part upon the material provided, it is specifically advised that you independently field verify the information contained within our records. Date: 3/30/2022

**Legend**

- Traffic Signals
- Bridges
- Bridge Replacement
- Auxiliary Lanes
- Turn Lanes
- Intersection/Signal/Safety
- Safety Project
- ITE/Bike/Ped
- Roadway Project
- MPO Boundary
- Bibb
- Jones
- Monroe

1 inch = 20,000 feet  
Map Maker: Les Hampton Leskeye

Figure 6-7 Road and Bridges Projects Throughout MATS Area

## Costs and Revenue Estimation

### Costs

The total cost of all obligated road and bridge projects listed in Table 6-2 above is estimated at \$717,864,947.25 (as of November 5, 2025). This value is based on the most current project cost estimates from GDOT and Macon-Bibb County Engineering Department. It includes an assumption of 2% increase in non-obligated project costs each year over the entire planning and construction duration of the project. This assumption is an average, based on GDOT's historic project management experience with road and bridge projects. While in any specific year this 2% assumption may be high or low, the expectation is that over the operational life of this MTP, individual years will balance out around a 2% inflation rate. This assumption is a continuation of the project cost inflation assumptions applied in the 2050 MTP.

Of the \$717,864,947.25, the amount already obligated to these projects (as of November 5) is \$193,273,964.68. Reducing the total project costs by these expended or obligated amount leaves a net outstanding cost of \$524,590,982.57.

### Revenues

Revenues for road and bridge projects were estimated using historic funding patterns. On June 21, 2021, GDOT Office of Planning provided MATS with estimates of revenues available for both new highway capital improvements (roads, bridges and bike/ped improvements) and highway maintenance expenditures, from 2015 through 2050. These estimates were further broken out by Federal, State, and Local funding sources. This table was adjusted to reflect only those revenues anticipated from FY 2024 through FY 2050, since the fiscal years prior to FY 2024 have already been closed out, and therefore should not be included in future year revenue projections. Table 6-3 below shows the anticipated revenues on a year by year basis for New Road & Bridge Projects and Maintenance Projects.

**Table 6-3: Anticipated Revenues for New Road & Bridge Projects, and for Maintenance: FY 2024 - 2050**

	<i>Annual Estimate of Funding Available for New Road &amp; Bridge Projects</i>			<i>Maintenance Estimate</i>			<i>Total Estimate</i>
	<i>Project Cost Total</i>	<i>Federal Share</i>	<i>State &amp; Local Share</i>	<i>Project Cost Total</i>	<i>Federal Share</i>	<i>State &amp; Local Share</i>	
<b>2021</b>	\$236,671,629	\$189,337,303	\$47,334,326	\$4,994,003	\$3,995,202	\$998,801	<b>\$241,665,631</b>
<b>2022</b>	\$18,336,085	\$14,668,868	\$3,667,217	\$4,524,994	\$3,619,996	\$904,999	<b>\$22,861,079</b>
<b>2023</b>	\$44,226,028	\$35,380,823	\$8,845,206	\$4,615,494	\$3,692,395	\$923,099	<b>\$48,841,523</b>
<b>2024<sup>a,b</sup></b>	\$30,285,127	\$24,326,102	\$5,959,025	\$4,707,804	\$3,766,243	\$941,561	<b>\$34,992,931</b>
<b>2025<sup>c</sup></b>	\$20,625,451	\$16,500,361	\$4,125,090	\$4,801,960	\$3,841,568	\$960,392	<b>\$25,427,411</b>
<b>2026<sup>d</sup></b>	\$143,162,472	\$30,445,177	\$112,717,294	\$4,897,999	\$3,918,400	\$979,600	<b>\$148,060,471</b>
<b>2027<sup>c,e</sup></b>	\$35,617,129	\$13,186,563	\$22,430,566	\$4,995,959	\$3,996,768	\$999,192	<b>\$25,305,948</b>
<b>2028</b>	\$19,951,189	\$15,960,951	\$3,990,238	\$5,095,879	\$4,076,703	\$1,019,176	<b>\$25,047,067</b>
<b>2029<sup>a</sup></b>	\$110,850,213	\$88,680,170	\$22,170,043	\$5,197,796	\$4,158,237	\$1,039,559	<b>\$116,048,009</b>
<b>2030<sup>c</sup></b>	\$41,257,217	\$33,005,773	\$8,251,443	\$5,301,752	\$4,241,402	\$1,060,350	<b>\$46,558,969</b>
<b>2031</b>	\$21,172,361	\$16,937,889	\$4,234,472	\$5,407,787	\$4,326,230	\$1,081,557	<b>\$26,580,148</b>
<b>2032</b>	\$21,595,808	\$17,276,647	\$4,319,162	\$5,515,943	\$4,412,754	\$1,103,189	<b>\$27,111,751</b>
<b>2033</b>	\$22,027,725	\$17,622,180	\$4,405,545	\$5,626,262	\$4,501,009	\$1,125,252	<b>\$27,653,986</b>

**Table 6-3 (Cont): Anticipated Revenues for New Road & Bridge Projects, and for Maintenance: FY 2021 - 2050**

2034	\$22,468,279	\$17,974,623	\$4,493,656	\$5,738,787	\$4,591,030	\$1,147,757	<b>\$28,207,066</b>
2035	\$22,917,645	\$18,334,116	\$4,583,529	\$5,853,563	\$4,682,850	\$1,170,713	<b>\$28,771,207</b>
2036	\$23,375,998	\$18,700,798	\$4,675,200	\$5,970,634	\$4,776,507	\$1,194,127	<b>\$29,346,632</b>
2037	\$23,843,517	\$19,074,814	\$4,768,703	\$6,090,047	\$4,872,037	\$1,218,009	<b>\$29,933,564</b>
2038	\$24,320,388	\$19,456,310	\$4,864,078	\$6,211,848	\$4,969,478	\$1,242,370	<b>\$30,532,235</b>
2039	\$24,806,796	\$19,845,436	\$4,961,359	\$6,336,085	\$5,068,868	\$1,267,217	<b>\$31,142,880</b>
2040	\$25,302,932	\$20,242,345	\$5,060,586	\$6,462,806	\$5,170,245	\$1,292,561	<b>\$31,765,738</b>
2041	\$25,808,990	\$20,647,192	\$5,161,798	\$6,592,062	\$5,273,650	\$1,318,412	<b>\$32,401,053</b>
2042	\$26,325,170	\$21,060,136	\$5,265,034	\$6,723,904	\$5,379,123	\$1,344,781	<b>\$33,049,074</b>
2043	\$26,851,673	\$21,481,339	\$5,370,335	\$6,858,382	\$5,486,705	\$1,371,676	<b>\$33,710,055</b>
2044	\$27,388,707	\$21,910,965	\$5,477,741	\$6,995,549	\$5,596,439	\$1,399,110	<b>\$34,384,256</b>
2045	\$27,936,481	\$22,349,185	\$5,587,296	\$7,135,460	\$5,708,368	\$1,427,092	<b>\$35,071,941</b>
2046	\$28,495,211	\$22,796,168	\$5,699,042	\$7,278,170	\$5,822,536	\$1,455,634	<b>\$35,773,380</b>
2047	\$29,065,115	\$23,252,092	\$5,813,023	\$7,423,733	\$5,938,986	\$1,484,747	<b>\$36,488,848</b>
2048	\$29,646,417	\$23,717,134	\$5,929,283	\$7,572,208	\$6,057,766	\$1,514,442	<b>\$37,218,625</b>
2049	\$30,239,345	\$24,191,476	\$6,047,869	\$7,723,652	\$6,178,921	\$1,544,730	<b>\$37,962,997</b>
2050	\$30,844,132	\$24,675,306	\$6,168,826	\$7,878,125	\$6,302,500	\$1,575,625	<b>\$38,722,257</b>
<b>Grand Total</b>	<b>\$916,191,686</b>	<b>\$633,659,409</b>	<b>\$282,532,277</b>	<b>\$166,394,155</b>	<b>\$133,115,324</b>	<b>\$33,278,831</b>	<b>\$1,082,585,841</b>
<p><i>a. On 5/1/2024, fiscal years 2024 and 2029 had their estimates increased by \$11,363,312.74 and \$90,500,000, respectively, to accommodate the cost increases associated with revised cost estimates for GDOT PI #0013712, and the amendment of GDOT PI #0019933, 0019934, #0019935, #0019936, #0019945 and #0020056.</i></p>							
<p><i>b. The Federal and State &amp; Local portion of the FY 2024 line have been adjusted to reflect the fact that GDOT PI #0020056 is 100% under the Federal Lands Access Program (FLAP) grant</i></p>							
<p><i>c. On 8/7/2024, fiscal years 2025, 2027 and 2030 had their estimates increased by \$1,825,000, \$750,000 and \$20,500,000, respectively, to accommodate the cost increases associated with cost estimates for amendments GDOT PI #0020213 and GDOT PI #20345, as per e-mail of 5/23/2024 from GDOT Office of Planning.</i></p>							
<p><i>d. On 5/7/2025, fiscal year 2026 estimates were increased by \$123,986,011.94 (+\$15,104,009.55 Federal; +\$108,882,002.39 State), to accommodate the cost increases associated with cost estimates for amendments GDOT PI #311400, as per e-mail of 3/5/2024 from GDOT Office of Planning.</i></p>							
<p><i>e. On 5/6/2026, fiscal year 2027 estimates were increased by \$15,307,104 (100% Local), to accommodate the cost increases associated with cost estimates for amendments GDOT PI #0017121, as per e-mail of 3/5/2024 from GDOT Office of Planning.</i></p>							

Summing the inflation adjusted values for the Federal, State and Local categories from FY 2024 through FY 2050, the total estimated revenue available for New Road and Bridge Projects is **\$900,884,546** (see notes a through d in Table 6-3 for specific adjustments). Assuming the standard 80%/20% cost sharing arrangement between Federal, State and Local partners (see full discussion, next section), this value breaks out to **\$636,720,837** in anticipated Federal funds, and **\$264,163,709** in State and Local cost share. For Highway Maintenance Projects, the corresponding total is **\$166,394,155** (**\$133,115,324** Federal funds; **\$33,278,831** State & Local funding).

#### Statement of Fiscal Balancing

Pursuant to the requirements in 23 CFR §450.324(f)(11)(i-viii), this section demonstrates that the projects listed in this chapter are compliant with Federal requirements for being fiscally constrained. Comparing the net revenue and net cost estimates, the Roads and Bridges project list has an anticipated surplus of **\$117,224,670.16** for Highway Capital projects, and

**\$154,902,999.37** remaining for Highway Maintenance projects, over the operating life of the 2050 MTP. Table 6-4 lays out the calculations, based on the most recent project cost estimates in each category.

These surpluses are the totals across all Federal, State and Local funding sources. How much of that surplus accrues to each level of government is, in part, dependent on the specific funding sources used to pay for the individual projects. Normal cost sharing arrangements for federally supported transportation projects involve the federal government paying up to 80% of the total project cost, with the remaining 20% (commonly known as “match”) being the responsibility of the State and Local participants (23 US Code §120(b): <https://www.fhwa.dot.gov/map21/docs/title23usc.pdf>)

**Table 6-4: Demonstration of Fiscal Balancing for Roads & Bridges Projects**

<b>Highway Capital Projects Revenue Estimates</b>		Summed Estimates @ 2% Inflation
Federal		\$ 633,659,409
State & Local Match		\$282,532,277
<b>Total Estimated Revenues</b>		<b>\$916,191,686</b>
TIP Project Adjustments (as of 5/6/2026)		<b>\$210,076,956</b>
<b>Net Highway Capital Revenues Available</b>		<b>\$706,114,731</b>
<b>Outstanding Road &amp; Bridge Projects in MTP</b>		<b>\$544,908,178</b>
<b>Capital Surplus (deficit)</b>	<i>New Estimate (5/6/2026)</i>	<b><u>\$161,206,553</u></b>
<b>Highway Maintenance Revenue Estimates</b>		Summed Estimates @ 2% Inflation
Federal		\$133,115,324
State & Local Match		\$33,278,831
<b>Total Estimated Revenues</b>		<b>\$166,394,155</b>
FY 24-27 TIP Project Adjustments (as of 3/18/2024)		<b>\$11,491,155</b>
<b>Net Highway Capital Revenues Available</b>		<b>\$154,902,999</b>
<b>Outstanding Road &amp; Bridge Projects in LRTP</b>		<b>\$0</b>
<b>Maintenance Surplus (deficit)</b>	<i>New Estimate (as of 9/9/2021)</i>	<b><u>\$154,902,999</u></b>

In addition to the recognized Federal revenue sources, since 2015 there have been significant updates to how the State and Local portion are being generated.

## ***Georgia Transportation Funding Act Of 2015***

On May 4, 2015, the Governor signed the Georgia Transportation Funding Act of 2015 (GTFA 2015: <http://www.legis.ga.gov/Legislation/en-US/display/20152016/HB/170>). This act provides for a variety of State funding sources (i.e., vehicle registration fees, hotel/motel occupancy taxes, a 1% sales tax on retail motor fuels up to \$3.00 per gallon) which are to be dedicated to funding transportation projects. Since passage of this act, the practical effect has been for GDOT to identify certain transportation projects of statewide significance, which are then fully funded in their 20% match requirement by supplemental state funding. The result is that federally sponsored road and bridge projects which are matched with GTFA 2015 funds require significantly lower budget contributions from the local jurisdictions where the projects are located. In many cases, the local funding component is completely eliminated.

### **Local Revenue Options**

Just as GTFA 2015 provides a mechanism for the State to assume the full match burden of road and bridge projects, there are policies in place by which Local partners can either assume the 20% match portion, or even fully assume the entire cost of the project (which would effectively remove the project from the MTP project list).

### **Special Purpose Local Option Sales Tax**

The Special Purpose Local Option Sales Tax (SPLOST) is a mechanism under Georgia state law (Title 48, Ch. 8, Article 3, Part 1: <http://www.lexisnexis.com/hottopics/gacode/>), whereby voters within a county can, within certain limits, assign a self-imposed 1% sales tax for the purpose of funding for a variety of capital improvement projects. Originally passed in 1985, the legislation has undergone several legislative updates. The most recent SPLOST in the MATS region passed in the Macon-Bibb County consolidated government on November 8, 2016, authorizing \$35,000,000 for various transportation projects throughout the Macon-Bibb area. To the extent that projects are on the road and bridges projects list for this 2050 MTP Update, these projects can have their match paid for through SPLOST funds, either in part or all the way up to the full 20% match requirement. Alternatively, if the MATS Policy Committee were to decide to accelerate a project faster than GDOT's timetable, they could use SPLOST funds to remove it from the MTP project list entirely. This strategy would allow the jurisdiction sponsoring the project to proceed at their own pace, but it would also forego any opportunity for State or Federal support for the project.

### **Georgia Transportation Infrastructure Bank**

Another local funding option is the Georgia Transportation Infrastructure Bank (GTIB). GTIB was established to provide a revolving loan fund (and in some cases, grant funding) for qualified eligible infrastructure projects, including mass transit and bicycle infrastructure (Title 32, Ch. 10, Article 2)<sup>2</sup>. Because the GTIB program allows local units of government to borrow for project costs over the design life of a project, the effect of the GTIB program is to reduce the immediate budget impacts of coming up with the local match for large infrastructure and facilities projects. For example, if GTIB financing were used to meet local match requirements for a 5-year construction project for a bridge with a 30-year design life, the local jurisdiction could issue

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<sup>2</sup> The full list of what is defined as an “eligible project” can be found in Title 32, Ch. 10, Article 2, Part 3, Sec. 122 of the 2016 GA State Code. See <http://www.lexisnexis.com/hottopics/gacode/> for specific definitions.

a bond to meet the match requirements and pay it back over a period no longer than 30 years. This has a less intense fiscal impact on the local government than financing the match requirement in each of the 5 budget years over which the bridge is being constructed.

SPLOST and GTIB are not mutually exclusive. A local jurisdiction could elect to use either, both or neither of these funding sources to address local match requirements for transportation projects.

## Projects for Future Consideration and the MTP Amendment Process

### **Projects for Future Consideration**

In addition to the projects in Table 6-2, several supplemental projects were identified through the public involvement and MATS committee processes. Table 6-5 below identifies these projects using the same evaluation criteria as was used in Table 6-2.

Unlike Table 6-2, the projects in Table 6-5 are not listed in any particular priority order. Many of these are new projects for consideration, and as of yet have not had any programmatic or fiscal evaluation. Any project costs associated with these projects are considered advisory, and subject to change.

<u>Unprioritized</u> Project Number	GDOT Project ID#	Description	Project Type	County	Promote Multimodal and Affordable Travel Choices for people and freight?	Manage Congestion & System Reliability?	Improve Air Quality, Protect the Environment, Improve Quality of Life, and Promote Good Land Use Planning?	Connect People?	Improve Infrastructure Condition?	Ensure Equity?	Increase Safety, Health and Security?	Support economic vitality?	Improve resiliency and reduce stormwater impacts?	Enhance travel and tourism?	<u>Proposed</u> Network Year	In MTP?	In Current TIP?	Anticipated Budget
1.	N/A	<u>Lane reorientation on US 41/Pio Nono Ave. between Mercer Univ. Dr. and Anthony Rd. Add dedicated center left turn lane, crosswalk across Pio Nono, sidewalks on both sides</u>	Roadway Project	Bibb		X		X	X	X	X				2030	No	No	New Project
2.	N/A	<u>Lane reorientation on US 41/Pio Nono Ave. from Rolf Ave. to Hillcrest Ave. Add dedicated center left turn lane</u>	Roadway Project	Bibb		X				X	X				2030	No	No	New Project
3.	N/A	<u>Improvements at US 80/Eisenhower Pkwy and US 41/GA 247/Pio Nono Ave. Road maintenance and restriping, crosswalk improvements, improved transit access points, improve dedicated left turn lanes from US 80 eastbound to GA 247 northbound</u>	Roadway Project	Bibb	X	X			X	X		X			2030	No	No	New Project
4.	N/A	<u>Resurfacing of US 41/Pio Nono Ave. from I-75 to Hawkinsville Rd.</u>	Resurfacing/Maintenance	Bibb		X			X						2030	No	No	New Project
5.	N/A	<u>Extension of 2nd St. pedestrian improvements from Ash St./new bridge alignment down to Eisenhower Blvd. Possible new roundabout at intersection of 2nd St./Bowden St./Grants Chapel Alley.</u>	TE/Bike/Ped	Bibb	X	X				X	X				2030	No	No	New Project
6.	N/A	<u>Add sidewalks along Napier Ave. from Park St. to Forsyth Ave.</u>	TE/Bike/Ped	Bibb	X		X			X	X				2030	No	No	New Project
7.	N/A	<u>Replace existing crosswalk signals with new signals incorporating countdown clocks</u>	TE/Bike/Ped	Bibb	X	X			X	X	X				2030	No	No	New Project
8.	0006689	Houston Rd. - Widen from 2 to 4 lanes from north of Sardis Church Rd. Extension (approx. South Walden Rd.) to existing Sardis Church Rd./North Walden Rd.	Roadway Project	Bibb	X	X		X				X			2040	Yes	No	\$8,390,118.16
9.	331750	Houston Rd. - Standardize lanes from south of Sardis Church Rd. extension (South Walden Rd.) to US 41 in Houston County	Roadway Project	Bibb, Houston	X	X		X				X			2040	Yes	No	\$453,630.00
10.	Local	Tucker Rd. (Phase 2) - Resurfacing, striping, standardization, turn lanes, multi-use path from Foster to Idlewood. Phase I from Idlewood to Forsyth is complete	Roadway Project	Bibb	X	X			X		X				2040	Yes	No	\$1,320,171.00
11.	N/A	Widen Forest Hill Rd. from Hall to Northside Dr.	Roadway Project	Bibb	X	X	X	X		X		X	X		2040		No	New Project

**Table 6-5: Projects Identified for Further Study and Future Consideration**

## MTP Amendments

From time to time it will be necessary to modify the financially constrained project list to reflect updated project costs, changes in project timetables, or add and remove projects from consideration. These actions require formal amendments to the MTP and possibly the TIP. Both the MTP and TIP can be amended at any time, in accordance with the procedures specified in the [MATS Public Participation Plan](#). The process for amending the MTP project list involves the following steps:

1. Updating and/or creating new project sheets for the current TIP, to reflect changes in any projects currently underway;
2. Updating the project tables in the relevant MTP chapters, to reflect the new projects and associated cost changes;
3. Updating the fiscal analysis in this MTP chapter to continue demonstrating fiscal constraint (i.e., that revenues are sufficient to cover anticipated costs), even with the proposed amendments
4. Soliciting public input in accordance with the approved MATS Public Participation Plan (last updated 11/4/2020, which involves;
  1. Completing a 15 day public review period with drafts of the proposed amended MTP project list and (if necessary) TIP, available for download from the MATS website
  2. Soliciting comments and recommendations from the MATS Citizen Advisory Committee and MATS Technical Coordinating Committee
5. After close of public comment period, formal adoption of the amended MTP project list and (if necessary) TIP by the MATS Policy Committee.

In accordance with these procedures, the following project list amendments have been made to the MTP Roads and Bridges Projects List:

**Amendment #1 (6/9/2022)** – On March 24, 2022, Georgia Dept. of Transportation requested the following amendments to the MATS 2050 MTP Roads and Bridges Project List, so that it might also be included as a new project in the MATS FY 2021 – 2024 TIP:

- GDOT Project #0019107 (Truck Parking Expansion – Region 2)

The project has been added to the Roads and Bridges Project list (Table 6-2) as Priority #46, in the amount of \$100,000. The MATS 2050 MTP Roads and Project list still maintains fiscal balance as required under 23 CFR 450.324(f)(11), and Interagency Coordinating Committee has determined this project is “Exempt” from air quality analysis for Ozone.

**Amendment #2 (6/9/2022)** – On March 31, 2022, Georgia Dept. of Transportation requested the following amendments be applied to the revenue projections for the MATS 2050 MTP Roads and Bridges chapter, as a result of State of Georgia allocations under the Infrastructure Investment & Jobs Act of 2021 (See Chapter 12 – Plan Considerations for additional details)

- \$620,000 in Carbon Reduction Program funding
- \$26,055,622 in PROTECT Grant program funding

Interagency Coordinating Committee has determined this amendment is “Exempt” from air quality analysis for Ozone.

**Amendment #3 (5/1/2024)** – On September 28, 2023, in consultation with, and at the direction of, the Georgia Department of Transportation (GDOT), the MATS MPO adopted a new FY 2024 – 2027 TIP. Pursuant to fulfilling the requirements of 23 CFR 450.326(i) and 23 CFR 450.324(f)(11), this change in TIP necessarily required an update to the MATS 2050 MTP Roads & Bridges chapter, including a re-demonstration of fiscal rebalancing, to continue the ability to amend the FY 2024 – 2027 TIP.

Tables 6-2, 6-3 and 6-4 above have been updated as of this date to incorporate the FY 2024 – 2027 TIP, including updated project prioritization and demonstration of continued fiscal constraint (limiting the analysis to the years FY 2024 through FY 2027). As described in Table 6-3, GDOT Office of Planning confirmed updates to the FY 2024 and FY 2029 fiscal year anticipated revenues to cover the projects listed in Amendment #5 (see below).

**Amendment #4 (5/1/2024)** – January 31, 2024, the Macon-Bibb County Department of Engineering requested of MATS staff that the following project be amended into the MATS FY 2024 – 2027 TIP:

Project ID	Description	Type	Cost
GDOT PI #0020056	Bondsview Rd. from West of Stone Creek to SR 87. Road base improvement and grading, shoulder reconditioning, drainage headwall improvements along a 1.06 mile stretch of Bondsview Road with access to 800 acres of Wildlife refuge land.	Roadway Project	\$490,000

Pursuant to 23 CFR 450.326 (i), the MATS 2050 MTP must first be updated to reflect the project. This project has been added to the Roads and Bridges Project list (Table 6-2) as Priority #14. The amended MATS 2050 MTP Roads and Project list still maintains fiscal balance as required under 23 CFR 450.324(f)(11), as demonstrated in the updated Table 6-3 and 6-4 described in Amendment #3. Interagency Coordinating Committee has determined this project is “Exempt” from air quality analysis for Ozone (see MATS FY 2024 – 2027 TIP Appendix: Interagency Coordinating Committee/Air Quality Conformity Communications Log for details)

**Amendment #5 (5/1/2024)** – On March 13, 2024, the Georgia Dept. of Transportation – Office of Planning requested that the following projects be amended into the MATS 2050 MTP, as part of incorporating them into the MATS FY 2024 – 2027 TIP (adopted previously on September 28, 2023):

Project ID	Description	Type	Cost
GDOT PI #0019933	I-75 @ Rocky Creek	Bridge Replacement	\$19,400,000
GDOT PI #0019934	I-475 Southbound & Northbound @ Tobesofkee Creek 3 Miles South of Macon	Bridge Replacement	\$23,000,000

Project ID	Description	Type	Cost
GDOT PI #0019935	I-16 Eastbound & Westbound @ CSX #636057K & Boggy Branch, 1.5 miles East of Macon	Bridge Replacement	\$29,000,000
GDOT PI #0019936	I-16 Eastbound & Westbound @ Ocmulgee River Overflow	Bridge Replacement	\$13,000,000
GDOT PI #0019945	SR 19/SR 87 Southbound & Northbound @ Walnut Creek	Bridge Replacement	\$13,600,000

These projects have been added to the Roads and Bridges Project list (Table 6-2) as Priority #15 through #19. The amended MATS 2050 MTP Roads and Project list still maintains fiscal balance as required under 23 CFR 450.324(f)(11), as demonstrated in the updated Table 6-3 and 6-4 described in Amendment #3. Interagency Coordinating Committee has determined these projects are “Exempt” from air quality analysis for Ozone (see MATS FY 2024 – 2027 TIP Appendix: Interagency Coordinating Committee/Air Quality Conformity Communications Log for details)

**Amendment #6 (8/7/2024)** – On May 10, 2024, the Georgia Dept. of Transportation – Office of Planning requested that the following projects be amended into the MATS 2050 MTP, as part of incorporating them into the MATS FY 2024 – 2027 TIP (adopted previously on September 28, 2023):

Project ID	Description	Type	Cost
GDOT PI #0020213	SR 247/US 129 SB & NB @ NS #729382R	Bridge Replacement	\$22,650,000
GDOT PI #0020345	I-16 From SR 22/Bibb To SR 96/Twiggs	Roadway Project	\$425,000

These projects have been added to the Roads and Bridges Project list (Table 6-2) as Priority #20 and #21. The amended MATS 2050 MTP Roads and Project list still maintains fiscal balance as required under 23 CFR 450.324(f)(11), as demonstrated in the updated Table 6-3 and 6-4 described in Amendment #3. Interagency Coordinating Committee has determined these projects are “Exempt” from air quality analysis for Ozone (see MATS FY 2024 – 2027 TIP Appendix: Interagency Coordinating Committee/Air Quality Conformity Communications Log for details)

**Amendment #7 (5/7/2025)** – On January 9, 2025, the Georgia Dept. of Transportation – Office of Planning requested that the following projects be amended into the MATS 2050 MTP, as part of incorporating them into the MATS FY 2024 – 2027 TIP (adopted previously on September 28, 2023, and subsequently amended):

Project ID	Description	Type	Cost
GDOT PI #311400	I-75 from I-16 to CR478/Pierce Ave. – Phase VI	Roadway Project	\$123,986,011.94

This project is already included on the Roads and Bridges Project list (Table 6-2; Priority #23). The amended MATS 2050 MTP Roads and Project list still maintains fiscal balance as required under 23 CFR 450.324(f)(11), as demonstrated in the updated Table 6-3 and 6-4 described in Amendment #3. Interagency Coordinating Committee has determined this project is “Non-Exempt” from air quality analysis for Ozone (see MATS FY 2024 – 2027 TIP Appendix: Interagency Coordinating Committee/Air Quality Conformity Communications Log for details). However, this project was included in the latest model run (completed 26 April 2016) for compliance with the relevant NAAQS for Ozone. That model was determined to be conforming to standards. Pursuant to guidance from FHWA and EPA after *South Coast II* court decision (882 F.3d 1138), no new air quality modeling is required.

**Amendment #8 (11/5/2025)** – On March 24, 2025, the Georgia Dept. of Transportation – Office of Planning requested that the following projects be amended into the MATS 2050 MTP, as part of incorporating them into the MATS FY 2024 – 2027 TIP (adopted previously on September 28, 2023, and subsequently amended):

Project ID	Description	Type	Cost
GDOT PI #0020763	Repair/replacement of overpass and transition from Northbound SR 11/SR 49 (Industrial Hwy) to Northbound SR 247 (Hawkinsville Rd.)	Roadway Project	\$6,250,000.00

This project has been added to the Roads and Bridges Project list (Table 6-2; Priority #56). The amended MATS 2050 MTP Roads and Project list still maintains fiscal balance as required under 23 CFR 450.324(f)(11), as demonstrated in the updated Table 6-3 and 6-4 described in Amendment #3. Interagency Coordinating Committee has determined this project is “Exempt” from air quality analysis for Ozone (see MATS FY 2024 – 2027 TIP Appendix: Interagency Coordinating Committee/Air Quality Conformity Communications Log for details).

**Amendment #9 (5/6/2026)** – On March 19, 2026, the Georgia Dept. of Transportation – Office of Planning requested that the following projects be amended into the MATS 2050 MTP, as part of incorporating them into the MATS FY 2024 – 2027 TIP (adopted previously on September 28, 2023, and subsequently amended):

Project ID	Description	Type	Cost
GDOT PI #0017395	Converting existing signalized intersection at SR 247/US 41/Pio Nono Avenue and CR 5104/CR 5481/Anthony Road into a single-lane roundabout	Safety Project	\$4,385,597.00
GDOT PI #0020272	Truck parking project in Bibb County.	Roadway Reconstruction/ Rehabilitation Project	\$2,550,069.00

These project have been added to the Roads and Bridges Project list (Table 6-2) as Priority #23 and #24, respectively. The amended MATS 2050 MTP Roads and Project list still maintains fiscal balance as required under 23 CFR 450.324(f)(11), as demonstrated in the updated Table 6-3 and 6-4 described in Amendment #3. Interagency Coordinating Committee has determined this project is “Exempt” from air quality analysis for Ozone (see MATS FY 2024 – 2027 TIP Appendix: Interagency Coordinating Committee/Air Quality Conformity Communications Log for details).

## Chapter 8 | Fiscal Assessment

### Introduction

This section addresses the costs and revenues associated with the roads and bridge projects (Chapter 6), and public transportation projects (Chapter 7), identified in the 2050 Metropolitan Transportation Plan (MTP). For details on costs of individual projects and activities, please see the associated chapter.

### Road Projects - Costs and Revenue Estimation

#### Costs

The total cost of all obligated road and bridge projects listed in Table 6-2 above is estimated at **\$754,985,133.93** (as of 5/6/2026). This value is based on the most current project cost estimates from GDOT and Macon-Bibb County Engineering Department. It includes an assumption of 2% increase in non-obligated project costs each year over the entire planning and construction duration of the project. This assumption is an average, based on GDOT's historic project management experience with road and bridge projects. While in any specific year this 2% assumption may be high or low, the expectation is that over the operational life of this MTP, individual years will balance out around a 2% inflation rate. This assumption is a continuation of the project cost inflation assumptions applied in the 2050 MTP.

Of the \$754,985,133.93, the amount already obligated to these projects (as 5/6/2026) is **\$210,076,955.68**. Reducing the total project costs by these expended or obligated amount leaves a net outstanding cost of **\$544,908,178.25**.<sup>1</sup>

#### Revenues

Revenues forecasts for road and bridge projects in the MATS area were provided by Georgia Dept. of Transportation Office of Planning on June 21, 2021. Table 8-1 takes the information provided by Office of Planning, focusing on the years FY 2024 through 2050 (i.e., the beginning year of the current MATS FY 2024 – 2027 TIP through the planning horizon year).

The total available revenue for new roads and bridges projects or cost increases in existing projects, over the operating life of the updated 2050 MTP is **\$916,191,686.49** (as of 5/6/2026). For maintenance projects, the corresponding figure is **\$166,394,154.53**. Table 8-1 further breaks out the anticipated Federal, State and Local shares of each of these funding streams. Based on the data provided by GDOT Office of Planning, the annualized average growth rate in the funding stream is 2.56%.

It should be noted that the estimates of these apportionments are highly generalized. How much of the funding share in any specific year accrues to each level of government is dependent on the specific funding sources used to pay for the individual projects in that year.

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<sup>1</sup> [1] For details on costs and descriptions for individual road and bridge projects, please see Chapter 6.

## Demonstration of Fiscal Constraint

Comparing the net revenue and net cost estimates in Table 8-2 and 8-3 below, the Roads and Bridges project list has identified an anticipated surplus of **\$161,206,552.56** (as of 5/6/2026) for new projects or cost increases over the operating life of the updated 2050 MTP.

2015-2050 Macon Funding Projections \*

	New Projects Estimate			Maintenance Estimate			Total Estimate
	Project Cost Total	Federal Share	State & Local Sare	Project Cost Total	Federal Share	State & Local Sare	
2021	\$236,671,629	\$189,337,303	\$47,334,326	\$4,994,003	\$3,995,202	998800.5071	\$241,665,631
2022	\$18,336,085	\$14,668,868	\$3,667,217	\$4,524,994	\$3,619,996	904998.876	\$22,861,079
2023	\$44,226,028	\$35,380,823	\$8,845,206	\$4,615,494	\$3,692,395	923098.8536	\$48,841,523
2024 <sup>a,b</sup>	\$30,285,127	\$24,326,102	\$5,959,025	\$4,707,804	\$3,766,243	941560.8306	\$34,992,931
2025 <sup>c</sup>	\$20,635,651	\$16,508,521	\$4,127,130	\$4,801,960	\$3,841,568	960392.0472	\$25,437,611
2026 <sup>d</sup>	\$143,162,472	\$30,445,177	\$112,717,294	\$4,897,999	\$3,918,400	979599.8882	\$148,060,471
2027 <sup>c,e</sup>	\$35,617,129	\$13,186,563	\$22,430,566	\$4,995,959	\$3,996,768	999191.886	\$40,613,088
2028	\$19,951,189	\$15,960,951	\$3,990,238	\$5,095,879	\$4,076,703	1019175.724	\$25,047,067
2029 <sup>a</sup>	\$110,850,213	\$88,680,170	\$22,170,043	\$5,197,796	\$4,158,237	1039559.238	\$116,048,009
2030 <sup>f</sup>	\$41,257,217	\$33,005,773	\$8,251,443	\$5,301,752	\$4,241,402	1060350.423	\$46,558,969
2031	\$21,172,361	\$16,937,889	\$4,234,472	\$5,407,787	\$4,326,230	1081557.431	\$26,580,148
2032	\$21,595,808	\$17,276,647	\$4,319,162	\$5,515,943	\$4,412,754	1103188.58	\$27,111,751
2033	\$22,027,725	\$17,622,180	\$4,405,545	\$5,626,262	\$4,501,009	1125252.352	\$27,653,986
2034	\$22,468,279	\$17,974,623	\$4,493,656	\$5,738,787	\$4,591,030	1147757.399	\$28,207,066
2035	\$22,917,645	\$18,334,116	\$4,583,529	\$5,853,563	\$4,682,850	1170712.547	\$28,771,207
2036	\$23,375,998	\$18,700,798	\$4,675,200	\$5,970,634	\$4,776,507	1194126.798	\$29,346,632
2037	\$23,843,517	\$19,074,814	\$4,768,703	\$6,090,047	\$4,872,037	1218009.333	\$29,933,564
2038	\$24,320,388	\$19,456,310	\$4,864,078	\$6,211,848	\$4,969,478	1242369.52	\$30,532,235
2039	\$24,806,796	\$19,845,436	\$4,961,359	\$6,336,085	\$5,068,868	1267216.911	\$31,142,880
2040	\$25,302,932	\$20,242,345	\$5,060,586	\$6,462,806	\$5,170,245	1292561.249	\$31,765,738
2041	\$25,808,990	\$20,647,192	\$5,161,798	\$6,592,062	\$5,273,650	1318412.474	\$32,401,053
2042	\$26,325,170	\$21,060,136	\$5,265,034	\$6,723,904	\$5,379,123	1344780.723	\$33,049,074
2043	\$26,851,673	\$21,481,339	\$5,370,335	\$6,858,382	\$5,486,705	1371676.338	\$33,710,055
2044	\$27,388,707	\$21,910,965	\$5,477,741	\$6,995,549	\$5,596,439	1399109.864	\$34,384,256
2045	\$27,936,481	\$22,349,185	\$5,587,296	\$7,135,460	\$5,708,368	1427092.062	\$35,071,941
2046	\$28,495,211	\$22,796,168	\$5,699,042	\$7,278,170	\$5,822,536	1455633.903	\$35,773,380
2047	\$29,065,115	\$23,252,092	\$5,813,023	\$7,423,733	\$5,938,986	1484746.581	\$36,488,848
2048	\$29,646,417	\$23,717,134	\$5,929,283	\$7,572,208	\$6,057,766	1514441.513	\$37,218,625
2049	\$30,239,345	\$24,191,476	\$6,047,869	\$7,723,652	\$6,178,921	1544730.343	\$37,962,997
2050	\$30,844,132	\$24,675,306	\$6,168,826	\$7,878,125	\$6,302,500	1575624.95	\$38,722,257
	<b>\$916,191,686</b>	<b>\$633,659,409</b>	<b>\$282,532,277</b>	<b>\$166,394,155</b>	<b>\$133,115,324</b>	<b>33278830.91</b>	<b>\$1,082,585,841</b>

\* Projection amounts are YOY \$- ( 2% inflation per year)

<sup>a</sup> On 5/1/2024, fiscal years 2024 and 2029 had their estimates increased by \$11,363,312.74 and \$90,500,000, respectively, to accommodate the cost increases associated with revised cost estimates for GDOT PI #0013712, and the amendment of GDOT PI #0019933, 0019934, #0019935, #0019936, #0019945 and #0020056.

<sup>b</sup> The Federal and State & Local portion of the FY 2024 line have been adjusted to reflect the fact that GDOT PI #0020056 is 100% under the Federal Lands Access Program (FLAP) grant

<sup>c</sup> On 8/7/2024, fiscal years 2025, 2027 and 2030 had their estimates increased by \$1,825,000, \$750,000 and \$20,500,000, respectively, to accommodate the cost increases associated with cost estimates for amendments GDOT PI #0020213 and GDOT PI #20345, as per e-mail of 5/23/2024 from GDOT Office of Planning.

<sup>d</sup> On 5/7/2025, fiscal year 2026 estimates were increased by \$123,986,011.94 (+\$15,104,009.55 Federal; +\$108,882,002.39 State), to accommodate the cost increases associated with cost estimates for amendments GDOT PI #311400, as per e-mail of 3/5/2024 from GDOT Office of Planning.

<sup>e</sup> On 5/6/2026, fiscal year 2027 estimates were increased by \$15,307,104 (100% Local), to accommodate the cost increases associated with cost estimates for amendments GDOT PI #0017121, as per e-mail of 3/5/2024 from GDOT Office of Planning.

Table 8-1: Revenue Projections for MATS Area Roads & Bridges Projects

Source: Georgia Dept. of Transportation – Office of Planning

The corresponding value for the maintenance fund is currently **\$154,902,999.37**. However, that value is for all years FY 2024 through 2050. Using the Maintenance Estimate values from Table 8-1, focusing only on the years FY 2024 – 2027, and comparing them to the anticipated maintenance costs in the FY 2024 – 2027 TIP, the calculation of fiscal constraint for the Maintenance funds in the FY 2024 – 2027 TIP period is:

Net Anticipated Maintenance Revenues (FY 2024 – 2027):	\$19,403,723.00
• Net Anticipated Costs:	\$11,491,155.16
Anticipated Maintenance Surplus (FY 2024 – 2027):	<b>\$7,912,567.84</b>

### Highway Capital Projects Revenue Estimates

	Summed Estimates @ 2% Inflation
Federal	\$ 633,659,409
State & Local Match	\$282,532,277
<b>Total Estimated Revenues</b>	<b>\$916,191,686</b>
TIP Project Adjustments (as of 5/6/2026)	<b>\$210,076,956</b>
<b>Net Highway Capital Revenues Available</b>	<b>\$706,114,731</b>
<b>Outstanding Road &amp; Bridge Projects in MTP</b>	<b>\$544,908,178</b>
<b>Capital Surplus (deficit) <i>New Estimate (5/6/2026)</i></b>	<b><u>\$161,206,553</u></b>

Table 8-2: MATS Highway Capital Projects Revenue Estimates: 2024 – 2050

### Highway Maintenance Revenue Estimates

	Summed Estimates @ 2% Inflation
Federal	\$ 133,115,323.62
State & Local Match	\$ 33,278,830.91
<b>Total Estimated Revenues</b>	<b>\$ 166,394,154.53</b>
FY 24-27 TIP Project Adjustments (as of 3/18/2024)	<b>\$ 11,491,155.16</b>
<b>Net Highway Capital Revenues Available</b>	<b>\$ 154,902,999.37</b>
<b>Outstanding Road &amp; Bridge Projects in LRTP</b>	<b>\$ -</b>
<b>Maintenance Surplus (deficit) <i>New Estimate (as of 9/9/2021)</i></b>	<b><u>\$ 154,902,999.37</u></b>

Table 8-3: MATS Highway Maintenance Revenue Estimates: 2024 - 2050

These surpluses are the totals across all Federal, State and Local funding sources. How that surplus accrues to each level of government is dependent on the specific funding sources used to pay for the individual projects.

## Public Transportation - Costs and Revenue Estimation

As described in Chapter 7 – Public Transportation, the two transit systems operating in the MATS service area are Jones County Transit System and the Macon Transit Authority. The two systems operate under separate funding programs. For those programs receiving federal assistance, the funding practice has historically been that Federal Transit Administration (FTA) will pay 80% of capital costs, with the requirement that the State and Local partners account for the balance equally (i.e., 10% each). In contrast, operating costs are split 50% federal, and 50% State/Local contribution. In Georgia, the practice has been that the State does not contribute to operating costs, but does allow positive balances in non-State portions of capital funding to be transferred to operating expenses.

### Jones County

Jones County Transit System operates under the Coordinated Transportation Program (CTP), and the GDOT 5311 Program.

As described in Chapter 7, the CTP is operated by the Georgia Department of Human Services (DHS), consolidating transportation programs provided by the various agencies under the jurisdiction of DHS. These agencies include Department of Family and Children Services (DFCS), Department of Behavioral Health & Developmental Disabilities (DBHDD), Georgia Vocational Rehabilitation Agency (GVRA) and Area Agency on Aging (Aging). The transportation programs for the agencies are funded by the following federal programs:

- Capital Assistance Program for Elderly Persons
- Rehabilitation Services – Vocational Rehabilitation
- Special Programs for Aging – Supportive Services and Senior Center
- Temporary Assistance for Needy Families
- Social Services Block Grant

CTP services are provided by contract (see Chapter 7 for details), paid from the federal grants at a pre-determined rate. Individual riders are not charged for trips qualifying under the various programs covered by DHS

Since CTP funding is based on specific program ridership and reimbursement, fiscal balancing for this program in future years will depend on negotiated rates with private providers, as well as total funding allocated by the component federal programs.

The GDOT 5311 program for Jones County is also operated by a contract with the Middle Georgia Community Action Agency, although it is a distinct and separate provider from the one responsible for CTP. As such, fiscal balancing will depend upon negotiations of future conditions which, at this time, cannot be predicted accurately.

## **Macon Transit Authority**

The Macon Transit Authority (MTA) operates as sub recipients to GDOT under the FTA 5307 and FTA 5339(a) formula grant program for capital and operating costs. In comparison to Jones County, as a public agency operating under a different transit support program, it is easier to forecast the anticipated revenues and expenses for the MTP period. The gross revenue forecasts are based on the following assumptions:

- The anticipated revenues and expenses for FY 2024 through FY 2027 are accurately reflected in the MATS FY 2024 – 2027 TIP; and
- The FY 2022 base year values for estimating gross revenue was calculated by taking the 10 year average from FY 2011 through 2021 in each revenue category (using data from MTA annual audits)
- Differential growth rates were applied to the various funding categories
  - For Federal transit program revenue streams, passenger fares, and other revenue streams that are not under active management by MTA (i.e., Miscellaneous Income and Investments) these categories were inflated from the base year using the same growth rate as used for roads and bridges (i.e., annualized rate of 2.56% for each year from 2028 through 2050).
  - For the revenue streams that *are* under active management by MTA (i.e., Rents on facilities owned by MTA; Advertising Rates), other than passenger fares, the inflation factor was 3.5%. This rate was determined to be conservative, based on discussions with the MTA Chief Financial Officer.

Tables 8-4 and 8-5 estimate the gross transit revenues and expenses for MTA from 2028 through 2050.

	Operating Revenues					Non-Operation Revenues					Annual Grand Total
	Passenger Fees	Advertising*	Facilities Rental Income*	Miscellaneous	Operating Revenue SubTotal	FTA/Georgia DOT Grants	Local Match	Investments	Other Income	Non-Operating Revenue SubTotal	
2011	\$ 900,686.00	\$ -	\$ -	\$ 14,092.00	\$ 914,778.00	\$ 2,249,021.00	\$ 2,114,646.00	\$ 326.00	\$ -	\$ 4,363,993.00	\$ 5,278,771.00
2012	\$ 1,072,086.00	\$ -	\$ -	\$ 16,163.00	\$ 1,088,249.00	\$ 1,946,333.00	\$ 2,135,208.00	\$ 196.00	\$ -	\$ 4,081,737.00	\$ 5,169,986.00
2013	\$ 1,098,639.00	\$ 21,298.00	\$ 308,591.00	\$ 32,171.00	\$ 1,460,699.00	\$ 1,962,596.00	\$ 2,668,409.00	\$ 269.00	\$ -	\$ 4,631,274.00	\$ 6,091,973.00
2014	\$ 1,074,241.00	\$ 18,985.00	\$ 229,120.00	\$ 87,240.00	\$ 1,409,586.00	\$ 2,905,775.00	\$ 3,205,949.00	\$ 234.00	\$ -	\$ 6,111,958.00	\$ 7,521,544.00
2015	\$ 1,039,182.00	\$ 14,711.00	\$ 261,308.00	\$ 65,760.00	\$ 1,380,961.00	\$ 2,787,533.00	\$ 2,751,000.00	\$ 155.00	\$ -	\$ 5,538,688.00	\$ 6,919,649.00
2016	\$ 951,160.00	\$ 35,390.00	\$ 350,670.00	\$ 78,178.00	\$ 1,415,398.00	\$ 2,446,542.00	\$ 2,966,364.00	\$ 76.00	\$ -	\$ 5,412,982.00	\$ 6,828,380.00
2017	\$ 804,994.00	\$ 29,429.00	\$ 575,781.00	\$ 145,720.00	\$ 1,555,924.00	\$ 2,113,008.00	\$ 2,872,078.00	\$ 3.00	\$ -	\$ 4,985,089.00	\$ 6,541,013.00
2018	\$ 767,736.00	\$ 49,851.00	\$ 638,792.00	\$ 35,808.00	\$ 1,492,187.00	\$ 2,600,907.00	\$ 2,534,656.00	\$ -	\$ -	\$ 5,135,563.00	\$ 6,627,750.00
2019	\$ 608,914.00	\$ 20,645.00	\$ 629,343.00	\$ 75,909.00	\$ 1,334,811.00	\$ 2,488,572.00	\$ 2,506,901.00	\$ 516.00	\$ 22,383.00	\$ 5,018,372.00	\$ 6,353,183.00
2020	\$ 498,426.00	\$ -	\$ 733,357.00	\$ 71,386.00	\$ 1,303,169.00	\$ 3,729,372.00	\$ 3,122,183.00	\$ 550.00	\$ 40,498.00	\$ 6,892,603.00	\$ 8,195,772.00
2021	\$ 400,225.00	\$ -	\$ 722,026.00	\$ 48,772.00	\$ 1,171,029.00	\$ 6,730,132.00	\$ 2,316,500.00	\$ 725.00	\$ 135,938.00	\$ 9,183,295.00	\$ 10,354,318.00
<b>Average</b>	<b>\$ 837,844.45</b>	<b>\$ 17,300.82</b>	<b>\$ 404,453.45</b>	<b>\$ 61,018.09</b>	<b>\$ 1,320,616.82</b>	<b>\$ 2,905,435.55</b>	<b>\$ 2,653,990.36</b>	<b>\$ 277.27</b>	<b>\$ 18,074.45</b>	<b>\$ 5,577,777.64</b>	<b>\$ 6,898,394.45</b>
2022**	\$ 859,293.27	\$ 17,906.35	\$ 418,609.33	\$ 62,580.15	\$ 1,358,389.10	\$ 2,979,814.70	\$ 2,721,932.52	\$ 284.37	\$ 18,537.16	\$ 5,720,568.74	\$ 7,078,957.84
2023**	\$ 881,291.18	\$ 18,533.07	\$ 433,260.65	\$ 64,182.21	\$ 1,397,267.11	\$ 3,056,097.95	\$ 2,791,613.99	\$ 291.65	\$ 19,011.71	\$ 5,867,015.30	\$ 7,264,282.41
2024**	\$ 903,852.23	\$ 19,181.73	\$ 448,424.77	\$ 65,825.27	\$ 1,437,284.01	\$ 3,134,334.06	\$ 2,863,079.31	\$ 299.12	\$ 19,498.41	\$ 6,017,210.90	\$ 7,454,494.90
2025***	\$ 926,990.85	\$ 19,853.09	\$ 464,119.64	\$ 67,510.40	\$ 1,478,473.98	\$ 3,214,573.01	\$ 2,936,374.14	\$ 306.77	\$ 19,997.57	\$ 6,171,251.49	\$ 7,649,725.47
2026***	\$ 950,721.82	\$ 20,547.94	\$ 480,363.83	\$ 69,238.66	\$ 1,520,872.26	\$ 3,296,866.08	\$ 3,011,545.32	\$ 314.63	\$ 20,509.51	\$ 6,329,235.53	\$ 7,850,107.79
2027***	\$ 975,060.30	\$ 21,267.12	\$ 497,176.56	\$ 71,011.17	\$ 1,564,515.16	\$ 3,381,265.85	\$ 3,088,640.88	\$ 322.68	\$ 21,034.55	\$ 6,491,263.96	\$ 8,055,779.12
2028	\$ 1,000,021.84	\$ 22,011.47	\$ 514,577.74	\$ 72,829.06	\$ 1,609,440.11	\$ 3,467,826.26	\$ 3,167,710.08	\$ 330.94	\$ 21,573.04	\$ 6,657,440.32	\$ 8,266,880.43
2029	\$ 1,025,622.40	\$ 22,781.87	\$ 532,587.96	\$ 74,693.48	\$ 1,655,685.72	\$ 3,556,602.61	\$ 3,248,803.46	\$ 339.42	\$ 22,125.31	\$ 6,827,870.79	\$ 8,483,556.51
2030	\$ 1,051,878.33	\$ 23,579.24	\$ 551,228.54	\$ 76,605.64	\$ 1,703,291.75	\$ 3,647,651.64	\$ 3,331,972.83	\$ 348.10	\$ 22,691.71	\$ 7,002,664.28	\$ 8,705,956.03
2031	\$ 1,078,806.42	\$ 24,404.51	\$ 570,521.54	\$ 78,566.74	\$ 1,752,299.21	\$ 3,741,031.52	\$ 3,417,271.33	\$ 357.02	\$ 23,272.62	\$ 7,181,932.49	\$ 8,934,231.70
2032	\$ 1,106,423.86	\$ 25,258.67	\$ 590,489.80	\$ 80,578.05	\$ 1,802,750.38	\$ 3,836,801.93	\$ 3,504,753.48	\$ 366.16	\$ 23,868.40	\$ 7,365,789.96	\$ 9,168,540.34
2033	\$ 1,134,748.31	\$ 26,142.72	\$ 611,156.94	\$ 82,640.85	\$ 1,854,688.82	\$ 3,935,024.05	\$ 3,594,475.17	\$ 375.53	\$ 24,479.43	\$ 7,554,354.18	\$ 9,409,043.01
2034	\$ 1,163,797.87	\$ 27,057.72	\$ 632,547.43	\$ 84,756.45	\$ 1,908,159.47	\$ 4,035,760.67	\$ 3,686,493.73	\$ 385.14	\$ 25,106.11	\$ 7,747,745.65	\$ 9,655,905.13
2035	\$ 1,193,591.09	\$ 28,004.74	\$ 654,686.59	\$ 86,926.22	\$ 1,963,208.64	\$ 4,139,076.14	\$ 3,780,867.97	\$ 395.00	\$ 25,748.82	\$ 7,946,087.94	\$ 9,909,296.58
2036	\$ 1,224,147.03	\$ 28,984.91	\$ 677,600.62	\$ 89,151.53	\$ 2,019,884.08	\$ 4,245,036.49	\$ 3,877,658.19	\$ 405.11	\$ 26,407.99	\$ 8,149,507.79	\$ 10,169,391.88
2037	\$ 1,255,485.19	\$ 29,999.38	\$ 701,316.64	\$ 91,433.81	\$ 2,078,235.02	\$ 4,353,709.43	\$ 3,976,926.24	\$ 415.48	\$ 27,084.04	\$ 8,358,135.19	\$ 10,436,370.21
2038	\$ 1,287,625.61	\$ 31,049.36	\$ 725,862.73	\$ 93,774.51	\$ 2,138,312.21	\$ 4,465,164.39	\$ 4,078,735.55	\$ 426.12	\$ 27,777.39	\$ 8,572,103.45	\$ 10,710,415.66
2039	\$ 1,320,588.83	\$ 32,136.08	\$ 751,267.92	\$ 96,175.14	\$ 2,200,167.97	\$ 4,579,472.60	\$ 4,183,151.18	\$ 437.03	\$ 28,488.49	\$ 8,791,549.30	\$ 10,991,717.27
2040	\$ 1,354,395.90	\$ 33,260.85	\$ 777,562.30	\$ 98,637.23	\$ 2,263,856.27	\$ 4,696,707.10	\$ 4,290,239.85	\$ 448.22	\$ 29,217.79	\$ 9,016,612.96	\$ 11,280,469.23
2041	\$ 1,389,068.44	\$ 34,424.98	\$ 804,776.98	\$ 101,162.34	\$ 2,329,432.73	\$ 4,816,942.80	\$ 4,400,069.99	\$ 459.69	\$ 29,965.77	\$ 9,247,438.25	\$ 11,576,870.98
2042	\$ 1,424,628.59	\$ 35,629.85	\$ 832,944.17	\$ 103,752.09	\$ 2,396,954.71	\$ 4,940,256.53	\$ 4,512,711.79	\$ 471.46	\$ 30,732.89	\$ 9,484,172.67	\$ 11,881,127.38
2043	\$ 1,461,099.08	\$ 36,876.89	\$ 862,097.22	\$ 106,408.15	\$ 2,466,481.34	\$ 5,066,727.10	\$ 4,628,237.21	\$ 483.53	\$ 31,519.66	\$ 9,726,967.49	\$ 12,193,448.84
2044	\$ 1,498,503.22	\$ 38,167.59	\$ 892,270.62	\$ 109,132.20	\$ 2,538,073.62	\$ 5,196,435.31	\$ 4,746,720.08	\$ 495.91	\$ 32,326.56	\$ 9,975,977.86	\$ 12,514,051.48
2045	\$ 1,536,864.90	\$ 39,503.45	\$ 923,500.09	\$ 111,925.98	\$ 2,611,794.43	\$ 5,329,464.06	\$ 4,868,236.12	\$ 508.60	\$ 33,154.12	\$ 10,231,362.90	\$ 12,843,157.32
2046	\$ 1,576,208.64	\$ 40,886.07	\$ 955,822.60	\$ 114,791.29	\$ 2,687,708.60	\$ 5,465,898.34	\$ 4,992,862.96	\$ 521.62	\$ 34,002.86	\$ 10,493,285.79	\$ 13,180,994.38
2047	\$ 1,616,559.58	\$ 42,317.08	\$ 989,276.39	\$ 117,729.94	\$ 2,765,883.00	\$ 5,605,825.33	\$ 5,120,680.25	\$ 534.98	\$ 34,873.34	\$ 10,761,913.90	\$ 13,527,796.90
2048	\$ 1,657,943.51	\$ 43,798.18	\$ 1,023,901.06	\$ 120,743.83	\$ 2,846,386.58	\$ 5,749,334.46	\$ 5,251,769.67	\$ 548.67	\$ 35,766.10	\$ 11,037,418.90	\$ 13,883,805.48
2049	\$ 1,700,386.86	\$ 45,331.12	\$ 1,059,737.60	\$ 123,834.87	\$ 2,929,290.45	\$ 5,896,517.43	\$ 5,386,214.97	\$ 562.72	\$ 36,681.71	\$ 11,319,976.82	\$ 14,249,267.27
2050	\$ 1,743,916.76	\$ 46,917.71	\$ 1,096,828.42	\$ 127,005.04	\$ 3,014,667.93	\$ 6,047,468.27	\$ 5,524,102.07	\$ 577.12	\$ 37,620.76	\$ 11,609,768.23	\$ 14,624,436.16

<b>Anticipated Gross Revenues</b>											
<b>FY 2028 - 2050</b>	\$ 30,802,312.26	\$ 758,524.44	\$ 17,732,561.92	\$ 2,243,254.44	\$ 51,536,653.05	\$ 106,814,734.45	\$ 97,570,664.19	\$ 10,193.59	\$ 664,484.91	\$ 205,060,077.13	\$ 256,596,730.19

\* Growth rate for Advertising and Facilities Rental Income is 3.5%; Growth rate for all other categories is 2.56%. See narrative for full details.  
 \*\* FYs 2022 through 2024 are projected only for modeling purposes. They are not considered as part of any revenue assessment, because grant revenues and project expenses supported by FTA are already identified in the MATS FY 2021 - 2024 TIP  
 \*\*\*The initial MATS 2050 MTP adoption was based on the FY 2021 - 2024 TIP. Subsequently, MATS MPO, at the direction of GDOT, adopted the MATS 2024 - 2027 on September 208, 2023. Due to the adoption of the FY 2024 - 2027 TIP, FYs 2025, 2026 and 2027 are no longer considered as part of the outlying years revenue estimates.

Table 8-4 Projected Transit Capital and Operating Funding for MTA 2028 – 2050.

Fiscal Year	2021 - 2027				2028 - 2050			
	Total	Federal Portion (80%)	State Portion (10%)	Local Portion (10%)	Total	Federal Portion (50%)	State Portion (0%)	Local Portion (including transfers from any Capital Budget surpluses: 50%)
2021	\$ 3,502,547.00	\$ 3,132,547.00	\$ -	\$ 370,000.00	\$ 4,979,569.00	\$ 4,979,569.00	\$ -	\$ -
2022	\$ 1,489,000.00	\$ 1,191,200.00	\$ 73,900.00	\$ 223,900.00	\$ 5,038,000.00	\$ 2,519,000.00	\$ -	\$ 2,519,000.00
2023	\$ 3,082,800.00	\$ 2,640,000.00	\$ 221,400.00	\$ 221,400.00	\$ 5,569,154.00	\$ 2,784,577.00	\$ -	\$ 2,784,577.00
2024	\$ 2,296,878.00	\$ 1,852,380.00	\$ 222,249.00	\$ 222,249.00	\$ 5,680,537.08	\$ 2,840,268.54	\$ -	\$ 2,840,268.54
2025	\$ 2,296,786.38	\$ 1,852,247.08	\$ 222,269.65	\$ 222,269.65	\$ 5,794,147.82	\$ 2,897,073.91	\$ -	\$ 2,897,073.91
2026	\$ 2,779,222.38	\$ 2,223,377.90	\$ 277,922.24	\$ 277,922.24	\$ 5,910,030.78	\$ 2,955,015.39	\$ -	\$ 2,955,015.39
2027	\$ 2,779,111.52	\$ 2,223,289.22	\$ 277,911.15	\$ 277,911.15	\$ 6,028,231.39	\$ 3,014,115.70	\$ -	\$ 3,014,115.70
2028	\$ 2,263,631.16	\$ 1,810,904.93	\$ 226,363.12	\$ 226,363.12	\$ 6,148,796.02	\$ 3,074,398.01	\$ -	\$ 3,074,398.01
2029	\$ 2,286,267.47	\$ 1,829,013.97	\$ 228,626.75	\$ 228,626.75	\$ 6,271,771.94	\$ 3,135,885.97	\$ -	\$ 3,135,885.97
2030	\$ 2,309,130.14	\$ 1,847,304.11	\$ 230,913.01	\$ 230,913.01	\$ 6,397,207.38	\$ 3,198,603.69	\$ -	\$ 3,198,603.69
2031	\$ 2,332,221.44	\$ 1,865,777.16	\$ 233,222.14	\$ 233,222.14	\$ 6,525,151.53	\$ 3,262,575.76	\$ -	\$ 3,262,575.76
2032	\$ 2,355,543.66	\$ 1,884,434.93	\$ 235,554.37	\$ 235,554.37	\$ 6,655,654.56	\$ 3,327,827.28	\$ -	\$ 3,327,827.28
2033	\$ 2,379,099.10	\$ 1,903,279.28	\$ 237,909.91	\$ 237,909.91	\$ 6,788,767.65	\$ 3,394,383.83	\$ -	\$ 3,394,383.83
2034	\$ 2,402,890.09	\$ 1,922,312.07	\$ 240,289.01	\$ 240,289.01	\$ 6,924,543.00	\$ 3,462,271.50	\$ -	\$ 3,462,271.50
2035	\$ 2,426,918.99	\$ 1,941,535.19	\$ 242,691.90	\$ 242,691.90	\$ 7,063,033.86	\$ 3,531,516.93	\$ -	\$ 3,531,516.93
2036	\$ 2,451,188.18	\$ 1,960,950.54	\$ 245,118.82	\$ 245,118.82	\$ 7,204,294.54	\$ 3,602,147.27	\$ -	\$ 3,602,147.27
2037	\$ 2,475,700.06	\$ 1,980,560.05	\$ 247,570.01	\$ 247,570.01	\$ 7,348,380.43	\$ 3,674,190.22	\$ -	\$ 3,674,190.22
2038	\$ 2,500,457.06	\$ 2,000,365.65	\$ 250,045.71	\$ 250,045.71	\$ 7,495,348.04	\$ 3,747,674.02	\$ -	\$ 3,747,674.02
2039	\$ 2,525,461.63	\$ 2,020,369.30	\$ 252,546.16	\$ 252,546.16	\$ 7,645,255.00	\$ 3,822,627.50	\$ -	\$ 3,822,627.50
2040	\$ 2,550,716.25	\$ 2,040,573.00	\$ 255,071.62	\$ 255,071.62	\$ 7,798,160.10	\$ 3,899,080.05	\$ -	\$ 3,899,080.05
2041	\$ 2,576,223.41	\$ 2,060,978.73	\$ 257,622.34	\$ 257,622.34	\$ 8,032,104.90	\$ 4,016,052.45	\$ -	\$ 4,016,052.45
2042	\$ 3,091,468.09	\$ 2,473,174.47	\$ 309,146.81	\$ 309,146.81	\$ 8,273,068.05	\$ 4,136,534.03	\$ -	\$ 4,136,534.03
2043	\$ 3,153,297.45	\$ 2,522,637.96	\$ 315,329.75	\$ 315,329.75	\$ 8,521,260.09	\$ 4,260,630.05	\$ -	\$ 4,260,630.05
2044	\$ 3,216,363.40	\$ 2,573,090.72	\$ 321,636.34	\$ 321,636.34	\$ 8,776,897.90	\$ 4,388,448.95	\$ -	\$ 4,388,448.95
2045	\$ 3,280,690.67	\$ 2,624,552.54	\$ 328,069.07	\$ 328,069.07	\$ 9,040,204.83	\$ 4,520,102.42	\$ -	\$ 4,520,102.42
2046	\$ 3,346,304.48	\$ 2,677,043.59	\$ 334,630.45	\$ 334,630.45	\$ 9,311,410.98	\$ 4,655,705.49	\$ -	\$ 4,655,705.49
2047	\$ 3,413,230.57	\$ 2,730,584.46	\$ 341,323.06	\$ 341,323.06	\$ 9,590,753.31	\$ 4,795,376.65	\$ -	\$ 4,795,376.65
2048	\$ 3,481,495.18	\$ 2,785,196.15	\$ 348,149.52	\$ 348,149.52	\$ 9,878,475.91	\$ 4,939,237.95	\$ -	\$ 4,939,237.95
2049	\$ 3,551,125.09	\$ 2,840,900.07	\$ 355,112.51	\$ 355,112.51	\$ 10,174,830.18	\$ 5,087,415.09	\$ -	\$ 5,087,415.09
2050	\$ 3,551,125.09	\$ 2,840,900.07	\$ 355,112.51	\$ 355,112.51	\$ 10,480,075.09	\$ 5,240,037.54	\$ -	\$ 5,240,037.54
	<b>\$ 63,920,548.64</b>	<b>\$ 51,136,438.91</b>	<b>\$ 6,392,054.86</b>	<b>\$ 6,392,054.86</b>	<b>\$ 182,345,445.29</b>	<b>\$ 91,172,722.65</b>	<b>\$ -</b>	<b>\$ 91,172,722.65</b>
<b>Total MTA Anticipated Expenses FY 2028 - 2050</b>	<b>\$ 246,265,993.94</b>							

\*\*\*The initial MATS 2050 MTP adoption was based on the FY 2021 - 2024 TIP. Subsequently, MATS MPO, at the direction of GDOT, adopted the MATS 2024 - 2027 on September 208, 2023. Due to the adoption of the FY 2024 - 2027 TIP, FYs 2025, 2026 and 2027 are no longer considered as part of the outlying years revenue estimates.

Table 8-5 Estimated Capital and Operating Expenses (from Macon Transit Authority)

The results in Table 8-4 and Table 8-5 support the conclusion that MTA expected revenues will exceed anticipated expenses through 2050, by approximately **\$10,330,736.25**.

After additional adjustments to the MATS Transit Programs in FY 2024 – 2027 (i.e., leaving the FY 2025 through FY 2027 Capital items for MTA unobligated, subject to future amendment), applied after the original 2050 MTP adoption, the current estimated surplus (as of 3/18/2024) stands at **\$11,516,378.86**. See Table 8-6 (below) and the MATS 2024 – 2027 TIP for full details.

## **Program Balancing and Future Amendments**

### **Program Balancing and Demonstration of Fiscal Constraint**

Table 8-6 provides an overview of the fiscal analysis for the Highway Program and Transit Program for the MATS planning area. Since both programs anticipate revenues from Federal, State and Local sources exceed estimated project costs for the duration of the planning period, the 2050 Metropolitan Transportation Plan continues to meet fiscal constraint requirements.

# Transportation Projects Master Balance Sheet

Highway Program		Transit Program	
<b>Revenues</b>		<b>Revenues</b>	
<b>Highway Capital Funds</b>	\$ 916,191,686.49	<b>FY 2024 - 2027 TIP (As of 9/28/2023)</b>	
<i>Federal Contribution</i>	\$ 633,659,409.19	<b>Small Urban Transit Programs</b>	
<i>State &amp; Local Match</i>	\$ 282,532,277.30	Transit Capital Program	\$ 22,868,260.00
		<i>Federal Contribution</i>	\$ 18,294,608.00
<b>Highway Maintenance Funds</b>	\$ 166,394,154.53	<i>State Match</i>	\$ 724,172.20
<i>Federal Contribution</i>	\$ 133,115,323.62	<i>Local Match</i>	\$ 3,849,479.80
<i>State &amp; Local Match</i>	\$ 33,278,830.91	Transit Operating Program	\$ 23,080,676.00
		<i>Federal Contribution</i>	\$ 14,040,338.00
		<i>State Match</i>	
		<i>Local Match</i>	\$ 14,040,338.00
		<b>Rural Transit Programs</b>	
		Planning (Sec. 5303 & 5304)	\$ 691,351.85
		<i>Federal Contribution</i>	\$ 555,686.40
		<i>State Match</i>	\$ 67,831.72
		<i>Local Match</i>	\$ 67,833.73
		Service Delivery (Sec. 5311)	\$ 206,032.00
		<i>Federal Contribution</i>	\$ 142,268.00
		<i>State Match</i>	\$ 9,836.00
		<i>Local Match</i>	\$ 53,928.00
		<b>FY 2028 - 2050 Projections</b>	
		<b>Transit Capital &amp; Operations Programs</b>	\$ 204,385,398.64
		<i>Federal &amp; State Contribution (Combined)</i>	\$ 106,814,734.45
		<i>Local Match</i>	\$ 97,570,664.19
		<b>Other Transit Revenues</b>	\$ 52,211,331.55
		<i>Passenger Fees</i>	\$ 30,802,312.26
		<i>Advertising</i>	\$ 758,524.44
		<i>Rent</i>	\$ 17,732,561.92
		<i>Investment Income</i>	\$ 10,193.59
		<i>Miscellaneous (Operating and Non-Operating)</i>	\$ 2,907,739.34
<b>Expenditures</b>		<b>Expenditures</b>	
<b>TIP Obligations (FY 2024 - 2027)</b>	\$ 221,568,110.84	<b>TIP Obligations (FY 2024 - 2027)</b>	\$ 50,660,677.24
<i>Capital Obligations</i>	\$ 210,076,955.68	<b>Estimated Capital Costs (FY 2028 - 2050)</b>	\$ 63,920,548.64
<i>Safety &amp; Maintenance Obligations (FY 21-24 TIP)</i>	\$ 11,491,155.16	<i>Federal Contribution</i>	\$ 51,136,438.91
<b>Updated MTP Projects List</b>	\$ 544,908,178.25	<i>State Match</i>	\$ 6,392,054.86
<i>Anticipated Road &amp; Bridge Capital Projects</i>	\$ 544,908,178.25	<i>Local Match</i>	\$ 6,392,054.86
<i>Anticipated Maintenance Projects</i>	\$ 0.00	<b>Estimated Operating Costs (FY 2025 - 2050)</b>	\$ 182,345,445.29
		<i>Federal Contribution</i>	\$ 91,172,722.65
		<i>State Match</i>	\$ 0.00
		<i>Local Match</i>	\$ 91,172,722.65
<b>Highway Funds Summary</b>		<b>Transit Funds Summary</b>	
<i>Total Revenues</i>	\$ 1,082,585,841.01	<i>Total Revenues</i>	\$ 308,443,050.04
<i>Total TIP Obligations</i>	\$ 221,568,110.84	<i>Total TIP Obligations</i>	\$ 50,660,677.24
<i>Total New Projects</i>	\$ 544,908,178.25	<i>Estimated Capital Cost</i>	\$ 63,920,548.64
		<i>Estimated Operating Costs</i>	\$ 182,345,445.29
<b>Highway Fund Balance</b>	\$ 316,109,551.92	<b>Transit Fund Balance</b>	\$ 11,516,378.86

Table 8-6 Transportation Programs Master Balance Sheet

## **Cost Sharing and Supplemental Funding Sources**

Normal cost-sharing arrangements for federally supported transportation projects involve the federal government paying up to 80% of the total project cost, with the remaining 20% (commonly known as “match”) being the responsibility of the State and Local participants (23 US Code §120(b): <https://www.fhwa.dot.gov/map21/docs/title23usc.pdf>). Since 2015, there have been significant updates to how the State and Local portion are being generated.

### **Georgia Transportation Funding Act Of 2015**

On May 4, 2015 the Governor signed the Georgia Transportation Funding Act of 2015 (GTFA 2015: <http://www.legis.ga.gov/Legislation/en-US/display/20152016/HB/170>). This act provides for a variety of State funding sources (i.e., vehicle registration fees, hotel/motel occupancy taxes, a 1% sales tax on retail motor fuels up to \$3.00 per gallon) which are to be dedicated to funding transportation projects. Since passage of this act, the practical effect has been for GDOT to identify certain transportation projects of statewide significance, which are then fully funded in their 20% match requirement by supplemental state funding. The result is that federally sponsored road and bridge projects which are matched with GTFA 2015 funds require significantly lower budget contributions from the local jurisdictions where the projects are located. In many cases, the local funding component is completely eliminated.

### **Local Revenue Options**

Just as GTFA 2015 provides a mechanism for the State to assume the full match burden of road and bridge projects, there are policies in place by which Local partners can either assume the 20% match portion, or even fully assume the entire cost of the project (which would, effectively remove the project from the MTP project list).

### **Special Purpose Local Option Sales Tax**

The Special Purpose Local Option Sales Tax (SPLOST) is a mechanism under Georgia state law (Title 48, Ch. 8, Article 3, Part 1: <http://www.lexisnexis.com/hottopics/gacode/>), whereby voters within a county can, within certain limits, assign a self-imposed 1% sales tax for the purpose of funding for a variety of capital improvement projects. Originally passed in 1985, the legislation has undergone several legislative updates. The most recent SPLOST in the MATS region passed in the Macon-Bibb County consolidated government on November 8, 2016, authorizing \$35,000,000 for various transportation projects throughout the Macon-Bibb area. For projects already included on the road and bridges projects list for this 2050 MTP, these projects can have their match paid for through SPLOST funds, either in part or all the way up to the full 20% match requirement. Alternatively, if the MATS Policy Committee were to decide to accelerate a project faster than GDOT's timetable, they could use SPLOST funds to remove it from the MTP project list entirely. This strategy would allow the jurisdiction sponsoring the project to proceed at their own pace, but it would also forego any opportunity for State or Federal support for the project.

## Georgia Transportation Infrastructure Bank

Another local funding option is the Georgia Transportation Infrastructure Bank (GTIB). GTIB was established to provide a revolving loan fund (and in some cases, grant funding) for qualified infrastructure projects eligible projects, including mass transit and bicycle infrastructure (Title 32, Ch. 10, Article 2: <http://www.lexisnexis.com/hottopics/gacode/>)<sup>2</sup>[2]. Because the GTIB program allows local units of government to borrow for project costs over the design life of a project, the effect of the GTIB program is to reduce the immediate budget impacts of coming up with local match for large infrastructure and facilities projects. For example, if GTIB financing were used to meet local match requirements for a 5 year construction project for a bridge with a 30 year design life, the local jurisdiction could issue a bond to meet the match requirements and pay it back over a period no longer than 30 years. This has a less intense fiscal impact on the local government than financing the match requirement in each of the 5 budget years over which the bridge is being constructed.

SPLOST and GTIB are not mutually exclusive. A local jurisdiction could elect to use either, both or neither of these funding sources to address local match requirements for transportation projects.

## Future Amendments

From time to time it will be necessary to modify the fiscal analysis and the project list to reflect updated project costs, changes in project timetables, or add and remove projects from consideration. These actions require formal amendments to the MTP and possibly the TIP. Both the MTP and TIP can be amended at any time, in accordance with the procedures specified in the MATS Public Participation Plan. The process for amending the MTP project list involves the following steps:

1. Updating and/or creating new project sheets for the current TIP, to reflect changes in any projects currently underway;
2. Updating the project tables in the relevant MTP chapters, to reflect the new projects and associated cost changes;
3. Updating the fiscal analysis in this MTP chapter to continue demonstrating fiscal constraint (i.e., that revenues are sufficient to cover anticipated costs), even with the proposed amendments
4. Soliciting public input in accordance with the approved MATS Public Participation Plan (revised 3/9/2016), which involves;
  - a) Completing a 15 day public review period with drafts of the proposed amended MTP project list and (if necessary) TIP, available for download from the MATS website
  - b) Soliciting comments and recommendations from the MATS Citizen Advisory Committee and MATS Technical Coordinating Committee

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<sup>2</sup> The full list of what is defined as an “eligible project” can be found in Title 32, Ch. 10, Article 2, Part 3, Sec. 122 of the 2016 GA State Code. See <http://www.lexisnexis.com/hottopics/gacode/> for specific definitions.

5. After close of public comment period, formal adoption of the amended MTP project list and (if necessary) TIP by the MATS Policy Committee

In accordance with these procedures, the following project list amendments have been made to the MTP Projects List:

## **Amendment Date**

**Amendment #1 (6/13/2022)** – On March 24, 2022, Georgia Dept. of Transportation requested the following amendments to the MATS 2050 MTP Roads and Bridges Project List, so that it might also be included as a new project in the MATS FY 2021 – 2024 TIP:

- GDOT Project #0019107 (Truck Parking Expansion – Region 2)

The project has been added to the Roads and Bridges Project list (Table 6-2) as Priority #46, in the amount of \$100,000. The MATS 2050 MTP Roads and Project list still maintains fiscal balance as required under 23 CFR 450.324(f)(11)

**Amendment #2 (6/13/2022)** – On March 31, 2022, Georgia Dept. of Transportation requested the following amendments be applied to the revenue projections for the MATS 2050 MTP Roads and Bridges chapter, as a result of State of Georgia allocations under the Infrastructure Investment & Jobs Act of 2021 (See Chapter 12 – Plan Considerations for additional details)

- \$620,000 in Carbon Reduction Program funding
- \$26,055,622 in PROTECT Grant program funding

Interagency Coordinating Committee has determined this amendment is “Exempt” from air quality analysis for Ozone.

**Amendment #3 (6/13/2022)** – Between February 3 and May 20, 2022, Georgia Dept. of Transportation – Intermodal Division (GDOT Intermodal) advised MATS that there were updates required in the MATS FY 2021 – 2024 TIP in order for Macon-Bibb County Transit Authority (MTA) to obtain sub-recipient funding for projects covered under the FTA 5307 and 5339(a) formula funding program for FY 2022 and FY 2023. Those amendments have been reflected in Table 8-6, to arrive at an updated fiscal balancing for the MATS Transit Program portfolio. After reflecting these amendments, the MATS 2050 MTP Transit Program continues to have a positive fund balance of **\$7,733,143.36**. Therefore, this 2050 MTP continues maintain fiscal balance, as required by 23 CFR 450.324(f)

A full listing of all Amendments and Administrative Modifications to the MATS FY 2021 – 2024 TIP can be found in that document.

**Amendment #4 (5/1/2024)** – On September 28, 2023, in consultation with, and at the direction of, the Georgia Department of Transportation (GDOT), the MATS MPO adopted a new FY 2024 – 2027 TIP. Pursuant to fulfilling the requirements of 23 CFR 450.326(i) and 23 CFR

450.324(f)(11), this change in TIP necessarily required an update to the MATS 2050 MTP Fiscal Balance chapter, to continue the ability to amend the FY 2024 – 2027 TIP.

Tables 8-1 through 8-6 above have been updated as of this date to incorporate the FY 2024 – 2027 TIP, demonstrating continued fiscal constraint.

**Amendment #5 (8/7/2024)** – On May 10, 2024, the Georgia Dept. of Transportation – Office of Planning requested that the following projects be amended into the MATS 2050 MTP, as part of incorporating them into the MATS FY 2024 – 2027 TIP:

Project ID	Description	Type	Cost
GDOT PI #0020213	SR 247/US 129 SB & NB @ NS #729382R	Bridge Replacement	\$22,650,000
GDOT PI #0020345	I-16 From SR 22/Bibb To SR 96/Twiggs	Roadway Project	\$425,000

These projects have been added to the Roads and Bridges Project list (Table 6-2) as Priority #20 and #21. The amended MATS 2050 MTP Roads and Project list still maintains fiscal balance as required under 23 CFR 450.324(f)(11), as demonstrated in the updated Tables 8-1, 8-2 and 8-6. Interagency Coordinating Committee has determined these projects are “Exempt” from air quality analysis for Ozone (see MATS FY 2024 – 2027 TIP Appendix: Interagency Coordinating Committee/Air Quality Conformity Communications Log for details).

**Amendment #6 (2/5/2025)** – On November 20, 2024, GDOT – Office of Intermodal advised MATS that amendments were required in the MATS FY 2024 – 2027 TIP in order for Macon-Bibb County Transit Authority (MTA) to obtain sub-recipient funding for projects covered under the FTA 5307 and 5339(a) formula funding program for FY 2025 through FY 2027. Those amendments have been reflected in Table 8-6, to arrive at an updated fiscal balancing for the MATS Transit Program portfolio. After reflecting these amendments, the MATS 2050 MTP Transit Program continues to have a positive fund balance of **\$10,330,736.25**. Therefore, this 2050 MTP continues to maintain fiscal balance, as required by 23 CFR 450.324(f).

**Amendment #7 (5/7/2025)** – On January 9, 2025, the Georgia Dept. of Transportation – Office of Planning requested that the following projects be updated in the MATS 2050 MTP, as part of incorporating them into the MATS FY 2024 – 2027 TIP:

Project ID	Description	Type	Cost
GDOT PI #311400	I-75 From I-16 To CR 478/Pierce Ave. - Phase VI	Roadway Project	\$123,986,011.94

The amended MATS 2050 MTP Roads and Project list still maintains fiscal balance as required under 23 CFR 450.324(f)(11), as demonstrated in the updated Tables 8-1, 8-2 and 8-6. These projects were presented to the Interagency Coordinating Committee as “Non-Exempt” from air quality analysis for Ozone (see MATS FY 2024 – 2027 TIP Appendix: Interagency Coordinating Committee/Air Quality Conformity Communications Log for details). However, this project was included in the latest model run (completed 26 April 2016) for compliance with

the relevant NAAQS for Ozone. That model was determined to be conforming to standards. Pursuant to guidance from FHWA and EPA after *South Coast II* court decision (882 F.3d 1138), no new air quality modeling is required.

**Amendment #8 (11/5/2025)** – On March 24, 2025, the Georgia Dept. of Transportation – Office of Planning requested that the following projects be amended into the MATS 2050 MTP, as part of incorporating them into the MATS FY 2024 – 2027 TIP (adopted previously on September 28, 2023, and subsequently amended):

Project ID	Description	Type	Cost
GDOT PI #0020763	Repair/replacement of overpass and transition from Northbound SR 11/SR 49 (Industrial Hwy) to Northbound SR 247 (Hawkinsville Rd.)	Roadway Project	\$6,250,000.00

This project has been added to the Roads and Bridges Project list (Table 6-2; Priority #56). The amended MATS 2050 MTP Roads and Project list still maintains fiscal balance as required under 23 CFR 450.324(f)(11), as demonstrated in the updated Table 6-3 and 6-4 described in Amendment #3. Interagency Coordinating Committee has determined this project is “Exempt” from air quality analysis for Ozone (see MATS FY 2024 – 2027 TIP Appendix: Interagency Coordinating Committee/Air Quality Conformity Communications Log for details).

**Amendment #9 (5/6/2026)** – On March 19, 2026, the Georgia Dept. of Transportation – Office of Planning requested that the following projects be amended into the MATS 2050 MTP, as part of incorporating them into the MATS FY 2024 – 2027 TIP (adopted previously on September 28, 2023, and subsequently amended):

Project ID	Description	Type	Cost
GDOT PI #0017395	Converting existing signalized intersection at SR 247/US 41/Pio Nono Avenue and CR 5104/CR 5481/Anthony Road into a single-lane roundabout	Safety Project	\$4,385,597.00
GDOT PI #0020272	Truck parking project in Bibb County.	Roadway Reconstruction/ Rehabilitation Project	\$2,550,069.00

These project have been added to the Roads and Bridges Project list (Table 6-2) as Priority #23 and #24, respectively. The amended MATS 2050 MTP Roads and Project list still maintains fiscal balance as required under 23 CFR 450.324(f)(11), as demonstrated in the updated Table 6-

3 and 6-4 described in Amendment #3. Interagency Coordinating Committee has determined this project is “Exempt” from air quality analysis for Ozone (see MATS FY 2024 – 2027 TIP Appendix: Interagency Coordinating Committee/Air Quality Conformity Communications Log for details).

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