

Macon Area Transportation Study
Transportation Improvement Program
Fiscal Years 2027 – 2030

PREPARED BY
Macon – Bibb Planning & Zoning Commission

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

Version: DRAFT

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

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



**A RESOLUTION OF THE MACON AREA TRANSPORTATION STUDY POLICY
COMMITTEE
ADOPTING THE TRANSPORTATION IMPROVEMENT PLAN FOR
FY 2027 – 2030, ADOPTING GDOT PERFORMANCE MEASURE TARGETS FOR
CY 2026 THROUGH CY 2029, AND
AMENDING THE 2050 TRANSPORTATION AIR QUALITY CONFORMITY
DETERMINATION REPORT**

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

WHEREAS, under 23 CFR, Sec. 450.326 (Code of Federal Regulations Title 23, Section 450.326), the FY 2027 – 2030 Transportation Improvement Program (TIP) is a subset of the 2050 Metropolitan Transportation Plan projects and activities to be undertaken within the MATS area in the specified four (4) year period; and

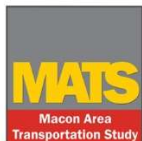
WHEREAS, under the rules and guidelines set forth in 23 CFR Sec. 450.326, the MATS MPO has identified several highway, public transportation, and aviation projects eligible for and worthy of inclusion and/or continuing support from Local, State and Federal resources over the FY 2027 – 2030 period; and

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

WHEREAS, pursuant 49 CFR 673, as originally authorized under the Moving Ahead for Progress in the 21st Century Act of 2012 (MAP-21; P.L. 112-141), and reauthorized under the Infrastructure Investment and Jobs Act of 2021 (IIJA 2021; P.L. 119-117), Federal Transit Administration has established procedural rules related to establishing and carrying out the Public Transportation Safety Programs for all Federal transit funding recipients and sub-recipients covered by the Urbanized Area Formula Funding Program (49 USC 5307); and

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

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



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WHEREAS, on 8 June 2026, the Environmental Protection Agency updated the Macon GA Area Design Value for 8-hour ozone concentrations to 0.063 parts per million; and

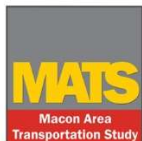
WHEREAS, under Code of Federal Regulations Title 23, Section 490.105, (23 CFR, Sec. 450.105), as originally authorized under the Moving Ahead for Progress in the 21st Century Act (MAP-21) and continuing under the Fixing America's Surface Transportation (FAST) Act and Infrastructure Investment and Jobs Act (IIJA) of 2021, Georgia Department of Transportation (GDOT) is required to identify Performance Management Targets in five general topic areas; Safety, Infrastructure Condition, System Reliability, Freight Movement and Economic Vitality, and Congestion Reduction; and

WHEREAS, on or around September 30, 2026, GDOT formally adopted new targets for performance measures specified under 23 CFR 490.105 for calendar years 2026 through 2029, and mid year performance measure targets for calendar years 2026 and 2027. This notification started a 180 clock for adoption of performance measures by MPOs into their respective Federal transportation planning documents; and

WHEREAS, on September 30, 2026, the Georgia Department of Transportation (GDOT) Office of Planning informed the Georgia Association of Metropolitan Planning Organizations of new of updated performance measure targets for categories specified under 23 CFR 490.105. Specifically, those updated Statewide targets are:

PM 1 - Statewide Targets for National Safety Performance Measures

National Safety Performance Measures	2026	2027	2028	2029
# of Fatalities	1,367	1,349	1,331	1,313
Rate of Fatalities per 100 million VMT	1.13	1.12	1.11	1.10
# of Serious Injuries	7,712	7,608	7,504	7,400
Rate of Serious Injuries per 100 million VMT	6.322	6.237	6.152	6.067
Total # of Non-Motorized Fatalities and Serious Injuries	1,008	995	982	969



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PM 2 - Statewide Targets for Pavement and Bridge Condition Performance Measures

National Pavement and Bridge Condition Performance Measures	Baseline	2 Year Interim Targets	4-Year Target
Percentage of Interstate NHS pavements in Good condition	75.4%	≥ 50% in Good Condition	≥ 50% in Good Condition
Percentage of Interstate NHS pavements in Poor condition	0.2%	≤ 5% in Poor Condition	≤ 5% in Poor Condition
Percentage of Non-Interstate NHS pavements in Good condition	42.6%	≥ 40% in Good Condition	≥ 40% in Good Condition
Percentage of NHS pavements in Poor condition	1.4%	≤ 12% in Poor Condition	≤ 12% in Poor Condition
Percent of NHS Bridges in Good condition as a percentage of total NHS bridge deck area	73.0%	≥ 60% in Good Condition	≥ 60% in Good Condition
Percent of NHS Bridges in Poor condition as a percentage of total NHS bridge deck area	0.6%	≤ 10% in Poor Condition	≤ 10% in Poor Condition

PM 3 - Statewide Targets for System Performance, Freight Movement and CMAQ Performance Measures

National System Performance and Freight Movement, and Congestion Mitigation & Air Quality Performance Measures	Applicable Roadway	State Targets (2026-2029 Rolling Average)	
		2-Year Target	4-Year Target
Percent of person-miles traveled on the Interstate that are reliable	Interstate	≥71.2%	≥69.1%
Percent of person-miles traveled on non-Interstate NHS that are reliable	Non-Interstate	≥82.0%	≥79.7%
Truck Travel Time Reliability Index	All Roads	≤1.75	≤1.78
Total Emissions Reduction	All Roads	VOC 1.48 kg/day NOx 5.52 kg/day	VOC 3.22 kg/day NOx 12.01 kg/day

and;

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

WHEREAS, under 23 CFR 490.105(f)(3)(i) and 23 CFR 490.105(f)(3)(ii) MATS MPO has the option to



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either develop their own individual targets for the MATS planning area, or choose to simply adopt the targets established by GDOT; and

WHEREAS, the adoption of current Performance Measure targets is reflected in the System Performance Report, which is incorporated by reference into the MATS FY 2027 – 2030 TIP;

NOW, THEREFORE, BE IT RESOLVED that the MATS Policy Committee, the forum for cooperative transportation decision-making in the Macon urban area, does hereby approve and adopt this TIP for the FY 2027 – 2030 period; and

BE IT FURTHER RESOLVED, the MATS Policy Committee does hereby amend the 2050 Air Quality Conformity Determination Report to reference the MATS FY 2027 – 2030 Transportation Improvement Program as the current iteration of the MATS Transportation Improvement Program, and that the Design Value for 8-hour ozone concentrations is 0.063 parts per million; and

BE IT FURTHER RESOLVED, the MATS Policy Committee does hereby adopt all Statewide Performance targets described in the GDOT Office of Planning e-mail to the Georgia Association of MPOs on September 30, 2026, as described above.

BE IT FURTHER RESOLVED that, in the event scrivener's errors are discovered in this Resolution, in this FY 2027 – 2030 TIP, the amended 2050 Air Quality Conformity Determination Report, or any examples or appendices thereto, the MATS Policy Committee authorizes the MATS staff to correct any and all such errors, to post corrected documents as needed, and inform such parties and organizations requiring notice that the error has been corrected.

Adopted by the MATS Policy Committee on November 20, 2026.

By: _____
MATS Policy Committee Chair

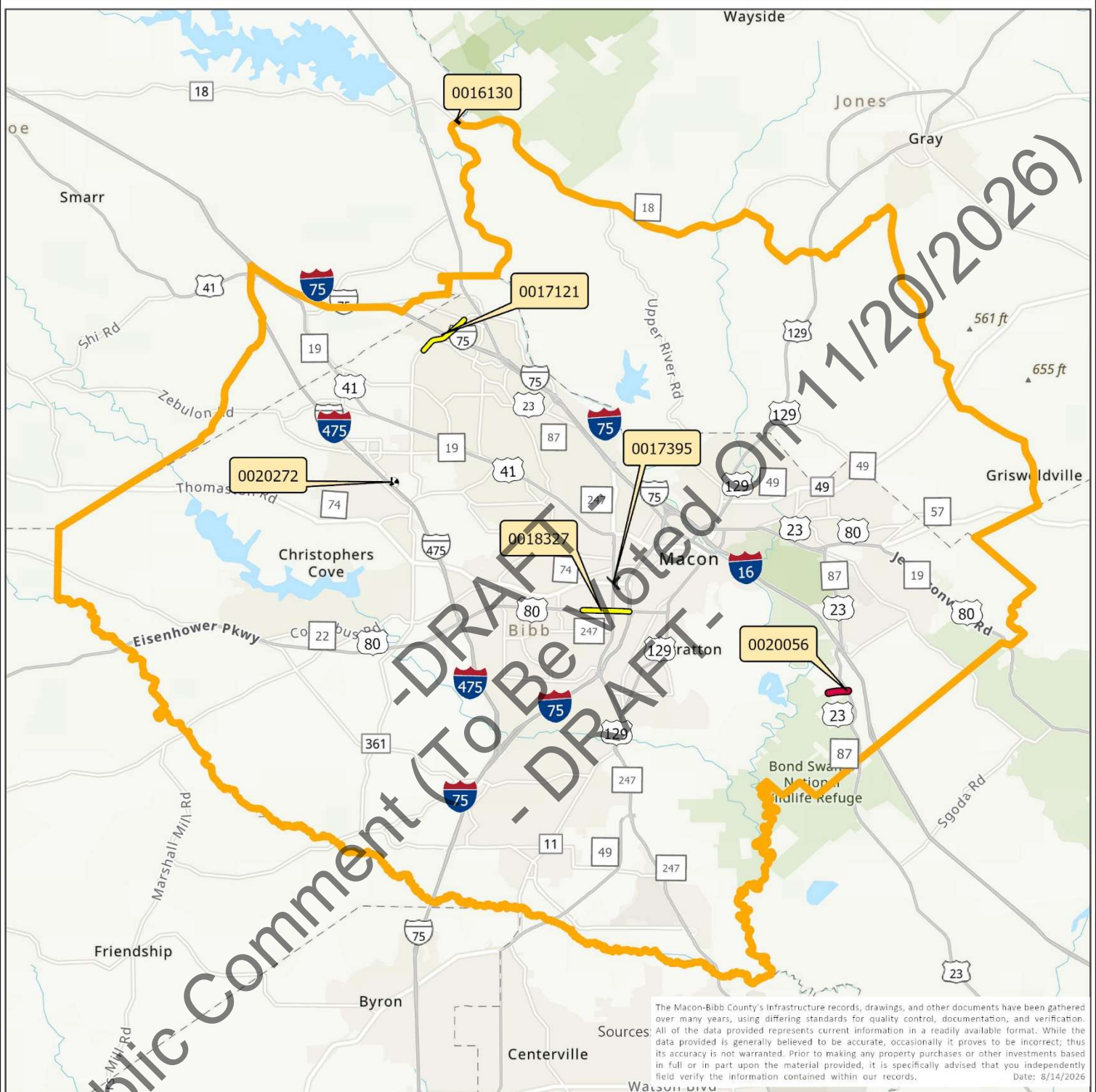
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Legend

MATS MPO Boundary (approved 7/9/2025)

TIP2027 - 2030 Project List

Project Type

-  Bridge Repair/Replacement
 FLAP Project
 Local Road
 Roundabout
 Truck Parking

1:245,376

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



MATS
Macon Area
Transportation Study

INTRODUCTION

Chapter 1 | Introduction

Purpose and Document Organization

The purpose of this document is to provide an overview of the Transportation Improvement Program (TIP) and to also present the projects in TIP for fiscal years 2027 - 2030. This document outlines the various TIP projects, funding plan and other information, answers frequently asked questions about the TIP, and provides an overview of the Metropolitan Planning Organization. A project may not receive federal funds or receive other critical federal project approvals unless it is included in the TIP.

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

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

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

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

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

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

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

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

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

Overview of MATS / Metropolitan Planning Organization

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

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

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

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

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

Overview of MATS Transportation Improvement Program

The MATS – Transportation Improvement Program (TIP) is a four-year capital improvement program drawn from the 2050 Metropolitan Transportation Plan (2050 MTP; see <https://www.maconmpo.com/lrtp/> for full details). This particular TIP outlines the roadway, airport and transit projects planned for the MATS Study Area during state fiscal years 2024 through 2027.¹ In relation to carrying out the goals and objectives of the 2050 MTP, the TIP document identifies specific activities on individual projects identified in the 2050 MTP. For the roadway projects, each location specific project listed in this TIP includes a reference to the project Priority Number in the 2050 MTP Roads & Bridges project list.

The TIP is the result of comprehensive transportation planning at the local level, combined with cooperation and assistance from state and federal officials. Development of both the MTP and TIP are guided by the FHWA/FTA Metropolitan Planning Regulations, 23 CFR Part 450, which require the FY 2027 – 2030 TIP to demonstrate financial constraint. The TIP addresses this requirement by depicting both project costs and anticipated available funding, grouped by federal funding codes.

After approval by the MATS MPO and GDOT, the TIP shall be included without modification, directly or by reference, in the Statewide Transportation Improvement Program (STIP). The exception to that rule is in Non-attainment and Maintenance areas for criteria pollutants for air quality, where a conformity finding by the FHWA and the FTA must be made before the TIP is included in the STIP. After approval by the MATS MPO and the GDOT, a copy shall be provided to the FHWA and the FTA. The state shall notify the MPO when a TIP, including projects under the jurisdiction of these agencies, has been included in the STIP.

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

Transportation Improvement Program FAQ's

What is the Transportation Improvement Program or TIP?

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

Why is there a TIP?

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

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

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

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

Who develops the TIP?

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

How often is the TIP updated?

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

TIP FAQ's (continued)

How is public involvement guided?

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

How is the TIP Funded?

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

How do I track changes in a Project?

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

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

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

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

TIP Highway Program Funding Sources

Projects listed in the TIP are supported through a combination of Local, State and Federal funding sources. Below are the list of Federal funding programs identified under the current Federal transportation policy, the Infrastructure Investment & Jobs Act of 2021 (IIJA). These descriptions come directly from the [Congress.gov](https://www.congress.gov) website. The referenced sections refer to either Title 23 of the United States Code (23 U.S.C.) and/or sections of the IIJA establishing the funding program.

Transportation funding programs are classified as either “formula” or “discretionary.” Formula programs are funded by a specific top line allocation in the authorizing bill, and then sub-allocated to the individual States based on need and/or national priorities. Discretionary programs are awarded competitively. One of the main innovations of the IIJA was the ability, in some programs, for local governments, MPOs and Federally recognized tribes to apply directly to U.S. DOT for funding of local projects, rather than applying through the State DOT.

IIJA established nine “core” formula funding programs funded through the Highway Trust Fund, and two additional formula funding programs via supplemental appropriations. These core programs are described below. While all of these funding sources are available, not every funding source will be used. Funding programs with “*” next to them are currently utilized in this TIP

Core Formula Programs

*** Carbon Reduction Program (CRP; 23 U.S.C. §175; IIJA §11403)**

This new formula program is funded at an average annual level of \$1.284 billion. The CRP is to reduce carbon dioxide emissions from motor vehicles. The funds may be used for traffic monitoring, management, bike and pedestrian paths, truck stop electrification, and public transportation. States have two years to develop a carbon reduction strategy. Sixty-five percent of CRP funds are distributed within the states based on urbanized area population categories.

*** Congestion Mitigation and Air Quality Improvement Program (CMAQ; 23 U.S.C. §149; IIJA §11115)**

CMAQ was established to fund projects and programs that may reduce emissions of transportation-related air pollutants. Since FY2011, over \$1 billion of the annual CMAQ funding has been transferred to the Federal Transit Administration.¹³ Under the IIJA, the average annual authorization for CMAQ is \$2.64 billion.

Highway Safety Improvement Program (HSIP; 23 U.S.C. §148; IIJA §11111)

HSIP supports projects that improve the safety of road infrastructure by correcting hazardous road locations, such as dangerous intersections, or making road improvements, such as adding striping or rumble strips.¹² The IIJA provides an annual average of \$3.1 billion for HSIP. These funds may also be used for road safety projects not on federal-aid highways.

*** Metropolitan Planning (MP; 23 U.S.C. §134; IIJA §11201)**

MP establishes a cooperative framework for making transportation investment decisions in metropolitan areas. The program funds metropolitan planning organizations (MPOs) and planning activities. The IIJA provides an annual average of \$456 million for this program.

*** National Highway Freight Program (NHFP; 23 U.S.C. §167; IIJA §11114)**

Annual apportionments for NHFP average \$1.43 billion through FY2026. This program is to help states and MPOs remove impediments to the movement of goods. The IIJA expands the road mileage eligible under the program.

*** National Highway Performance Program (NHPP; 23 U.S.C. §119; IIJA §11105)**

NHPP is the largest of the federal-aid highway programs, with annual authorizations averaging \$29.6 billion. The program supports improvement of the condition and performance of the National Highway System, which includes Interstate System highways and bridges as well as virtually all other major highways. NHPP funds projects to achieve national performance goals consistent with state and metropolitan planning. The IIJA broadens NHPP to permit spending for resiliency and protective features (such as raising bridges or adding drainage structures) that reduce the risk of recurring damage from extreme weather events and other natural disasters.

Promoting Resilient Operations for Transformative, Efficient, and Cost-saving Transportation (PROTECT; 23 U.S.C. §176; IIJA §11405)

The new PROTECT formula program is funded at an annual average of \$1.46 billion. PROTECT supports transportation infrastructure resilience under Title 23, under Chapter 53 of Title 49 (Public Transportation), and for certain port facilities and highway evacuation routes. Section 11405 also creates a PROTECT competitive grant program.

Railway-Highway Grade Crossing Program (23 U.S.C. 130; IIJA §11108)

The Railway-Highway Grade Crossing Program is funded by an HSIP set-aside of not less than \$245 million per year. The IIJA raised the federal share to 100%, eliminating the state match.

*** Surface Transportation Block Grant Program (STBG; 23 U.S.C §133; IIJA §11109)**

STBG is the federal-aid highway program with the broadest eligibility criteria. IIJA provides an annual average of \$14.4 billion for STBG. Funds can be used on any federal-aid highway and for bridge projects on any public road. Of each year's allocation, states must set aside 10% for bicycle paths, walkways, and other transportation alternatives. STBG funds may be used for Appalachian Development Highway System projects with no state match. Nearly any public transit project may be eligible for STBG funds.

Supplemental Multi-Year Formula Programs

Bridge Replacement, Rehabilitation, Preservation, Protection, and Construction Program (IIJA, Division J, Title VIII)

The IIJA provides \$27.5 billion (nationwide) in equal annual amounts for FY2022-FY2026. Funds are apportioned to the states based on each state's relative cost to replace poor-condition bridges and rehabilitate fair-condition bridges, relative to the national total. At least 15% must be spent on bridges not on the federal-aid system. For public bridges owned below the state level the federal project share may be 100%. All bridges on the National Bridge Inventory (NBI) are eligible.

National Electric Vehicle Formula Program (IIJA, Division J, Title VIII)*

This new program is funded at \$5 billion per year (nationwide) for FY2022-FY2026, to provide funding to states to strategically deploy electric vehicle charging infrastructure, establish an interconnected network, and facilitate data collection, access, and reliability. Apportionment is based on a state's base apportionment shares, adjusted to provide funding for Puerto Rico and the territories. Alternative fuel corridors must be built out first, after which funds may be used for any public road or other publicly accessible locations.

Transferability Between Funding Programs

As stated on the [Congress.gov](https://www.congress.gov) website. *"States may transfer up to 50% of any apportionment to any other apportioned program. However, no transfers are permitted of funds suballocated to areas by population (such as in STBG) or of Metropolitan Planning funds. Transportation Alternatives set-aside funds may be transferred only under specific conditions."*

National Transportation Performance Measures and State Targets in the TIP

This section describes the effect the projects identified in the FY 2027 - 2030 TIP will have on addressing the national performance measures and in achieving the related State targets. Federal regulations (23 CFR 450.326(d)) states that “the TIP shall include, to the maximum extent practicable, a description of the anticipated effect of the TIP toward achieving the performance targets identified in the metropolitan transportation plan, linking investment priorities to those performance targets.”

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

PM 1 – Highway Safety Improvement Program

On November 1, 2017, the MATS Policy Committee adopted the original Highway Safety Performance Measure Targets proposed by GDOT. These targets were initially measured as a five year rolling average, and updated on an annual basis. On January 6, 2025, after petitioning the National Highway Transportation Safety Administration, GDOT was permitted to change the target setting from a 5-year rolling average to a single calendar year metric (Reference: 90 Fed. Register 731,734). The table below lists the annual Highway Safety Performance Measure Targets submitted by GDOT on August 31, 2026, covering calendar years 2026 through 2029. These targets were accepted by Federal Highway Administration on September 30, 2026.

Statewide Targets for National Safety Performance Measures (as of September 30, 2026)

National Safety Performance Measures	2026	2027	2028	2029
# of Fatalities	1,367	1,349	1,331	1,313
Rate of Fatalities per 100 million VMT	1.13	1.12	1.11	1.10
# of Serious Injuries	7,712	7,608	7,504	7,400
Rate of Serious Injuries per 100 million VMT	6.322	6.237	6.152	6.067
Total # of Non-Motorized Fatalities and Serious Injuries	1,008	995	982	969

Specific Projects in the FY 2027 – 2030 TIP that address these goals are identified in Appendix A, Sub-Appendix Table A-2. All of these proposed design improvements are intended to help reduce crashes, fatalities, and serious injuries in the MATS region thereby helping the state achieve its safety targets.

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

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

On May 16, 2018, GDOT established two- and four-year Statewide Pavement and Bridge Condition performance targets for the first performance measurement period. The table below lists the updated Statewide Pavement and Bridge Condition baseline, 2 year interim targets, and 4 year targets, submitted by GDOT to FHWA on August 31, 2026, covering calendar years 2026 through 2029. The specific Statewide targets are summarized in the table below. These performance targets were developed in accordance with the specifications set forth in 23 CFR 490.300 through 23 CFR 490.319 (Pavement Conditions) and 23 CFR 490.400 through 23 CFR 490.413 (Bridge Conditions). They are also adopted as the initial targets for roads and bridges located within the MATS area.

Statewide Targets for Pavement and Bridge Condition Performance Measures (as of September 30, 2026)

National Pavement and Bridge Condition Performance Measures	Baseline	2 Year Interim Targets	4-Year Target
Percentage of Interstate NHS pavements in Good condition	75.4%	≥ 50% in Good Condition	≥ 50% in Good Condition
Percentage of Interstate NHS pavements in Poor condition	0.2%	≤ 5% in Poor Condition	≤ 5% in Poor Condition
Percentage of Non-Interstate NHS pavements in Good condition	42.6%	≥ 40% in Good Condition	≥ 40% in Good Condition
Percentage of NHS pavements in Poor condition	1.4%	≤ 12% in Poor Condition	≤ 12% in Poor Condition
Percent of NHS Bridges in Good condition as a percentage of total NHS bridge deck area	73.0%	≥ 60% in Good Condition	≥ 60% in Good Condition
Percent of NHS Bridges in Poor condition as a percentage of total NHS bridge deck area	0.6%	≤ 10% in Poor Condition	≤ 10% in Poor Condition

Specific Projects in the FY 2027 – 2030 TIP that address these goals are identified in Appendix A, Sub-Appendix Table A-2. All projects with these descriptions are intended to maintain bridge decks and pavement conditions for roads within MATS region to a level consistent with the State Pavement and Bridge Condition performance targets.

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

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

On May 16, 2018, GDOT established two- and four-year Statewide performance targets for the National Highway System Performance, Freight Movement on the Interstate System, and Congestion Mitigation and Air Quality Improvement Program, for the first performance measurement period. The table below lists the updated baseline, 2 year interim targets, and 4 year targets, submitted by GDOT to FHWA on August 31, 2026, covering calendar years 2026 through 2029. The specific Statewide targets are summarized in the table below. These performance targets were developed in accordance with the specifications set forth in 23 CFR 490.500 through 23 CFR 490.515 (Interstate and Non-Interstate Travel Time Reliability), 23 CFR 490.600 through 23 CFR 490.613 (Truck Travel Time Reliability) and 23 CFR 490.800 through 23 CFR 490.811 (On-Road Mobile Source Emissions Reductions). They are also adopted as the initial targets for the MATS area.

Statewide Targets for System Performance, Freight Movement and CMAQ Performance Measures (as of September 30, 2026)

National System Performance and Freight Movement, and Congestion Mitigation & Air Quality Performance Measures	Applicable Roadway	State Targets (2026-2029 Rolling Average)	
		2-Year Target	4-Year Target
Percent of person-miles traveled on the Interstate that are reliable	Interstate	≥71.2%	≥69.1%
Percent of person-miles traveled on non-Interstate NHS that are reliable	Non-Interstate	≥82.0%	≥79.7%
Truck Travel Time Reliability Index	All Roads	≤1.75	≤1.78
Total Emissions Reduction	All Roads	VOC 1.48 kg/day NOx 5.52 kg/day	VOC 3.22 kg/day NOx 12.01 kg/day

Specific Projects in the FY 2027 – 2030 TIP that address these goals are identified in Appendix A, Sub-Appendix Table A-2. All projects with these descriptions are intended to maintain travel network efficiency for individuals and freight on roads within MATS region, to a level consistent with State performance targets relevant to the MATS region for System Performance and Freight Movement, and Congestion Mitigation & Air Quality.

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

Transit Performance Measures

Transit Asset Management

In addition to the metrics and goals identified above for roads, highways and bridges, MAP-21 also directs the Federal Transit Administration (FTA) to establish Performance Measures for transit service providers, focusing specifically on State of Good Repair. In July 2016, FTA issued the final rule (49 CFR 625.17) establishing Transit Asset Management (TAM) requirements for recipients and sub-recipients of federal funds. Based on the requirements established under 23 CFR 450.324 and 23 CFR 450.326, acknowledgement of this final rule also must be reflected in the MATS FY 2027 – 2030 TIP.

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

Because both Jones County Transit (JCT) and Macon-Bibb County Transit Authority (MTA) are specifically identified as being covered under the GDOT Group TAM Plan, the targets identified in that plan are applicable by reference in the MATS FY 2027 – 2030 TIP.

To that end, the following projects in the MATS FY 2027 – 2030 TIP are identified as supporting JCT and MTA compliance with transit performance measures:

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

National Transportation Performance Measures and State Targets in the TIP

(continued)

Detailed Breakdown of GDOT TAM Targets for Tier II Sub-Recipients of FTA 5307 Operating Funds, and Proposed FY 2026 TAM Targets

Asset Listing and Performance Criteria										
Asset Category/ Class	Total Number	Useful Life Benchmark (ULB)	Number Exceeding ULB/3.0 TERM Rating in FY 2025	FY 2023 Targets	FY 2023 Actual	FY 2024 Targets	FY 2024 Actual	FY 2025 Targets	FY 2025 Actual	FY 2026 Targets
Rolling Stock										
BU-Bus (<=30')	8	12 yrs	5	20%	52%	20%	67%	20%	63%	20%
BU-Bus (>30')	74	14 yrs	9	10%	7%	20%	15%	20%	12%	20%
CU - Cutaway Bus	693	5 yrs	310	53%	68%	53%	64%	40%	45%	40%
MV -Minivan	7	6 yrs	2	10%	20%	10%	25%	10%	29%	10%
SB -School bus	-	-	-	25%	32%	25%	n/a	-	-	-
TB - Trolleybus	4	25 yrs	0	n/a	0%	0%	0%	0%	0%	0%
VN -Van	34	6 yrs	21	10%	34%	20%	64%	50%	62%	50%
Equipment										
AO - Automobile	20	8 yrs	8	10%	47%	20%	40%	50%	40%	50%
Trucks and other Rubber Tire Vehicles	32	14 yrs	14	10%	71%	20%	44%	50%	44%	50%
Equip. > \$50,000	1	8 yrs	0							n/a
Facilities (Only including facilities for which agencies have capital responsibility)										
Administration	12	3.0 TERM Rating	1	25%	8%	25%	8%	25%	8%	25%
Maintenance	8	3.0 TERM Rating	1	25%	13%	25%	13%	25%	13%	25%
Parking Facilities	1	3.0 TERM Rating	0	10%	0%	10%	0%	10%	0%	10%
Passenger Facilities	4	3.0 TERM Rating	0	10%	0%	10%	0%	10%	0%	10%

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

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

Public Transit Agency Safety Planning

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

- Documents the processes and activities related to safety management system implementation;
- Includes performance targets measures established under the National Public Transportation Safety Plan;
- Establish a process and timeline for conducting annual reviews and updates for performance targets

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

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

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

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

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

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

ROAD & BRIDGE PROJECTS

Chapter 2 | Road & Bridge Projects

PROJECTS IN FY 2024 – 2027 TIP CURRENTLY UNDERWAY	PI#
⌘ SR 18/Ocmulgee River, 13 miles East of Forsyth – Bridge Replacement	0016130
⌘ CR 742/Bass Rd From Providence Blvd. to New Forsyth Rd.	0017121
⌘ SR 247/US 41 @ CR 5104/CR 5481/Anthony Road	0017395
⌘ SR 22/US 80 From CR 5503/Canterbury Rd To I-75 SB Ramp	0018327
⌘ Bondsview Road From W of Stone Creek To SR 87	0020056
⌘ Rest Area #19 @ I-475 Northbound in Bibb County	0020272

NEW PROJECTS IN FY 2027 – 2030 TIP	PI#

-DRAFT -
Public Comment (To Be Voted On 1/20/2026)
-DRAFT -

Project Worksheet Date: 4/30/2026

PROJECT NAME:	ROAD MAINTENANCE - ANY AREA	PROJECT#:	
PROJECT DESCRIPTION:	Provide pavement resurfacing and maintenance at various locations under the Surface Transportation Program.	P.I. NOS:	LUMP SUM
		TIP#:	MCN-75
		COUNTY:	BIBB
LENGTH (MI):	# OF LANES - EXISTING:	N/A	PLANNED: N/A
TRAFFIC VOLUMES (ADT):	N/A (2012)	N/A (2040)	
LOCAL RD. #:	ST./US #		FUNDING :

COMMENTS/REMARKS: For a more detailed explanation of the Lump Sum projects, please see the Appendix. See Appendix entry 20251105_MCN-75M for details on Administrative Modification

PROJECT PHASE	\$ SOURCE	FY 2024	FY 2025	FY 2026	FY 2027	TOTAL
PRELIMINARY ENGR.						\$0
RIGHT-OF-WAY						\$0
UTILITIES						\$0
CONSTRUCTION	FED./ST.	\$5,101,000	\$5,101,000	\$5,101,000	\$5,101,000	\$20,404,000
PROJECT COST		\$5,101,000	\$5,101,000	\$5,101,000	\$5,101,000	\$20,404,000
FEDERAL COST		\$4,080,800	\$4,080,800	\$4,080,800	\$4,080,800	\$16,323,200
STATE COST		\$1,020,200	\$1,020,200	\$1,020,200	\$1,020,200	\$4,080,800
LOCAL COST						\$0
DOT DISTRICT: 3	CONGRESSIONAL DIST:	2 & 8			RC	MG
Fund 1 For PI 1:	Fund 2 For PI 2:				Fund 3 For PI 3:	

PROJECT LOCATION
NO MAP AVAILABLE

PROJECT NAME:		BRIDGE MAINTENANCE		PROJECT#:	
PROJECT DESCRIPTION:		Provide bridge painting at various locations under the Surface Transportation Program.		P.I. NOS: LUMP SUM	
				TIP#: MCN-76	
				COUNTY: BIBB	
LENGTH (MI):		# OF LANES - EXISTING:		PLANNED: N/A	
TRAFFIC VOLUMES (ADT):		(2012)		(2040)	
LOCAL RD. #:		ST./US #		FUNDING : Y240	
COMMENTS/REMARKS: For a more detailed explanation of the Lump Sum projects, please see the Appendix. See Appendix entry 20251105_MCN-76M for details on Administrative Modification					

PROJECT PHASE	\$ SOURCE	FY 2024	FY 2025	FY 2026	FY 2027	TOTAL
PRELIMINARY ENGR.		\$0.00	\$0.00	\$0.00	\$0.00	\$0
RIGHT-OF-WAY		\$0.00	\$0.00	\$0.00	\$0.00	\$0
UTILITIES		\$0.00	\$0.00	\$0.00	\$0.00	\$0
CONSTRUCTION	FED./ST.	\$785,000.00	\$785,000.00	\$785,000.00	\$785,000.00	\$3,140,000
PROJECT COST		\$785,000.00	\$785,000.00	\$785,000.00	\$785,000.00	\$3,140,000
FEDERAL COST		\$628,000.00	\$628,000.00	\$628,000.00	\$628,000.00	\$2,512,000
STATE COST		\$157,000.00	\$157,000.00	\$157,000.00	\$157,000.00	\$628,000
LOCAL COST		\$0.00	\$0.00	\$0.00	\$0.00	\$0
DOT DISTRICT: 3	CONGRESSIONAL DIST: 2 & 8			RC	MG	
Fund 1 For PI 1:	Fund 2 For PI 2:			Fund 3 For PI 3:		

NO MAP AVAILABLE

Project Worksheet Date: 4/30/2026

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

COMMENTS/REMARKS: For a more detailed explanation of the Lump Sum projects, please see the Appendix. See Appendix entry 20251105_MCN-102M for details on Administrative Modification

PROJECT PHASE	\$ SOURCE	FY 2027	FY 2028	FY 2029	FY 2030	TOTAL
PRELIMINARY ENGR.	AUTH	\$0	\$0	\$0	\$0	\$0
RIGHT-OF-WAY		\$0	\$0	\$0	\$0	\$0
UTILITIES		\$0	\$0	\$0	\$0	\$0
CONSTRUCTION	FED./ST.	\$157,000	\$157,000	\$157,000	\$157,000	\$628,000
PROJECT COST		\$157,000	\$157,000	\$157,000	\$157,000	\$628,000
FEDERAL COST		\$125,600	\$125,600	\$125,600	\$125,600	\$502,400
STATE COST		\$31,400	\$31,400	\$31,400	\$31,400	\$125,600
LOCAL COST		\$0	\$0	\$0	\$0	\$0

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

PROJECT LOCATION

NO MAP AVAILABLE

Project Worksheet Date: 4/30/2026

PROJECT NAME: TRAFFIC CONTROL DEVICES		PROJECT#:	
PROJECT DESCRIPTION: This is a Lump Sum Project and part of the Regional Traffic Signal Optimization group of projects. See the appendix for more details.		P.I. NOS: LUMP SUM	
		TIP#: MCN-85	
		COUNTY: BIBB	
LENGTH (MI): N/A	# OF LANES - EXISTING: N/A	PLANNED: N/A	
TRAFFIC VOLUMES (ADT): N/A	(2012) N/A	(2040)	
LOCAL RD. #: ST./US #		FUNDING : Y240	
COMMENTS/REMARKS: For a more detailed explanation of the Lump Sum projects, please see the Appendix. See Appendix entry 20251105_MCN-85M for details on Administrative Modification			
PROJECT PHASE	\$ SOURCE	FY 2027	FY 2028
PRELIMINARY ENGR.		\$0	\$0
RIGHT-OF-WAY		\$0	\$0
UTILITIES		\$0	\$0
CONSTRUCTION	FED./ST.	\$392,000	\$392,000
PROJECT COST		\$392,000	\$392,000
FEDERAL COST		\$313,600	\$313,600
STATE COST		\$78,400	\$78,400
LOCAL COST		\$0	\$0
DOT DISTRICT: 3	CONGRESSIONAL DIST: 2 & 8	RC	MG
Fund 1 For PI 1:	Fund 2 For PI 2:	Fund 3 For PI 3:	

PROJECT LOCATION			
NO MAP AVAILABLE			

Project Worksheet Date: 4/30/2026

PROJECT NAME: RIGHTS - OF-WAY PROTECTIVE BUYING		PROJECT#:
PROJECT DESCRIPTION: LUMP SUM		P.I. NOS: LUMP SUM
		TIP#: MCN-89
		COUNTY: BIBB
LENGTH (MI): N/A	# OF LANES - EXISTING: N/A	PLANNED: N/A
TRAFFIC VOLUMES (ADT): N/A	(2012) N/A	(2040)
LOCAL RD. #: ST/US #		FUNDING : Y240

COMMENTS/REMARKS: For a more detailed explanation of the Lump Sum projects, please see the Appendix.
See Appendix entry 20251105_MCN-85M for details on Administrative Modification

PROJECT PHASE	\$ SOURCE	FY 2027	FY 2028	FY 2029	FY 2030	TOTAL
PRELIMINARY ENGR.		\$0	\$0	\$0	\$0	\$0
RIGHT-OF-WAY		\$20,000	\$20,000	\$20,000	\$20,000	\$80,000
UTILITIES		\$0	\$0	\$0	\$0	\$0
CONSTRUCTION	FED./ST.	\$0	\$0	\$0	\$0	\$0
PROJECT COST		\$20,000	\$20,000	\$20,000	\$20,000	\$80,000
FEDERAL COST		\$16,000	\$16,000	\$16,000	\$16,000	\$64,000
STATE COST		\$4,000	\$4,000	\$4,000	\$4,000	\$16,000
LOCAL COST		\$0	\$0	\$0	\$0	\$0
DOT DISTRICT: 3	CONGRESSIONAL DIST: 2 & 8			RC MG		
Fund 1 For PI 1:	Fund 2 For PI 2:			Fund 3 For PI 3:		

PROJECT LOCATION

NO MAP AVAILABLE

[illegible]

PROJECT NAME:		RAILROAD CROSSINGS		PROJECT#:		
PROJECT DESCRIPTION:				P.I. NOS: LUMP SUM		
				TIP#: MCN-78		
				COUNTY: BIBB		
				PLANNED: N/A		
LENGTH (MI): N/A		# OF LANES - EXISTING: N/A		PLANNED: N/A		
TRAFFIC VOLUMES (ADT): N/A		(2012) N/A		(2040)		
LOCAL RD. #:		ST./US #		FUNDING : YS40		
COMMENTS/REMARKS: For a more detailed explanation of the Lump Sum projects, please see the Appendix. See Appendix entry 20251105_MCN-78M for details on Administrative Modification						
PROJECT PHASE	\$ SOURCE	FY 2027	FY 2028	FY 2029	FY 2030	TOTAL
PRELIMINARY ENGR.		\$0	\$0	\$0	\$0	\$0
RIGHT-OF-WAY		\$0	\$0	\$0	\$0	\$0
UTILITIES		\$0	\$0	\$0	\$0	\$0
CONSTRUCTION	FED./ST.	\$117,000	\$117,000	\$117,000	\$117,000	\$468,000
PROJECT COST		\$117,000	\$117,000	\$117,000	\$117,000	\$468,000
FEDERAL COST		\$93,600	\$93,600	\$93,600	\$93,600	\$374,400
STATE COST		\$23,400	\$23,400	\$23,400	\$23,400	\$93,600
LOCAL COST		\$0	\$0	\$0	\$0	\$0
DOT DISTRICT: 3	CONGRESSIONAL DIST:			2 & 8		RC MG
Fund 1 For PI 1:	Fund 2 For PI 2:			Fund 3 For PI 3:		
PROJECT LOCATION						
NO MAP AVAILABLE						

Project Worksheet Date: 4/30/2026

PROJECT NAME:		BRIDGE REPLACEMENT AT SR 18/OCMULGEE RIVER, 13 MI EAST OF FORSYTH					
PROJECT WEBSITE:		http://www.dot.ga.gov/applications/geopi/Pages/Dashboard.aspx?ProjectId=0016130				PROJECT#:	
PROJECT DESCRIPTION: Bridge replacement, partially located within MATS area.						P.I. #:	
						0016130	
						LRTP Priority #	
						8	
						TIP#:	
						MCN-133	
						COUNTY:	
						JONES	
LENGTH (MI):		# OF LANES - EXISTING:		PLANNED:			
TRAFFIC VOLUMES (ADT):		4,620 (GDOT Estimate)		(2016)			
				(2040)			
LOCAL RD. #:		ST./US #		FUNDING :			
				Y240			
COMMENTS/REMARKS:							
LATEST TOTAL PROJECT COST:		\$2,046,121.00		TOTAL COST ESTIMATE DATE:		4/4/2025	
CURRENT TIP PHASES							
PROJECT PHASE	\$ SOURCE	FY 2027	FY 2028	FY 2029	FY 2030	TOTAL	
SCOPING		\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	
PRELIMINARY ENGINEERING	Y240	\$64,921.00	\$0.00	\$0.00	\$0.00	\$64,921.00	
RIGHT-OF-WAY		\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	
UTILITIES		\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	
CONSTRUCTION		\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	
PROJECT COST		\$64,921.00	\$0.00	\$0.00	\$0.00	\$64,921.00	
FEDERAL COST		\$51,936.80	\$0.00	\$0.00	\$0.00	\$51,936.80	
STATE COST		\$12,984.20	\$0.00	\$0.00	\$0.00	\$12,984.20	
LOCAL COST		\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	
DOT DISTRICT:	3	CONGRESSIONAL DIST:				2	
RC:	MG						
Fund 1 For PI 1:	Fund 2 For PI 2:		Fund 3 For PI 3:				
PROJECT LOCATION							

Project Worksheet Date: 4/30/2026

PROJECT NAME:	BASS RD. WIDENING	PROJECT#:	
PROJECT WEBSITE:	http://www.dot.ga.gov/applications/geopi/Pages/Dashboard.aspx?ProjectId=0017121	P.I. #:	0017121
PROJECT DESCRIPTION: Widen Bass Road from two to four lanes from Providence Blvd. to New Forsyth Rd		MTP Priority #	5
		TIP#:	
		COUNTY:	Bibb

LENGTH (MI):	1.1	# OF LANES - EXISTING:	2		4
TRAFFIC VOLUMES (ADT):		(2018)		(2040)	
LOCAL RD. #:	ST/US #			FUNDING :	LOC & Y236

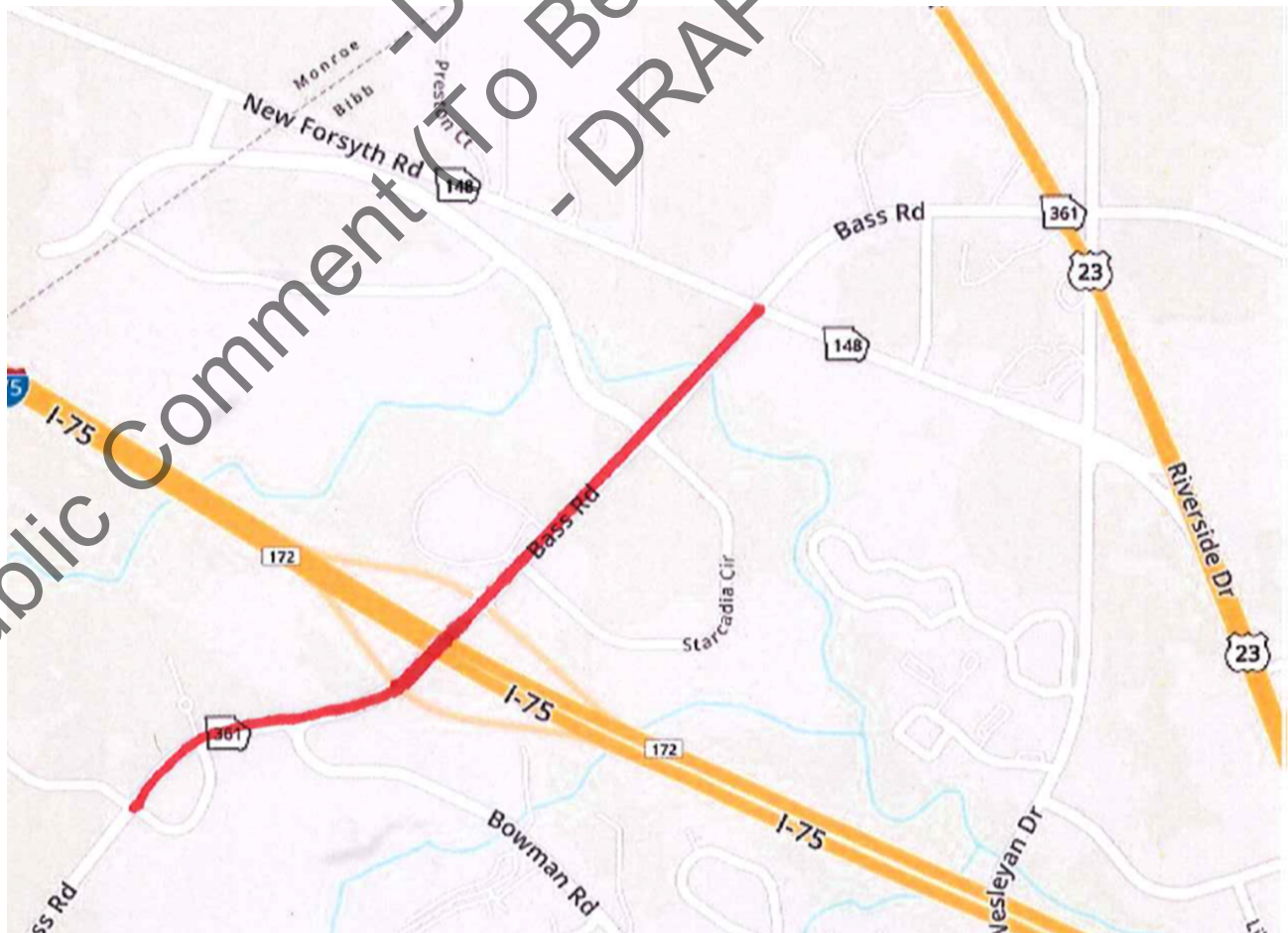
COMMENTS/REMARKS:

LATEST TOTAL PROJECT COST:	\$66,064,736.68	TOTAL COST ESTIMATE DATE:	3/18/2025
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CURRENT TIP PHASES						
PROJECT PHASE	\$ SOURCE	FY 2027	FY 2028	FY 2029	FY 2030	TOTAL
SCOPING		\$0.00	\$0.00	\$0.00	\$0.00	\$0.00
PRELIMINARY ENGINEERING		\$0.00	\$0.00	\$0.00	\$0.00	\$0.00
RIGHT-OF-WAY	LOC	\$15,307,140.00	\$0.00	\$0.00	\$0.00	\$15,307,140.00
UTILITIES	LOC	\$0.00	\$0.00	\$4,690,128.00	\$0.00	\$4,690,128.00
CONSTRUCTION	LOC & Y236	\$0.00	\$0.00	\$46,362,609.00	\$0.00	\$46,362,609.00
PROJECT COST		\$15,307,140.00	\$0.00	\$51,052,737.00	\$0.00	\$66,359,877.00
FEDERAL COST		\$0.00	\$0.00	\$22,674,242.00	\$0.00	\$22,674,242.00
STATE COST		\$0.00	\$0.00	\$5,668,560.00	\$0.00	\$5,668,560.00
LOCAL COST		\$15,307,140.00	\$0.00	\$22,709,935.00	\$0.00	\$38,017,075.00

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

PROJECT LOCATION



Project Worksheet Date: 4/30/2026**PROJECT NAME:** SR 247/US 41 @ CR 5104/CR 5481/ANTHONY ROAD**PROJECT WEBSITE:** <https://www.dot.ga.gov/applications/geopl/Pages/Dashboard.aspx?ProjectId=0017395>**PROJECT#:****PROJECT DESCRIPTION:**

This project consists of converting the existing signalized intersection at SR 247/US 41/Pio Nono Avenue and CR 5104/CR 5481/Anthony Road into a single-lane roundabout. The project is located in Macon, GA in Bibb County and is approximately 0.40 miles in length.

P.I. #: 0017395**MTP Priority #****TIP#:****COUNTY:** BIBB**LENGTH (MI):**

0.4

OF LANES - EXISTING:**PLANNED:****TRAFFIC VOLUMES (ADT):**

(2012)

(2040)

LOCAL RD. #:

ST./US #

FUNDING : Y400**COMMENTS/REMARKS:** Based on e-mail exchanges with GDOT Office of Planning on 10/6/2026 and 10/7/2026, this project uses 100% Federal**LATEST TOTAL PROJECT COST:** \$9,129,604.67**TOTAL COST ESTIMATE DATE:**

9/9/2025

CURRENT TIP PHASES

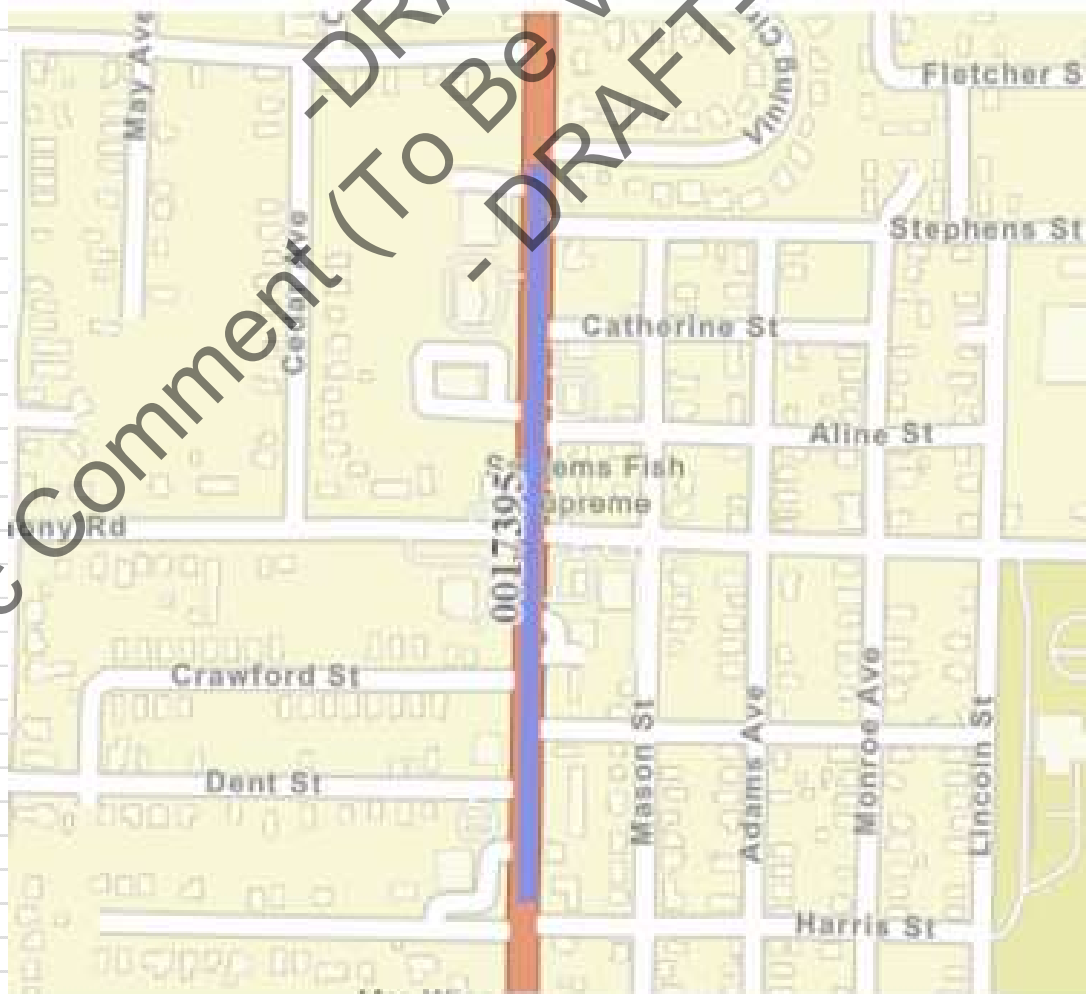
PROJECT PHASE	\$ SOURCE	FY 2027	FY 2028	FY 2029	FY 2030	TOTAL
SCOPING		\$0.00	\$0.00	\$0.00	\$0.00	\$0.00
PRELIMINARY ENGINEERING		\$0.00	\$0.00	\$0.00	\$0.00	\$0.00
RIGHT-OF-WAY		\$0.00	\$0.00	\$0.00	\$0.00	\$0.00
UTILITIES	Y400	\$431,442.00	\$0.00	\$0.00	\$0.00	\$431,442.00
CONSTRUCTION	Y400	\$3,954,155.00	\$0.00	\$0.00	\$0.00	\$3,954,155.00
PROJECT COST		\$4,385,597.00	\$0.00	\$0.00	\$0.00	\$4,385,597.00
FEDERAL COST		\$4,385,597.00	\$0.00	\$0.00	\$0.00	\$4,385,597.00
STATE COST		\$0.00	\$0.00	\$0.00	\$0.00	\$0.00
LOCAL COST		\$0.00	\$0.00	\$0.00	\$0.00	\$0.00

DOT DISTRICT:**CONGRESSIONAL DISTRICT:****RC:**

Fund 1 For PI 1:

Fund 2 For PI 2:

Fund 3 For PI 3:

PROJECT LOCATION

Project Worksheet Date: 8/14/2023

PROJECT NAME: SR 22/US 80 FROM CR 5503/CANTERBURY ROAD TO I-75 SB RAMP		PROJECT#:	
PROJECT WEBSITE: https://www.dot.ga.gov/applications/geopi/Pages/Dashboard.aspx?ProjectId=0018327		P.I. #: 0018327	
PROJECT DESCRIPTION: Re-stripe and add a road diet, rumble strips and sidewalk installation on the northside of Eisenhower Pkwy. These safety improvements are expected to be delivered as a single safety funded project with the addition of the signalized RCUT at Anthony Terrace and unsignalized RCUT at Pine Street/Laveta Drive. Recommended long-term improvements which include lighting and installing sidewalks on the south side of Eisenhower Pkwy connecting the east and west of the existing sidewalks at the intersection of Eisenhower Pkwy at SR 247/Pio		MTP Priority #	
		TIP#:	
		COUNTY: BIBB	
LENGTH (MI): 1.08	# OF LANES - EXISTING: 7	PLANNED: 5	
TRAFFIC VOLUMES (ADT):	(2012)	(2040)	
LOCAL RD. #:	ST./US #	FUNDING : LOC	

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

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

CURRENT TIP PHASES						
PROJECT PHASE	\$ SOURCE	FY 2027	FY 2028	FY 2029	FY 2030	TOTAL
SCOPING		\$0.00	\$0.00	\$0.00	\$0.00	\$0.00
PRELIMINARY ENGINEERING		\$0.00	\$0.00	\$0.00	\$0.00	\$0.00
RIGHT-OF-WAY		\$0.00	\$0.00	\$0.00	\$0.00	\$0.00
UTILITIES		\$0.00	\$0.00	\$0.00	\$0.00	\$0.00
CONSTRUCTION		\$0.00	\$0.00	\$730,000.00	\$0.00	\$730,000.00
PROJECT COST		\$0.00	\$0.00	\$730,000.00	\$0.00	\$730,000.00
FEDERAL COST		\$0.00	\$0.00	\$0.00	\$0.00	\$0.00
STATE COST		\$0.00	\$0.00	\$0.00	\$0.00	\$0.00
LOCAL COST		\$0.00	\$0.00	\$730,000.00	\$0.00	\$730,000.00

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

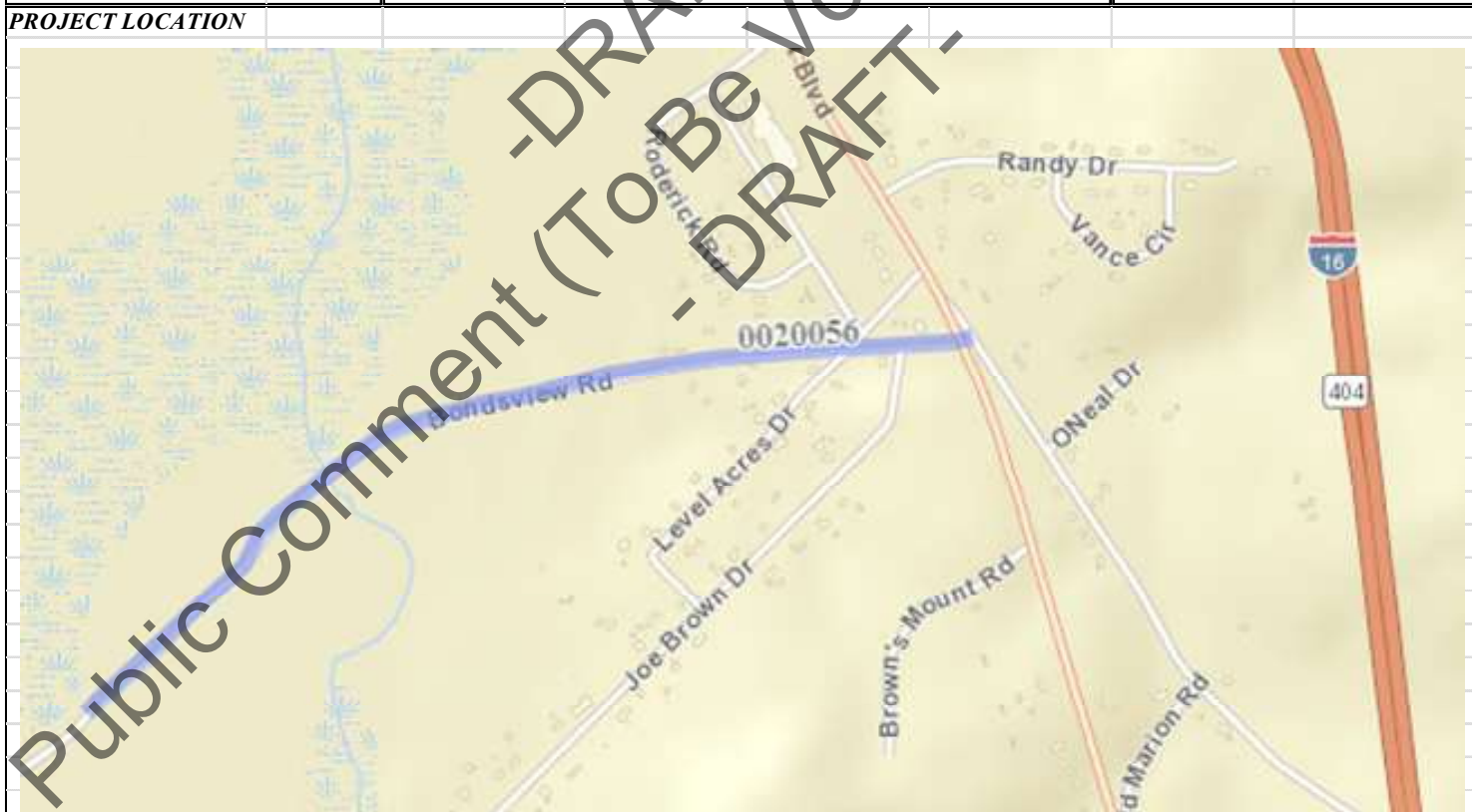
PROJECT LOCATION



PROJECT NAME:		BONDVIEW ROAD FROM W OF STONE CREEK TO SR 87		PROJECT#:			
PROJECT WEBSITE:		https://www.dot.ga.gov/applications/geopi/Pages/Dashboard.aspx?ProjectId=0020056		P.I. #:		0020056	
PROJECT DESCRIPTION: FLAP project in Bibb County Bonds View Road From West Of Stone Creek To State Route 87. The project road base improvement and grading, shoulder reconditioning, drainage headwall improvements along a 1.06 mile stretch of Bondsvue Road with access to 800 acres of Wildlife refuge land.				MTP Priority #			
				TIP#:			
				COUNTY:		Bibb	
LENGTH (MI):		1.06		# OF LANES - EXISTING:		N/A	
TRAFFIC VOLUMES (ADT):				(2012)			
LOCAL RD. #:				ST./US #			
				PLANNED:		N/A	
				(2040)			
				FUNDING :		Y210	

See entry for 20240501_0020056A for details on Amendment of adoption
See 20250529_0020056M for details on Administrative Modification
See 20260108_0020056M for details on Administrative Modification

LATEST TOTAL PROJECT COST:		\$490,000.00		TOTAL COST ESTIMATE DATE:		2/16/2024	
CURRENT TIP PHASES							
PROJECT PHASE		\$ SOURCE	FY 2027	FY 2028	FY 2029	FY 2030	TOTAL
SCOPING			\$0.00	\$0.00	\$0.00	\$0.00	\$0.00
PRELIMINARY ENGINEERING			\$0.00	\$0.00	\$0.00	\$0.00	\$0.00
RIGHT-OF-WAY			\$0.00	\$0.00	\$0.00	\$0.00	\$0.00
UTILITIES			\$0.00	\$0.00	\$0.00	\$0.00	\$0.00
CONSTRUCTION		Y210	\$490,000.00	\$0.00	\$0.00	\$0.00	\$490,000.00
PROJECT COST			\$490,000.00	\$0.00	\$0.00	\$0.00	\$490,000.00
FEDERAL COST			\$490,000.00	\$0.00	\$0.00	\$0.00	\$490,000.00
STATE COST			\$0.00	\$0.00	\$0.00	\$0.00	\$0.00
LOCAL COST			\$0.00	\$0.00	\$0.00	\$0.00	\$0.00
DOT DISTRICT:		CONGRESSIONAL DIST:				RC:	
Fund 1 For PI 1:		Fund 2 For PI 2:				Fund 3 For PI 3:	



PROJECT NAME:		REST AREA #19 @ I-475 NB IN BIBB COUNTY	
PROJECT WEBSITE:		https://www.dot.ga.gov/applications/geopi/Pages/Dashboard.aspx?ProjectId=0020272	
PROJECT DESCRIPTION: 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		PROJECT#:	
		P.I. #: 0020272	
		MTP Priority # 24	
		TIP#:	
		COUNTY: BIBB	
LENGTH (MI): 0.20	# OF LANES - EXISTING:		PLANNED:
TRAFFIC VOLUMES (ADT):		(2012)	(2040)
LOCAL RD. #:	ST./US #	I-475	FUNDING : Y460
COMMENTS/REMARKS:			
See Appendix entry 20260508_0020272A for details on Amendment.			

- DRAFT -

- DRAFT -

Public Comment (To Be Viewed)

0020272

Bibb County
Rest Area #19
Northbound

475

475

Version Date: November 20, 2020

DRAFT - MATS FY 2027 - 2030 TID - DRAFT

22

FUNDING

Chapter 3 | Funding

This section describes the funding sources for the road and bridge projects described in Chapter 2. In accordance with [23 CFR § 450.218\(l\)](#), reasonable inflation rates are applied to federal revenues and project costs to align STIP/TIP estimates with year-of-expenditure (YOE) dollars. For federal revenues, inflation was applied to the core formula programs in the outer STIP years, using the FY 2026 obligation authority level as a baseline. A 2% annual compounded inflation rate is applied to project costs once PE is authorized, using the latest cost estimate date and the proposed fiscal year for each phase. Inflation rates for transit are estimated based on historical expenditures and FTA apportionments. New IJA programs were not inflated since their continuation is not certain in the upcoming transportation bill.

The year of expenditure (YOE) process is developed cooperatively by providing MPOs and transit operators with projected revenues and federally programmed project costs that reflect the inflation rates used in the planning process. They review these assumptions and estimates as part of developing their programs, and GDOT remains available throughout the process to answer questions, discuss methodologies, and consider their feedback or suggestions. This collaborative approach helps ensure that the YOE assumptions are transparent, consistently applied, and supported by all participating agencies.

The tables below summarize the anticipated funding sources, and their expenditure across individual projects

Macon Total Expected Highway, Transit and Lump Sum STIP Funds (Matched), FY 2027 – 2030

FUND	CODE	LUMP DESCRIPTION	2027	2028	2029	2030	TOTAL
NHPP	Y001					\$42,720,000	\$ 42,720,000
Fed Lands	Y210		\$ 490,000	\$ -	\$ -	\$ -	\$ 490,000
STBG	Y236		\$ -	\$ -	\$ 28,342,802	\$ -	\$ 28,342,802
STBG	Y240		\$ 64,921	\$ -	\$ -	\$ -	\$ 64,921
CMAQ	Y400		\$4,385,597	\$ -	\$ -	\$ -	\$ 4,385,597
Freight	Y460		\$ -	\$ 2,550,069	\$ -	\$ -	\$ 2,550,069
Carbon	Y606		\$466,260	\$ 475,585	\$ 485,097	\$ 494,799	\$ 1,921,741
Local	LOC		\$ 15,307,140	\$ -	\$ 23,439,935		\$ 38,747,075
Transit	5303		\$129,902	\$132,500	\$135,150	\$137,853	\$ 535,405
Transit	5307	Operations	\$ 8,500,000	\$ 9,000,000	\$ 9,980,000	\$ 10,200,000	\$ 37,680,000
Transit	5307	Capital	\$ 834,900	\$ 1,357,700	\$ 679,000	\$ 839,000	\$ 3,710,600
Transit	5311		\$ 47,134	\$ 48,312	\$ 49,520	\$ 50,757	\$ 195,723
Transit	5339(a)		\$ 6,172,000				\$ 6,172,000
NHPP	Y001	LIGHTING	\$ 13,000	\$ 13,000	\$ 13,000	\$ 13,000	\$ 52,000
NHPP/STBG	Various	BRIDGE MAINTENANCE	\$ 785,000	\$ 785,000	\$ 785,000	\$ 785,000	\$ 3,140,000
NHPP/STBG	Various	ROAD MAINTENANCE	\$ 5,101,000	\$ 5,101,000	\$ 5,101,000	\$ 5,101,000	\$ 20,404,000
STBG	Y240	OPERATIONS	\$ 157,000	\$ 157,000	\$ 157,000	\$ 157,000	\$ 628,000
STBG	Y240	TRAF CONTROL DEVICES	\$ 392,000	\$ 392,000	\$ 392,000	\$ 392,000	\$ 1,568,000
STBG	Y240	ROW PROTECTIVE BUY	\$ 20,000	\$ 20,000	\$ 20,000	\$ 20,000	\$ 80,000
HSIP	YS30	SAFETY	\$ 1,308,000	\$ 1,308,000	\$ 1,308,000	\$ 1,308,000	\$ 5,232,000
RRX	YS40	RAILROAD CROSSINGS	\$117,000	\$117,000	\$117,000	\$117,000	\$ 468,000
TOTAL			\$ 44,290,854	\$ 21,457,166	\$ 71,004,504	\$ 62,335,409	\$ 199,087,933

FINANCIAL PLAN
MACON AREA TRANSPORTATION STUDY
ANTICIPATED FEDERAL EXPENDITURES

NHPP FUNDS (Y001)																							
PI#	PROJECT DESCRIPTION	TIP PAGE #	TIP																				
			FY 2027					FY 2028					FY 2029					FY 2030					
			SCP	PE	RW	UT	CST	SCP	PE	RW	UT	CST	SCP	PE	RW	UT	CST	SCP	PE	RW	UT	CST	
M006228	I-75 FROM CR 85/ARKWRIGHT ROAD/BIBB TO I-475/MONROE																						\$42,720,000
SUBTOTAL Y001 COSTS			\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
TOTAL Y001 COSTS							\$ -						\$ -					\$ -					\$ 42,720,000
AVAILABLE Y001 FUNDS							\$ -						\$ -					\$ -					\$ 42,720,000
Federal Lands (Y210)																							
PI#	PROJECT DESCRIPTION	TIP PAGE #	TIP																				
			FY 2027					FY 2028					FY 2029					FY 2030					
			SCP	PE	RW	UT	CST	SCP	PE	RW	UT	CST	SCP	PE	RW	UT	CST	SCP	PE	RW	UT	CST	
0020056	BONDVIEW ROAD FROM W OF STONE CREEK TO SR 87						\$490,000																
SUBTOTAL Y210 COSTS			\$ -	\$ -	\$ -	\$ -	\$ 490,000	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
TOTAL Y210 COSTS							\$ 490,000											\$ -					\$ -
AVAILABLE Y210 FUNDS							\$ 490,000											\$ -					\$ -
STBG FUNDS (Y236)																							
PI#	PROJECT DESCRIPTION	TIP PAGE #	TIP																				
			FY 2027					FY 2028					FY 2029					FY 2030					
			SCP	PE	RW	UT	CST	SCP	PE	RW	UT	CST	SCP	PE	RW	UT	CST	SCP	PE	RW	UT	CST	
0017121	BASS RD. WIDENING																	\$ 28,342,802					
SUBTOTAL Y236 COSTS			\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 28,342,802	\$ -	\$ -	\$ -	\$ -	\$ -
TOTAL Y236 COSTS							\$ -											\$ 28,342,802					\$ -
AVAILABLE Y236 FUNDS							\$ -											\$ 28,342,802					\$ -
STBG FUNDS (Y240)																							
PI#	PROJECT DESCRIPTION	TIP PAGE #	TIP																				
			FY 2027					FY 2028					FY 2029					FY 2030					
			SCP	PE	RW	UT	CST	SCP	PE	RW	UT	CST	SCP	PE	RW	UT	CST	SCP	PE	RW	UT	CST	
0016130	BRIDGE REPLACEMENT AT SR 18/OCMULGEE RIVER, 13 MI EAST OF FORSYTH			\$ 64,921																			
SUBTOTAL Y240 COSTS			\$ -	\$ 64,921	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
TOTAL Y240 COSTS							\$ 64,921											\$ -					\$ -
AVAILABLE Y240 FUNDS							\$ 64,921											\$ -					\$ -

CMAQ (Y400)																						
PI#	PROJECT DESCRIPTION	TIP PAGE #	TIP																			
			FY 2027					FY 2028					FY 2029					FY 2030				
			SCP	PE	RW	UT	CST	SCP	PE	RW	UT	CST	SCP	PE	RW	UT	CST	SCP	PE	RW	UT	CST
0017395	SR 247/US 41 @ CR 5104/CR 5481/ANTHONY ROAD					\$431,442	\$3,954,155															
SUBTOTAL Y400 COSTS			\$ -	\$ -	\$ -	\$ 431,442	\$ 3,954,155	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
TOTAL Y400 COSTS							\$ 4,385,597					\$ -										\$ -
AVAILABLE Y400 FUNDS							\$ 4,385,597					\$ -										\$ -
Freight (Y460)																						
PI#	PROJECT DESCRIPTION	TIP PAGE #	TIP																			
			FY 2027					FY 2028					FY 2029					FY 2030				
			SCP	PE	RW	UT	CST	SCP	PE	RW	UT	CST	SCP	PE	RW	UT	CST	SCP	PE	RW	UT	CST
0020272	REST AREA #19 @ I-475 NB IN BIBB COUNTY											\$ 2,550,069										
SUBTOTAL Y460 COSTS			\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 2,550,069	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
TOTAL Y460 COSTS							\$ -					\$ 2,550,069					\$ -					\$ -
AVAILABLE Y460 FUNDS							\$ -					\$ 2,550,069					\$ -					\$ -
LOCAL FUNDS (LOC)																						
PI#	PROJECT DESCRIPTION	TIP PAGE #	TIP																			
			FY 2027					FY 2028					FY 2029					FY 2030				
			SCP	PE	RW	UT	CST	SCP	PE	RW	UT	CST	SCP	PE	RW	UT	CST	SCP	PE	RW	UT	CST
0017121	BASS RD. WIDENING				\$15,307,140												\$ 22,709,935					
0018327	SR 22/US 80 FROM CR 5503/CANTERBURY ROAD TO I-75 SB RAMP																\$730,000					
SUBTOTAL LOC COSTS			\$ -	\$ -	\$15,307,140	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 23,439,935	\$ -	\$ -	\$ -	\$ -	\$ -
TOTAL LOC COSTS							\$ 15,307,140					\$ -					\$ 23,439,935					\$ -
AVAILABLE LOC FUNDS							\$ 15,307,140					\$ -					\$ 23,439,935					\$ -

MASS TRANSIT

Chapter 4 | Mass Transit

Financial Capacity Statement of the Macon Transit Authority

Purpose

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

Scope

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

Financial Conditions & Capabilities

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

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

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

CAPITAL IMPROVEMENT JUSTIFICATIONS FOR THE MACON - BIBB COUNTY TRANSIT AUTHORITY

FY 2027

- Identified
 - Purchase Electric buses (5) – Regularly scheduled purchase, replacing a diesel bus of similar type that exceeds its useful life due to age and/or mileage.
 - Purchase Paratransit Bus (less than 30 ft-Conversion from Diesel to Electric - Regularly scheduled purchase to replace vehicles of similar type that exceeds their useful life due to age and/or mileage.
 - Acquire Automatic Data Processing (ADP) Software (including TripSpark) - This purchase is to facilitate passenger counting, and real time tracking of transit vehicles during normal hours of operation (i.e., TripSpark).
 - Bus Maintenance Parts & Supplies for fleet – To have materials on hand to keep transit vehicles properly maintained and in operating condition
 - Fareboxes, Security Cameras and Mobile Cameras – Equipping transit vehicles with necessary aftermarket support for cost recovery and monitoring equipment for safe operations.
 - Lease Purchase Radios – Purchasing of hand-held radios for bus drivers
 - Support Equipment – Purchase of equipment (e.g., specialized vehicle tools; ventilation fans; air compressors; etc.) for continued operation of maintenance shop
 - Signage & Vehicle Wraps – Purchase of vehicle wraps (in lieu of paint) for transit and para-transit vehicles.
- Under development
 - New Service Vehicles (1) – Anticipated replacement of a support vehicle (i.e., pickup truck) that is at the end of useful service life.
 - Office Equipment & Furniture - Replacement of old dilapidated office furniture & equipment.
 - Replace & Refurbish Bus Shelters and Benches – Continuation of ongoing repair and maintenance of bus stops.
 - Terminal Station Maintenance & Renovation –ventilation, plumbing, electrical, structural and upgrades to a property owned by Macon-Bibb County Transit Authority, in a manner consistent with the property's listing on the National Historic Register.

FY 2028

- Identified
 - Purchase Paratransit Bus (less than 30 ft-Conversion from Diesel to Electric - Regularly scheduled purchase to replace vehicles of similar type that exceeds their useful life due to age and/or mileage.
 - Lease Purchase Radios – Purchasing of hand-held radios for bus drivers
 - Mobile Cameras – Equipping transit vehicles with necessary aftermarket support for cost recovery and monitoring equipment for safe operations.
 - Spare Parts & Supplies for fleet – To have materials on hand to keep transit vehicles properly maintained and in operating condition
 - Acquire Automatic Data Processing (ADP) Software (including TripSpark) - This purchase is to facilitate passenger counting, and real time tracking of transit vehicles during

normal hours of operation (i.e., TripSpark).

- Support Equipment – Purchase of equipment (e.g., specialized vehicle tools; ventilation fans; air compressors; etc.) for continued operation of maintenance shop
- Signage & Vehicle Wraps – Purchase of vehicle wraps (in lieu of paint) for transit and para-transit vehicles.
- Under development
 - Purchase Electric buses – Regularly scheduled purchase, replacing a diesel bus of similar type that exceeds its useful life due to age and/or mileage.
 - New Service Vehicles (1) – Anticipated replacement of a support vehicle (i.e., pickup truck) that is at the end of useful service life.
 - Office Equipment & Furniture - Replacement of old dilapidated office furniture & equipment.
 - Replace & Refurbish Bus Shelters and Benches – Continuation of ongoing repair and maintenance of bus stops.
 - Terminal Station Maintenance & Renovation –ventilation, plumbing, electrical, structural and upgrades to a property owned by Macon-Bibb County Transit Authority, in a manner consistent with the property's listing on the National Historic Register.

FY 2029

- Identified
 - Acquire ADP Software (TripSpark recurring) - This purchase is to facilitate real time tracking of transit vehicles during normal hours of operation.
 - Spare Parts & Supplies for fleet – To have materials on hand to keep transit vehicles properly maintained and in operating condition
- In Development
 - Purchase Electric buses – Regularly scheduled purchase, replacing a diesel bus of similar type that exceeds its useful life due to age and/or mileage.
 - Purchase Paratransit Bus (less than 30 ft-Conversion from Diesel to Electric - Regularly scheduled purchase to replace vehicles of similar type that exceeds their useful life due to age and/or mileage.
 - Fareboxes, Security Cameras and Mobile Cameras – Equipping transit vehicles with necessary aftermarket support for cost recovery and monitoring equipment for safe operations.
 - Lease Purchase Radios – Purchasing of hand-held radios for bus drivers
 - Office Equipment & Furniture - Replacement of old dilapidated office furniture & equipment.
 - Replace & Refurbish Bus Shelters and Benches – Continuation of ongoing repair and maintenance of bus stops.
 - Signage & Vehicle Wraps – Purchase of vehicle wraps (in lieu of paint) for transit and para-transit vehicles.
 - Support Equipment – Purchase of equipment (e.g., specialized vehicle tools; ventilation fans; air compressors; etc.) for continued operation of maintenance shop
 - Terminal Station Maintenance & Renovation –ventilation, plumbing, electrical, structural and upgrades to a property owned by Macon-Bibb County Transit Authority, in a manner consistent with the property's listing on the National Historic Register.

FY 2030

- Identified
 - Acquire ADP Software (TripSpark recurring) - This purchase is to facilitate real time tracking of transit vehicles during normal hours of operation.
 - Spare Parts & Supplies for fleet – To have materials on hand to keep transit vehicles properly maintained and in operating condition
- In Development
 - Purchase Electric buses – Regularly scheduled purchase, replacing a diesel bus of similar type that exceeds its useful life due to age and/or mileage.
 - Purchase Paratransit Bus (less than 30 ft-Conversion from Diesel to Electric - Regularly scheduled purchase to replace vehicles of similar type that exceeds their useful life due to age and/or mileage.
 - Fareboxes, Security Cameras and Mobile Cameras – Equipping transit vehicles with necessary aftermarket support for cost recovery and monitoring equipment for safe operations.
 - Lease Purchase Radios – Purchasing of hand-held radios for bus drivers
 - Office Equipment & Furniture - Replacement of old dilapidated office furniture & equipment.
 - Replace & Refurbish Bus Shelters and Benches – Continuation of ongoing repair and maintenance of bus stops.
 - Signage & Vehicle Wraps – Purchase of vehicle wraps (in lieu of paint) for transit and para-transit vehicles.
 - Support Equipment – Purchase of equipment (e.g., specialized vehicle tools; ventilation fans; air compressors; etc.) for continued operation of maintenance shop
 - Terminal Station Maintenance & Renovation –ventilation, plumbing, electrical, structural and upgrades to a property owned by Macon-Blobb County Transit Authority, in a manner consistent with the property's listing on the National Historic Register.

Historic and Projected Patterns of Transit Activities Taking Place in MATS Area (FY 2027-2030)						
Program Year	FTA Program	Activity Group	Federal	State	Other	Total
<i>Historic Funding</i>						
2024	SEC.5303	Planning	\$ 102,388.00	\$ 12,798.50	\$ 12,798.50	\$ 127,985.00
2024	SEC.5304	Planning	\$ 55,646.00	\$ 6,955.75	\$ 6,955.75	\$ 69,557.50
2024	SEC.5307	Operations	\$ 3,280,445.00	\$ -	\$ 3,280,445.00	\$ 6,560,890.00
2024	SEC.5307	Capital	\$ 2,270,720.00	\$ 283,840.00	\$ 283,840.00	\$ 2,838,400.00
2024	SEC.5311	Capital	\$ 20,067.00	\$ 1,334.00	\$ 10,732.00	\$ 32,133.00
2024	SEC.5311	Capital	\$ 26,000.00	\$ -	\$ 6,500.00	\$ 32,500.00
2024	SEC.5339(A)	Capital	\$ 3,867,604.00	\$ 59,250.00	\$ 966,901.00	\$ 4,893,755.00
2025	SEC.5303	Planning	\$ 102,388.00	\$ 12,798.50	\$ 12,798.50	\$ 127,985.00
2025	SEC.5304	Planning	\$ 29,792.00	\$ 3,724.00	\$ 3,724.00	\$ 37,240.00
2025	SEC.5307	Operations	\$ 3,280,445.00	\$ -	\$ 3,280,445.00	\$ 6,560,890.00
2025	SEC.5307	Capital	\$ 2,270,720.00	\$ 283,840.00	\$ 283,840.00	\$ 2,838,400.00
2025	SEC.5311	Capital	\$ 20,067.00	\$ 1,334.00	\$ 10,732.00	\$ 32,133.00
2025	SEC.5311	Capital	\$ 12,000.00	\$ 1,500.00	\$ 1,500.00	\$ 15,000.00
2025	SEC.5339(A)	Capital	\$ 3,867,604.00	\$ 59,250.00	\$ 966,901.00	\$ 4,893,755.00
2026	SEC.5303	Planning	\$ 102,388.00	\$ 12,798.50	\$ 12,798.50	\$ 127,985.00
2026	SEC.5304	Planning	\$ 31,032.00	\$ 3,879.00	\$ 3,879.00	\$ 38,790.00
2026	SEC.5307	Operations	\$ 3,280,445.00	\$ -	\$ 3,280,445.00	\$ 6,560,890.00
2026	SEC.5307	Capital	\$ 2,270,720.00	\$ 283,840.00	\$ 283,840.00	\$ 2,838,400.00
2026	SEC.5311	Capital	\$ 20,067.00	\$ 1,334.00	\$ 10,732.00	\$ 32,133.00
2026	SEC.5311	Capital	\$ 12,000.00	\$ 1,500.00	\$ 1,500.00	\$ 15,000.00
2026	SEC.5339(A)	Capital	\$ 3,867,604.00	\$ 59,250.00	\$ 966,901.00	\$ 4,893,755.00
<i>Projected/Anticipated Funding</i>						\$ -
2027	SEC.5303	Planning	\$ 103,922.00	\$ 12,990.00	\$ 12,990.00	\$ 129,902.00
2027	SEC.5304	Planning	\$ 65,270.40	\$ 8,158.80	\$ 8,158.80	\$ 81,588.00
2027	SEC.5307	Operations	\$ 4,250,000.00	\$ -	\$ 4,250,000.00	\$ 8,500,000.00
2027	SEC.5307	Capital	\$ 1,102,960.00	\$ 137,870.00	\$ 137,870.00	\$ 1,378,700.00
2027	SEC.5311	Capital	\$ 20,067.00	\$ 1,334.00	\$ 10,733.00	\$ 32,134.00
2027	SEC.5311	Capital	\$ 12,000.00	\$ 1,500.00	\$ 1,500.00	\$ 15,000.00
2027	SEC.5339(A)	Capital	\$ 4,937,600.00		\$ 1,234,400.00	\$ 6,172,000.00
2028	SEC.5303	Planning	\$ 106,000.00	\$ 13,250.00	\$ 13,250.00	\$ 132,500.00
2028	SEC.5304	Planning	\$ 65,270.40	\$ 8,158.80	\$ 8,158.80	\$ 81,588.00
2028	SEC.5307	Operations	\$ 4,500,000.00	\$ -	\$ 4,500,000.00	\$ 9,000,000.00
2028	SEC.5307	Capital	\$ 560,000.00	\$ 70,000.00	\$ 70,000.00	\$ 700,000.00
2028	SEC.5311	Capital	\$ 20,568.00	\$ 1,367.00	\$ 11,001.00	\$ 32,936.00
2028	SEC.5311	Capital	\$ 12,300.00	\$ 1,538.00	\$ 1,538.00	\$ 15,376.00
2028	SEC.5339(A)	Capital				\$ -
2029	SEC.5303	Planning	\$ 108,120.00	\$ 13,515.00	\$ 13,515.00	\$ 135,150.00
2029	SEC.5304	Planning	\$ 65,270.40	\$ 8,158.80	\$ 8,158.80	\$ 81,588.00
2029	SEC.5307	Operations	\$ 4,500,000.00	\$ -	\$ 4,500,000.00	\$ 9,000,000.00
2029	SEC.5307	Capital	\$ 688,000.00	\$ 86,000.00	\$ 86,000.00	\$ 860,000.00
2029	SEC.5311	Capital	\$ 21,083.00	\$ 1,401.00	\$ 11,276.00	\$ 33,760.00
2029	SEC.5311	Capital	\$ 12,608.00	\$ 1,576.00	\$ 1,576.00	\$ 15,760.00
2029	SEC.5339(A)	Capital				\$ -
2030	SEC.5303	Planning	\$ 110,283.00	\$ 13,785.00	\$ 13,785.00	\$ 137,853.00
2030	SEC.5304	Planning	\$ 65,270.40	\$ 8,158.80	\$ 8,158.80	\$ 81,588.00
2030	SEC.5307	Operations	\$ 5,000,000.00	\$ -	\$ 5,000,000.00	\$ 10,000,000.00
2030	SEC.5307	Capital	\$ 688,000.00	\$ 86,000.00	\$ 86,000.00	\$ 860,000.00
2030	SEC.5311	Capital	\$ 21,610.00	\$ 1,436.00	\$ 11,558.00	\$ 34,604.00
2030	SEC.5311	Capital	\$ 12,923.00	\$ 1,615.00	\$ 1,615.00	\$ 16,153.00
2030	SEC.5339(A)	Capital				\$ -

Project Worksheet Date: 4/30/2026

PROJECT NAME:		TRANSIT PLANNING ACTIVITIES		PROJECT#:	
PROJECT DESCRIPTION: Transit planning support services provided by Macon-Bibb Planning & Zoning in their capacity as MATS MPO staff.				P.I. #:	
				L RTP Priority #	
				TIP#:	
				COUNTY:	BIBB
LENGTH (MI):	N/A	# OF LANES - EXISTING:	N/A	PLANNED:	N/A
TRAFFIC VOLUMES (ADT):	N/A	(2012)	N/A	(2040)	N/A
LOCAL RD. #:	N/A	ST./US #	N/A	FUNDING :	5303

COMMENTS/REMARKS: Project Phase categories do not apply to this worksheet. Federal, State and Local cost shares are as per usual (80%/10%/10%). For FY 2027 through FY 2030, these projects are covered by GDOT PI #T008054, T008055, T009223 and T009224, respectively.

LATEST <i>TOTAL</i> PROJECT COST:	\$506,979.00	TOTAL COST ESTIMATE DATE:	2/5/2025
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CURRENT TIP PHASES

PROJECT PHASE	\$ SOURCE	FY 2027	FY 2028	FY 2029	FY 2030	TOTAL
PRELIMINARY ENGINEERING		\$0.00	\$0.00	\$0.00	\$0.00	\$0.00
RIGHT-OF-WAY		\$0.00	\$0.00	\$0.00	\$0.00	\$0.00
UTILITIES		\$0.00	\$0.00	\$0.00	\$0.00	\$0.00
CONSTRUCTION		\$0.00	\$0.00	\$0.00	\$0.00	\$0.00
PROJECT COST		\$129,902	\$132,500	\$135,150	\$137,853	\$535,405
FEDERAL COST		\$103,921.60	\$106,000.00	\$108,120.00	\$110,282.40	\$428,324.00
STATE COST		\$12,990.20	\$13,250.00	\$13,515.00	\$13,785.30	\$53,540.50
LOCAL COST		\$12,990.20	\$13,250.00	\$13,515.00	\$13,785.30	\$53,540.50

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

[illegible]

[illegible]

CAPITAL SCHEDULE FOR MACON-BIBB COUNTY TRANSIT AUTHORITY						
Section 5307						
STIP #		8413	8414	8415	8416	
DESCRIPTION	Unit Cost	FY 2027	FY 2028	FY 2029	FY 2030	TOTAL
Purchase 30 ft. Replacement Bus						\$0
Purchase Paratransit Bus (Less than 30 ft-Conversion from Diesel to Electric			\$310,000			\$310,000
Acquire ADP Software (TripSpark recurring)		\$49,000				\$49,000
Acquire ADP Software (Annual License)		\$60,900	\$257,100	\$257,000	\$257,000	\$832,000
Bus Maintenance Parts & Supplies for Fleet		\$705,000	\$600,000	\$422,000	\$582,000	\$2,309,000
Lease Purchase Radios		\$20,000	\$42,600			\$62,600
Mobile Cameras			\$15,000			\$15,000
New Service Vehicles (1)						\$0
Office Equipment & Furniture						\$0
Replace & Refurbis Bus Shelters & Benches						\$0
Signage & Vehicle Wraps			\$13,000			\$13,000
Support Equipment			\$120,000			\$120,000
Terminal Station Maintenance & Renovation						\$0
PROJECT COST		\$834,900	\$1,357,700	\$679,000	\$839,000	\$3,710,600
FEDERAL COST		\$667,920	\$1,086,160	\$543,200	\$671,200	\$2,968,480
STATE COST		\$83,490	\$135,770	\$67,900	\$83,900	\$371,060
LOCAL COST		\$83,490	\$135,770	\$67,900	\$83,900	\$371,060
DOT DISTRICT # 3			CONG. DIST.	2 & 8	RC	MG

CAPITAL SCHEDULE FOR MACON-BIBB COUNTY TRANSIT AUTHORITY						
Section 5339(a)						
		8413	8414	8415	8416	
DESCRIPTION	Unit Cost	FY 2027	FY 2028	FY 2029	FY 2030	TOTAL
Purchase Electric buses	\$980,000	\$4,900,000	\$0	\$0	\$0	\$4,900,000
Purchase Paratransit Bus (less than 30 ft-Conversion from Diesel to Electric	\$300,000	\$250,000	\$0	\$0	\$0	\$250,000
Communications Equipment						\$0
Fareboxes		\$175,000	\$0	\$0	\$0	\$175,000
Project Administration		\$0	TBD	TBD	\$0	\$0
Security Cameras Mobile		\$84,000	\$0	\$0	\$0	\$84,000
Signage & Vehicle Wraps		\$84,000	\$0	\$0	\$0	\$84,000
Spare Parts	Varies	\$0		\$0		\$0
Support Equipment	Varies	\$679,000		\$0		\$679,000
						\$0
PROJECT COST		\$6,172,000	\$0	\$0	\$0	\$6,172,000
FEDERAL COST		\$4,937,600	\$0	\$0	\$0	\$4,937,600
STATE COST		\$0				
LOCAL COST		\$1,234,400	\$0	\$0	\$0	\$1,234,400
DOT DISTRICT # 3			CONG. DIST.	2 & 8	RC	MG

OPERATING ASSISTANCE SCHEDULE FOR MACON-BIBB COUNTY TRANSIT AUTHORITY					
SECTION 5307					
STIP #	8413	8414	8415	8416	
OPERATING PERIOD	FY 2027	FY 2028	FY 2029	FY 2030	TOTAL
Fiscal Year 2027 (07/01/26-06/30/27)	\$8,500,000				\$8,500,000
Fiscal Year 2028 (07/01/27- 06/30/28)		\$9,000,000			\$9,000,000
Fiscal Year 2029 (07/01/28 - 06/30/29)			\$9,980,000		\$9,980,000
Fiscal Year 2030 (07/01/29 - 06/30/30)				\$10,200,000	\$10,200,000
PROJECT COST	\$8,500,000	\$9,000,000	\$9,980,000	\$10,200,000	\$37,680,000
FEDERAL COST	\$4,250,000	\$4,500,000	\$4,990,000	\$5,100,000	\$18,840,000
LOCAL COST	\$4,250,000	\$4,500,000	\$4,990,000	\$5,100,000	\$18,840,000
DOT DISTRICT # 3		CONG. DIST.	2 & 8	RDC	MG

CAPITAL SCHEDULE FOR JONES CO.					
Section 5311					
STIP #	T08243	T008244	T009285	T009325	
DESCRIPTION	FY 2027	FY 2028	FY 2029	FY 2030	TOTAL
Purchase of Service	\$32,134				\$32,134
Purchase of Service		\$32,936			\$32,936
Purchase of Service			\$33,760		\$33,760
Purchase of Service				\$34,604	\$34,604
PROJECT COST	\$32,134	\$32,936	\$33,760	\$34,604	\$133,434
FEDERAL COST	\$20,067	\$20,568	\$21,083	\$21,610	\$83,328
STATE COST	\$1,334	\$1,367	\$1,401	\$1,436	\$5,538
LOCAL COST	\$10,733	\$11,001	\$11,276	\$11,558	\$44,568
DOT DISTRICT # 3		CONG. DIST.	2 & 8	RC	MG
CAPITAL SCHEDULE FOR Middle GA Regional Commission Mobility Management					
Section 5311					
STIP #	T008357	T008358	T009255	T009256	
DESCRIPTION	FY 2027	FY 2028	FY 2029	FY 2030	TOTAL
Purchase of Service	\$15,000				\$15,000
Purchase of Service		\$15,376			\$15,376
Purchase of Service			\$15,760		\$15,760
Purchase of Service				\$16,153	\$16,153
PROJECT COST	\$15,000	\$15,376	\$15,760	\$16,153	\$62,289
FEDERAL COST	\$12,000	\$12,300	\$12,608	\$12,923	\$49,831
STATE COST	\$1,500	\$1,538	\$1,576	\$1,615	\$6,229
LOCAL COST	\$1,500	\$1,538	\$1,576	\$1,615	\$6,229
DOT DISTRICT # 3		CONG. DIST.	2 & 8	RC	MG

2024	5	5	5	5
2025	3	3	3	3
2026	5	5	5	5
2027	5	5	5	5
2028	0	0	0	0
2029	0	0	0	0
2030	0	0	0	0
2031	0	0	0	0
2032	0	0	0	0
2033	0	0	0	0
2034	0	0	0	0
2035	0	0	0	0
Active Fleet	29	29	29	29
Peak Buses	18	18	18	20
Spares	11	11	11	12
Spare Ratio	61.11%	61.11%	61.11%	60.00%
Buses Retired	5	2	0	5
Buses Purchased	5	2	0	5
Para Transit				
Fiscal Year				
Model Year	2027	2028	2029	2030
2022	1	1	0	0
2023	6	6	6	6
2024	3	3	3	3
2025	1	1	1	1
2026	4	4	4	4
2027	0	6	6	6
2028	0	0	3	3
2029	0	0	0	0
2030	0	0	0	0
2031	0	0	0	0
2032	0	0	0	0
2033	0	0	0	0
2034	0	0	0	0
2035	0	0	0	0
Active Fleet	15	21	23	23
Rentals or RT				

2024	5	5	5	5
2025	3	3	3	3
2026	5	5	5	5
2027	5	5	5	5
2028	0	0	0	0
2029	0	0	0	0
2030	0	0	0	0
2031	0	0	0	0
2032	0	0	0	0
2033	0	0	0	0
2034	0	0	0	0
2035	0	0	0	0
Active Fleet	29	29	29	29
Peak Buses	18	18	18	20
Spares	11	11	11	12
Spare Ratio	61.11%	61.11%	61.11%	60.00%
Buses Retired	5	2	0	5
Buses Purchased	5	2	0	5
Para Transit				
Fiscal Year				
Model Year	2027	2028	2029	2030
2022	1	1	0	0
2023	6	6	6	6
2024	3	3	3	3
2025	1	1	1	1
2026	4	4	4	4
2027	0	6	6	6
2028	0	0	3	3
2029	0	0	0	0
2030	0	0	0	0
2031	0	0	0	0
2032	0	0	0	0
2033	0	0	0	0
2034	0	0	0	0
2035	0	0	0	0
Active Fleet	15	21	23	23
Rentals or RT				

AIRPORTS

Chapter 5 | Airports

MIDDLE GEORGIA REGIONAL AIRPORT (MCN)
CAPITAL IMPROVEMENT PROGRAM (FY 2027 - 2031)

Year	Airport Code	Airport Name	Project Priority	Title	Project Scope	Local Amount	State Amount	Federal Amount			Total Project Cost
								NPE	BIL	Discretionary	
2027	MCN	Middle GA Regional Airport	1	Rehabilitate Taxiway B3	Design, Construction, CACO	\$ 212,500.00	\$ 637,500.00			\$ -	\$ 850,000.00
2027	MCN	Middle GA Regional Airport	2	Airfield Electrical Rehabilitation - Runway 5/23, TWY B, C, WIND CONE	Design, Construction, CACO	\$ 3,170,000.00	\$			\$ -	\$ 3,170,000.00
2027	MCN	Middle GA Regional Airport	3	FBO Airside Apron Improvements	Design, Construction, CACO	\$ 50,000.00	\$ 50,000.00	\$ 490,000.00	\$ -	\$ 1,410,000.00	\$ 2,000,000.00
2027	MCN	Middle GA Regional Airport	4	Design New Taxiway F and G	Design	\$ 22,500.00	\$ 22,500.00	\$ 810,000.00	\$ -	\$ -	\$ 855,000.00
2027	MCN	Middle GA Regional Airport	5	WWII Hangars Rehabilitation	Construction, CACO	\$ 2,000,000.00					\$ 2,000,000.00
2027	MCN	Middle GA Regional Airport	6	Access Road Pavement Rehabilitation (Design and Construct)	Design, Construction, CACO	\$ 500,000.00	\$ 1,500,000.00				\$ 2,000,000.00
2027	MCN	Middle GA Regional Airport	7	Land Purchase - North T- Hangar Area		\$ 450,000.00	\$ -	\$ -	\$ -	\$ -	\$ 450,000.00
2027	MCN	Middle GA Regional Airport	8	Wayfinding Plan and Implementation	Design, Construction, CACO	\$ 100,000.00	\$ 300,000.00				\$ 400,000.00
2027	MCN	Middle GA Regional Airport	9	North Side Hangars - Demolition (For New Taxiway)	Design	\$ 100,000.00					\$ 100,000.00
2027	MCN	Middle GA Regional Airport	10	New Airline Terminal Environmental Assessment	Design	\$ 500,000.00					\$ 500,000.00
2027	MCN	Middle GA Regional Airport	11	Master Stormwater and Drainage Study and Construction	Design, Construction, CACO	\$ 90,000.00	\$ 90,000.00	\$ -	\$ -	\$ 3,420,000.00	\$ 3,600,000.00
2027	MCN	Middle GA Regional Airport	12	Expand Fuel Farm (30,000 gal Jet A, 10,000 gal Avgas), Design and Construction	Design, Construction, CACO	\$ 1,000,000.00	\$ 3,000,000.00				\$ 4,000,000.00
2027	MCN	Middle GA Regional Airport	13	Design North GA T- Hangars and Taxilanes (10- 12 Units)	Design	\$ 600,000.00					\$ 600,000.00
2027	MCN	Middle GA Regional Airport	14	Design South Apron Rehabilitation/Expansion	Design	\$ 137,500.00	\$ 412,000.00				\$ 549,500.00
2027	MCN	Middle GA Regional Airport	15	FAA NAVAID (DME) Install & Commission	Design, Construction, CACO	\$ 600,000.00					\$ 600,000.00
2027	MCN	Middle GA Regional Airport	16	Hazardous Materials Study and Design of the Demolition of Air National Guard Buildings	Design	\$ 300,000.00					\$ 300,000.00
2027	MCN	Middle GA Regional Airport	17	Hazardous Materials Study and Demolition of VOR Building	Design	\$ 400,000.00					\$ 400,000.00
2027	MCN	Middle GA Regional Airport	18	DBE Plan Update (FY24- FY27)	Design	\$ 15,000.00					\$ 15,000.00
2027	MCN	Middle GA Regional Airport	19	DBE Plan Update (Final Rule), FY 2024- 2026	Design	\$ 5,000.00					\$ 5,000.00
2027	MCN	Middle GA Regional Airport	20	Existing Commercial Terminal Update Plan	Design	\$ 35,000.00					\$ 35,000.00
2027	MCN	Middle GA Regional Airport	21	Commercial Terminal Roof Replacement	Design, Construction, CACO	\$ 250,000.00					\$ 250,000.00
2027	MCN	Middle GA Regional Airport	22	Car Rental Car Wash Rack/Oil Water Separator	Design, Construction, CACO	\$ 50,000.00					\$ 50,000.00
2027	MCN	Total FY 2027				\$10,587,500.00	\$ 6,012,000.00	\$ 1,300,000.00	\$ -	\$ 4,830,000.00	\$ 22,729,500.00

MIDDLE GEORGIA REGIONAL AIRPORT (MCN)
CAPITAL IMPROVEMENT PROGRAM (FY 2027 - 2031)

Year	Airport Code	Airport Name	Project Priority	Title	Project Scope	Local Amount	State Amount	Federal Amount			Total Project Cost
								NPE	BIL	Discretionary	
2028	MCN	Middle GA Regional Airport	1	Design and Construct West Cargo Area	Design, Construction, CACO	\$ 16,000,000.00	\$ -	\$ -	\$ -	\$ -	\$ 16,000,000.00
2028	MCN	Middle GA Regional Airport	2	North Side Hangars - Demolition (For New Taxiway)	Construction	\$ 7,000,000.00					\$ 7,000,000.00
2028	MCN	Middle GA Regional Airport	3	Design and Construct North GA T- Hangars and Taxilanes (10- 12 Units)	Construction, CACO	\$ 1,875,000.00	\$ 5,625,000.00				\$ 7,500,000.00
2028	MCN	Middle GA Regional Airport	4	Construct Taxiways F, F1, F2 - Construction		\$ 7,000,000.00					\$ 7,000,000.00
2028	MCN	Middle GA Regional Airport	5	New Airline Terminal & Entrance Road - Construction		\$22,750,000.00	\$ 7,750,000.00			\$19,000,000.00	\$ 49,500,000.00
2028	MCN	Middle GA Regional Airport	6	EMAS for Runway 5-23		\$ 250,000.00	\$ 250,000.00			\$ 9,500,000.00	\$ 10,000,000.00
2028	MCN	Middle GA Regional Airport	7	Rehabilitate Runway 5- 23 and Taxiways B, B1, B2 and B3		\$ 150,000.00	\$ 150,000.00			\$ 5,700,000.00	\$ 6,000,000.00
2028	MCN	Middle GA Regional Airport	8	Construct South Apron Rehabilitation & Expansion		\$ 1,175,000.00	\$ 5,250,000.00				\$ 6,425,000.00
2028	MCN	Middle GA Regional Airport	9	Demolition of Air National Guard Buildings		\$ 3,000,000.00					\$ 3,000,000.00
2028	MCN	Middle GA Regional Airport	10	Runway 5 Extension Justification Study		\$ 150,000.00					\$ 150,000.00
2028	MCN	Middle GA Regional Airport	11	Design Blast Pad and EMAS for Runway 23 End		\$ 12,500.00	\$ 12,500.00			\$ 475,000.00	\$ 500,000.00
2028	MCN	Middle GA Regional Airport	12	Design and Construction of Old Pavement Removal and Drainage Repairs		\$ 500,000.00	\$ 1,500,000.00				\$ 2,000,000.00
2028	MCN	Total FY 2028				\$59,862,500.00	\$20,537,500.00	\$ -	\$ -	\$34,675,000.00	\$115,075,000.00
2029	MCN	Middle GA Regional Airport		Design Stormwater Drainage Study		\$ 200,000.00					\$ 200,000.00
2029	MCN	Middle GA Regional Airport		Design Access Control/Security Fence		\$ 5,000.00	\$ 5,000.00			\$ 190,000.00	\$ 200,000.00
2029	MCN	Middle GA Regional Airport		Design and Construct Rehabilitation of Flightline Drive and Remainder of Parking Lot		\$ 1,250,000.00	\$ 3,750,000.00				\$ 5,000,000.00
2029	MCN	Middle GA Regional Airport		Construct Blast Pad and EMAS for Runway 23 End - Construction		\$ 200,000.00	\$ 200,000.00			\$ 7,500,000.00	\$ 7,900,000.00
2029	MCN	Total FY 2029				\$ 1,655,000.00	\$ 3,955,000.00	\$ -	\$ -	\$ 7,690,000.00	\$ 13,300,000.00
2030	MCN	Middle GA Regional Airport		Construct Stormwater Drainage Repair		\$ 2,000,000.00					\$ 2,000,000.00
2030	MCN	Middle GA Regional Airport		Construct Access Control/Security Fence		\$ 12,500.00	\$ 12,500.00			\$ 475,000.00	\$ 500,000.00
2030	MCN	Total FY 2030				\$ 2,012,500.00					\$ 2,012,500.00
2031	MCN	Middle GA Regional Airport		Runway 5-23 Extension - Paving and Electrical		\$ 9,000,000.00					\$ 9,000,000.00
2031	MCN	Middle GA Regional Airport		Runway Justification Study		\$ 100,000.00					\$ 100,000.00

MACON DOWNTOWN AIRPORT (MAC) CAPITAL IMPROVEMENT PROGRAM (FY 2027 - 2030)											
Year	Airport Code	Airport Name	Project Priority	Title	Project Scope	Local Amount	State Amount	Federal Amount			Total Project Cost
								NPE	BIL	Discretionary	
2027	MAC	Macon Downtown	1	DESIGN/CONSTRUCTION - Terminal Facility Upgrade		\$ 562,500.00	\$ 1,687,500.00				\$2,250,000.00
2027	MAC	Macon Downtown	2	DESIGN - Terminal Area Ramp Rehabilitation		\$ 7,500.00	\$ 7,500.00	\$ -	\$ -	\$ 135,000.00	\$ 150,000.00
2027	MAC	Macon Downtown	3	PLANNING - Analysis for Taxiway A Reconstruction		\$ 1,500.00	\$ 1,500.00	\$ -	\$ -	\$ 27,000.00	\$ 30,000.00
2027	MAC	Macon Downtown	4	PLANNING - ALP / TAP Redline for TWA Reconstruction-18B (aeronautical obstructions)		\$ 500.00	\$ 500.00			\$ 7,500.00	\$ 135,000.00
2027	MAC	Macon Downtown	5	Beacon		\$ 25,000.00					\$ 25,000.00
2027	MAC	Macon Downtown	6	Multi-Hangar Roof Replacement (FBO, Paint Hangar, Box Hangars)		\$ 675,000.00					\$ 675,000.00
2027	MAC	Macon Downtown	7	Environmental Assessment							\$ -
2027	MAC	Macon Downtown	8	Land Aquisition		\$ 250,000.00					\$ 250,000.00
2027	MAC	Total FY 2027				\$ 1,522,000.00	\$ 1,697,000.00	\$ -	\$ -	\$ 169,500.00	\$ 3,515,000.00
2028	MAC	Macon Downtown		Terminal Apron Rehabilitation		\$ 1,400,000.00					\$1,400,000.00
2028	MAC	Macon Downtown		*CONSTRUCTION - Taxiway Alpha Relocation/Reconstruction and Road Relocation, Phase II		\$ 6,955,388.00					\$6,955,388.00
2028	MAC	Macon Downtown		*CONSTRUCTION - Taxiway Alpha TW Lights, New Vault and Equipment, and Beacon Rehabilitation, Phase III		\$ 556,479.00					\$ 556,479.00
2028	MAC	Total FY 2028				\$ 8,911,867.00	\$ -	\$ -	\$ -	\$ -	\$8,911,867.00
2029	MAC	Macon Downtown		*DESIGN - Taxiway Alpha Relocation/Reconstruction and Road Relocation, Phase I, II and III (Civil)		\$ 375,000.00					\$ 375,000.00
2029	MAC	Macon Downtown		CONSTRUCTION - Taxiway Alpha Relocation/Reconstruction and Road Relocation, Phase I (Road Relocation)		\$ 5,554,988.00					\$5,554,988.00
2029	MAC	Macon Downtown		Install New Fuel Farm (Terminal Area)		\$ 750,000.00					\$ 750,000.00
2029	MAC	Macon Downtown		*CONSTRUCTION - Taxiway Alpha Relocation/Reconstruction and Road Relocation, Phase III		\$ 1,950,000.00					\$1,950,000.00
2029	MAC	Macon Downtown		*CONSTRUCTION - Taxiway Alpha TW Lights, New Vault and Equipment, and Beacon Rehabilitation, Phase III		\$ 225,000.00					\$ 225,000.00
2029	MAC	Macon Downtown		DESIGN - T-Hangar, Access Taxilane and Site Development		\$ 250,000.00					\$ 250,000.00
2029	MAC	Total FY 2029				\$ 9,104,988.00	\$ -	\$ -	\$ -	\$ -	\$9,104,988.00
2030	MAC	Macon Downtown		CONSTRUCTION - T-Hangar, Access Taxilane and Site Development		\$ 1,925,000.00					\$1,925,000.00
2030	MAC	Total FY 2030				\$ 1,925,000.00					\$1,925,000.00

APPENDIX

-DRAFT-
Public Comment (To Be Voted On 11/20/2026)
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Georgia Metropolitan Planning Organization Metropolitan Transportation Plan (MTP)/Transportation Improvement Program (TIP) System Performance Report

Background

Pursuant to the [Moving Ahead for Progress in the 21st Century Act \(MAP-21\) Act](#) enacted in 2012 and the [Fixing America's Surface Transportation Act \(FAST Act\)](#) enacted in 2015, state Departments of Transportation (DOT) and Metropolitan Planning Organizations (MPO) must apply a transportation performance management (TPM) approach in carrying out their federally-required transportation planning and programming activities. The process requires the establishment and use of a coordinated performance-based approach to transportation decision-making to support national goals for the federal-aid highway and public transportation programs.

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

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

In accordance with National Performance Management Measures³, the Planning Rule, as well as the Georgia Performance Management Agreement between the Georgia DOT (GDOT) and the Georgia Association of Metropolitan Planning Organizations (GAMPO), GDOT and each Georgia MPO must publish a System Performance Report (SPR) for applicable performance targets in their respective statewide and metropolitan transportation plans and programs.

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

The SPR presents the condition and performance of the transportation system with respect to required performance measures, documents performance targets and progress achieved in meeting the targets in

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

³ [23 CFR 490.107](#)

comparison with previous reports. This is required for the following:

- In any statewide or metropolitan transportation plan or program amended or adopted after May 27, 2018, for Highway Safety/PM1 measures;
- In any statewide or metropolitan transportation plan or program amended or adopted after October 1, 2018, for transit asset measures;
- In any statewide or metropolitan transportation plan or program amended or adopted after May 20, 2019, for Pavement and Bridge Condition/PM2 and System Performance, Freight, and Congestion Mitigation and Air Quality/PM3 measures; and
- In any statewide or metropolitan transportation plan or program amended or adopted after July 20, 2021, for transit safety measures.

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

Highway Safety/PM1

Effective April 14, 2016, the FHWA established the highway safety performance measures⁴ to carry out the Highway Safety Improvement Program (HSIP). These performance measures are:

1. Number of fatalities;
2. Rate of fatalities per 100 million vehicle miles traveled;
3. Number of serious injuries;
4. Rate of serious injuries per 100 million vehicle miles traveled; and
5. Number of combined non-motorized fatalities and non-motorized serious injuries.

Safety performance targets are provided annually by the States to FHWA for each safety performance measure. GDOT submits the HSIP report annually to FHWA. The current Georgia statewide safety performance targets are included in Table 1. MPOs have 180 days after the states (GDOT) submit their targets to FHWA to either adopt the state targets or set their own PM1 targets.

It should be noted that the CY 2026 through CY 2029 targets represents a change in approach by Georgia Dept. Of Transportation (GDOT). On September 25, 2025, GDOT Office of Planning made a presentation to the assembled various MPOs for Georgia that GDOT was shifting their methodology for setting PM 1 Targets. Rather than using 5-year rolling averages, GDOT was moving towards a Vision Zero approach (i.e., setting a goal of zero injuries or fatalities related to motor vehicle accidents), starting with the CY 2026 targets. GDOT set horizon year for attaining the Vision Zero goals as CY 2106

⁴ [23 CFR Part 490, Subpart B](#)

Statewide Targets for National Safety Performance Measures (as of September 30,2026)

National Safety Performance Measures	2026	2027	2028	2029
# of Fatalities	1,367	1,349	1,331	1,313
Rate of Fatalities per 100 million VMT	1.13	1.12	1.11	1.10
# of Serious Injuries	7,712	7,608	7,504	7,400
Rate of Serious Injuries per 100 million VMT	6.322	6.237	6.152	6.067
Total # of Non-Motorized Fatalities and Serious Injuries	1,008	995	982	969

Specific Projects in the FY 2027 – 2030 TIP that address these goals are identified in Appendix A, Sub-Appendix Table A-2. All of these proposed design improvements are intended to help reduce crashes, fatalities, and serious injuries in the MATS region thereby helping the state achieve its safety targets

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

- The Georgia SHSP is intended to reduce the number of fatalities and serious injuries resulting from motor vehicle crashes on public roads in Georgia. Existing highway safety plans are aligned and coordinated with the SHSP, including (but not limited to) the Georgia HSIP, MPO and local agencies' safety plans. The SHSP guides GDOT, the Georgia MPOs, and other safety partners in addressing safety and defines a framework for implementation activities to be carried out across Georgia.
- The GDOT HSIP annual report provide for a continuous and systematic process that identifies and reviews traffic safety issues around the state to identify locations with potential for improvement. The ultimate goal of the HSIP process is to reduce the number of crashes, injuries and fatalities by eliminating certain predominant types of crashes through the implementation of engineering solutions.
- The 2021 SSTP/2050 SWTP combines GDOT's strategic business case for transportation investment with the long-range, comprehensive transportation planning considerations under Federal law. The SSTP/SWTP is organized into three investment categories, reflecting three major ways people and freight move in Georgia; statewide freight and logistics, people mobility in Metro Atlanta, and people mobility in emerging metros and rural Georgia. The plan identifies strategies to bring about Foundational, Catalytic, and Innovation investments for the above mentioned categories.⁵
- The MATS MPO 2050 MTP increases the safety of the transportation system for motorized and non-motorized users as required by the Planning Rule. The MTP identifies safety needs within the metropolitan planning area and provides funding for targeted safety improvements. As described in the MATS 2050 MTP, the MATS MPO subscribes to the GDOT Safety Performance Measure (PM1) targets, and adopts by reference the most recent iteration of those targets (adopted August 2022) in

⁵ [2021Statewide Strategic Transportation Plan/2050 Statewide Transportation Plan](#)

the FY 2024 – 2027 TIP. The goals and objectives in the MATS 2050 MTP associated with the GDOT Safety Performance Measure (PM1) targets include:

- Promote Multimodal and Affordable Travel Choices
 - Improve bicycle and pedestrian facilities;
 - Increase utilization of affordable non-auto travel modes;
- Increase Safety, Health and Security
 - Increase safety of travelers and residents
 - Promote public health through transportation choices (particularly for school age populations)

Sub-Appendix A contains a list of Projects/Work Types that could support different performance measure targets. Sub-Appendix B identifies specific projects in the MATS FY 2027 – 2030 TIP associated with Highway Safety/PM1, System Conditions and Performance Targets. A total of **\$71,965,474** is programmed in the FY 2027 - 2030 TIP for projects improving highway safety, averaging approximately **\$17,991,368.50** annually. These figures are not apportioned values. Since some projects are associated with serving goals across multiple Performance Measure categories, proportional expenditure across different Performance Measure goals cannot be clearly assigned without individual itemized project cost elements.

Pavement and Bridge Condition/PM2

Effective May 20, 2017, FHWA established performance measures to assess pavement condition⁶ and bridge condition⁷ for the National Highway Performance Program. This second FHWA performance measure rule (PM2) established six performance measures:

1. Percent of Interstate pavements in good condition;
2. Percent of Interstate pavements in poor condition;
3. Percent of non-Interstate National Highway System (NHS) pavements in good condition;
4. Percent of non-Interstate NHS pavements in poor condition;
5. Percent of NHS bridges by deck area classified as in good condition; and
6. Percent of NHS bridges by deck area classified as in poor condition.

Pavement Condition Measures

The pavement condition measures represent the percentage of lane-miles on the Interstate or non-Interstate NHS that are in good condition or poor condition. FHWA established five metrics to assess pavement condition: International Roughness Index (IRI); cracking percent; rutting; faulting; and Present Serviceability Rating (PSR). For each metric, a threshold is used to establish good, fair, or poor condition.

Pavement condition is assessed using these metrics and thresholds. A pavement section in good condition if three metric ratings are good, and in poor condition if two or more metric ratings are poor. Pavement sections that are not good or poor are considered fair.

The pavement condition measures are expressed as a percentage of all applicable roads in good or poor condition. Pavement in good condition suggests that no major investment is needed. Pavement in poor condition suggests major reconstruction investment is needed due to either ride quality or a structural

⁶ [23 CFR Part 490, Subpart C](#)

⁷ [23 CFR Part 490, Subpart D](#)

deficiency.

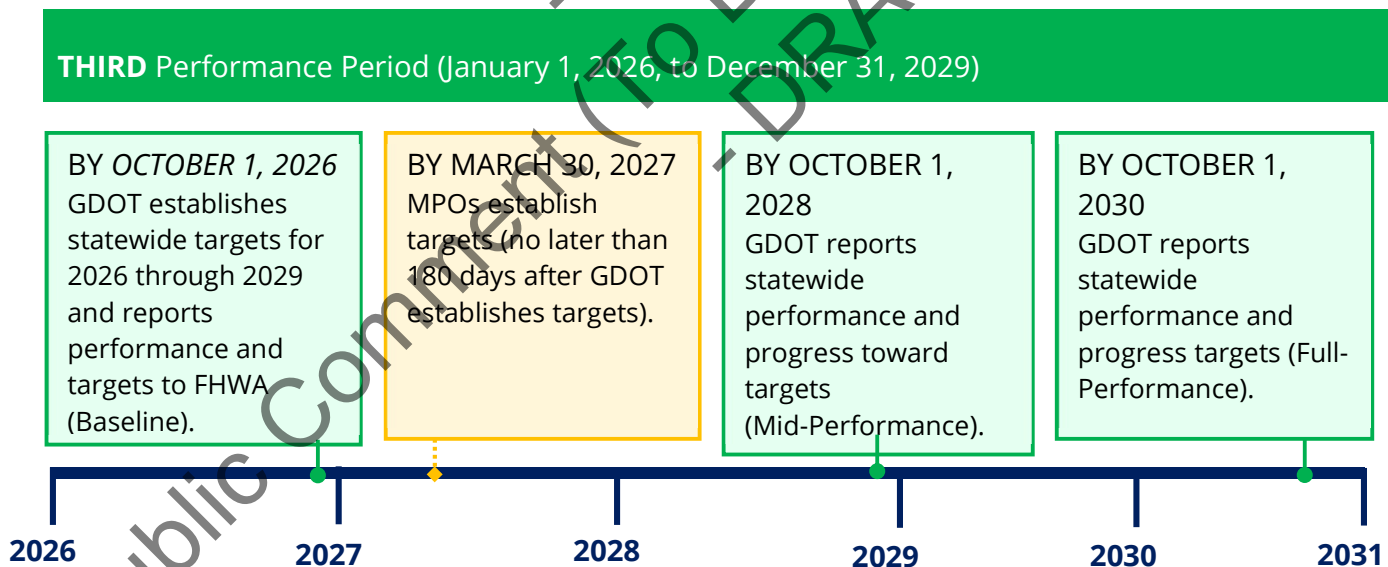
Bridge Condition Measures

The bridge condition measures represent the percentage of bridges, by deck area, on the NHS that are in good condition or poor condition. The condition of each bridge is evaluated by assessing four bridge components: deck, superstructure, substructure, and culverts. FHWA created a metric rating threshold for each component to establish good, fair, or poor condition. Every bridge on the NHS is evaluated using these component ratings. If the lowest rating of the four metrics is greater than or equal to seven, the structure is classified as good. If the lowest rating is less than or equal to four, the structure is classified as poor. If the lowest rating is five or six, it is classified as fair.

To determine the percent of bridges in good or in poor condition, the sum of total deck area of good or poor NHS bridges is divided by the total deck area of bridges carrying the NHS. Deck area is computed using structure length and either deck width or approach roadway width. Good condition suggests that no major investment is needed. Bridges in poor condition are safe to drive on; however, they are nearing a point where substantial reconstruction or replacement is needed.

Pavement and Bridge Targets

Pavement and bridge condition performance is assessed and reported over a four-year performance period. The first performance period began on January 1, 2018, and runs through December 31, 2021. GDOT reported baseline PM2 performance and targets to FHWA on October 1, 2018, and will report updated performance information at the midpoint and end of the performance period. The third four-year performance period covers January 1, 2026, to December 31, 2029, with additional performance periods following every four years. The PM2 rule requires states and MPOs to establish two-year and/or four-year performance targets for each PM2 measure. Current two-year targets under the third four-year performance period represent expected pavement and bridge condition at the end of calendar year 2023, while the current four-year targets represent expected condition at the end of calendar year 2025.



States establish targets as follows:

- Percent of Interstate pavements in good and poor condition – four-year targets;
- Percent of non-Interstate NHS pavements in good and poor condition – two-year and four-year targets; and

- Percent of NHS bridges by deck area in good and poor condition – two-year and four-year targets.

MPOs have 180 days after the states (GDOT) submit their targets to FHWA to establish four-year targets for each measure by either agreeing to the statewide targets or setting quantifiable targets for the MPO's planning area that differ from the state targets.

GDOT established current statewide two-year and four-year PM2 targets on September 30, 2026. MPOs have 180 days from September 30, 2026 to adopt the state PM2 targets or set their own PM2 targets. The MATS MPO adopted/approved the Georgia statewide PM2 targets on November 20, 2026. Table 2 presents statewide baseline performance for each PM2 measure as well as the current two-year and four-year statewide targets established by GDOT.

On October 1, 2028, GDOT will provide FHWA with a detailed mid-performance report of pavement and bridge condition performance covering the period of January 1, 2026, to December 31, 2027, for the third performance period. GDOT and the MATS MPO will have the opportunity at that time to revisit the four-year PM2 targets.

Statewide Targets for Pavement and Bridge Condition Performance Measures (as of September 30, 2026)

National Pavement and Bridge Condition Performance Measures	Baseline	2 Year Interim Targets	4-Year Target
Percentage of Interstate NHS pavements in Good condition	75.4%	≥ 50% in Good Condition	≥ 50% in Good Condition
Percentage of Interstate NHS pavements in Poor condition	0.2%	≤ 5% in Poor Condition	≤ 5% in Poor Condition
Percentage of Non-Interstate NHS pavements in Good condition	42.6%	≥ 40% in Good Condition	≥ 40% in Good Condition
Percentage of NHS pavements in Poor condition	1.4%	≤ 12% in Poor Condition	≤ 12% in Poor Condition
Percent of NHS Bridges in Good condition as a percentage of total NHS bridge deck are	73.0%	≥ 60% in Good Condition	≥ 60% in Good Condition
Percent of NHS Bridges in Poor condition as a percentage of total NHS bridge deck area	0.6%	≤ 10% in Poor Condition	≤ 10% in Poor Condition

The MATS MPO recognizes the importance of linking goals, objectives, and investment priorities to stated performance objectives, and that establishing this link is critical to the achievement of national transportation goals and statewide and regional performance targets. As such, the 2050 MTP directly reflects the goals, objectives, performance measures, and targets as they are available and described in other State and public transportation plans and processes; specifically, Georgia's Transportation Asset Management Plan (TAMP), the Georgia Interstate Preservation Plan, and the current SSTP/2050 SWTP.

- MAP-21 initially required GDOT to develop a TAMP for all NHS pavements and bridges within the state. In addition, BIL requires considering extreme weather and resilience as part of the life-cycle planning and risk management analyses within a State TAMP process and evaluation. GDOT's TAMP describes Georgia's current bridge (bridge culverts) and pavement asset management processes for improving and preserving the condition of the National Highway System (NHS), which comprised of approximately 7,200 miles of roadway within the State which includes interstates, state routes and local roads as well

as 4,300 structures of both bridges and bridge culverts. GDOT has recently developed TAMP for FY 2022-2031, which uses life-cycle planning and outlines the priorities and investment strategies leading to a program of projects that would make progress toward achievement of GDOT's statewide pavement and bridge condition targets and cost effectively manage and preserve these assets over the next 10 years.

- The Georgia Interstate Preservation Plan applied a risk profile to identify and communicate Interstate preservation priorities; this process leveraged a combination of asset management techniques with risk management concepts to prioritize specific investment strategies for the Interstate system in Georgia.
- The 2021 SSTP/2050 SWTP combines GDOT's strategic business case for transportation investment with the long-range, comprehensive transportation planning considerations under Federal law. The SSTP/SWTP is organized into three investment categories, reflecting three major ways people and freight move in Georgia; statewide freight and logistics, people mobility in Metro Atlanta, and people mobility in emerging metros and rural Georgia. The plan identifies strategies to bring about Foundational, Catalytic, and Innovation investments for the above mentioned categories.⁸
- The MATS MPO 2050 MTP addresses infrastructure preservation and identifies pavement and bridge infrastructure needs within the metropolitan planning area, and allocates funding for targeted infrastructure improvements. The MATS MPO subscribes to the GDOT Pavement and Bridge Condition (PM2) targets, and adopts by reference the most recent iteration of those targets (September 30, 2026) in the FY 2027 – 2030 TIP. The goals and objectives in the MATS 2050 MTP associated with the Pavement and Bridge Condition/PM2 performance targets include:
 - Improve Infrastructure Condition
 - Increase proportion of highways and highway assets in 'Good' condition
 - Maintain transit vehicles, facilities and amenities in the best operating condition.
 - Improve the condition of bicycle and pedestrian facilities and amenities
 - Improve Resiliency and Reduce Storm Water Impacts
 - Reduce the number of bridges and roadways vulnerable to natural disaster

Sub-Appendix A contains a list of Projects/Work Types that could support different performance measure targets. Sub-Appendix B identifies specific projects in the MATS FY 2024 – 2027 TIP associated with Pavement and Bridge Condition/PM2 Performance and Targets. A total of **\$64,921** is programmed in the FY 2027 - 2030 TIP for projects improving System Performance, averaging approximately **\$16,230.25** annually. These figures are not apportioned values. Since some projects are associated with serving goals across multiple Performance Measure categories, proportional expenditure across different Performance Measure goals cannot be clearly assigned without individual itemized project cost elements.

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

Effective May 20, 2017, FHWA established measures to assess performance of the National Highway System⁹, freight movement on the Interstate system¹⁰, and the Congestion Mitigation and Air Quality

⁸ [2021Statewide Strategic Transportation Plan/2050 Statewide Transportation Plan](#)

⁹ [23 CFR Part 490, Subpart E](#)

¹⁰ [23 CFR Part 490, Subpart F](#)

Improvement (CMAQ) Program¹¹. This third FHWA performance measure rule (PM3) established six performance measures, described below.

National Highway System Performance:

1. Percent of person-miles on the Interstate system that are reliable;
2. Percent of person-miles on the non-Interstate NHS that are reliable;

Freight Movement on the Interstate:

3. Truck Travel Time Reliability Index (TTTR);

Congestion Mitigation and Air Quality Improvement (CMAQ) Program:

4. Annual hours of peak hour excessive delay per capita (PHED);
5. Percent of non-single occupant vehicle travel (Non-SOV); and
6. Cumulative two-year and four-year reduction of on-road mobile source emissions for CMAQ funded projects (CMAQ Emission Reduction).

System Performance Measures

The two System Performance measures assess the reliability of travel times on the Interstate or non-Interstate NHS system. The performance metric used to calculate reliability is the Level of Travel Time Reliability (LOTTR). LOTTR is defined as the ratio of longer travel times (80th percentile) to a normal travel time (50th percentile) over all applicable roads during four time periods (AM peak, Mid-day, PM peak, and weekends) that cover the hours of 6 AM to 8 PM each day.

The LOTTR ratio is calculated for each segment of applicable roadway, essentially comparing the segment with itself. A segment is deemed to be reliable if its LOTTR is less than 1.5 during all four time periods. If one or more time periods has a LOTTR of 1.5 or above, that segment is unreliable.

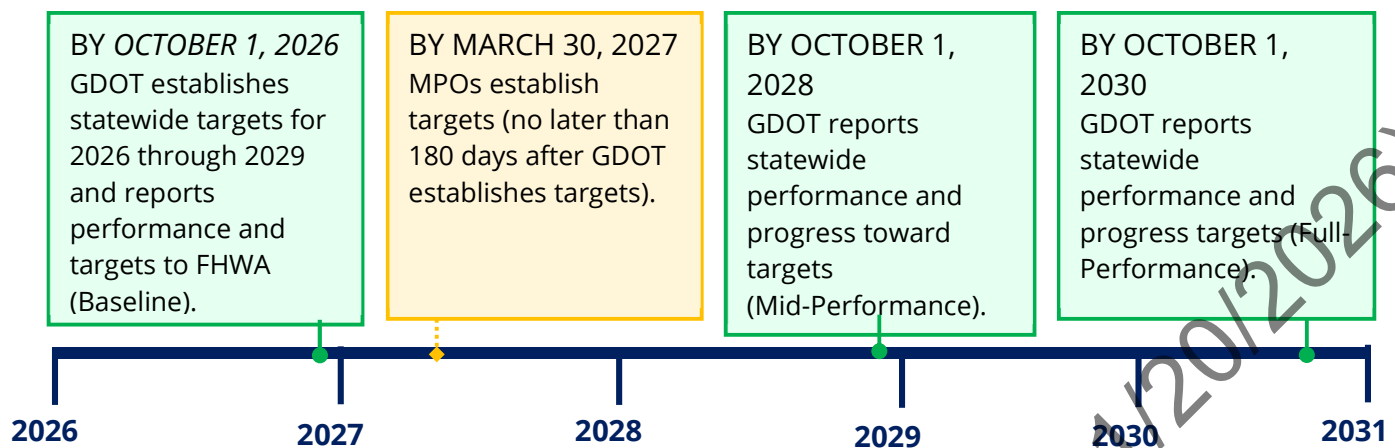
The measures are expressed as the percent of person-miles traveled on the Interstate or non-Interstate NHS system that are reliable. Person-miles take into account the number of people traveling in buses, cars, and trucks over these roadway segments. To determine total person miles traveled, the vehicle miles traveled (VMT) on each segment is multiplied by average vehicle occupancy. To calculate the percent of person miles traveled that are reliable, the sum of the number of reliable person miles traveled is divided by the sum of total person miles traveled.

Freight Movement Performance Measure

The Freight Movement performance measure assesses reliability for trucks traveling on the Interstate. A TTTR ratio is generated by dividing the 95th percentile truck travel time by a normal travel time (50th percentile) for each segment of the Interstate system over five time periods throughout weekdays and weekends (AM peak, Mid-day, PM peak, weekend, and overnight) that cover all hours of the day. For each segment, the highest TTTR value among the five time periods is multiplied by the length of the segment. The sum of all length-weighted segments is then divided by the total length of Interstate to generate the TTTR Index.

¹¹ [23 CFR Part 490, Subparts G and H](#)

THIRD Performance Period (January 1, 2026, to December 31, 2029)



States establish targets as follows:

- Percent of person-miles on the Interstate system that are reliable – two-year and four-year targets;
- Percent of person-miles on the non-Interstate NHS that are reliable – four-year targets;
- Truck Travel Time Reliability – two-year and four-year targets;
- Annual hours of peak hour excessive delay per capita (PHED) – four-year targets;
- Percent of non-single occupant vehicle travel (Non-SOV) – two-year and four-year targets; and

MPOs establish four-year targets for the System Performance, Freight Movement, and PHED measures. MPOs establish targets by either agreeing to program projects that will support the statewide targets, or setting quantifiable targets for the MPO's planning area that differ from the state targets.

GDOT established statewide PM3 targets and submitted to FHWA on September 30, 2026. The MATS MPO adopted/approved the Georgia statewide PM3 targets on November 20, 2026. Table 6 presents statewide baseline performance for each PM3 measure as well as the current two-year and four-year statewide targets established by GDOT.

On or before October 1, 2028, GDOT will provide FHWA with a detailed mid-performance report of PM3 performance covering the period of January 1, 2026, to December 31, 2027, for the second performance period. GDOT and the MATS MPO will have the opportunity at that time to revisit the four-year PM3 targets.

Statewide Targets for System Performance, Freight Movement and CMAQ Performance Measures (as of September 30, 2026)

National System Performance and Freight Movement, and Congestion Mitigation & Air Quality Performance Measures	Applicable Roadway	State Targets (2026-2029 Rolling Average)	
		2 -Year Target	4-Year Target
Percent of person-miles traveled on the Interstate that are reliable	Interstate	≥71.2%	≥69.1%
Percent of person-miles traveled on non-Interstate NHS that are reliable	Non-Interstate	≥82.0%	≥79.7%
Truck Travel Time Reliability Index	All Roads	≤1.75	≤1.78
Total Emissions Reduction	All Roads	VOC 1.48 kg/day NOx 5.52 kg/day	VOC 3.22 kg/day NOx 12.01 kg/day

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

- The 2023 Georgia Freight Plan documents freight planning activities and investments in the state, identifies and assesses current and future freight needs and challenges incorporating both technical analysis and stakeholder engagement, and guides freight-related transportation decisions and investments. The plan integrates policy positions and strategies from existing documents to help identify and prioritize freight investments critical to the state's economic growth and global competitiveness. The Georgia Freight Plan establishes specific goals for freight transportation and addresses freight issues that are not covered in other statewide planning documents.¹²
- The 2021 SSTP/2050 SWTP combines GDOT's strategic business case for transportation investment with the long-range, comprehensive transportation planning considerations under Federal law. The SSTP/SWTP is organized into three investment categories, reflecting three major ways people and freight move in Georgia: statewide freight and logistics, people mobility in Metro Atlanta, and people mobility in emerging metros and rural Georgia. The plan identifies strategies to bring about Foundational, Catalytic, and Innovation investments for the above mentioned categories.¹³
- The MATS MPO 2050 MTP addresses reliability, freight movement, and congestion and identifies needs for each of these issues within the metropolitan planning area and allocates funding for targeted improvements. The MATS MPO subscribes to the GDOT System Performance/Freight Movement/CMAQ (PM3) targets, and adopts by reference the most recent iteration of those targets (adopted August 2022) in the FY 2027 – 2030 TIP. The goals and objectives in the MATS 2050 MTP associated with the System Performance/Freight Movement/CMAQ (PM3) performance targets include:
 - Manage Congestion & System Reliability

¹² <https://www.dot.ga.gov/GDOT/Pages/Freight.aspx>

¹³ [2021 Statewide Strategic Transportation Plan/2050 Statewide Transportation Plan](#)

- Allow people and goods to move with minimal congestion and time delay, and greater predictability.
- Increase utilization of affordable non-auto travel modes;
- Improve Air Quality, Protect the Environment, Improve Quality of Life, and Promote Good Land Use Planning
 - Reduce mobile source emissions, GHG, and energy consumption
 - Reduce the impact on the natural and cultural environment
 - Link land use and transportation
- Support Economic Vitality
 - Improve freight movement

Sub-Appendix A contains a list of Projects/Work Types that could support different performance measure targets. Sub-Appendix B identifies specific projects in the MATS FY 2027 – 2030 TIP associated with System Performance/Freight Movement/CMAQ (PM3) performance targets. A total of **\$73,295,543** is programmed in the FY 2027 - 2030 TIP for projects improving System Performance, averaging approximately **\$18,323,855.75** annually. These figures are not apportioned values. Since some projects are associated with serving goals across multiple Performance Measure categories, proportional expenditure across different Performance Measure goals cannot be clearly assigned without individual itemized project cost elements.

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Public Comment (To Be Voted On 11/20/2026)
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Sub-Appendix A-1: Project Types

The matrix below is based on 2027-2030 STIP projects as general guidelines; In reality, individual projects may yield benefits to other PMs than shown here given specific project characteristics.

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

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

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

Sub-Appendix A-2: MATS MPO TIP Projects

The matrix below identifies individual MATS FY 2027 – 2030 TIP Projects, and how they relate to the individual Performance Measures identified in the FAST Act (2015) and continued under IIJA (2021). An individual project may be associated with more than one Performance Measure. See Notes for additional information.

Table 5: Macon Area Transportation Study MPO TIP Projects, 2027-2030

			PM1	PM2		PM3			Notes
PI#	Cost	Work Type	Safety	Bridges	Pavement	System Reliability	Truck Reliability	CMAQ*	
0016130	\$64,921	Bridges		✓					
0017121	\$66,359,877	Widening	✓			✓			Project incorporates multi-modal design elements in project concept
0017395	\$4,385,597	Managed Lanes	✓					✓	
0018327	\$730,000	Roadway Project	✓						
0020056	\$490,000	Roadway Project	✓						
0020272	\$2,550,069	Operational Improvement				✓	✓		

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

Lump Sum Funding

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

Group: Transportation Alternative Program (TAP)

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

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

Group: Maintenance

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

- Bridge Maintenance consists of Preservation (polymer overlays of bridge decks, joint replacements, debris removal and painting of the steel super and sub structure components) & Rehabilitation (bridge deck rehabilitation, spall repairs, strengthening, pile encasements, reconstruction of structural members, etc.).
- Maintenance consists of resurfacing, pavement preservation, pavement rehabilitation, median work, impact attenuators, signing, fencing, pavement markings, landscaping, rest areas, walls, guardrail and shoulder work.

Group: Lighting

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

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

Group: Rights of Way Protective Buying and Hardship Acquisitions

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

Group: Safety

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

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

Group: Operations

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

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

Group: Low Impact Bridges

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

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

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

-DRAFT -
Public Comment (To Be Voted On 11/20/2026)
-DRAFT -

Transit Funding

In contrast to highway Lump Sum funding, transit system funding support is highly programmed, based on the activity to be supported, and the size of the population area to be served. Transit system funding support originates from the Federal Transit Administration (FTA). Because population in the MATS area is under a 200,000 person threshold, transit systems and local governments in the MATS area receive their funding as a sub-recipient of funds awarded annually from FTA to the Georgia Dept. of Transportation-Intermodal Division (GDOT Intermodal). The list below (taken from the Georgia FY 2027 – 2030 Statewide Transportation Improvement Program) summarizes the various types of activities supported by FTA grants. Note that not all of these programs are relevant to transit operations in the MATS area; they are included here for the sake of comprehensiveness.

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

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

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

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

Plan Amendment Processes and Public Participation Requirements

The following sections are based on the MATS Public Participation Plan, as amended May 7, 2025. The only difference between that document and the text below is that the text below has been edited to reflect the update in status of the MATS region from "Maintenance" to "Conforming" under the 2012 National Ambient Air Quality Standards. See https://www.maconmpo.com/wp-content/uploads/2020/11/MATS_PublicParticipationPlan_20201104-FINAL.pdf for the full current document.

Plan Amendment Processes

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

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

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

Administrative Modifications

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

- A. Revise a project description without changing the project scope, conflicting with the environmental document or changing the conformity finding in nonattainment and maintenance areas (less than 10% change in project termini according to GDOT). This change would not alter the original project intent.

- B. Splitting or combining projects.
- C. Federal funding category change.
- D. Minor changes in expenditures for transit projects as stipulated by GDOT.
- E. Project phases may have a cost increase less than \$4,000,000 or 40% in Federal share, with a project cost cap of \$40,000,000, provided that.
 - Where the Federal share of a project is \$10,000,000 or less, and fiscal constraint is not impacted, the cost may be increased by an amount up to \$4,000,000;
 - Where the Federal share of a project is greater than \$10,000,000, and fiscal constraint is not impacted, the cost may be increased by a maximum of 40%;
- F. Adding a project phase that utilizes 100 percent non-federal funding that does not impact fiscal constraint, federal share match and air quality.
- G. Shifting projects within the 4-year STIP as long as the subsequent annual draft STIP was submitted prior to September 30.
- H. Projects may be funded from lump sum banks as long as they are consistent with category definitions.

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

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

The Administrative Modification process consists of a monthly list of notifications from GDOT to all involved parties, with change summaries sent on a monthly basis to the FHWA and FTA by the GDOT.

The GDOT will submit quarterly reports detailing projects drawn from each lump sum bank with remaining balance to the FHWA.

Amendments for Initial Authorizations:

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

- A. Addition or deletion of a project.
- B. Addition or deletion of a phase of a project.
- C. Roadway project phases that increase in cost over the thresholds described in the Administrative Modification section.
- D. Addition of an annual TIP.
- E. Major change to scope of work of an existing project. A major change would be any change that alters the original intent i.e. a change in the number of through lanes, a change in termini of more than 10 percent.

- F. Shifting projects within the 4-year STIP which require redemonstration of fiscal constraint or when the subsequent annual draft STIP was not submitted prior to September 30. (See Administrative Modification item F.)

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

Notes:

1. The date a TIP becomes effective is when the Governor or his designee approves it. For nonattainment and maintenance areas, the effective date of the TIP is based on the date of U.S. Department of Transportation's positive finding of conformity.
2. The date the STIP becomes effective is when FHWA and FTA approve it.
3. The STIP is developed on the State fiscal year which is July 1-June 30.
4. Funds for cost increases will come from those set aside in the STIP financial plan by GDOT for modifications and cost increases. Fiscal Constraint will be maintained in the STIP at all times.
5. Before the start of each State Fiscal Year, GDOT shall submit an Annual STIP Amendment that updates the STIP Financial Plan to show funding set aside for amendments and administrative modifications for the upcoming fiscal year. In the event the STIP amendment update is delayed, GDOT will submit the amendment no later than October 1st.
6. GDOT will submit to FHWA/FTA a detailed monthly Modification report, showing financial transactions and balances.
7. GDOT will submit to FHWA/FTA accompanying Administrative Modification Authorizations Tables for review before requesting FMIS authorizations in advance of the monthly Modification report.
8. Projects that are funded with Congressionally Directed Spending, FLAP, or Title 23 or Title 49 discretionary funding can be incorporated into the STIP/TIP/MTP via an informational appendix after the amendment process is complete.
9. A public comment period is required for all projects funded under a Title 23 and Title 49 discretionary grant program. Public review for discretionary grant projects can be advertised as informational only and comments received will be forwarded to the project sponsor.

Public Participation Requirements

Metropolitan Transportation Plan (MTP)

A public review period will be required before the adoption of the Transportation Plan.

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

Transportation Improvement Program (TIP):

A public review period will be required for the adoption of the Transportation Improvement Program. Public notice will be given by publishing an advertisement in a newspaper(s) of general circulation at least thirty (30) days before the final Transportation Improvement Program is adopted by the Policy Committee. The public notice will also be placed on the Commission's website as well as other places of general interest. Furthermore, the public review notice will also be made available to other interested parties (i.e. public transit agencies, freight companies, and bike/ped users). In addition, the public review notice will also be made available in minority publications and on public transit buses for minority and low income groups. If determined by the Policy Committee that the final Transportation Improvement Program differs significantly from the one which was made available for public comment, and such plan raises new material issues which interested parties could not reasonably have foreseen from the public involvement efforts, an additional public comment period will be required. Public notice for this comment period will be given by publishing an advertisement in a newspaper(s) of general circulation, in addition to the other locations previously discussed and posting the notice on the website at least (15) days before the final Transportation Improvement Program is adopted by the Policy Committee. A summary, analysis and report on the disposition of comments shall be made as part of the final document. The draft Transportation Improvement Program will be made available to the public at the Macon-Bibb County Planning & Zoning Commission and on the Commission's website. Final copies will also be made available for information purposes and will be posted on the Commission's website. If it is necessary to amend the

TIP, a 15 day public review and comment period will be required. If no significant comments are received, no further action is required once the proposed amendment(s) have been approved by the Policy Committee. However, if comments are received which the MPO staff considers as potentially significant, the comments will be presented to the Policy Committee for consideration and appropriate action. Where a TIP amendment requires changes to the source MTP document, the TIP amendment and MTP public comment period will run concurrently.

PUBLIC COMMENT PERIOD FOR THE TIP

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

-DRAFT -
Public Comment (To Be Voted On 1/22/2026)
-DRAFT -

PUBLIC COMMENT PERIOD NOTICE FOR THE FY 2027 – 2030 TIP

Macon Report, <INSERT DATE AND PAGE/COLUMN REFERENCES, AS APPROPRIATE>

-DRAFT -
Public Comment (To Be Voted On 11/20/2026)
-DRAFT-

PUBLIC COMMENTS RECEIVED AND RESPONSES FROM MATS MPO

MATS MPO received the following comments from the general public during the adoption of and subsequent amendments to the FY 2027 – 2030 TIP. The comments received and responses provided are summarized below:

- **Initial Adoption: MM,DD,2026 through MM,DD,2026**
MATS received no comments or inquiries from the general public.

-DRAFT -
Public Comment (To Be Voted On 11/20/2026)
-DRAFT-

MATS MPO Authorized Projects

Primary County: **All Counties**

PROJECT ID	DESCRIPTION	Phase Status	Phase Code	Program Year	% in MPO	Total Amount	MPO Total
M006389	SR 7; SR 19; SR 42; SR 49 & SR 257@8 LOC- BRIDGE PRESERVATION	AUTHORIZED	MCST	2026	25	\$3,494,912	\$873,728
			MPE	2024	25	\$36,918	\$9,230
Grand Total						\$3,531,830	\$882,958

Primary County: **Bibb**

PROJECT ID	DESCRIPTION	Phase Status	Phase Code	Program Year	% in MPO	Total Amount	MPO Total
0013712	SR 11/SR 49/US 41@ NS #734080Y 1.4 MIS OF MACON	AUTHORIZED	CST	2024	100	\$19,535,270	\$19,535,270
0013921	I-475 @ CR 742/TUCKER ROAD 2 MI W OF MACON	AUTHORIZED	CST	2024	100	\$22,973,237	\$22,973,237
0014072	I-16 EB & WB @ WALNUT CREEK 1MI E OF MACON	AUTHORIZED	CST	2025	100	\$17,193,290	\$17,193,290
0017394	SR 74 FROM CR 5462/OGLESBY PLACE TO CR 741/COLUMBUS RD - VRU	AUTHORIZED	ROW	2026	100	\$5,220,000	\$5,220,000
0017395	SR 247/US 41@ CR 5104/CR 548 1/2 ANTHONY ROAD	AUTHORIZED	ROW	2025	100	\$3,760,000	\$3,760,000
0020107	I-75 @ SR 74 - LIGHTING	AUTHORIZED	CST	2025	100	\$2,746,093	\$2,746,093
			PE	2024	100	\$500,000	\$500,000
0020272	REST AREA #19 @ I-475 NB IN BIBB COUNTY	AUTHORIZED	PE	2025	100	\$600,000	\$600,000
311400-	I-75 FROM I-16 TO CR 478/PIERCE AVE- PHASE VI	AUTHORIZED	CST	2026	100	\$251,812,023	\$251,812,023
M006497	SR 74 FROM MCMANUS ROAD TO I-75 NB RAMP	AUTHORIZED	MCST	2025	100	\$4,988,653	\$4,988,653
M006501	SR 11 FROM HOUSTON RD/HOUSTON TO S OF LIBERTY CHURCH RD/BIBB	AUTHORIZED	MCST	2025	79	\$2,478,149	\$1,957,738
M006544	SR 11 FROM BARNES ROAD TO S OF WOODLAWN DRIVE	AUTHORIZED	MCST	2025	100	\$7,910,052	\$7,910,052
M006641	I-75 FROM S OF SARDIS CHURCH ROAD TO TOBESOFKEE CREEK	AUTHORIZED	MCST	2026	100	\$4,658,408	\$4,658,408
M006642	I-75 FROM TOBESOFKEE CREEK TO OGLETHORPE STREET	AUTHORIZED	MCST	2026	100	\$12,911,530	\$12,911,530
M006643	I-75 FROM S OF SR 247 TO N OF ARKWRIGHT ROAD	AUTHORIZED	MCST	2026	100	\$3,014,369	\$3,014,369
M006662	I-475 FROM I-75/BIBB TO I-75/MONROE	AUTHORIZED	MCST	2026	93	\$3,208,820	\$2,984,203
S015924	Installing Medianettes at five locations on SR 11- Gray Hwy	AUTHORIZED	TSA	2024	100	\$175,327	\$175,327
S015969	Widen I-16 WB Exit Ramp for Left & Right Turn Lanes	AUTHORIZED	TSA	2024	100	\$162,350	\$162,350
S016157	SR 11@ Nottingham Dr - Traffic Signal Upgrade	AUTHORIZED	TSA	2025	100	\$359,680	\$359,680
Grand Total						\$372,417,251	\$372,417,251

Primary County: **Jones**

PROJECT ID	DESCRIPTION	Phase Status	Phase Code	Program Year	% in MPO	Total Amount	MPO Total
0017230	SR 11/SR 22/US 129 SB & NB @ ROCK CREEK	AUTHORIZED	ROW	2025	100	\$270,000	\$270,000

MATS MPO Authorized Projects

Primary County: **Jones**

PROJECT ID	DESCRIPTION	Phase Status	Phase Code	Program Year	% in MPO	Total Amount	MPO Total
0017231	SR 11/SR 22/US 129 SB & NB @ SAND CREEK	AUTHORIZED	ROW	2025	100	\$240,000	\$240,000
Grand Total						\$510,000	\$510,000

Primary County: **Monroe**

PROJECT ID	DESCRIPTION	Phase Status	Phase Code	Program Year	% in MPO	Total Amount	MPO Total
0019280	I-75 @1LOC IN MONROE & I-475 & 1LOC IN BIBB	AUTHORIZED	CST	2024	26	\$2,226,628	\$578,923
M006228	I-75 FROM CR 85/ARKWRIGHT ROAD/BIBB TO I-475/MONROE	AUTHORIZED	MPE	2024	48	\$1,500,000	\$720,000
Grand Total						\$3,726,628	\$968,923

Primary County: **Twiggs**

PROJECT ID	DESCRIPTION	Phase Status	Phase Code	Program Year	% in MPO	Total Amount	MPO Total
0020345	EV CHARGING STATION @ 1LOC IN BIBB/TWIGGS COUNTY	AUTHORIZED	CST	2026	34	\$2,500,000	\$850,000
			PE	2026	34	\$60,000	\$20,400
Grand Total						\$2,560,000	\$870,400

MPO Lump Sum Projects - Macon

Bibb

				PE		ROW		CST		UTL	
PROJ	PROJ NO.	TIP NO.	DESCRIPTION								
0017394			SR 74 FROM CR 5462/OGLESBY PLACE TO CR 741/COLUMBUS RD - VRU	PE	AUTHORIZED	ROW	AUTHORIZED	CST	PRECST	UTL	PRECST
0017395			SR 247/US 41 @ CR 5104/CR 5481/ANTHONY ROAD	PE	AUTHORIZED	ROW	AUTHORIZED	CST	PRECST	UTL	PRECST
0017879		CH-349	OCMULGEE HERITAGE TRAIL FROM I-16/I-75 TO AMERSON RIVER PARK	PE	AUTHORIZED	ROW	PRECST	CST	PRECST	UTL	PRECST
0018327			SR 22/US 80 FROM CR 5503/CANTERBURY RD TO I-75 SB RAMP - VRU	PE	AUTHORIZED			CST	PRECST	UTL	PRECST
0018328		CH-260	SR 22/US 80 @ I-75 SB RAMP	PE	AUTHORIZED			CST	PRECST	UTL	PRECST
0021712			PEDESTRIAN IMPROVEMENTS @ 11 LOCS IN BIBB COUNTY	PE	PRECST	ROW	PRECST	CST	PRECST	UTL	PRECST
M004519			I-475 @ 5 LOCS - SIGN UPGRADES								
M004823			SR 87 CONN FROM SR 19 TO SR 87								
M006860			SR 87 FROM TWIGGS COUNTY LINE TO SR 87 CONN								

Monroe

				PE		ROW		CST		UTL	
PROJ	PROJ NO.	TIP NO.	DESCRIPTION								
0020972			CHURCH STREET @ NS #718352T IN BOLINGBROKE					CST	PRECST		

Twiggs

				PE		ROW		CST		UTL	
PROJ	PROJ NO.	TIP NO.	DESCRIPTION								
0020345		MCN-148	EV CHARGING STATION @ 1 LOC IN BIBB/TWIGGS COUNTY	PE	AUTHORIZED			CST	AUTHORIZED		

Supplemental Grants
Not Subject to Fiscal Balancing

-DRAFT-
Public Comment (To Be Voted On 11/20/2026)
-DRAFT-

*Eastern Federal Lands
Highway Division Office
Projects List for Georgia
(Jan. 2024)*



FY2024-FY2027 Transportation Improvement Program

Federal Highway Administration
Eastern Federal Lands Highway Division

Last Printed: 1/26/2024

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

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



FY2024-FY2027 Transportation Improvement Program

Federal Highway Administration
Eastern Federal Lands Highway Division

Last Printed: 1/26/2024

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

-DRAFT -
Public Comment (To Be Voted On 11/20/2026)
- DRAFT -

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

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

Macon-Bibb County Pleasant Hill Reconnection and Commercial Planning

Macon-Bibb County, Georgia

Grant Type: Planning

Funding Source: NAE

Award: \$500,000

Estimated Total Project Cost: \$600,000

Project Summary:

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

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

*Other Direct Awards Under
Infrastructure Investment & Jobs Act (IIJA)/
Bi-Partisan Infrastructure Law (BIL)*

EXISTING PROJECT	FUND SOURCE	AWARD FISCAL YEAR	COUNTY	GRANT RECIPIENT AGENCY	GRANT TYPE	PROJECT NAME	PROJECT LOCATION	PROJECT DESCRIPTION	DELIVERED BY	FEDERAL AWARD AMOUNT	LOCAL MATCH	FUNDING TOTAL	TOTAL FEDERAL SHARE	STATEWIDE OR MPO	Division Office Planner	Division Office PM	Kickoff Meeting Date	Grant Agreement Status
NO	CFI	FY 22	Macon-Bibb, and surrounding Counties	Middle GA Regional Commission	Construction	Middle GA Community Charging Program	Various locations within the referenced counties (see Project Description)	The Middle Georgia Regional Commission has received a total of \$15,000,000 in federal funding to install approximately 200 publicly available EV chargers at nearly 100 sites across Middle Georgia in the 11-county geographical area of Baldwin, Bibb, Crawford, Houston, Jones, Monroe, Peach, Pulaski, Putnam, Twiggs, and Wilkinson counties. Sites will be confirmed on a phased implementation basis as host locations are identified and NEPA reviews are completed	Local	\$15,000,000.00	\$3,750,000.00	\$18,750,000.00		MATS	Jared Lombard	Kendra Fly	10/18/2024	Draft in Process
NO	SS4A	FY24	Macon-Bibb	Macon-Bibb County	Construction	Gray Highway and East Macon Loop	Gray Highway and East Macon Loop	Gray Highway and East Macon Loop Pedestrian and Bicyclist Improvements. Macon-Bibb County is awarded \$5.6 million in funding to improve Gray Highway and East Macon Loop. The project addresses pedestrian and bicyclist safety issues by adding 1 mile of new sidewalks to Gray Highway and 3 miles of multi-use paths along the side streets Old Clinton Road and Boulevard, popular Gray Highway bypass streets, to create East Macon Loop. The project will include the installation of street lighting and two high-intensity activated crosswalk (HAWK) signals in the project area to improve visibility.	Local	\$5,630,440.00	\$1,407,610.00	\$7,038,050.00	\$ 5,630,440	MATS	Olivia Lewis	Greg Morris	10/31/2024	Draft in process

Administrative Modifications and Amendments

Administrative Modifications

-DRAFT -
Public Comment (To Be Voted On 11/20/2026)
-DRAFT-

Administrative Modifications and Amendments

Administrative Modifications

-DRAFT -
Public Comment (To Be Voted On 11/20/2026)
-DRAFT-

Amendments

-DRAFT -
Public Comment (To Be Voted On 11/20/2026)
-DRAFT-

Interagency Coordinating Committee/
Air Quality Conformity
Communications Log

Initial Adoption:
IAC Consultation E-mail Thread

Re: Macon Draft FY 2027-2030 TIP Review

From Michael Greenwald <mgreenwald@mbpz.org>

Date Mon 2026-10-05 9:34 AM

To Lewis, Olivia <olivia.lewis@dot.gov>

Cc Greg Brown <gbrown@mbpz.org>; Delgadillo Canizares, Marlene V. <mcanizares@dot.ga.gov>; Madison, Joseph R <JMadison@dot.ga.gov>; Williams, Jan <jwilliams@dot.ga.gov>

Good morning Olivia,

Thanks very much for the confirmation about FTA. We are in the middle of incorporating the comments we received from you on Friday, and the updates on the approved updates to Performance Measure targets submitted by GDOT on August 30, 2026, and accepted by FHWA on September 30, 2026 (per Habte Kassa's e-mail).

Yours truly,

Mike Greenwald
MPO Administrator



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

From: Lewis, Olivia <olivia.lewis@dot.gov>

Sent: Monday, October 5, 2026 9:16 AM

To: Michael Greenwald <mgreenwald@mbpz.org>

Cc: Greg Brown <gbrown@mbpz.org>; Delgadillo Canizares, Marlene V. <mcanizares@dot.ga.gov>; Madison, Joseph R <JMadison@dot.ga.gov>; Williams, Jan <jwilliams@dot.ga.gov>

Subject: Re: Macon Draft FY 2027-2030 TIP Review

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Hello Michael,

FYI. As of this morning, I have not received any comments from Courtney with FTA regarding the draft FY 2027-2030 TIP.

Best regards



Olivia Lewis
Transportation Specialist
SS4A/NAE/RCP POC
Georgia Division/FHWA
U.S. Department of Transportation
(404) 562-4282
olivia.lewis@dot.gov

On Fri, Oct 2, 2026 at 2:28 PM Lewis, Olivia <olivia.lewis@dot.gov> wrote:

Hello Michael,

FHWA has a few minor comments regarding the draft FY 2027-2030 TIP. Please see the attachment.

Best regards



Olivia Lewis
Transportation Specialist
SS4A/NAE/RCP POC
Georgia Division/FHWA
U.S. Department of Transportation
(404) 562-4282
olivia.lewis@dot.gov

Re: 3rd Performance Period Targets established

From Knezevich, Ronald <RKnezevich@dot.ga.gov>

Date Thu 2026-10-01 9:59 AM

To Kassa, Habte <hkassa@dot.ga.gov>; Michael Greenwald <mgreenwald@mbpz.org>; Julie B. Smith <jbsmith@romea.us>

Cc Martin, Kelly <KMartin@dot.ga.gov>; Markham, Matt <MMarkham@dot.ga.gov>; Endorf, Ryan J <REndorf@dot.ga.gov>; Digamon, Donn P <DoDigamon@dot.ga.gov>; Clayton, Brandon <bclayton@dot.ga.gov>; Harris, Darren S <SHarris@dot.ga.gov>; Gorham, Ryan C <RGorham@dot.ga.gov>; Mujkanovic, Alma <AMujkanovic@dot.ga.gov>; Melanie Wilson <wilsonm@thempc.org>

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Habte and Mike,

For PM 1, the performance measure data was submitted in draft to FHWA on August 30th. The final metrics were due on September 30th.

Ron Knezevich, PE, RSP₂₁

State Safety Engineering Manager



Office of Traffic Operations

935 United Avenue SE

Atlanta, GA, 30316

(404)-635-2463 office

(470)-487-4380 cell

 [Book time to meet with me](#)

From: Kassa, Habte <hkassa@dot.ga.gov>

Sent: Thursday, October 1, 2026 8:45 AM

To: Michael Greenwald <mgreenwald@mbpz.org>; Julie B. Smith <jbsmith@romea.us>

Cc: Martin, Kelly <KMartin@dot.ga.gov>; Markham, Matt <MMarkham@dot.ga.gov>; Endorf, Ryan J <REndorf@dot.ga.gov>; Digamon, Donn P <DoDigamon@dot.ga.gov>; Clayton, Brandon <bclayton@dot.ga.gov>; Knezevich, Ronald <RKnezevich@dot.ga.gov>; Harris, Darren S <SHarris@dot.ga.gov>; Gorham, Ryan C <RGorham@dot.ga.gov>; Mujkanovic, Alma <AMujkanovic@dot.ga.gov>; Melanie Wilson <wilsonm@thempc.org>

Subject: RE: 3rd Performance Period Targets established

Good morning, Mike!

I hope all is well. For PM2 and PM3, the target establishment date is September 30.

Ron – could you please respond regarding PM1?

Have a great day!

Sincerely,

Habte Kassa

Asst State Transportation Planning Administrator

Office of Planning
One Georgia Center
600 West Peachtree Street, 5th floor
Atlanta, GA, 30308
404.631.1797 office
470.218.9772 cell

From: Michael Greenwald <mgreenwald@mbpz.org>

Sent: Thursday, October 1, 2026 8:17 AM

To: Kassa, Habte <hkassa@dot.ga.gov>; Julie B. Smith <jbsmith@romega.us>

Cc: Martin, Kelly <KMartin@dot.ga.gov>; Markham, Matt <MMarkham@dot.ga.gov>; Endorf, Ryan J <REndorf@dot.ga.gov>; Digamon, Donn P <DoDigamon@dot.ga.gov>; Clayton, Brandon <bclayton@dot.ga.gov>; Knezevich, Ronald <RKnezevich@dot.ga.gov>; Harris, Darren S <SHarris@dot.ga.gov>; Gorham, Ryan C <RGorham@dot.ga.gov>; Mujkanovic, Alma <AMujkanovic@dot.ga.gov>; Melanie Wilson <wilsonm@thempc.org>

Subject: Re: 3rd Performance Period Targets established

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Good morning Habte,

Excellent timing! Thanks very much for these. One point of clarification: On what specific date(s) were the each of these sets measures (PM1, PM2 and PM3, respectively) adopted and/or transmitted to FHWA? I know it's a small detail, but it is important for establishing timeline for updates to the TIP and/or MTP documents

Reason: The date GDOT tells the Feds anything about Safety Performance Measures, that's the date the Feds use to establish our MPO 180 day adoption clock to reflect those changes (Source: [23 CFR 490.209\(c\)\(1\)](#)).

So, if these updates were transmitted to the Feds in late August, we're already up to 30 days in that period...and many of us have MPO quarterly meetings coming up.

Julie—Once Habte provides the dates, please distribute this to the GAMPO listserve.

Thanks again for keeping our need for this information in mind, and please let me know if there is anything I can do to help you to help us.

Yours truly,

Mike Greenwald
MPO Administrator

GAMPO Chair 2026



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

From: Kassa, Habte <hkassa@dot.ga.gov>

Sent: Wednesday, September 30, 2026 5:15 PM

To: Julie B. Smith <jbsmith@romega.us>

Cc: Michael Greenwald <mgreenwald@mbpz.org>; Martin, Kelly <KMartin@dot.ga.gov>; Markham, Matt <MMarkham@dot.ga.gov>; Endorf, Ryan J <REndorf@dot.ga.gov>; Digamon, Donn P <DoDigamon@dot.ga.gov>; Clayton, Brandon <bclayton@dot.ga.gov>; Knezevich, Ronald

Subject: 3rd Performance Period Targets established

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Good afternoon, Julie,

I hope you are doing well. Could you please distribute this email to GAMPO members?

GDOT has established PM2 and PM3 targets for the 3rd performance period and submitted to FHWA today. PM1 targets are also included below.

PM1- Safety

Performance measure			Annual Counts						Annual Targets			
			2020	2021	2022	2023	2024	2025*	2026	2027	2028	2029
Universal Performance Measures												
UC-1 HSIP-1	Traffic fatalities	Actual	1,658	1,809	1,796	1,610	1,403	1,347	1,367	1,349	1,331	1,313
		Annual change	166	151	(13)	(186)	(207)	(56)				
UC-2 HSIP-2	Serious injuries in traffic crashes	Actual	7,606	8,937	8,660	8,171	7,920	7,537	7,712	7,608	7,504	7,400
		Annual change	287	1,331	(277)	(489)	(251)	(383)				
UC-3 HSIP-3	Fatalities per 100M VMT	Actual	1.43	1.50	1.39	1.27	1.15	1.09	1.13	1.12	1.11	1.10
		Annual change	0.31	0.07	(0.11)	(0.12)	(0.12)	(0.06)				
SD-1 HSIP-4	Serious injuries per 100M VMT	Actual	6.577	7.405	6.699	6.445	6.492	6.108	6.322	6.237	6.152	6.067
		Annual change	1.045	0.828	(0.707)	(0.254)	0.047	(0.384)				
SD-2 HSIP-5	Non-motorist serious injuries and fatalities	Actual	740	989	1,102	1,015	1,034	1,050	1,008	995	982	969
		Annual change	-	249	113	(87)	19	16				

PM2- Bridge and Pavement

Performance Measure	Baseline	2-Year Target	4-Year Target
Percentage of Pavements of the Interstate System in Good Condition	75.4%	50%	50%
Percentage of Pavements of the Interstate System in Poor Condition	0.2%	5%	5%
Percentage of Pavements of the Non-Interstate NHS in Good Condition	42.6%	40%	40%
Percentage of Pavements of the Non-Interstate NHS in Poor Condition	1.4%	12%	12%
Percentage of NHS Bridges Classified as in Good Condition	73.0%	60%	60%
Percentage of NHS Bridges Classified as in Poor Condition	0.6%	10%	10%

PM3: System Performance

Performance Measure	2-year Target	4-year Target
Percent of person-miles traveled on the Interstate that are reliable	71.2%	69.1%
Percent of person-miles traveled on the non-Interstate National Highway System (NHS) that are reliable	82.0%	79.7%
Truck Travel Time Reliability (TTTR) Index on the Interstate	1.75	1.78
Annual Hours of Peak Hour Excessive Delay (PHED) per capita	33.5	41.2
Percent of Non-Single Occupancy Vehicle (Non-SOV) Travel	22.7%	22.7%

Total Emissions Reductions – VOC (kg/day)	1.48	3.22
Total Emissions Reductions – NOx (kg/day)	5.52	12.01

Have a good rest of your day!

Sincerely,

Habte Kassa

Asst State Transportation Planning Administrator



Office of Planning
One Georgia Center
600 West Peachtree Street, 5th floor
Atlanta, GA, 30308
404.631.1797 office
470.218.9772 cell

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

DRAFT - DRAFT - DRAFT -
Public Comment (To Be Voted On 11/20/2026)

Re: IAC Consultation Request--MATS FY 2027 - 2030 TIP and Short Form Conformity Determination Report

From Michael Greenwald <mgreenwald@mbpz.org>

Date Fri 2026-09-25 9:50 AM

To Kassa, Habte <hkassa@dot.ga.gov>

Cc Delgadillo Canizares, Marlene V. <mcanizares@dot.ga.gov>; Williams, Jacqueline R <jwilliams@dot.ga.gov>; Martin, Kelly <KMartin@dot.ga.gov>

Good morning Habte,

Thanks for these. One follow up question: I understand you are waiting for updated information on PM 1 Safety Targets from Traffic Operations. Are there any additional updates at this time for PM2 (Bridge and Pavements) or PM 3 (Travel Reliability and Air Quality) that we can include as well?

If we can get them all at the same time, I can reflect updates to all of them save all of us an amendment cycle.

Your point about the bridge projects has been duly noted.

Thank you again for your quick turn around on these comments.

Yours truly,

Mike Greenwald

Michael J. Greenwald, Ph.D., AICP

MPO Administrator



Macon Area Transportation Study

3661 Eisenhower Pkwy, Suite MB 104

Macon, GA 31206 | **478-241-2566**

MaconMPO.com

From: Kassa, Habte <hkassa@dot.ga.gov>

Sent: Friday, September 25, 2026 9:05 AM

To: Michael Greenwald <mgreenwald@mbpz.org>

Cc: Delgadillo Canizares, Marlene V. <mcanizares@dot.ga.gov>; Williams, Jacqueline R <JWilliams@dot.ga.gov>; Martin, Kelly <KMartin@dot.ga.gov>

Subject: RE: IAC Consultation Request--MATS FY 2027 - 2030 TIP and Short Form Conformity Determination Report

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Good morning and happy Friday, Mike!

I hope you're doing well. I've reviewed the draft TIP and would like to suggest two updates:

1. The table titled *Statewide Targets for National Safety Performance Measures (as of August 31, 2025)* on page 11 needs to be updated. We have new statewide safety targets, and I'm coordinating with Traffic Operations and other offices to compile all updated PM targets. I expect to share these with all MPOs sometime next week.
2. I strongly recommend reincluding the bridge projects that were omitted from Scenario 2.

Please let me know if you have any questions or need additional clarification.

Have a great day and restful weekend!

Sincerely,

Habte Kassa

Asst State Transportation Planning Administrator



Office of Planning

One Georgia Center

600 West Peachtree Street, 5th floor

Atlanta, GA, 30308

404.631.1797 office

470.218.9772 cell

From: Michael Greenwald <mgreenwald@mbpz.org>

Sent: Wednesday, September 23, 2026 10:27 AM

To: Kassa, Habte <hkassa@dot.ga.gov>

Subject: Fw: IAC Consultation Request--MATS FY 2027 - 2030 TIP and Short Form Conformity Determination Report

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Good morning Habte,

Please see the message thread below. Jackie Williams asked me to forward this to you, as "[Habte] is our 'go to' on all things Air Quality."

Please provide comments back to me by **October 2, 2026**. Apologies for the short timeline, but I just got this request this morning. To help with your review:

- I've already addressed Gil Grodzinsky's comments. No need to worry about those in your analysis.
- GDOT Office of Planning staff (including Vivian) are aware of the bridge projects I have removed from the TIP draft, and I have already had the meeting with them to discuss their concerns. No minds were changed at that meeting; I only bring it up so that you approach this with full understanding of the context for your review.

Let me know if you have any questions or run into any difficulties with the attachments.

Yours truly,

Mike Greenwald

Michael J. Greenwald, Ph.D., AICP

MPO Administrator



Macon Area Transportation Study

3661 Eisenhower Pkwy, Suite MB 104

Macon, GA 31206 | 478-241-2566

MaconMPO.com

From: Freund, Weston <freund.weston@epa.gov>

Sent: Thursday, September 3, 2026 6:50 AM

To: gil.grodzinsky@dnr.ga.gov <Gil.Grodzinsky@dnr.ga.gov>; Michael Greenwald <mgreenwald@mbpz.org>; Olivia Lewis <olivia.lewis@dot.ga.gov>; Roberts, Courtney (FTA) <courtney.roberts@dot.gov>; Delgadillo Canizares, Marlene V. <mcanizares@dot.ga.gov>; Phil M. Peevy <ppeevy@dot.ga.gov>; Craig Ross <craigross@mta-mac.com>; Jeff Ruggieri <jruggieri@mbpz.org>

Cc: McLoyd, Johnathan G <jomcloyd@dot.ga.gov>; Madison, Joseph R <jmadison@dot.ga.gov>; Williams, Jacqueline R <jwilliams@dot.ga.gov>; JFuga@dot.ga.gov <JFuga@dot.ga.gov>; ann-marie.day@dot.gov <ann-marie.day@dot.gov>; Walshe-Langford, Gillian <WalsheLangford.Gillian@epa.gov>

Subject: RE: IAC Consultation Request--MATS FY 2027 - 2030 TIP and Short Form Conformity Determination Report

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Looping in Gillian Walshe-Langford as Simone Jarvis no longer works on transportation conformity.

-Weston

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

Sent: Wednesday, September 2, 2026 3:06 PM

To: Michael Greenwald <mgreenwald@mbpz.org>; Olivia Lewis <olivia.lewis@dot.ga.gov>; Roberts, Courtney (FTA) <courtney.roberts@dot.ga.gov>; Freund, Weston (he/him/his) <freund.weston@epa.gov>; Delgadillo Canizares, Marlene V. <mcanizares@dot.ga.gov>; Phil M. Peevy <ppeevey@dot.ga.gov>; Craig Ross <craigross@mta-mac.com>; Jeff Ruggieri <jruggieri@mbpz.org>

Cc: McLoyd, Johnathan G <jomclloyd@dot.ga.gov>; Madison, Joseph R <jmadison@dot.ga.gov>; Williams, Jacqueline R <jwilliams@dot.ga.gov>; JFuga@dot.ga.gov <JFuga@dot.ga.gov>; Ann-Marie Day <ann-marie.day@dot.ga.gov>; Jarvis, Simone (she/her/hers) <jarvis.simone@epa.gov>

Subject: RE: IAC Consultation Request--MATS FY 2027 - 2030 TIP and Short Form Conformity Determination Report

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Regarding the FY2027-2030 TIP:

1. On page 2 of 99 it mentions design value. Either can remove as it is not required or update it to read "WHEREAS, **on 8 June 2026**, the Environmental Protection Agency updated the Macon GA Area Design Value for 8-hour ozone concentrations to 0.063 parts per million;" The 63 ppb design value (0.063ppm) was last updated June 8, 2026 for the 2023-2025 design value which remains unchanged at 0.063 parts per million. What you had was from May 2025 which was the previous year's design value calculation.
2. In the introduction resolution (page 3 of 99) it says: "NOW, THEREFORE, BE IT RESOLVED that the MATS Policy Committee, the forum for cooperative transportation decision-making in the Macon urban area, does hereby approve and adopt this TIP for the FY 2024 – 2027 period; and" This should read "NOW, THEREFORE, BE IT RESOLVED that the MATS Policy Committee, the forum for cooperative transportation decision-making in the Macon urban area, does hereby approve and adopt this TIP for the **FY 2027 – 2030** period; and"
3. Page 8 of 99: "Purpose and Document Organization" page needs to be updated to reference 2027-2030 instead of 2024-2027.
4. Page 11 of 99: "The TIP is the result of comprehensive transportation planning at the local level, combined with cooperation and assistance from state and federal officials. Development of both the MTP and TIP are guided by the FHWA/FTA Metropolitan Planning Regulations, 23 CFR Part 450, which require the FY 2024 – 2027 TIP to demonstrate financial constraint. The TIP addresses this requirement by depicting both project costs and anticipated available funding, grouped by federal funding codes." Need to update to reflect new TIP so it reads "The TIP is the result of comprehensive transportation planning at the local level, combined with cooperation and assistance from state and federal officials. Development of both the MTP and TIP are guided by the FHWA/FTA Metropolitan Planning Regulations, 23 CFR Part 450, which require **the FY 2027 – 2030 TIP** to demonstrate financial constraint. The TIP addresses this requirement by depicting both project costs and anticipated available funding, grouped by federal funding codes."
5. Page 14-16 funding list. Make sure these reflect the new FY2027-2030 TIP. Probably fine, but just a heads up.

That was it!

Thanks!

Gil

Gil Grodzinsky, Ph.D.

Modeler 4

Environmental Protection Division

O: (470) 524-0604

A division of the

GEORGIA DEPARTMENT OF NATURAL RESOURCES

From: Grodzinsky, Gil

Sent: Wednesday, September 2, 2026 2:26 PM

To: Michael Greenwald <mgreenwald@mbpz.org>; Olivia Lewis <olivia.lewis@dot.gov>; Roberts, Courtney (FTA) <courtney.roberts@dot.gov>; Freund, Weston (he/him/his) <freund.weston@epa.gov>; Delgadillo Canizares, Marlene V. <mcanizares@dot.ga.gov>; Phil M. Peevy <ppeevy@dot.ga.gov>; Craig Ross <craigross@mta-mac.com>; Jeff Ruggieri <jruggieri@mbpz.org>

Cc: McLoyd, Johnathan G <jomcloyd@dot.ga.gov>; Madison, Joseph R <jmadison@dot.ga.gov>; Williams, Jacqueline R <jwilliams@dot.ga.gov>; JFuga@dot.ga.gov; Ann-Marie Day <ann-marie.day@dot.gov>; Jarvis, Simone (she/her/hers) <jarvis.simone@epa.gov>

Subject: RE: IAC Consultation Request--MATS FY 2027 - 2030 TIP and Short Form Conformity Determination Report

Comment on the CDR:

Conclusion: "The conformity determination process completed for the MATS 2050 MTP and MATS FY 2024 – 2027 TIP demonstrates that these planning documents meet the Clean Air Act and Transportation Conformity rule requirements for the 1997 ozone NAAQS."

Please change "FY 2024-2027 TIP demonstrates" to "FY2027-2030 TIP demonstrates"

That is my only comment besides what I mentioned earlier (design value not required).

Thanks!

Gil

Gil Grodzinsky, Ph.D.

Modeler 4

Environmental Protection Division

O: (470) 524-0604

A division of the

GEORGIA DEPARTMENT OF NATURAL RESOURCES

From: Michael Greenwald <mgreenwald@mbpz.org>

Sent: Wednesday, September 2, 2026 2:15 PM

To: Olivia Lewis <olivia.lewis@dot.ga.gov>; Roberts, Courtney (FTA) <courtney.roberts@dot.ga.gov>; Freund, Weston (he/him/his) <freund.weston@epa.gov>; Grodzinsky, Gil <Gil.Grodzinsky@dnr.ga.gov>; Delgadillo Canizares, Marlene V. <mcanizares@dot.ga.gov>; Phil M. Peevy <ppeevy@dot.ga.gov>; Craig Ross <craigross@mta-mac.com>; Jeff Ruggieri <jruggieri@mbpz.org>

Cc: McLoyd, Johnathan G <jomcloyd@dot.ga.gov>; Madison, Joseph R <jmadison@dot.ga.gov>; Williams, Jacqueline R <jwilliams@dot.ga.gov>; JFuga@dot.ga.gov; Ann-Marie Day <ann-marie.day@dot.ga.gov>; Jarvis, Simone (she/her/hers) <jarvis.simone@epa.gov>

Subject: Re: IAC Consultation Request--MATS FY 2027 - 2030 TIP and Short Form Conformity Determination Report

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Good afternoon IAC members,

Following up on the message below, I realized that I neglected to include the referenced e-mail threads in the discussion about

TIP2027_2030_DRAFT_20260814_MATSCcommitteesReview_Scenario2_LOCAL_PROJECTS_ONLY_U pdt_20260821.pdf.

Those e-mail threads are attached here, for reference. They have no direct bearing on the documents originally sent earlier; they serve as source references so that you know where certain language came from, and why it was included in the draft TIP document.

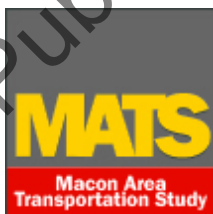
As always, please let me know if you have any questions, and thank you again for your assistance in this review.

Yours truly,

Mike Greenwald

Michael J. Greenwald, Ph.D., AICP

MPO Administrator



Macon Area Transportation Study

3661 Eisenhower Pkwy, Suite MB 104

Macon, GA 31206 | **478-241-2566**

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From: Michael Greenwald <mgreenwald@mbpz.org>

Sent: Wednesday, September 2, 2026 11:57 AM

To: Olivia Lewis <olivia.lewis@dot.ga.gov>; Roberts, Courtney (FTA) <courtney.roberts@dot.ga.gov>; Freund, Weston (he/him/his) <freund.weston@epa.gov>; Grodzinsky, Gil <gil.grodzinsky@dnr.ga.gov>; Delgadillo Canizares, Marlene V. <mcanizares@dot.ga.gov>; Phil M. Peevy <ppeevey@dot.ga.gov>; Craig Ross <craigross@mta-mac.com>; Jeff Ruggieri <jruggieri@mbpz.org>

Cc: McLoyd, Johnathan G <jomcloyd@dot.ga.gov>; Madison, Joseph R <jmadison@dot.ga.gov>; Williams, Jacqueline R <jwilliams@dot.ga.gov>; JFuga@dot.ga.gov <JFuga@dot.ga.gov>; Ann-Marie Day <ann-marie.day@dot.ga.gov>; Jarvis, Simone (she/her/hers) <jarvis.simone@epa.gov>

Subject: IAC Consultation Request--MATS FY 2027 - 2030 TIP and Short Form Conformity Determination Report

Good morning IAC members,

Following up on the monthly MATS/IAC consultation call earlier this morning, and pursuant to the requirements of the 2050 Air Quality Conformity Determination for the MATS MPO area (MATS 2050 AQCD; adopted by MATS 5/3/2022; last amended 5/6/2025), MATS MPO is submitting the attached documents for review and comments on the proposed MATS FY 2027 - 2030 TIP, and related amendments to aforementioned MATS 2050 AQCD. After addressing IAC comments and selection by the MATS Policy Committee of a preferred final scenario, one of the FY 2027 - 2030 TIP and the updated MATS 2050 AQCD documents are anticipated to be released for a 30 day public comment period, prior to a final adoption (pursuant to the requirements set forth in both the MATS Public Participation Plan: https://www.maconmipo.com/wp-content/uploads/2026/02/MATS_PublicParticipationPlan_20250507-FINAL.pdf (pg. 13), and 23 CFR 450.326). In order to continue progress towards timely adoption of the MATS FY 2027 - 2030 TIP, MATS staff would like to receive all comments by **October 2, 2026**.

The following documents are attached to this message:

- **TIP2027_2030_DRAFT_20260814_MATSCcommitteesReview_Scenario2_LOCAL_PROJECTS_ONLY_Updt_20260821.pdf** - This version focuses only on those GDOT projects that have bearing on the Local Road system. It eliminates references (i.e., Ch. 2 - project sheets; Ch. 3 - Revenue Sources; Appendix, pg. 78 - Existing Project Authorizations) for the following GDOT Projects, originally provided to the MATS staff on 5/4/2026:
 - GDOT Bridge Project P.I. 0019933: I-75 @ Rocky Creek
 - GDOT Bridge Project P.I. 0019934: I-475 Southbound & Northbound @ Tobesofkee Creek 3 Miles South of Macon
 - GDOT Bridge Project P.I. 0019935: I-16 Eastbound & Westbound @ CSX #636057K & Boggy Branch, 1.5 miles East of Macon
 - GDOT Bridge Project P.I. 0019936: I-16 Eastbound & Westbound @ Ocmulgee River Overflow
 - GDOT Bridge Project P.I. 0019945: SR 19/SR 87 Southbound & Northbound @ Walnut Creek
 - GDOT Bridge Project P.I. 0020213: SR 247/US 129 SB & NB @ NS #729382R
 - GDOT Bridge Project P.I. 0020763: SR 11/49 @ SR 247

Sections in these documents that are **highlighted in green** (Chapter 1; Chapter 3; Appendix - System Performance Report) represent incorporation of language recommended by FHWA to GDOT, which was forwarded to the MATS MPO by GDOT staff (see e-mail communications from GDOT Office of Planning on 6/30/2026 and 7/27/2026, attached).

This development of different scenarios for the TIP is consistent with the expectation of MPO cooperation with the State, as described in 23 CFR 450.326(a). These projects can be restored, either singly, a group, or a subset of the group, at any time after this version FY 2027 - 2030 TIP is adopted.

-

DRAFT_MATS_AirQualityConformityDeterminationReport_2050MTP_20260817_DRAFT.pdf

f - This is the draft PDF document for the proposed updates to the MATS 2050 AQCD, to reflect the updates related to the forthcoming adoption of the FY 2027 - 2030 TIP.

To facilitate the review process for this document, all relevant changes are listed in **highlighted yellow**.

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

- The proposed projects contained in the MATS FY 2027 - 2030 TIP contains one project that is Non-Exempt for air quality analysis for Ozone (GDOT PI# 0017121 – Bass Rd. Widening). MATS was found to be conforming with the 1997 NAAQS for Ozone during the original model run (.064 ppm); The latest model run maintains and improves upon that original conformity finding (.063 ppm; Source: U.S. EPA 2025 Design Values Report: <https://www.epa.gov/air-trends/air-quality-design-values>). This Non-Exempt project was already known at the time the review was performed for the MATS 2050 MTP, and the associated MATS 2050 AQCD. It therefore does not indicate any previously unidentified source of ozone emissions for the MATS MPO area.
- The proposed plan update meets fiscal constraint requirements of the Metropolitan Transportation Plan, as required under 23 CFR 450.324(11);
- The proposed plan update has been evaluated against the most recent planning assumptions, pursuant to 40 CFR 93.110. Because the latest applicable conformity determination for the MATS region does not identify any required Transportation Control Measures (TCMs), none have been applied in the evaluation of the proposed project update;
- Pursuant to 40 CFR 93.109(c), the proposed plan update does not create the requirement for a regional emissions analysis. MATS latest conformity review with a regional emissions analysis was determined on 5/23/2023 by U.S. EPA, wherein the MPO region was found to be in conformity with applicable National Ambient Air Quality Standards.

Please send any comments or questions to the entire recipient list for this message by **October 2, 2026**. In accordance with the procedures specified under Sec on 5.3 of the MATS 2050 AQCD currently in place, if MATS does not receive comments from a specific IAC organization by the close of this comment period, MATS will presume there are no objections from that IAC member organization and proceed through the remainder of the adoption process for the FY 2027 – 2030 TIP and amendments to the MATS 2050 AQCD.

Thank you very much for your assistance in this matter.

Yours truly,

Mike Greenwald



Macon Area Transportation Study

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

-DRAFT-
Public Comment (To Be Voted On 11/20/2026)
-DRAFT-

Initial Adoption:
Response to IAC
Comments

-DRAFT -
Public Comment (To Be Voted On 11/20/2026)
-DRAFT-

IAC Consultation Request--MATS FY 2027 - 2030 TIP and Short Form Conformity Determination Report--RESPONSE TO COMMENTS

From Michael Greenwald <mgreenwald@mbpz.org>

Date Wed 2026-10-07 3:47 PM

To Freund, Weston <freund.weston@epa.gov>; gil.grodzinsky@dnr.ga.gov <Gil.Grodzinsky@dnr.ga.gov>; Olivia Lewis <olivia.lewis@dot.gov>; Roberts, Courtney (FTA) <courtney.roberts@dot.gov>; Delgadillo Canizares, Marlene V. <mcanizares@dot.ga.gov>; Phil M. Peevy <ppeevy@dot.ga.gov>; Craig Ross <craigross@mta-mac.com>; Jeff Ruggieri <jruggieri@mbpz.org>

Cc McLoyd, Johnathan G <jomcloyd@dot.ga.gov>; Madison, Joseph R <jmadison@dot.ga.gov>; Williams, Jacqueline R <jwilliams@dot.ga.gov>; JFuga@dot.ga.gov <JFuga@dot.ga.gov>; ann-marie.day@dot.gov <ann-marie.day@dot.gov>; Walshe-Langford, Gillian <WalsheLangford.Gillian@epa.gov>; Habte Kassa <hkassa@dot.ga.gov>; Walshe-Langford, Gillian <WalsheLangford.Gillian@epa.gov>

 3 attachments (973 KB)

3rd Performance Period Targets established ; Macon Draft FY 2027-2030 TIP Review; ResponseToFHWAComments_20261007.pdf;

Good afternoon IAC Members,

Thank you for your comments on the draft MATS FY 2027 - 2030 TIP and related amendments to the 2050 Air Quality Conformity Determination. As of last Friday, October 2, 2026, MATS staff has received comments from GDOT Office of Planning, Georgia Department of Natural Resources - Air Protection Branch, and FHWA Division 4 Office. No other agencies have provided comments.

The comments received were minor (i.e., clarification comments and corrections of typos). The full communications log, as well as MATS responses, are included in the attached documents, and are also logged as appendices in the updated MATS FY 2027 - 2030 TIP draft.

One particular set of edits does bear extended discussion. On September 30, 2026, GDOT Office of Planning informed MATS staff of new Performance Measure targets (both 4-year targets, and 2-year interim goals) adopted by GDOT and approved by FHWA, for Calendar Years 2026 through 2027. GDOT Office of Planning informed MATS of these updated targets on September 30, 2026. Rather than deal with an amendment in the first quarter meeting cycle of 2027, I have elected to include the updated Performance Measures in the MATS FY 2027 - 2030 TIP document, as part of our response to comments. This is being done so that MATS has the latest Performance Measure incorporated in the TIP document immediately upon adoption, rather than requiring a time constrained amendment in the 1st quarter of Calendar Year 2026.

The updated draft FY 2027 - 2030 TIP will be distributed in a separate e-mail shortly after this one, so that this e-mail can be included in the IAC Communications log.

MATS anticipates putting the revised draft on our website on or about **October 16, 2026**, with formal announcement of our public comment opening on **October 21, 2026**. Final adoption for both the FY 2027 - 2030 TIP and related amendments to the 2050 Air Quality Conformity Determination is anticipated at a Special Call MATS Policy Committee meeting on **November 20, 2026**

(note: this Special Call will replace the regularly scheduled MATS Policy Committee meeting on November 4, 2026)

Thank you everyone for your assistance with these updates.

Yours truly,

Mike Greenwald

Michael J. Greenwald, Ph.D., AICP

MPO Administrator



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-DRAFT -
Public Comment (To Be Voted On 11/20/2026)
-DRAFT -

Re: Macon Draft FY 2027-2030 TIP Review

From Michael Greenwald <mgreenwald@mbpz.org>

Date Mon 2026-10-05 9:34 AM

To Lewis, Olivia <olivia.lewis@dot.gov>

Cc Greg Brown <gbrown@mbpz.org>; Delgadillo Canizares, Marlene V. <mcanizares@dot.ga.gov>; Madison, Joseph R <JMadison@dot.ga.gov>; Williams, Jan <jwilliams@dot.ga.gov>

Good morning Olivia,

Thanks very much for the confirmation about FTA. We are in the middle of incorporating the comments we received from you on Friday, and the updates on the approved updates to Performance Measure targets submitted by GDOT on August 30, 2026, and accepted by FHWA on September 30, 2026 (per Habte Kassa's e-mail).

Yours truly,

Mike Greenwald
MPO Administrator



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From: Lewis, Olivia <olivia.lewis@dot.gov>

Sent: Monday, October 5, 2026 9:16 AM

To: Michael Greenwald <mgreenwald@mbpz.org>

Cc: Greg Brown <gbrown@mbpz.org>; Delgadillo Canizares, Marlene V. <mcanizares@dot.ga.gov>; Madison, Joseph R <JMadison@dot.ga.gov>; Williams, Jan <jwilliams@dot.ga.gov>

Subject: Re: Macon Draft FY 2027-2030 TIP Review

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Hello Michael,

FYI. As of this morning, I have not received any comments from Courtney with FTA regarding the draft FY 2027-2030 TIP.

Best regards



Olivia Lewis
Transportation Specialist
SS4A/NAE/RCP POC
Georgia Division/FHWA
U.S. Department of Transportation
(404) 562-4282
olivia.lewis@dot.gov

On Fri, Oct 2, 2026 at 2:28 PM Lewis, Olivia <olivia.lewis@dot.gov> wrote:

Hello Michael,

FHWA has a few minor comments regarding the draft FY 2027-2030 TIP. Please see the attachment.

Best regards



Olivia Lewis
Transportation Specialist
SS4A/NAE/RCP POC
Georgia Division/FHWA
U.S. Department of Transportation
(404) 562-4282
olivia.lewis@dot.gov

-DRAFT -
Public Comment (To Be Voted On 11/20/2026)
-DRAFT -

Document Title:		Draft FY 2027-2030 TIP		MPO Name:		Macon / MATS	
Document Date:		09/02/2026		Comment Date:		10/02/2026	
Comment #	PDF Page	Section	¶	FHWA Comment	MPO Response		New Page
1		Overall, Resolution		The stated FY needs to be updated in several places within the first few pages of the draft. A search is warranted to ensure the TIP FY is updated from 2024-2027 to 2027-2030 throughout the entire draft document including on the second page of the Resolution; text at the bottom of page 5 could be updated as well.	Agreed. Similar observation was made by Dr. Gil Grozinsky (GA Dept. of Natural Resources). This comment is being processed as part of final document edits.		
2	6	TIP FAQ's		LRTP should be changed to MTP for accuracy and consistency.	Agreed. This change will be applied throughout the document. In addition, if this or any other typos are found after adoption, the language of the adoption resolution allows for MATS MPO staff to correct this as a scrivener's error.		6, 73, 75
3	29	Road & Bridge Projects		Project 0017395 (Roundabout) is showing only Federal funds. If the assumption that the project would be fully Federally funded, it would be good to have a notation stating why there isn't a match shown for transparency, and understanding by the public.	The project materials provided by GDOT Office of Planning on 5/4/2026 only identify Federal funds for this project. The GDOT project website (https://www.dot.ga.gov/applications/geopi/Pages/Dashboard.aspx?ProjectId=0017395) does not provide any additional information suggesting the use of State or Local dollars. Consultation with GDOT Office of Planning on 10/6/2026 and 10/7/2026 indicates this project will use Federal funds exclusively (see attached e-mail thread for documentation). The following has been added to the project sheet under Comments/Remarks: <i>"Based on e-mail exchanges with GDOT Office of Planning on 10/6/2026 and 10/7/2026, this project uses 100% Federal funds. See Appendix - Initial Adoption: Response to IAC Comments for full details."</i>		29

RE: FHWA Question Re: PI #0017395

From Madison, Joseph R <JMadison@dot.ga.gov>

Date Wed 2026-10-07 1:41 PM

To Michael Greenwald <mgreenwald@mbpz.org>; Williams, Jacqueline R <JWilliams@dot.ga.gov>

Cc Delgadillo Canizares, Marlene V. <mcanizares@dot.ga.gov>

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Mike,

This project is using 100% Federal funds. Jackie has verified this in her research.

Thank you,

Joseph R Madison II
Branch Chief, Metro Planning



600 W. Peachtree Street, NW
5th Floor
Atlanta, GA 30308
(404)-989-7562 cell

From: Michael Greenwald <mgreenwald@mbpz.org>

Sent: Monday, 5 October 2026 3:27 pm

To: Williams, Jacqueline R <JWilliams@dot.ga.gov>

Cc: Madison, Joseph R <JMadison@dot.ga.gov>; Delgadillo Canizares, Marlene V. <mcanizares@dot.ga.gov>

Subject: FHWA Question Re: PI #0017395

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Hey Jackie,

Hope you had a good weekend. I need your help with a question from Olivia Lewis re: GDOT PI #0017395. See attached comments sheet. Olivia observed that there are only Federal

dollars on this project. I told her that I wasn't apprised of any information showing local match, based on the materials I received in May.

Can you confirm if this project is Federal dollars only? If it is not, can you tell me where I can find out more about any State or Local match? This is the first I'm hearing about a funding question on this project.

I've cc'ed Joseph and Vivian, in case they have any insights.

Thanks in advance for your help. REMINDER: I'm out in Columbus all Thursday and Friday, so if you need me, please call my cell.

Yours truly,

Mike Greenwald

Mike Greenwald
MPO Administrator



Macon Area Transportation Study
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Macon, GA 31206 | **478-241-2566**
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Human trafficking impacts every corner of the globe, including our state and local communities. Georgia DOT is committed to end human trafficking in Georgia through education enabling its employees and the public to recognize the signs of human trafficking and how to react in order to help make a change. To learn more about the warning signs of human trafficking, visit <https://doas.ga.gov/human-resources-administration/human-trafficking-awareness/trafficking-in-georgia>. To report any suspicious activity, call the Georgia Human Trafficking Hotline at 866-363-4842. Let's band together to end human trafficking in Georgia.