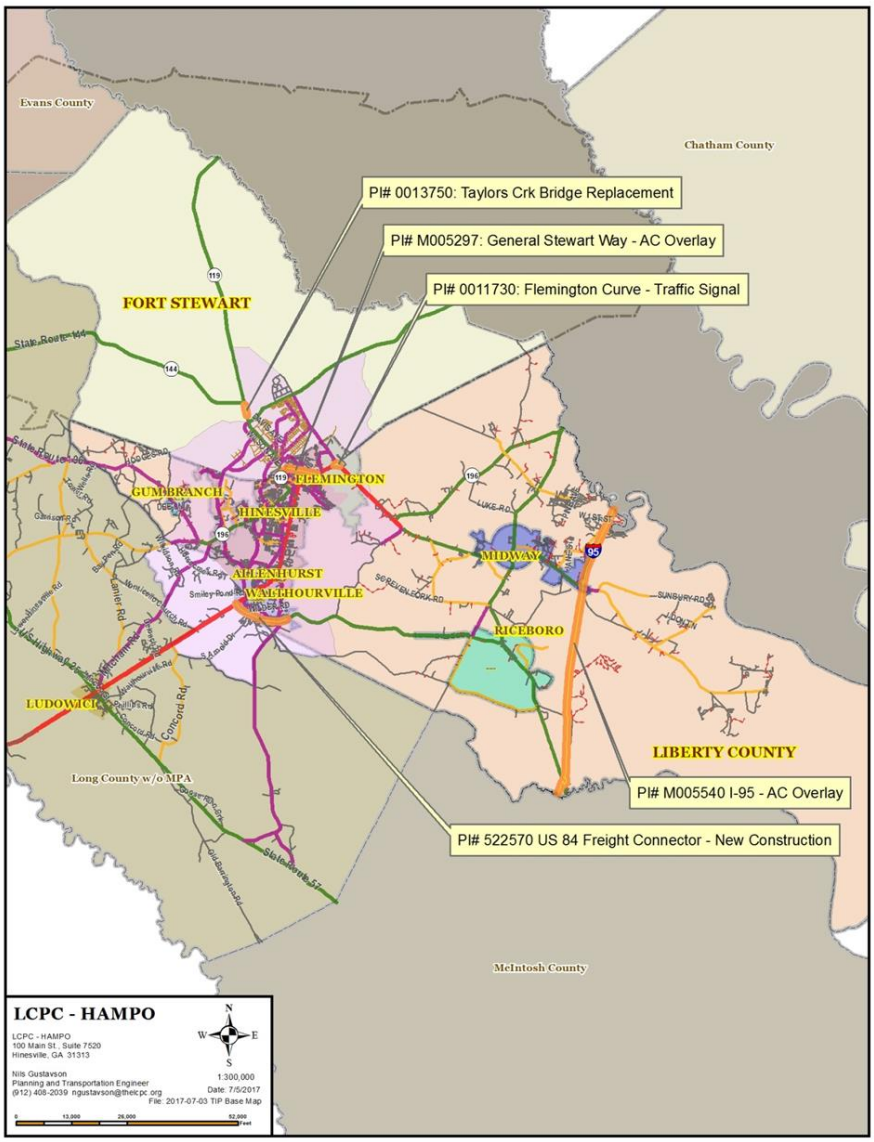
For Public Review

FY 2018-2021

Transportation Improvement Program



Hinesville Area Metropolitan Planning Organization
Liberty Consolidated Planning Commission
Adopted: August 10, 2017
Amendment #1: September 22, 2017
Amendment #2: February 14, 2019
Amendment #3: July 8, 2019
Amendment #4: August 8, 2019 - DRAFT

This publication was prepared in cooperation with the Department of Transportation, State of Georgia, and Federal Highway Administration. The opinions, findings, and conclusions in these publications are those of the author(s) and not necessarily those of the Department of Transportation, State of Georgia, or the Federal Highway Administration.

Public notice of public involvement activities and time established for public review of comment on the Transportation Improvement Program will satisfy Program of Projects requirements

For more information regarding this plan or any other HAMPO activity, please contact us at:

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100 Main Street, Suite 7520
Hinesville, Georgia 31313
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Visit our website for the most up-to-date information and downloadable documents at www.thelcpc.org.

Hinesville Area Metropolitan Planning Organization (HAMPO) is committed to assuring full compliance with all civil rights provisions of federal statutes and related authorities that prohibit discrimination in programs and activities receiving federal financial assistance. These laws include but are not limited to Title VI of the Civil Rights Act of 1964 ("Title VI"), the Civil Rights Restoration Act of 1987 (P.L. 100.259), Section 162 (a) of the Federal-Aid Highway Act of 1973 (23 USC 324) (sex), Americans with Disabilities Act of 1990, Section 504 of the Rehabilitation Act of 1973, and the Age Discrimination Act of 1975, as amended.

HAMPO does not discriminate against persons in the provision of its programs, services or activities.

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RESOLUTION OF ADOPTION

RESOLUTION BY THE
HINESVILLE AREA METROPOLITAN PLANNING ORGANIZATION
ADOPTING THE FY 2018-2021 TRANSPORTATION IMPROVEMENT PROGRAM

WHEREAS, federal regulations for urban transportation planning issued in October 1993, require that the Metropolitan Planning Organization, in cooperation with participants in the planning process, develop and update the Transportation Improvement Program; and

WHEREAS, the Hinesville Area Metropolitan Planning Organization has been designated by the Governor as the Metropolitan Planning Organization for the Hinesville Metropolitan Planning Area; and

WHEREAS, the Hinesville Area Metropolitan Planning Organization, in accordance with federal requirements for a Transportation Improvement Program, has developed a four-year integrated program of federally-funded highway and transit projects for the Hinesville Metropolitan Planning Area; and

WHEREAS, the Transportation Improvement Program is consistent with all plans, goals, and objectives of the Hinesville Area Metropolitan Planning Organization, and shall be updated with revision to reflect changes in program emphasis and funding availability; and

WHEREAS, the urban transportation planning regulations require that the Transportation Improvement Program be a product of a planning process certified as in conformance with all applicable requirements of Law and regulations; and

WHEREAS, the urban transportation planning regulations provide for the certification of the process by the Federal Highway Administration and the Federal Transit Administration; and

WHEREAS, the staff of the Liberty Consolidated Planning Commission, the Federal Highway Administration and the Federal Transit Administration have reviewed the organization and activities of the planning process and certified them to be in conformance with the requirements of law and regulations; and

WHEREAS, the locally developed and adopted process for public sector participation has been followed in the development of the Transportation Improvement Program; and,

WHEREAS, the public involvement process for the Transportation Improvement Program is used to satisfy the Georgia Department of Transportation public participation process for the Program of Projects.

NOW, THEREFORE BE IT RESOLVED, that the Hinesville Area Metropolitan Planning Organization Policy Committee endorses the attached Transportation Improvement Program for the FY 2018-2021.

CERTIFICATION, I hereby certify that the above is a true and correct copy of the Resolution adopted by the Hinesville Area Metropolitan Planning Organization Policy Committee on August 10, 2017.

Attest:

Mayor Allen Brown
Chair, HAMPO Policy Committee

for Jeff Ricketson, AICP
Executive Director, Secretary

RESOLUTION BY THE
HINESVILLE AREA METROPOLITAN PLANNING ORGANIZATION
POLICY COMMITTEE
ADOPTING AN AMENDMENT TO THE
FY 2018-2021 TRANSPORTATION IMPROVEMENT PROGRAM AND
THE 2015-2040 METROPOLITAN TRANSPORTATION PLAN

WHEREAS, federal regulations for urban transportation planning issued in October 1993, require that the Metropolitan Planning Organization, in cooperation with participants in the planning process, develop and annually update the Transportation Improvement Program (TIP); and

WHEREAS, the Hinesville Area Metropolitan Planning Organization has been designated by the Governor as the Metropolitan Planning Organization of the Hinesville Urbanized Area; and

WHEREAS, the Hinesville Area Metropolitan Planning Organization, in accordance with federal requirements for a Transportation Improvement Program, has developed a four-year integrated program of federally-funded highway and transit projects for the Hinesville urbanized area; and

WHEREAS, the TIP is consistent with all plans, goals, and objectives of the Hinesville Area Metropolitan Planning Organization, and shall be updated at least annually with revision to reflect changes in program emphasis and funding availability; and

WHEREAS, the urban transportation planning regulations require that the TIP be a product of a planning process certified as in conformance with all applicable requirements of Law and regulations; and

WHEREAS, the urban transportation planning regulations provide for the certification of the process by the Federal Highway Administration and the Federal Transit Administration; and

WHEREAS, the staff of the Liberty Consolidated Planning Commission, the Federal Highway Administration and the Federal Transit Administration have reviewed the organization and activities of the planning process and certified them to be in conformance with the requirements of law and regulations; and

WHEREAS, the locally developed and adopted process for private sector participation has been followed in the development of the TIP; and,

WHEREAS, the public involvement process for the Transportation Improvement Program is used to satisfy the Georgia Department of Transportation public participation process for the Program of Projects.

NOW, THEREFORE BE IT RESOLVED, that the Hinesville Area Metropolitan Planning Organization Policy Committee adopts the attached amendment to the four-year Transportation Improvement Program for FY 2018-2021 and approves an amendment to the "2015-2040 Metropolitan Transportation Plan" to amend the project phases, schedules and/or values to those shown in the Transportation Improvement Program for FY 2018-2021.

CERTIFICATION, I hereby certify that the above is a true and correct copy of the Resolution adopted by the Hinesville Area Metropolitan Planning Organization Policy Committee on August 8, 2019.

Attest:

Donald Lovette	Jeff Ricketson, AICP
Chair, HAMPO Policy Committee	LCPC Executive Director, Secretary

AMENDMENTS

Amendment #1: For project # 522570, the right of way funding as shown on the project sheet on page 21 was shown in error for year 2021 and is moved to 2018 to match the project cost detail schedule as shown on page 16.

Approved:

9/22/17

Jeff Ricketson, Executive Director Date

Amendment #2: On November 8th, 2018 the Policy Committee approved by resolution an amendment to incorporate performance management and performance measures into the TIP and MTP. Subsequently, on February 14, 2019 the Policy Committee approved by resolution the 2019 safety performance management targets.

See new section entitled Performance Management on page 9 and the resolutions and performance management/measures detail starting page 36.

Approved:

2/14/19

Jeff Ricketson, Executive Director Date

Amendment #3: Construction funding for PI: 0013750 was increased for FY2020 from $2,568,376 to $2,909,762.

See the updated charts for TIP project costs and summaries as well as the updated project summary and map for PI# 0013750.

Approved:

7/8/19

Jeff Ricketson, Executive Director Date

Amendment #4: On August 8th, 2019 the Policy Committee approved by resolution an amendment to PI# 522570 which moves $2,583,000 in right-of-way acquisition funds from FY2018 to FY2020 and increases the overall budget for right-of-way acquisition from $2,583,000 to $4,720,000

See the updated charts for TIP project costs and summaries as well as the updated project summary and map for PI# 522570.

Approved:

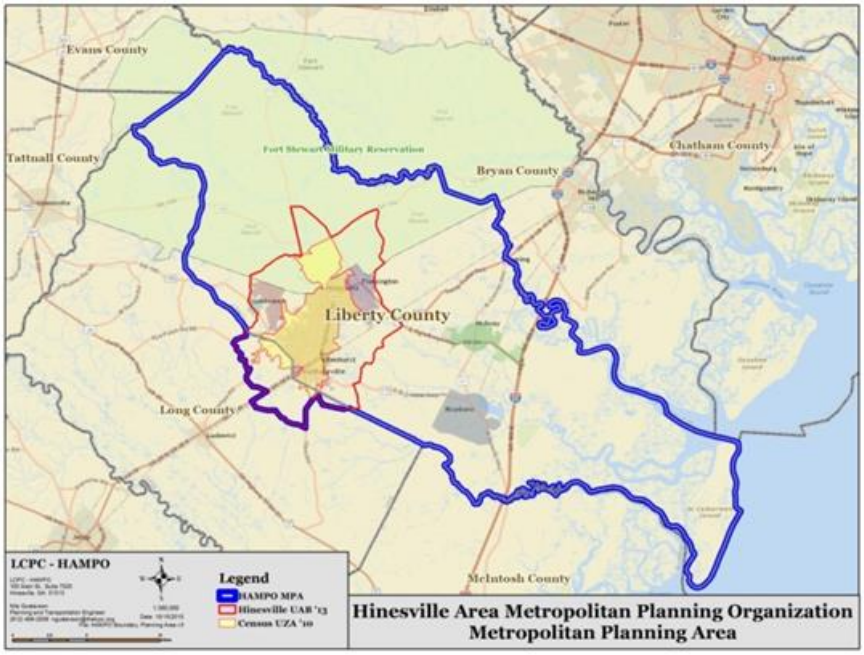
6/11/2020

Jeff Ricketson, Executive Director Date

INTRODUCTION

In 2003, the Hinesville Area Metropolitan Planning Organization (HAMPO) was established pursuant to federal law to address transportation planning within Liberty County and the urbanized portions Long County, including Fort Stewart and the municipalities of Hinesville, Allenhurst, Flemington, Gum Branch, Midway, Riceboro and Walthourville. In 2005, the Memorandum of Understanding with the Georgia Department of Transportation, affirmed by Governor Perdue, designated the Liberty Consolidated Planning Commission (LCPC) as the recipient and management entity for all planning funds and activities associated with HAMPO.

The 2010 census population for the Hinesville Urban Area (UZA) is 51,456. Total population served in the HAMPO Metropolitan Planning Area (MPA) is roughly 70,000 including urbanized Long County. In 2013, the Urbanized Area Boundary (UAB) was approved and in 2015, the MPA was updated to reflect the 2010 UZA and the 2013 UAB. The updated MPA was approved by the Governor on December 9, 2015.



TRANSPORTATION IMPROVEMENT PROGRAM

Through the comprehensive, cooperative and continuing planning process HAMPO develops and administers the twenty-five-year long range Metropolitan Transportation Plan (MTP). This Transportation Improvement Program (TIP) is a four-year plan detailing programmed federally funded highway and transit projects for fiscal years 2018 to 2021.

The TIP identifies transportation improvements recommended for advancement during the program period, groups the projects into appropriate staging periods, and includes realistic estimates of total costs and anticipated funding sources. Projects addressing the transportation needs of Metropolitan Planning Area are identified in the MTP are moved, or programmed, into the TIP based on funding availability.

It should be emphasized that the TIP is an expression of intent to implement the identified projects and not a final commitment of funds from any agency. All transportation projects must appear in an approved TIP before they may receive federal funds for implementation. The TIP is based on a reasonable estimate of the amount of federal funds expected to be available to Hinesville Metropolitan Planning Area the next four fiscal years. The TIP is required to be financially constrained by year over the four-year period of FY 2018 to FY 2021.

The planning process for both the MTP and TIP is performance management based. This is utilized to increases the accountability and transparency of the Federal-aid highway programs. This provides a framework that supports improved investment decision by focusing on performance outcomes to achieve the national transportation goals.

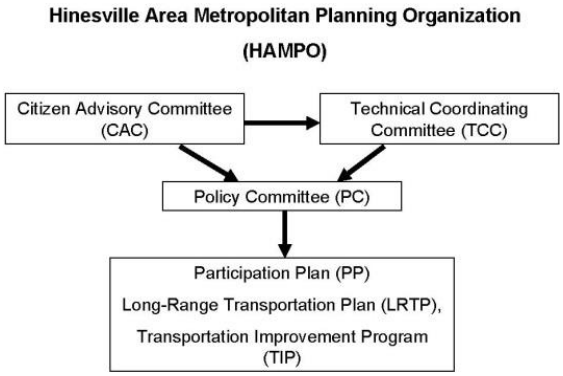
APPROVAL PROCESS

Project-by-project review and approval by the Georgia Department of Transportation (GDOT), the Federal Highway Administration (FHWA) and the Federal Transit Administration (FTA) is necessary for federal funds become available and thereby documented in the TIP. Both the Technical Coordinating Committee and Citizens Advisory Committee are responsible for reviewing the TIP and recommending it for approval to the Policy Committee. The public participation process for transportation planning, including the MTP and TIP, is detailed in "Public Participation Plan" as adopted by the Policy Committee on June 8, 2017.

By endorsement by the Policy Committee, this document becomes the official TIP for the HAMPO Metropolitan Planning Area and is subsequently adopted by the State into the Statewide TIP. It should be understood that the TIP is a flexible program which may be modified in accordance with the procedures outlined in the adopted Public Participation Plan by resolution of the Policy Committee if priorities, area goals or funding levels change.

STANDING COMMITTEES

The Fixing America's Surface Transportation (FAST) Act, Public Law No. 114-94 as signed by the president on December 4, 2015, envisions a transportation system that maximizes mobility and accessibility while protecting the built and natural environments. This is achieved through a continuing, cooperative and comprehensive transportation planning process. The HAMPO Committee structure insures that the transportation planning activities occur in an inclusive and coordinated planning environment.



HAMPO is operated under the leadership of a Policy Committee comprised of decision makers from each participating jurisdiction, the Georgia Department of Transportation, and other state and federal agencies. HAMPO's Technical Coordinating Committee and Citizens Advisory Committee provide valuable input to the Policy Committee on transportation issues.

The three committees meet on a regular schedule six times a year. Agendas are distributed seven days in advance and a call to the public is always included and welcomed.

The **Policy Committee** (PC) is made up of the chief elected and appointed officials from all of the municipalities within the HAMPO region of Liberty County and urbanized portion of Long County, as well as executives from the local, state and federal agencies concerned with transportation planning. It serves as the forum for cooperative transportation decision-making and establishes transportation related policies in support of the area's overall goals and objectives. The PC reviews and approves all HAMPO programs and studies. The PC is entrusted with ensuring that the HAMPO transportation projects are current and prioritizes transportation projects recommended in the planning process.

The **Technical Coordinating Committee** (TCC) is made up of key government and agency transportation staff members who are involved in technical aspects of transportation planning. The TCC provides technical guidance, reviews and evaluates transportation studies and provides recommendations to the

Policy Committee. The chief elected official of each municipality appoints the TCC representative for their respective jurisdictions.

The **Citizens Advisory Committee** (CAC) is representative of a cross-section of the community and functions as a public information and involvement committee. It reviews HAMPO programs and studies and provides recommendations to the Policy Committee. The CAC is entrusted with informing the PC of the community's perspective while providing information to the community about transportation policies and issues. CAC members are appointed by the Policy Committee from recommendations from their respective municipality, county or organization. Members are typically active citizens in their juristictions with an interest in both community and transportation issues.

PC Voting Members	Representing
Allen Brown, Chair	Mayor, City of Hinesville
Daisy Pray, Vice-Chair	Mayor, City of Walthourville
Ches Oneal	Mayor, Town of Gum Branch
Donald Lovette	Chairman, Liberty County BOC
Dr. Clemontine Washington	Mayor, City of Midway
Mike Riddle	Chairman, Long County BOC
Gary Gilliard	Commissioner, Liberty County BOC
Jack Shuman	Chairman, LCPC
Kyle Wemett	Fort Stewart
Lily Baker	Chair, Liberty County BOE
Melissa Ray	Proxy for Chairman, LCDA
Paul Hawkins	Proxy for Mayor Martin, Flemington
Thomas Hines	Mayor, Town of Allenhurst
Tom McQueen	GDOT Representative
Vicky Nelson	Councilmember, City of Hinesville
William Austin	Mayor, City of Riceboro
PC Non-Voting Members	Representing
Billy Edwards	Hinesville City Manager
Joey Brown	Liberty County Administrator
Jeff Ricketson	Executive Director, LCPC
Mark Wilkes	CORE MPO
Cassidy Collin	CAC Chair
Rodney Barry	FHWA Division Administrator
Robert Buckley	Federal Transit Administration (FTA)

TCC Voting Members	Representing
Joey Brown, TCC Chair	County Administrator, Liberty County
Billy Edwards, TCC Vice-Chair	City Manager, City of Hinesville
Mayor Hines	Town of Allenhurst
Byron Cowart	GDOT District 5
Mayor Martin	City of Flemington
Mayor Pray	City of Walthourville
Dr. Clemontine Washington	City of Midway
Dr. Franklin D. Perry	Int. Superintendent, Liberty County BOE
Kevin Williams	ESG (Hinesville PW)
Mayor O'Neal	City of Gum Branch
Nedric D Green	GDOT Planning
Paul Hawkins	City of Flemington
Paul Simonton	City Engineer, City of Hinesville
Ron Tolley	Executive Director, LCDA
Ryan Walker	GDOT Central Office – Transit
Jeff Ricketson	Executive Director, LCPC
Trent Long	County Engineer, Liberty County
Andrea Stolba	Fort Stewart
Mayor Austin	City of Riceboro
TCC Non-Voting Members	Representing
Allen Burns	Director of Planning, CRC
Olivia Lewis	Federal Highway Administration (FHWA)
Robert Buckley	Federal Transit Administration (FTA)
Theodis Jackson	General Manager, Liberty Transit
Ron Collins, CAC Vice Chair	AASU
Don Masisak	Transportaion Director, CRC
John Lyles	Operartion Manager, LCBOE

CAC Voting Members	Representing
Cassidy Collins, CAC Chair	Hinesville
Ron Collins, CAC Vice Chair	AASU
Barbara Jackson	Walthourville
Cynthia Gates	Midway
Dennis Kennedy	Hinesville
Dr. Modibo Kadalie	Riceboro
Dr. Tim Byler	Flemington
Janine B. Wynn	Hinesville
Jeffery Porter	Liberty County

CAC Voting Members	Representing
Joe Kelly	Liberty County
Juanita Johnson	Walthourville
Lonnie Griffin	Savannah Technical College
Troy Cook	Liberty County
Tyrone Adams	Hinesville
Vacant	Allenhurst
Vacant	Fort Stewart
Vacant	Gum Branch
Vacant	Long County

Staff:

Hinesville Area Metropolitan Planning Organization (HAMPO) Staff:
Jeff Ricketson, HAMPO Executive Director
Nils Gustavson, Planner III
Alan Seifert, Planner II
Kelly Wiggins, Executive Assistant
Other staff to support HAMPO: Gabrielle Hartage, Ebrahim Nadji, and Curles Butler.

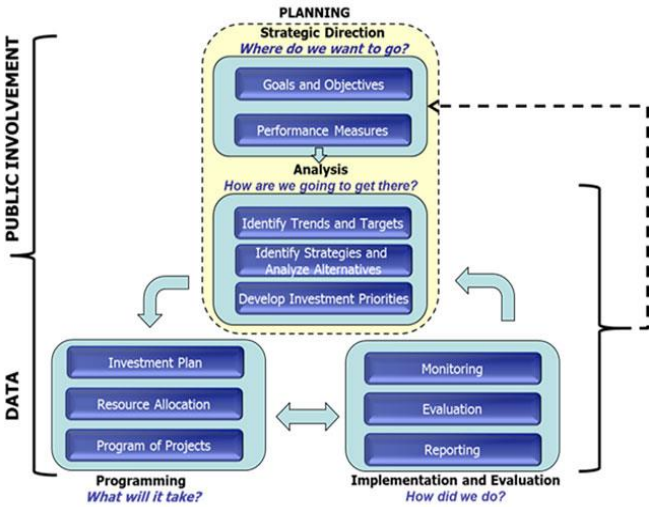
Consultants: If Consultants are required, specified services will be obtained per the RFP or RFQ process.

OVERVIEW

There are numerous elements that help identify projects in the TIP for HAMPO's Metropolitan Planning Area. Lump Sum projects program gives GDOT and MPO flexibility to address projects with an immediate need while fulfilling the requirements of the State TIP. The individual highway and bridge projects are grouped by funding source. Transit projects are grouped separately.

PERFORMANCE MANAGEMENT

In accordance with the Fixing America's Surface Transportation Act (FAST Act), state Departments of Transportation and Metropolitan Planning Organizations must use a transportation performance management 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.



FHWA Performance Based Planning Process

HAMPO has adopted the following Performance Measures (PM):

PM I – Safety: Are we reducing crash frequency and severity?
PM II – State of Good Repair: Are we maintaining our systems?
PM III – Congestion: Are we managing our travel times by holding or increasing our level of service?
PM It – Transit Assets: Are our transit fleets and facilities maintained and replaced on a regular schedule?

The appendix includes the adoption resolution(s) and detail of these performance measures essential to programming of efficient and effective highway and transit projects.

Individual Highway Projects

Individual highway projects have a description and are indexed with the HAMPO project numbering scheme is as follows:

- 101-199 are new construction projects,

- 201-299 are widening projects,
- 301-399 are safety/enhancement projects including access management improvements,
- 401-499 are bridge replacement projects, and
- 501-599 are paving projects.

The State Project Identification (PI) Number is assigned to a project by the GDOT Office of Programming and is used by GDOT for tracking projects from preliminary engineering to as-built documentation. Planning studies and planning assistance contracts also receive a PI number. Preliminary engineering (PE) includes field surveys, project concepts and designs. Right-of-way (ROW) involves land and property acquisition. The Construction (CST) phase is the final project phase. When a project goes to construction, it is typically removed from TIP as it is no longer a planning project.

TRANSPORTATION IMPROVEMENT PROGRAM LUMP SUM PROJECTS

A portion of the STIP funding is set aside for projects that do not affect the capacity of the roadway. The Lump Sum projects program gives GDOT and MPO flexibility to address projects with an immediate need while fulfilling the requirements of the State TIP. These are directly administered by GDOT. Funds are set up in lump sum banks to undertake projects that are developed after the STIP is approved. These lump sums banks, located in the statewide or "All" county section of the STIP, are listed in a number of funding types for each year for the Department's convenience in managing and accounting for the funding. These Lump Sum Banks are shown in the TIP/STIP with the words "Lump Sum" in the *project description* and contain an amount of funding for each year. Funds are drawn from these lump sums during the year and individual projects are programmed. The individual projects may include work at one or several locations for letting and accounting purposes. Listed below are these eleven groups and information about them. Except for groups for preliminary engineering and 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 needed in that category.

Individual projects are programmed and funds drawn from the Lump Sum Bank at the time these funds are needed for Preliminary Engineering, Rights of Way and Construction. These projects may be funded in the current year or one of the other TIP/STIP years. Funds for these projects are not counted until authorization is requested for the funds. At that time the actual cost is deducted from the balance in the Lump Sum Bank.

To provide the readers of the TIP/STIP with as much information as possible, individual projects to be funded from the Lump Sum Bank in the future may be shown in the TIP/STIP with a program year of 2018 and a preliminary estimated cost. These projects are also denoted with the words "Uses Lump Sum Bank PI # 000xxxx" in the lower left area of the project listing. To avoid double counting, these projects are not included in the county total at the end of the county.

Group: **Maintenance**

Criteria: existing system maintenance only

This group has six funding/work types: two are for bridge painting/maintenance and the other four are for roadway maintenance. Major types of work undertaken are: resurfacing, pavement

rehabilitation, median work, impact attenuators, signing, fencing, pavement markings, landscaping, rest areas, walls, guardrail and shoulder work. Also included is preliminary engineering necessary to prepare plans and rights-of-way needed for work such as landslide repair, sewer hookups and erosion control.

Group: **Safety**

Criteria: work qualifying for the High Hazard Safety Program and other safety projects

This group includes the following work types: signal installation/upgrades, guardrail installation, sign installation, railroad protection devices, operational improvements, railroad crossing hazard elimination, roadway hazard elimination and special safety studies and programs.

Group: **Preliminary Engineering**

Criteria: planning, studies, and management systems

This group has two funding/work types: planning/management systems and consultant design services.

Group: **Roadway/Interchange Lighting**

Criteria: lighting

This group is a single item.

Group: **Rights of Way - Protective Buying and Hardship Acquisitions**

Criteria: purchase of parcel(s) of rights of way (RW) 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, RW or construction phase in the STIP. For counties that are not in conformance for air quality the only qualifying projects are those that have a RW phase in the STIP. This group is a single item.

Group: Transportation Enhancement

Criteria: projects qualifying for the Transportation Enhancement program (TE) and the Recreational Trails & Scenic Byway programs

TE projects shown in the STIP will be funded on a first come first served basis. When a project is funded it is drawn down from the lump sum. When all funds are gone, no other projects can be funded until the next fiscal year, which begins on July 1.

This group has two funding types.

Group: **Safe Routes to Schools**

Criteria: To enable and encourage children, including those with disabilities, to walk and bicycle to school; to make walking and bicycling to school safe and more appealing; and to facilitate the planning, development and implementation of projects that will improve safety, and reduce traffic, fuel consumption, and air pollution in the vicinity of schools.

This group has three items; Infrastructure & non-infrastructure & any project.

Group: **High Risk Rural Roads**

Criteria: States are required to identify these roadways (and expend the HRRR funds) according to the following definition:

A. Any roadway functionally classified as a rural major or minor collector or a rural local road and: on which the accident rate for fatalities and incapacitating injuries exceeds the statewide average for those functional classes of roadway; or
B. That will likely have increases in traffic volume that are likely to create an accident rate for fatalities and incapacitating injuries that exceeds the statewide average for those functional classes of roadway.

Group: **Regional Traffic Signal Optimization**

Criteria: Applies to maintenance and operation of traffic control devices statewide. Candidate projects include:

A. Regional Traffic Operations Concepts
B. Micro-Regional Traffic Operations
C. Traffic Control Maintenance Contracts
D. Signal Timing
E. Identification of minor operational improvement projects to be submitted for Operational Projects under another Lump Sum category.

Projects will:

A. Have to support the Regional or Statewide Traffic Signal Concept of Operations.
B. Focus on operating and maintaining the components of traffic control systems.
C. Local or quasi-governmental agencies may be contracted with at the project level on which the accident rate for fatalities and incapacitating injuries exceeds the statewide average for those functional classes of roadway; or that will likely have increases in traffic volume that are likely to create an accident rate for fatalities and incapacitating

Group: **Low Impact Bridges**

Criteria: 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.

A. The safety of the travelling 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.
B. 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.
C. The Program will result in accelerated, streamlined delivery of all phases of the bridge replacement including, planning, design, environmental approval and construction.

LUMP SUM PROJECTS CURRENTLY AUTHORIZED

MPO Lump Sum Projects - Hinesville

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Liberty

				PE		ROW		CST		UTL	
PROJ	PROJ NO.	TIP NO.	DESCRIPTION								
0011730			SR 38/US 84 @ CR 73/OLD SUNBURY ROAD	PE	AUTHORIZED	ROW	PRECST	CST	PRECST	UTL	PRECST
M005297			SR 38 CONN FROM SR 119 TO SR 38/US 84								
M005540			I-95 FROM SOUTH NEWPORT RIVER/LIBERTY TO CSX #635042S/BRYAN								

0011730: Realign and signalize the intersection of Sunbury Road, Old Hines Road and East Oglethorpe Highway (aka McLarry's or Flemington Curve)

M005297: Overlay General Stewart Way from East Oglethorpe Highway to General Screven Way

M005540: Overlay of I-95 from Exit 69 to Exit 89

TIP AUTHORIZED PROJECTS

The following list includes Federal or State funded projects. This list is not comprehensive and excludes projects from other funding sources.

MPO Authorized Projects - Hinesville

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Bryan

PROJ	PROJ NO.	TIP NO.	DESCRIPTION	Phase Code	Program Year	Total Funding by CD
M004591			SR 144 FM FORT STEWART ENTRANCE/BRYAN TO TRINITY RD/LIBERTY	MCST	2015	$1,914,621.50

Long

PROJ	PROJ NO.	TIP NO.	DESCRIPTION	Phase Code	Program Year	Total Funding by CD
M004593			SR 38/US 84 FROM SR 57/LONG TO 0.04 MI W OF SR	MCST	2015	$3,028,167.80

PROJ	PROJ NO.	TIP NO.	DESCRIPTION	Phase Code	Program Year	Total Funding by CD
M005171			SR 144 FROM TATTNALL COUNTY LINE TO SR 119	MCST	2017	$3,545,281.87

Liberty

PROJ	PROJ NO.	TIP NO.	DESCRIPTION	Phase Code	Program Year	Total Funding by CD
0007038	CSBRG-0007-00(038)	401	SR 119 @ RUSSELL SWAMP 3.5 MI W OF RICEBORO	CST	2015	$3,121,631.70
0012859		211	VETERANS PKWY FM FORT STEWART TO SR 119/HERO ROAD - PHASE II	CST	2016	$10,266,004.97
				PE	2015	$140,000.00
0012934			PL HINESVILLE - FY 2015	PLN	2015	$125,855.83
0013404			PL HINESVILLE - FY 2016	PLN	2016	$112,599.33
0013750		N402	SR 119 @ TAYLORS CREEK 3 MI NW OF HINESVILLE	PE	2016	$500,000.00
0014110			PL HINESVILLE - FY 2017	PLN	2017	$43,722.62
0015226			PL HINESVILLE REGIONAL FREIGHT PLAN FY 2017	PLN	2017	$81,500.00
M004998			SR 25 FROM SR 38 TO BRYAN COUNTY LINE	MCST	2017	$1,099,855.66
M005463			SR 38/US 84 FROM CS 926/RYON AVE TO CS 519/OC MARTIN JR DR	MCST	2017	$1,280,991.59
M005540			I-95 FROM SOUTH NEWPORT RIVER/LIBERTY TO CSX #635042S/BRYAN	MCST	2017	$9,984,644.44
T004387			FY 2016 SECTION 5307 OPERATING FOR HINESVILLE	TOPR	2016	$454,645.00
T004389			FY 2016 SECTION 5307 CAPITAL FOR HINESVILLE	TCAP	2016	$604,005.00
T004415				TOPR	2016	$0.00
T005411			HINESVILLE- PHASE II RUNWAY EXTENSION	AVIA	2016	$1,700,000.00
T005803			HINESVILLE-Runway Extension - Power Line Relocation	AVIA	2016	$412,810.57
T005933			HINESVILLE-CONSTRUCT 1,500' EXTENSION RWY 6L-PHASE III	AVIA	2017	$3,918,956.40

TIP EXPECTED HIGHWAY STIP FUNDS

Amendment #4: moved ROW funds from FY18 to FY20 and increased the ROW budget by $2,137,000.

7/8/2019
hinesville_tip

Amendment #4: Old Table

HINESVILLE
TOTAL EXPECTED HIGHWAY
STIP FUNDS
(MATCHED)
FY 2018 - FY 2021

FUND	CODE	LUMP DESCRIPTION	2018	2019	2020	2021	TOTAL
STP	Z231	*Taylors Creek Bridge*	$ -	$ 265,302	$ 2,909,762	$ -	$ 3,175,064
HPP	LY10	*US 84 Feight Connector (ROW '18)*	~~$ 325,451~~	$ -	$ -		$ 325,451
HPP	LY20	*US 84 Feight Connector (ROW '18)*	~~$ 1,124,875~~	$ -	$ -		$ 1,124,875
HPP	LY30	*US 84 Feight Connector (ROW '18)*	~~$ 1,132,674~~	$ -	$ -		$ 1,132,674
Transit	5303	*HAMPO Transit Planning*	$ 57,764	$ 57,764	$ 57,764	$ 57,764	$ 231,056
Transit	5304	*Coastal Regional Coaches, Planning*	$ 3,478	$ 3,478	$ 3,478	$ 3,478	$ 13,912
Transit	5307	*5307 Cap + Ops Liberty Tansit*	$ 1,063,836	$ 1,064,016	$ 1,064,016	$ 1,064,016	$ 4,255,884
Transit	5311	*Coastal Regional Coaches (cap/ops)*	$ 411,699	$ -	$ -	$ -	$ 411,699
NHPP	Z001	ROAD MAINT - NAT'L HWY	$ 951,000	$ 951,000	$ 584,000	$ 584,000	$ 3,070,000
NHPP	Z001	ROADWAY LIGHTING	$ 8,000	$ 5,000	$ 5,000	$ 5,000	$ 23,000
NHPP	Z001	TRAF CONTROL DEVICES - NHS	$ 24,000	$ 27,000	$ 127,000	$ 127,000	$ 305,000
STP	L220	ENHANCEMENT	$ 101,000	$ 101,000	$ 101,000	$ 101,000	$ 404,000
STP	Z240	CST MGMT	$ 212,000	$ 159,000	$ 159,000	$ 159,000	$ 689,000
STP	Z240	OPERATIONS	$ 64,000	$ 64,000	$ 64,000	$ 64,000	$ 256,000
STP	Z240	ROAD MAINT - ANY AREA	$ 850,000	$ 850,000	$ 717,000	$ 717,000	$ 3,134,000
STP	Z240	BRIDGE PAINTING	$ 80,000	$ 80,000	$ 80,000	$ 80,000	$ 320,000
STP	Z240	LOW IMPACT BRIDGES	$ 138,000	$ 138,000	$ 138,000	$ 138,000	$ 552,000
STP	Z240	TRAF CONTROL DEVICES	$ 162,000	$ 159,000	$ 32,000	$ 32,000	$ 385,000
STP	Z240	RW PROTECTIVE BUY	$ 8,000	$ 8,000	$ 8,000	$ 8,000	$ 32,000
STP	Z240	WETLAND MITIGATION	$ 6,000	$ 6,000	$ 6,000	$ 6,000	$ 24,000
Trails	Z940	RECREATIONAL TRAILS	$ 7,000	$ 7,000	$ 7,000	$ 7,000	$ 28,000
HSIP	ZS30	SAFETY	$ 505,000	$ 531,000	$ 531,000	$ 531,000	$ 2,098,000
HSIP	ZS40	RRX HAZARD ELIM	$ 27,000	$ 27,000	$ 27,000	$ 27,000	$ 108,000
HSIP	ZS50	RRX PROTECTION DEV	$ 21,000	$ 21,000	$ 21,000	$ 21,000	$ 84,000
TOTAL			**$ 7,283,777**	**$ 4,524,560**	**$ 6,642,020**	**$ 3,732,258**	**$ 22,182,615**

LUMP DESCRIPTION	2018	2019	2020	2021	TOTAL
Highway Improvements	$ 2,583,000	$ 265,302	$ 2,909,762	$ -	$ 5,758,064
Transit	$ 1,536,777	$ 1,125,258	$ 1,125,258	$ 1,125,258	$ 4,912,551
Operations and Maintenance	$ 3,164,000	$ 3,134,000	$ 2,607,000	$ 2,607,000	$ 11,512,000
TOTAL	**$ 7,283,777**	**$ 4,524,560**	**$ 6,642,020**	**$ 3,732,258**	**$ 22,182,615**

8/8/2019
hinesville_tip

Amendment #4: New Table

HINESVILLE
TOTAL EXPECTED HIGHWAY
STIP FUNDS
(MATCHED)
FY 2018 - FY 2021

FUND	CODE	LUMP DESCRIPTION	2018	2019	2020	2021	TOTAL
STP	Z231	*Taylors Creek Bridge*	$ -	$ 265,302	$ 2,909,762	$ -	$ 3,175,064
HPP	LY10	*US 84 Feight Connector (ROW '18)*		$ -	$ 2,462,451		$ 2,462,451
HPP	LY20	*US 84 Feight Connector (ROW '18)*		$ -	$ 1,124,875		$ 1,124,875
HPP	LY30	*US 84 Feight Connector (ROW '18)*		$ -	$ 1,132,674		$ 1,132,674
Transit	5303	*HAMPO Transit Planning*	$ 57,764	$ 57,764	$ 57,764	$ 57,764	$ 231,056
Transit	5304	*Coastal Regional Coaches, Planning*	$ 3,478	$ 3,478	$ 3,478	$ 3,478	$ 13,912
Transit	5307	*5307 Cap + Ops Liberty Tansit*	$ 1,063,836	$ 1,064,016	$ 1,064,016	$ 1,064,016	$ 4,255,884
Transit	5311	*Coastal Regional Coaches (cap/ops)*	$ 411,699	$ -	$ -	$ -	$ 411,699
NHPP	Z001	ROAD MAINT - NAT'L HWY	$ 951,000	$ 951,000	$ 584,000	$ 584,000	$ 3,070,000
NHPP	Z001	ROADWAY LIGHTING	$ 8,000	$ 5,000	$ 5,000	$ 5,000	$ 23,000
NHPP	Z001	TRAF CONTROL DEVICES - NHS	$ 24,000	$ 27,000	$ 127,000	$ 127,000	$ 305,000
STP	L220	ENHANCEMENT	$ 101,000	$ 101,000	$ 101,000	$ 101,000	$ 404,000
STP	Z240	CST MGMT	$ 212,000	$ 159,000	$ 159,000	$ 159,000	$ 689,000
STP	Z240	OPERATIONS	$ 64,000	$ 64,000	$ 64,000	$ 64,000	$ 256,000
STP	Z240	ROAD MAINT - ANY AREA	$ 850,000	$ 850,000	$ 717,000	$ 717,000	$ 3,134,000
STP	Z240	BRIDGE PAINTING	$ 80,000	$ 80,000	$ 80,000	$ 80,000	$ 320,000
STP	Z240	LOW IMPACT BRIDGES	$ 138,000	$ 138,000	$ 138,000	$ 138,000	$ 552,000
STP	Z240	TRAF CONTROL DEVICES	$ 162,000	$ 159,000	$ 32,000	$ 32,000	$ 385,000
STP	Z240	RW PROTECTIVE BUY	$ 8,000	$ 8,000	$ 8,000	$ 8,000	$ 32,000
STP	Z240	WETLAND MITIGATION	$ 6,000	$ 6,000	$ 6,000	$ 6,000	$ 24,000
Trails	Z940	RECREATIONAL TRAILS	$ 7,000	$ 7,000	$ 7,000	$ 7,000	$ 28,000
HSIP	ZS30	SAFETY	$ 505,000	$ 531,000	$ 531,000	$ 531,000	$ 2,098,000
HSIP	ZS40	RRX HAZARD ELIM	$ 27,000	$ 27,000	$ 27,000	$ 27,000	$ 108,000
HSIP	ZS50	RRX PROTECTION DEV	$ 21,000	$ 21,000	$ 21,000	$ 21,000	$ 84,000
TOTAL			**$ 4,700,777**	**$ 4,524,560**	**$ 11,362,020**	**$ 3,732,258**	**$ 24,319,615**

LUMP DESCRIPTION	2018	2019	2020	2021	TOTAL
Highway Improvements	$ -	$ 265,302	$ 7,629,762	$ -	$ 7,895,064
Transit	$ 1,536,777	$ 1,125,258	$ 1,125,258	$ 1,125,258	$ 4,912,551
Operations and Maintenance	$ 3,164,000	$ 3,134,000	$ 2,607,000	$ 2,607,000	$ 11,512,000
TOTAL	**$ 4,700,777**	**$ 4,524,560**	**$ 11,362,020**	**$ 3,732,258**	**$ 24,319,615**

TIP STATE AND FEDERALLY APPROVED FUNDS: PROJECT COST DETAILS

Amendment #4: Old Table

Hinesville Project Cost Detail
FY 2018 thru FY 2021

7/8/2019

PI #	MPO TIP ID	Description	Prim Work Type	Year	Phase	Fund Code	Federal	State	Other	Total
~~522570-~~	~~114, 115~~	~~SR 38 CONN FROM SR 38/US 84 TO SR 119~~	~~Roadway Project~~	~~2018~~	~~ROW~~	~~LY10~~	~~$260,361~~	~~$65,090~~	~~$0~~	~~$325,451~~
~~522570-~~	~~114, 115~~	~~SR 38 CONN FROM SR 38/US 84 TO SR 119~~	~~Roadway Project~~	~~2018~~	~~ROW~~	~~LY20~~	~~$899,900~~	~~$224,975~~	~~$0~~	~~$1,124,875~~
~~522570-~~	~~114, 115~~	~~SR 38 CONN FROM SR 38/US 84 TO SR 119~~	~~Roadway Project~~	~~2018~~	~~ROW~~	~~LY30~~	~~$900,139~~	~~$220,535~~	~~$0~~	~~$1,132,674~~
T005136		FY 2018-HINESVILLE MPO-SEC.5303-PLANNING	MPO/Region Transit	2018	TPLN	5303	$46,211	$5,776	$5,776	$57,763
T005146		FY 2018 SECTION 5307 OPERATING - HINESVILLE	Transit Projects	2018	TOPR	307O	$257,200	$0	$257,200	$514,400
T005152		FY 2018 SECTION 5307 CAPITAL - HINESVILLE	Transit Projects	2018	TCAP	307C	$201,600	$25,200	$25,200	$252,000
T005710		FY 2018 FTA SECTION 5339 BUS AND BUS FACILITIES	Transit Projects	2018	TCST	5339	$254,363	$0	$63,591	$317,954
T006044		FY 2018-HINESVILLE-SEC.5307-CAPITAL AND OPERATIONS	Urban Transit - Capital/Ops	2018	TCAP	5307	$472,168	$59,021	$59,021	$590,210
T006044		FY 2018-HINESVILLE-SEC.5307-CAPITAL AND OPERATIONS	Urban Transit - Capital/Ops	2018	TOPR	5307	$236,813	$0	$236,813	$473,626
T006050		FY 2018-COASTAL RC-SEC.5304-PLANNING	MPO/Region Transit	2018	TPLN	5304	$2,782	$0	$696	$3,478
T006151		FY 2018-COASTAL RC-SEC 5311-CAPITAL AND OPERATIONS	Rural Transit - Capital/Ops	2018	TCAP	5311	$58,597	$7,325	$7,325	$73,247
T006151		FY 2018-COASTAL RC-SEC 5311-CAPITAL AND OPERATIONS	Rural Transit - Capital/Ops	2018	TOPR	5311	$169,227	$0	$169,227	$338,454
					FY 2018 Totals:		***$3,765,361***	***$613,922***	***$824,849***	***$5,204,131 --***
13750	N402	SR 119 @ TAYLORS CREEK 3 MI NW OF HINESVILLE	Bridges	2019	ROW	Z231	$212,242	$53060	$0	$265,302
T005665		FY 2019 SECTION 5307 OPERATING - HINESVILLE	Transit Projects	2019	TOPR	307O	$257,700	$0	$257,700	$515,400
T005672		FY 2019 SECTION 5307 CAPITAL - HINESVILLE	Transit Projects	2019	TCAP	307C	$201,600	$25,200	$25,200	$252,000
T005711		FY 2019 FTA SECTION 5339 BUS AND BUS FACILITIES	Transit Projects	2019	TCST	5339	$254,363	$0	$63,591	$317,954
T005994		FY 2019-HINESVILLE MPO-SEC.5303-PLANNING	MPO/Region Transit	2019	TPLN	5303	$46,211	$5,776	$5,776	$57,763
T006065		FY 2019-COASTAL RC-SEC.5304-PLANNING	MPO/Region Transit	2019	TPLN	5304	$2,782	$0	$696	$3,478
T006105		FY 2019-HINESVILLE-SEC.5307-CAPITAL AND OPERATI	Urban Transit - Capital/Ops	2019	TOPR	5307	$708,981	$59,201	$295,834	$1,064,016
					FY 2019 Totals:		***$1,683,879***	***$143,237***	***$648,797***	***$2,475,914 --***
13750	N402	SR 119 @ TAYLORS CREEK 3 MI NW OF HINESVILLE	Bridges	2020	CST	Z231	$2,327,810	$581,952	$0	$2,909,762
T006005		FY 2020-HINESVILLE MPO-SEC.5303-PLANNING	MPO/Region Transit	2020	TPLN	5303	$46,211	$5,776	$5,776	$57,763
T006077		FY 2020-COASTAL RC-SEC.5304-PLANNING	MPO/Region Transit	2020	TPLN	5304	$2,782	$0	$696	$3,478
T006116		FY 2020-HINESVILLE-SEC.5307-CAPITAL AND OPERATI	Urban Transit - Capital/Ops	2020	TOPR	5307	$708,981	$59,201	$295,834	$1,064,016
					FY 2020 Totals:		***$3,085,784***	***$646,929***	***$302,306***	***$4,035,020--***
T006017		FY 2021-HINESVILLE MPO-SEC.5303-PLANNING	MPO/Region Transit	2021	TPLN	5303	$46,211	$5,776	$5,776	$57,763
T006088		FY 2021-COASTAL RC-SEC.5304-PLANNING	MPO/Region Transit	2021	TPLN	5304	$2,782	$0	$696	$3,478
T006127		FY 2021-HINESVILLE-SEC.5307-CAPITAL AND OPERATI	Urban Transit - Capital/Ops	2021	TOPR	5307	$708,981	$59,201	$295,834	$1,064,016
					FY 2021	***Totals:***	***$757,974***	***$64,977***	***$302,306***	***$1,125,257***
					Hinesville	***Totals:***	***$9,292,998***	***$1,469,065***	***$2,078,258***	***$12,840,321***

TIP State and Federally Approved Funds: Project Cost Details

Amendment #4: moved ROW funds from FY18 to FY20 and increased the ROW budget by $2,137,000.

Amendment #4: New Table

Hinesville Project Cost Detail
FY 2018 thru FY 2021

7/5/2019

PI #	MPO TIP ID	Description	Prim Work Type	Year	Phase	Fund Code	Federal	State	Other	Total
T005136		FY 2018-HINESVILLE MPO-SEC.5303-PLANNING	MPO/Region Transit	2018	TPLN	5303	$46,211	$5,776	$5,776	$57,763
T005146		FY 2018 SECTION 5307 OPERATING - HINESVILLE	Transit Projects	2018	TOPR	307O	$257,200	$0	$257,200	$514,400
T005152		FY 2018 SECTION 5307 CAPITAL - HINESVILLE	Transit Projects	2018	TCAP	307C	$201,600	$25,200	$25,200	$252,000
T005710		FY 2018 FTA SECTION 5339 BUS AND BUS FACILITIES	Transit Projects	2018	TCST	5339	$254,363	$0	$63,591	$317,954
T006044		FY 2018-HINESVILLE-SEC.5307-CAPITAL AND OPERATIONS	Urban Transit - Capital/Ops	2018	TCAP	5307	$472,168	$59,021	$59,021	$590,210
T006044		FY 2018-HINESVILLE-SEC.5307-CAPITAL AND OPERATIONS	Urban Transit - Capital/Ops	2018	TOPR	5307	$236,813	$0	$236,813	$473,626
T006050		FY 2018-COASTAL RC-SEC.5304-PLANNING	MPO/Region Transit	2018	TPLN	5304	$2,782	$0	$696	$3,478
T006151		FY 2018-COASTAL RC-SEC 5311-CAPITAL AND OPERATIONS	Rural Transit - Capital/Ops	2018	TCAP	5311	$58,597	$7,325	$7,325	$73,247
T006151		FY 2018-COASTAL RC-SEC 5311-CAPITAL AND OPERATIONS	Rural Transit - Capital/Ops	2018	TOPR	5311	$169,227	$0	$169,227	$338,454
					FY 2018 Totals:		***$1,698,961***	***$97,322***	***$824,849***	***$2,621,131 --***
13750	N402	SR 119 @ TAYLORS CREEK 3 MI NW OF HINESVILLE	Bridges	2019	ROW	Z231	$212,242	$53060	$0	$265,302
T005665		FY 2019 SECTION 5307 OPERATING - HINESVILLE	Transit Projects	2019	TOPR	307O	$257,700	$0	$257,700	$515,400
T005672		FY 2019 SECTION 5307 CAPITAL - HINESVILLE	Transit Projects	2019	TCAP	307C	$201,600	$25,200	$25,200	$252,000
T005711		FY 2019 FTA SECTION 5339 BUS AND BUS FACILITIES	Transit Projects	2019	TCST	5339	$254,363	$0	$63,591	$317,954
T005994		FY 2019-HINESVILLE MPO-SEC.5303-PLANNING	MPO/Region Transit	2019	TPLN	5303	$46,211	$5,776	$5,776	$57,763
T006065		FY 2019-COASTAL RC-SEC.5304-PLANNING	MPO/Region Transit	2019	TPLN	5304	$2,782	$0	$696	$3,478
T006105		FY 2019-HINESVILLE-SEC.5307-CAPITAL AND OPERATIONS	Urban Transit - Capital/Ops	2019	TOPR	5307	$708,981	$59,201	$295,834	$1,064,016
					FY 2019 Totals:		***$1,683,879***	***$143,237***	***$648,797***	***$2,475,914 --***
522570-	114, 115	SR 38 CONN FROM SR 38/US 84 TO SR 119	Roadway Project	2020	ROW	LY10	$1,969,961	$492,490	$0	$2,462,451
522570-	114, 115	SR 38 CONN FROM SR 38/US 84 TO SR 119	Roadway Project	2020	ROW	LY20	$899,900	$224,975	$0	$1,124,875
522570-	114, 115	SR 38 CONN FROM SR 38/US 84 TO SR 119	Roadway Project	2020	ROW	LY30	$906,139	$226,535	$0	$1,132,674
13750	N402	SR 119 @ TAYLORS CREEK 3 MI NW OF HINESVILLE	Bridges	2020	CST	Z231	$2,327,810	$581,952	$0	$2,909,762
T006005		FY 2020-HINESVILLE MPO-SEC.5303-PLANNING	MPO/Region Transit	2020	TPLN	5303	$46,211	$5,776	$5,776	$57,763
T006077		FY 2020-COASTAL RC-SEC.5304-PLANNING	MPO/Region Transit	2020	TPLN	5304	$2,782	$0	$696	$3,478
T006116		FY 2020-HINESVILLE-SEC.5307-CAPITAL AND OPERATIONS	Urban Transit - Capital/Ops	2020	TOPR	5307	$708,981	$59,201	$295,834	$1,064,016
					FY 2020 Totals:		***$6.861,784***	***$1,590,929***	***$302,306***	***$8,755,020***
T006017		FY 2021-HINESVILLE MPO-SEC.5303-PLANNING	MPO/Region Transit	2021	TPLN	5303	$46,211	$5,776	$5,776	$57,763
T006088		FY 2021-COASTAL RC-SEC.5304-PLANNING	MPO/Region Transit	2021	TPLN	5304	$2,782	$0	$696	$3,478
T006127		FY 2021-HINESVILLE-SEC.5307-CAPITAL AND OPERATIONS	Urban Transit - Capital/Ops	2021	TOPR	5307	$708,981	$59,201	$295,834	$1,064,016
					FY 2021	***Totals:***	***$757,974***	***$64,977***	***$302,306***	***$1,125,258***
					Hinesville	***Totals:***	***$11,002,598***	***$1,896,465***	***$2,078,256***	***$14,977,321***

Amendment #4: Old Table

Amendment #4: moved ROW funds from FY18 to FY20 and increased the ROW budget by $2,137,000.

Hinesville Project Cost Summary FY 2018 thru FY 2021

4/3/2017

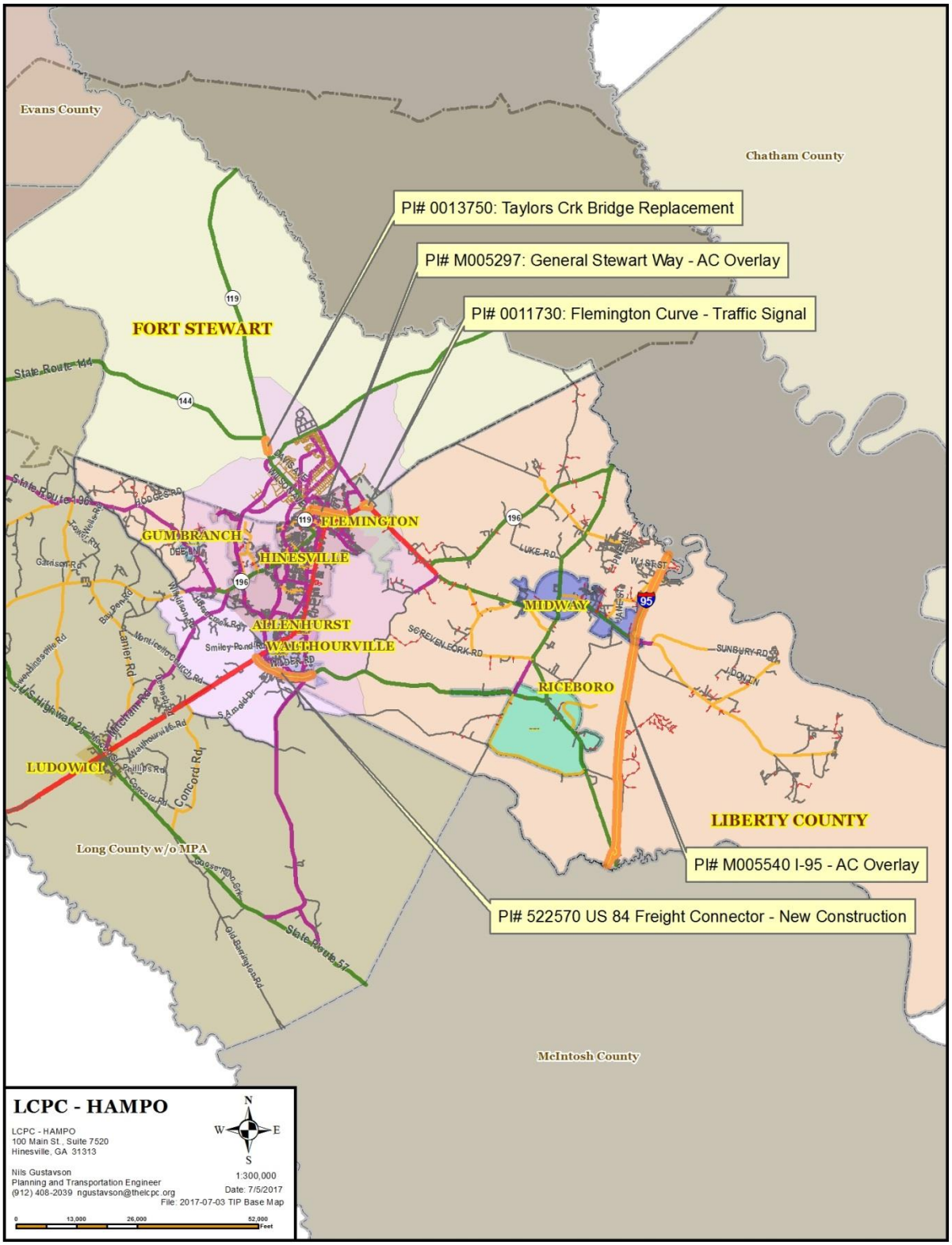
PI#	Year	Fund Code	Federal	State	Other	Total
~~522570~~	~~2018~~	~~LY10~~	~~$260,361~~	~~$65,090~~	~~$0~~	~~$325,451~~
		~~*LY10 Totals:*~~	~~*$260,361*~~	~~*$65,090*~~	~~*$0*~~	~~*$325,451*~~
~~522570-~~	~~2018~~	~~LY20~~	~~$899,900~~	~~$224,975~~	~~$0~~	~~$1,124,875~~
		~~*LY20 Totals:*~~	~~*$899,900*~~	~~*$224,975*~~	~~*$0*~~	~~*$1,124,875*~~
~~522570-~~	~~2018~~	~~LY30~~	~~$906,139~~	~~$226,535~~	~~$0~~	~~$1,132,674~~
		~~*LY30 Totals:*~~	~~*$906,139*~~	~~*$226,535*~~	~~*$0*~~	~~*$1,132,674*~~
T005152	2018	307C	$201,600	$25,200	$25,200	$252,000
		307C Totals:	***$201,600***	***$25,200***	***$25,200***	***$252,000***
T005146	2018	307O	$257,200	$0	$257,200	$514,400
		307O Totals:	***$257,200***	***$0***	***$257,200***	***$514,400***
T005136	2018	5303	$46,211	$5,776	$5,776	$57,764
		5303 Totals:	***$46,211***	***$5,776***	***$5,776***	***$57,764***
T006050	2018	5304	$2,782	$0	$696	$3,478
		5304 Totals:	***$2,782***	***$0***	***$696***	***$3,478***
T006044	2018	5307	$472,168	$59,021	$59,021	$590,210
T006044	2018	5307	$236,813	$0	$236,813	$473,626
		5307 Totals:	***$708,981***	***$59,021***	***$295,834***	***$1,063,836***
T006151	2018	5311	$58,597	$7,325	$7,325	$73,246
T006151	2018	5311	$169,227	$0	$169,227	$338,453
		5311 Totals:	***$227,824***	***$7,325***	***$176,551***	***$411,699***
T005710	2018	5339	$254,363	$0	$63,591	$317,954
		5339 Totals:	***$254,363***	***$0***	***$63,591***	***$317,954***
		FY 2018 Total	***$3,765,361***	***$613,922***	***$824,848***	***$5,204,131---------***
13750	2019	Z231	$212,242	$53,060	$0	$265,302
		Z231 Totals:	***$212,242***	***$53,060***	***$0***	***$265,302***
T005672	2019	307C	$201,600	$25,200	$25,200	$252,000
		307C Totals:	***$201,600***	***$25,200***	***$25,200***	***$252,000***
T005665	2019	307O	$257,700	$0	$257,700	$515,400
		307O Totals:	***$257,700***	***$0***	***$257,700***	***$515,400***
T005994	2019	5303	$46,211	$5,776	$5,776	$57,764
		5303 Totals:	***$46,211***	***$5,776***	***$5,776***	***$57,763***
T006065	2019	5304	$2,782	$0	$696	$3,478
		5304 Totals:	***$2,782***	***$0***	***$696***	***$3,478***
T006105	2019	5307	$708,981	$59,201	$295,834	$1,064,016
		5307 Totals:	***$708,981***	***$59,201***	***$295,834***	***$1,064,016***
T005711	2019	5339	$254,363	$0	$63,591	$317,954
		5339 Totals:	***$254,363***	***$0***	***$63,591***	***$317,954***
		FY 2019 Totals:	***$1,683,879***	***$143,238***	***$648,797***	***$2,475,914---------***
13750	2020	Z231	$2,327,810	$581,952	$0	$2,909,762
		Z231 Totals:	***$2,327,810***	***$581,952***	***$0***	***$2,909,762***
T006005	2020	5303	$46,211	$5,776	$5,776	$57,763
		5303 Totals:	***$46,211***	***$5,776***	***$5,776***	***$57,763***
T006077	2020	5304	$2,782	$0	$696	$3,478
		5304 Totals:	***$2,782***	***$0***	***$696***	***$3,478***
T006116	2020	5307	$708,981	$59,201	$295,834	$1,064,016
		5307 Totals:	***$708,981***	***$59,201***	***$295,834***	***$1,064,016***
		FY 2020 Totals:	***$3,085,784***	***$646,929***	***$302,306***	***$4,035,020---------***
T006017	2021	5303	$46,211	$5,776	$5,776	$57,763
		5303 Totals:	***$46,211***	***$5,776***	***$5,776***	***$57,763***
T006088	2021	5304	$2,782	$0	$696	$3,478
		5304 Totals:	***$2,782***	***$0***	***$696***	***$3,478***
T006127	2021	5307	$708,981	$59,201	$295,834	$1,064,016
		5307 Totals:	***$708,981***	***$59,201***	***$295,834***	***$1,064,016***
		FY 2021 Totals:	***$757,974***	***$64,977***	***$302,306***	***$1,125,257***
		Hinesville Totals:	***$9,292,998***	***$1,469,065***	***$2,078,258***	***$12,840,321***

Amendment #4: New Table

Amendment #4: moved ROW funds from FY18 to FY20 and increased the ROW budget by $2,137,000.

Hinesville Project Cost Summary FY 2018 thru FY 2021						
4/3/2017						
PI#	**Year**	**Fund Code**	**Federal**	**State**	**Other**	**Total**
T005152	2018	307C	$201,600	$25,200	$25,200	$252,000
		307C Totals:	***$201,600***	***$25,200***	***$25,200***	***$252,000***
T005146	2018	307O	$257,200	$0	$257,200	$514,400
		307O Totals:	***$257,200***	***$0***	***$257,200***	***$514,400***
T005136	2018	5303	$46,211	$5,776	$5,776	$57,764
		5303 Totals:	***$46,211***	***$5,776***	***$5,776***	***$57,764***
T006050	2018	5304	$2,782	$0	$696	$3,478
		5304 Totals:	***$2,782***	***$0***	***$696***	***$3,478***
T006044	2018	5307	$472,168	$59,021	$59,021	$590,210
T006044	2018	5307	$236,813	$0	$236,813	$473,626
		5307 Totals:	***$708,981***	***$59,021***	***$295,834***	***$1,063,836***
T006151	2018	5311	$58,597	$7,325	$7,325	$73,246
T006151	2018	5311	$169,227	$0	$169,227	$338,453
		5311 Totals:	***$227,824***	***$7,325***	***$176,551***	***$411,700***
T005710	2018	5339	$254,363	$0	$63,591	$317,954
		5339 Totals:	***$254,363***	***$0***	***$63,591***	***$317,954***
		FY 2018 Total	***$3,765,361***	***$613,922***	***$824,848***	***$5,204,131---------***
13750	2019	Z231	$212,242	$53,060	$0	$265,302
		Z231 Totals:	***$212,242***	***$53,060***	***$0***	***$265,302***
T005672	2019	307C	$201,600	$25,200	$25,200	$252,000
		307C Totals:	***$201,600***	***$25,200***	***$25,200***	***$252,000***
T005665	2019	307O	$257,700	$0	$257,700	$515,400
		307O Totals:	***$257,700***	***$0***	***$257,700***	***$515,400***
T005994	2019	5303	$46,211	$5,776	$5,776	$57,764
		5303 Totals:	***$46,211***	***$5,776***	***$5,776***	***$57,763***
T006065	2019	5304	$2,782	$0	$696	$3,478
		5304 Totals:	***$2,782***	***$0***	***$696***	***$3,478***
T006105	2019	5307	$708,981	$59,201	$295,834	$1,064,016
		5307 Totals:	***$708,981***	***$59,201***	***$295,834***	***$1,064,016***
T005711	2019	5339	$254,363	$0	$63,591	$317,954
		5339 Totals:	***$254,363***	***$0***	***$63,591***	***$317,954***
		FY 2019 Totals:	***$1,683,879***	***$143,238***	***$648,797***	***$2,475,914---------***
522570-	2020	LY10	$260,361	$65,090	$0	$325,451
		LY10 Totals:	***$1,969,961***	***$492,490***	***$0***	***$2,462,451***
522570-	2020	LY20	$899,900	$224,975	$0	$1,124,875
		LY20 Totals:	***$899,900***	***$224,975***	***$0***	***$1,124,875***
522570-	2020	LY30	$906,139	$226,535	$0	$1,132,674
		LY30 Totals:	***$906,139***	***$226,535***	***$0***	***$1,132,674***
13750	2020	Z231	$2,327,810	$581,952	$0	$2,909,762
		Z231 Totals:	***$2,327,810***	***$581,952***	***$0***	***$2,909,762***
T006005	2020	5303	$46,211	$5,776	$5,776	$57,763
		5303 Totals:	***$46,211***	***$5,776***	***$5,776***	***$57,763***
T006077	2020	5304	$2,782	$0	$696	$3,478
		5304 Totals:	***$2,782***	***$0***	***$696***	***$3,478***
T006116	2020	5307	$708,981	$59,201	$295,834	$1,064,016
		5307 Totals:	***$708,981***	***$59,201***	***$295,834***	***$1,064,016***
		FY 2020 Totals:	***$6,861,684***	***$1,590,929***	***$302,306***	***$8,755,019---------***
T006017	2021	5303	$46,211	$5,776	$5,776	$57,763
		5303 Totals:	***$46,211***	***$5,776***	***$5,776***	***$57,763***
T006088	2021	5304	$2,782	$0	$696	$3,478
		5304 Totals:	***$2,782***	***$0***	***$696***	***$3,478***
T006127	2021	5307	$708,981	$59,201	$295,834	$1,064,016
		5307 Totals:	***$708,981***	***$59,201***	***$295,834***	***$1,064,016***
		FY 2021 Totals:	***$757,974***	***$64,977***	***$302,306***	***$1,125,257***
		Hinesville Totals:	***$11,002,598***	***$1,896,465***	***$2,078,257***	***$14,977,321***

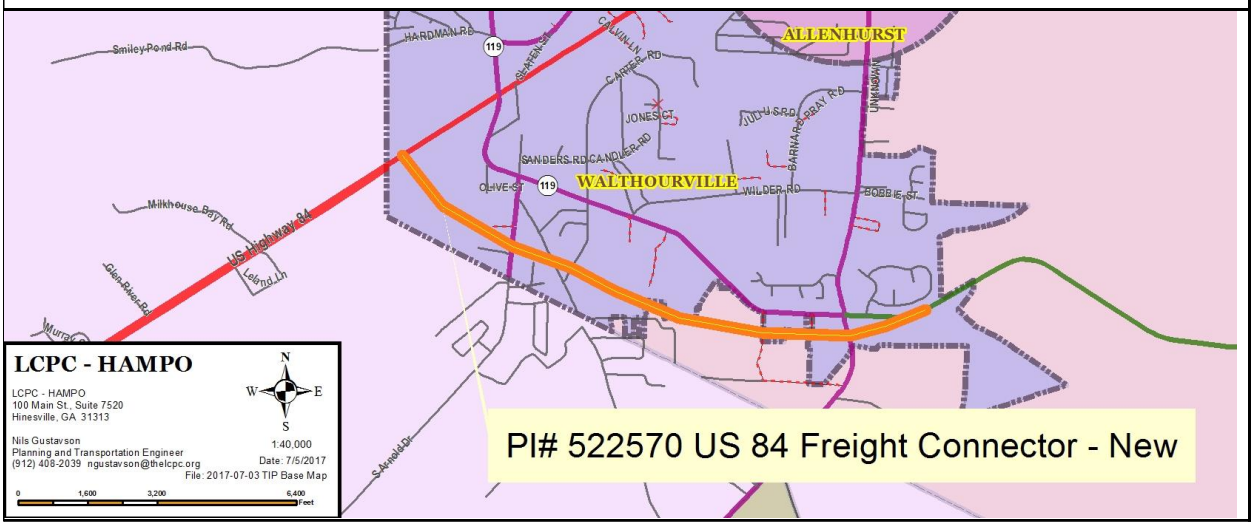
TIP Project Location Map and Project Sheets



Amendment #4: New Project Description

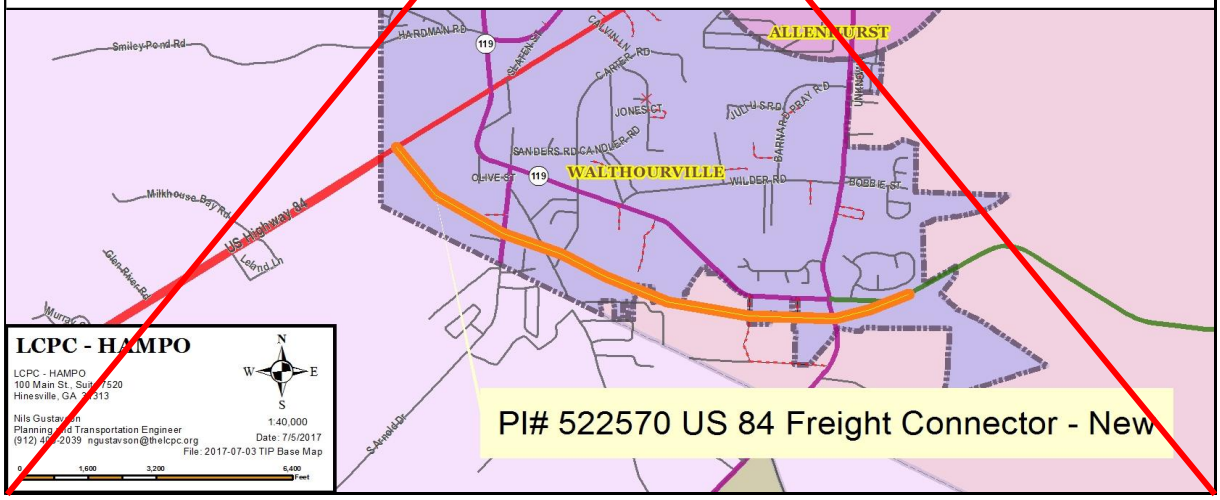
Amendment #4: moved ROW funds from FY18 to FY20 and increased the ROW budget by $2,137,000.

PROJECT NAME: US 84 CONN FM 1 MI S SR 196/US 84 INT TO US 84 S FLEMINGTON (US84 Freight Connector)					**PI #: 522570**	**Fund: NHS, LY10, LY20, LY30**	
PROJECT DESCRIPTION: New 2 lane roadway					**HAMPO #: 115**		
					GDOT District: 5		
					Cong. District: 1		
Improvement Type: New Construction			**SR/US Road #: 38, 119/84**		**County: Liberty**		
From: SR 38/US 84 SW of SR119			**To: SR 119 SE of Tibet Rd**		**RC: CRC**		
Existing No. Lanes: 0	**Planned No. Lanes: 2**	**Length (miles): 2.6**				**2020 Volume:**	**2040 Volume:**
PROJECT PHASE	**FY 2018**	**FY 2019**	**FY 2020**	**FY 2021**	**TIP Total**	(1) Long Range (Beyond 2021)	**PROJECT TOTAL**
Preliminary Engineering					Authorized (local)		$1,537,800
Right-of-Way			$ 4,720,000		$4,720,000		$4,720,000
Utility Relocate						$926,850	$926,850
Construction						$22,864,479	$22,864,479
PROJECT COST			$ 4,720,000		**$4,720,000**	**$23,791,329**	**$30,049,129**
Federal Cost			$3,776,000		$3,776,000	$18,291,583	$22,067,583
State Cost			$944,000		$944,000	$4,572,896	$5,516,896
Local Cost						$926,850	$1,537,800
Comments/Remarks: Amendment #3 moved ROW funds from FY18 to FY20 and increased the ROW budget by $2,137,000.							

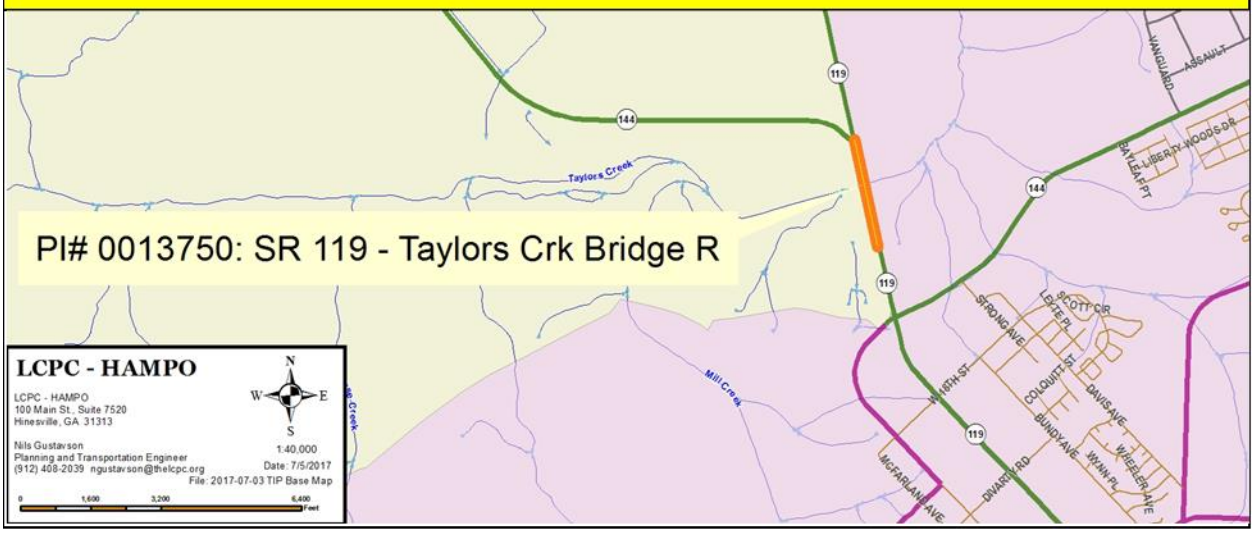


Amendment #4: Old Project Description

PROJECT NAME: US 84 CONN FM 1 MI S SR 196/US 84 INT TO US 84 S FLEMINGTON (US84 Freight Connector)					**PI #: 522570**	**Fund: NHS, LY10, LY20, LY30**	
PROJECT DESCRIPTION: New 2 lane roadway					**HAMPO #: 115**		
					GDOT District: 5		
					Cong. District: 1		
Improvement Type: New Construction			**SR/US Road #: 38, 119/84**		**County: Liberty**		
From: SR 38/US 84 SW of SR119			**To: SR 119 SE of Tibet Rd**		**RC: CRC**		
Existing No. Lanes: 0	**Planned No. Lanes: 2**	**Length (miles): 2.6**				**2020 Volume: 5,660**	**2040 Volume: 7,080**
PROJECT PHASE	**FY 2018**	**FY 2019**	**FY 2020**	**FY 2021**	**TIP Total**	(1) Long Range (Beyond 2021)	**PROJECT TOTAL**
Preliminary Engineering					Authorized (local)		$1,537,800
Right-of-Way	$2,583,000				$2,583,000		$2,583,000
Utility Relocate						$926,850	$926,850
Construction						$22,864,479	$22,864,479
PROJECT COST	**$2,583,000**				**$2,583,000**	**$23,791,329**	**$27,912,129**
Federal Cost	$2,066,400				$2,066,400	$18,291,583	$20,357,983
State Cost	$516,600				$516,600	$4,572,896	$5,089,496
Local Cost						$926,850	$1,537,800
Comments/Remarks: County has PMA with DOT to do PE and Utilities. R/W acquisition is partially funded with earmarks GA306 and GA242, $1m each, and construction earmark GA196 $2.4m. A#1: Moved R/W $ to 2018							



PROJECT NAME: SR 119 at Taylors Creek 3 Mi. NW of Hinesville					**PI #: 0013750**	**Fund: M231**	
PROJECT DESCRIPTION: Bridge replacement over Taylors Creek (The project is on Fort Stewart Military Reservation, outside of the cantonment area and centered 0.2 miles S of the EB SR 144 intersection)					**HAMPO #: N402**		
					GDOT District: 5		
					Cong. District: 1		
Improvement Type: Bridge Replacement			**SR/US Road #: SR 119**		**County: Liberty**		
From: MP 23.2			**To: MP 24.0**		**RC: CRC**		
Existing No. Lanes: 2	**Planned No. Lanes: 2**	**Length (miles): 0.8**				**2022 Volume: 4,600**	**2042 Volume: 5,200**
PROJECT PHASE	**FY 2018**	**FY 2019**	**FY 2020**	**FY 2021**	**TIP Total**	**Beyond 2021**	**PROJECT TOTAL**
Preliminary Engineering							$ 500,000
Right-of-Way		$ 265,302			$ 265,302		$ 265,302
Utility Relocate					$ -		$ -
Construction			$ 2,909,762		$ 2,909,762		$ 2,909,762
PROJECT COST	**$ -**	**$ 265,302**	**$ 2,909,762**	**$ -**	**$ 3,175,064**	**$ -**	**$ 3,675,064**
Federal Cost	$ -	$ 212,242	$ 2,327,810	$ -	$ 2,540,051	$ -	$ 2,940,051
State Cost	$ -	$ 53,060	$ 581,952	$ -	$ 635,013	$ -	$ 735,013
Local Cost							
PE funded FY 2017							



TRANSIT

Liberty Transit

The mission of the Liberty Transit System is to enhance the quality of life for residents, visitors, soldiers and families by providing safe, environmentally friendly and cost effective transportation options.

Liberty transit is a fixed route public transit system that operates within the City of Hinesville, City of Flemington, City of Walthourville, and Fort Stewart Military Installation, home of the 3rd Infantry Division. The service area is approximately 263 square miles with an estimated population of 48,630 persons according to the 2000 Census count. The Liberty Transit System is governed by the Transit Steering Committee which is comprised of the Mayor of Hinesville, Mayor of Flemington, Liberty County Board of Commissioners Chairman, Mayor of Walthourville, and an ex-officio Fort Stewart representative. The agency operates a fleet of 9 buses each equipped with ADA complaint wheelchair lifts and tie downs as well as bicycle racks for multimodal passengers.

While Liberty Transit will begin as a fixed route transit system, the long term goal is to become a countywide system and ultimately part of a regional solution to transportation needs. In order to accomplish these long term goals, the staff at Liberty Consolidated Planning Commission is working across the region with transit partners to develop a plan to make these goals a reality.

The tables below include the programming of Title 49 U.S.C. Section 5307 Urbanized Area Formula Program funds, and Title 49 U.S.C. funds, Title 49 U.S.C. Section 5311(f) funds, as well as local funding sources.

Capital Schedule for Liberty Transit				
Section 5307				
	FY 2018	FY 2019	FY 2020	FY 2021
Capital Item Discription				
Mobility Management	$ 40,000.00	$ 41,000.00	$ 42,025.00	$ 43,075.63
Cost of Contracting	$ 239,273.75	$ 245,255.59	$ 251,386.98	$ 257,671.66
Planning (TDP Update)*	$ 45,446.00			
Associated Transit Imp**	$ 232,719.00	$ 336,369.13	$ 344,778.35	$ 353,397.81
Capital Improvements***	$ 50,000.00			
Total Project Cost	$ 607,438.75	$ 622,624.72	$ 638,190.34	$ 654,145.10
Federal Cost 80%	$ 485,951.00	$ 498,099.78	$ 510,552.27	$ 523,316.08
State Cost 10%	$ 60,743.88	$ 62,262.47	$ 63,819.03	$ 65,414.51
Local Cost 10%	$ 48,595.10	$ 49,809.98	$ 51,055.23	$ 52,331.61

Operating Schedule for Liberty Transit				
Section 5307				
	FY 2018	FY 2019	FY 2020	FY 2021
Operating Item Discription				
Operating	$ 473,626.00	$ 485,466.65	$ 497,603.32	$ 510,043.40
Total Project Cost				
Federal Cost 50%	$ 236,813.00	$ 242,733.33	$ 248,801.66	$ 255,021.70
State Cost 0%				
Local Cost 50%	$ 236,813.00	$ 242,733.33	$ 248,801.66	$ 255,021.70

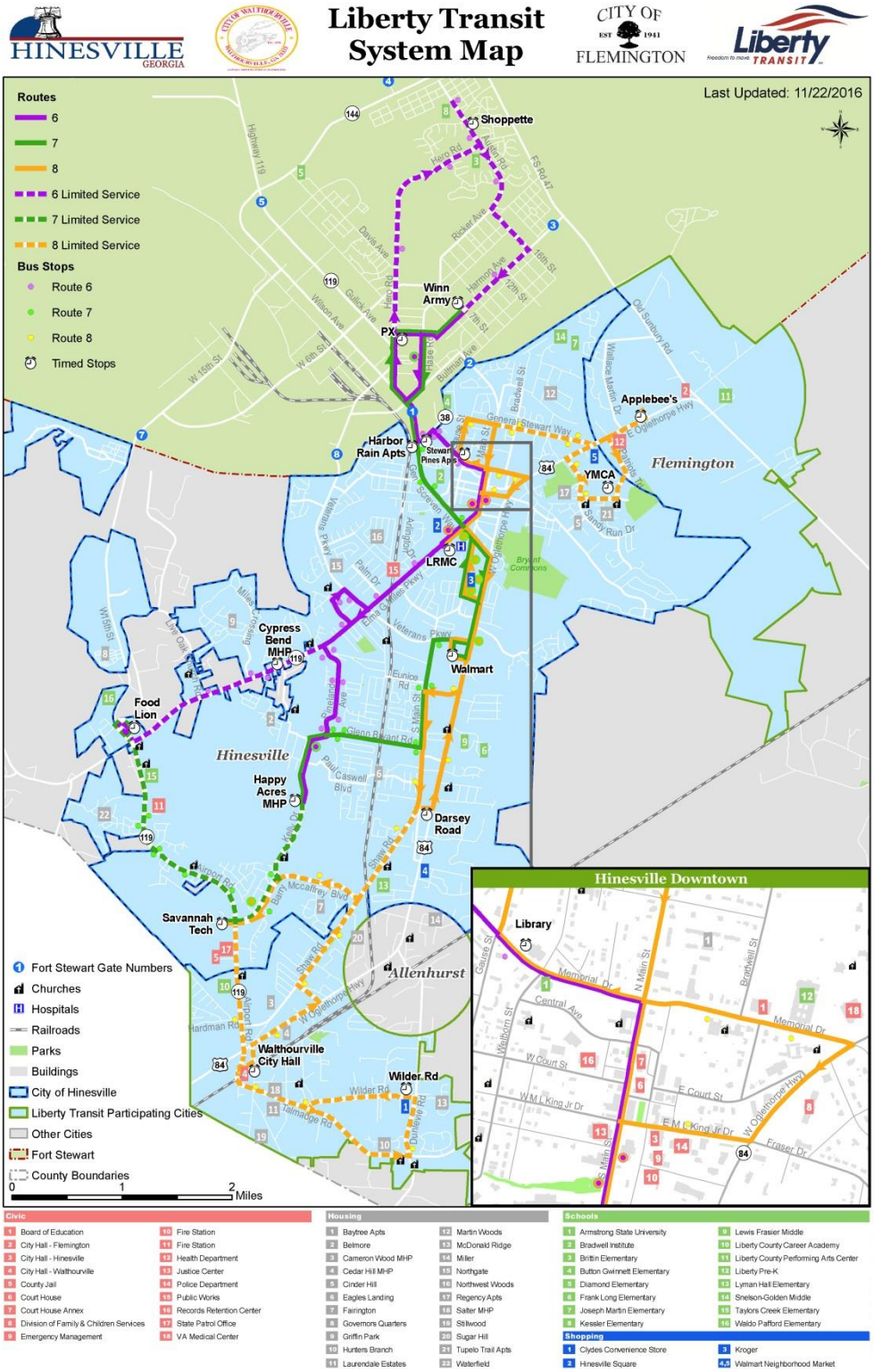
* The City of Hinesville is updating its Transit Development Plan by utilizing Liberty Consolidated Planning Commission “indefinite delivery indefinite quantity” General Consultant Contract with RS&H. The request for proposals and subsequent award was in accordance with both federal and local policies and procedures, and is compliant with the recent FTA “Best Practices Procurement Manual” issued October 2016. Cost is $90,462 ($45,000 FY 2018; $45,466 FY 2018) with a schedule to complete in calendar year 2017.

The Georgia Department of Transportation’s Intermodal Department along with the Federal Transit Administration depends on local transit agencies to reevaluate their TDPs every five years as a prerequisite for the receipt of federal and state funding. The TDP update process provides transit agencies with the opportunity to define public transportation needs, solicit input from stakeholders and the public, identify capital and operational deficiencies, and define courses of action to advance the mission and goals of the transit agency.

** Associated Transit Improvements: The City of Hinesville identified needed improvements relating to pedestrian access to the fixed route transit system, especially in the older disadvantaged portions of the City. The transit improvement project will identify pedestrian gaps for access transit, develop a strategy, prepare construction drawings, obtain clearances from GDOT, and oversee construction. This is a multi year effort to accrue and construct.

*** Estimated budget to add a paratransit vehicle for a comlementary service start in FY 2018.

Liberty Transit Route Map



Coastal Regional Coaches

Coastal Regional Coaches is part of the regional rural public transit program that provides general public transit service in the Georgia counties of Bryan, Bulloch, Camden, Chatham, Effingham, Glynn, Liberty, Long, McIntosh, and Screven. This service is available to anyone, for any purpose, and to any destination in the coastal region. Fares are very affordable and vary with different itineraries.

Coastal Regional Coaches is a demand-response, advance reservation service that operates Monday through Friday from 7:00 A.M. until 5:00 P.M. To Make a Reservation Toll Free: (866) 543-6744.

Schedule for Coastal Regional Coaches				
Section 5307				
	FY 2018	FY 2019	FY 2020	FY 2021
Item Discription				
5304 Planning (80/0/20)	$ 3,478.00	$ 3,478.00	$ 3,478.00	$ 3,478.00
5311 Capital (80/10/10)	$ 73,246.00	$ 75,077.15	$ 76,954.08	$ 78,877.93
Operations (50/50)	$ 338,453.00	$ 346,914.33	$ 355,587.18	$ 364,476.86
Total Project Cost	$ 415,177.00	$ 425,469.48	$ 436,019.26	$ 446,832.79
Federal Cost 80%	$ 230,605.70	$ 236,301.28	$ 242,139.25	$ 248,123.18
State Cost 10%	$ 7,324.60	$ 7,507.72	$ 7,695.41	$ 7,887.79
Local Cost 10%	$ 177,246.70	$ 181,660.48	$ 186,184.60	$ 190,821.82

Federal and State Funded Aviation Projects

MidCoast Regional at Wright Army Airfield is situated within Fort Stewart in Hinesville, in southeast Georgia. Hinesville is in Liberty County at the intersection of U.S. Highway 84 and Highway 119, 45 miles south of Savannah. Together, the Hinesville-Fort Stewart metropolitan area had a 2009 population estimate of approximately 74,000. Fort Stewart is the largest military installation east of the Mississippi River, comprising over 285,000 acres, and is the primary home of the U.S. Army's Third Infantry Division, employing approximately 25,000 military and civilian personnel.

MidCoast Regional is a $10.3 million joint-use airport that opened in November 2007, governed by a Joint Management Board with members from the City of Hinesville, Liberty County Board of Commissioners, Liberty County Development Authority, and the U.S. Army.

Liberty

PROJ	PROJ NO.	TIP NO.	DESCRIPTION	Phase Code	Program Year	Total Funding by CD
T005411			HINESVILLE- PHASE II RUNWAY EXTENSION	AVIA	2016	$1,700,000.00
T005803			HINESVILLE-Runway Extension - Power Line Relocation	AVIA	2016	$412,810.57
T005933			HINESVILLE-CONSTRUCT 1,500' EXTENSION RWY 6L-PHASE III	AVIA	2017	$3,918,956.40

AMENDMENT PROCESS

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

The Federal Highway Administration (FHWA) and Federal Transit Administration (FTA) issued the Final Rule to revise the Statewide and Metropolitan Transportation Planning regulations incorporating changes from the Moving Ahead for Progress in the 21st Century Act (MAP-21) with an effective date of July 2012. The revised regulations clearly define administrative modifications and amendments as actions to update plans and programs. 23 Code of Federal Regulations (CFR) Part 450.104 defines administrative modifications and amendments as follows:

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

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

Administrative Modifications for Initial Authorizations

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

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

C. Federal funding category change.
D. Minor changes in expenditures for transit projects.
E. Roadway project phases may have a cost increase less than $2,000,000 or 20% of the amount to be authorized.
F. Shifting projects within the 4-year STIP as long as the subsequent annual draft STIP was submitted prior to September 30.
G. Projects may be funded from lump sum banks as long as they are consistent with category definitions.

An administrative modification can be processed in accordance with these procedures provided that:

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

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

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

Amendments for Initial Authorizations

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

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

Notes:

1. The date a TIP becomes effective is when the Governor or his designee approves it. For nonattainment and maintenance areas, the effective date of the TIP is based on the date of U.S. Department of Transportation's positive finding of conformity.
2. The date the STIP becomes effective is when FHWA and FTA approve it.
3. The STIP is developed on the state fiscal year which is July 1-June 30.
4. Funds for cost increases will come from those set aside in the STIP financial plan by the GDOT for modifications and cost increases. Fiscal Constraint will be maintained in the STIP at all times.

Additional Funding Request After the Initial Authorization

Additional funding requests for all phases after the receiving initial authorization for those phases shall be a modification and be reported at each month's end except under the following conditions:

A. The Initial Work Authorization for the phase is older than 10 years.
B. The additional funding request exceeds the Initial Work Authorization by greater than $10 million.

PUBLIC INVOLVEMENT MATERIALS

HAMPO Transportation Improvement Program 2018-2021

Public comment on the FY 2018-2021 Transportation Improvement Program for the Hinesville Area Metropolitan Planning Organization will be sought through August 11, 2017. A copy of the document is available at the Hinesville City Hall, the Liberty County Court House Annex, Long County Court House, the Public Libraries and LCPC's office located in the Historic Liberty County Court House, 100 Main Street, in Hinesville. The document is available for viewing or downloading at the Liberty Consolidated Planning Commission's website, **http://thelcpc.org/HAMPO**. Public meetings will be held at Riceboro's City Hall July 19, 2017 at 4:30 - 5:30 PM and July 26, 2017 at 5:00 - 6:00 PM in the Liberty County Historic Court House, Room 1100. If you have any comments or questions, please contact Nils Gustavson at (912) 408-2035 or **ngustavson@thelcpc.org**.

Dates of publication: July 12 and July 23, 2017.

2018-2021 TIP Schedule	
Monday, July 10, 2017	ad to Paper
Wednesday, July 12, 2017	to consulting agencies
Wednesday, July 12, 2017	first ad, start 31 day public comment
Sunday, July 23, 2017	second ad
Wednesday, July 19, 2017	Meeting #1 Riceboro City Hall 4:30 to 5:30
Wednesday, July 26, 2017	Meeting #2 Historic Court House 5:00 to 6:00
Thursday, July 13, 2017	TCC
Friday, August 11, 2017	end public comment
Thursday, August 10, 2017	PC
Monday, August 14, 2017	Submit to GDOT

COASTAL COURIER (Hinesville, Ga.) — WEDNESDAY, JULY 12, 2017

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COASTAL COURIER (Hinesville, Ga.) — SUNDAY, JULY 23, 2017—

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Hinesville Area Metropolitan Planning Organization

FY 2018 – 2021 Transportation Improvement Program

HAMPO

LCPC

Public Meeting

Riceboro City Hall, 4614 S. Coastal Highway, Riceboro
July 19th at 4:30 to 5:30 PM
Liberty County Historic Court House, 100 Main St, Hinesville
July 26th at 5:00 to 6:00 PM

Contact: Nils Gustavson, Planner III
912-408-2035 or ngustavson@thelcpc.org

Hinesville Area Metropolitan Planning Organization

2018-2021 HAMPO TIP

Meeting #1, July 19 4:30-5:30 Riceboro City Hall

Host: Nils Gustavson

7/19/2017

No Attendees

Meeting #2, July 26 5:00 to 6:00 Historic Court House

Host: Nils Gustavson

No Attendees

7/26/2017

No Comments Received

Between 7/12 and 8/11/2017

Hinesville Area Metropolitan Planning Organization

HAMPO

100 Main Street, Suite 7520 Hinesville, Georgia 31313
Phone: 912-408-2030 Fax: 888-320-8007

Mayor Allen Brown, Policy Committee Chair Jeff Ricketson, AICP, Director

MEMORANDUM

DATE: July 10, 2017
TO: Agency Consultation and Coordination
FROM: Hinesville Area Metropolitan Planning Organization
RE: 2018-2021 Transportation Improvement Program

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The Hinesville Area Metropolitan Planning Organization is submitting for your review and comments HAMPO's **2018-2021 Transportation Improvement Program** in accordance with our current Public Participation Plan. A copy of the legal notice and other information provided to the public will be mailed directly to the local and state resource agencies at the same time that it is circulated to the public.

This document may be reviewed or downloaded from our website:

http://thelcpc.org/hampo-plans-and-documents/

The public comment period will close August 12, 2017.

Respectfully,

Mailed 7/10/17 (HAMPO)

Nils Gustavson, Planner III
Hinesville Area Metropolitan Planning Organization
100 Main St., Suite 7520
Hinesville, GA 31313

(912)408-2035 ngustavson@thelcpc.org

Nils Gustavson

From: Lewis, Olivia D. (FHWA) <Olivia.Lewis@dot.gov>
Sent: Tuesday, August 01, 2017 1:56 PM
To: Nils Gustavson (ngustavson@thelcpc.org)
Subject: HAMPO TIP

Importance: High

Hello Nils,
I don't have any comments. I saw a few minor things, but nothing of significance.

Thank you
Olivia Lewis
Transportation Planner
FHWA GA Division
Office: 404-562-4282
Fax: 404/562-3703
Olivia.lewis@dot.gov

FHWA

Please consider the environment before printing this email

Hinesville Area Metropolitan Planning Organization

HAMPO

100 Main Street, Suite 7520 Hinesville, Georgia 31313
Phone: 912-408-2030 Fax: 888-320-8007

Mayor Allen Brown, Policy Committee Chair Jeff Ricketson, AICP, Director

PUBLIC NOTICE:

HAMPO Transportation Improvement Program
2018-2021

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please do not remove
comments always appreciated

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7/12/2017

PERFORMANCE MANAGEMENT AND PERFORMANCE MEASURES

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Page 5: Transportation Performance Management Targets

Page 8: TIP and MTP – Project List with Performance Measures

Page 11: February 14, 2019: Resolution adopting the 2019 Safety Performance Measures

Page 12: November 8, 2018: Performance Management Resolution to:

- Adopt Georgia Department of Transportation and the Georgia Association of Metropolitan Planning Organization transportation performance management targets, and
- Amend the 2040 Metropolitan Transportation Plan (MTP) to include transportation performance management targets, and
- Amend the 2018-2021 Transportation Improvement Program (TIP) to include transportation performance management targets.

Page 14: TIP and MTP Performance Measure Amendment

Page 20: Georgia Performance Management Agreement