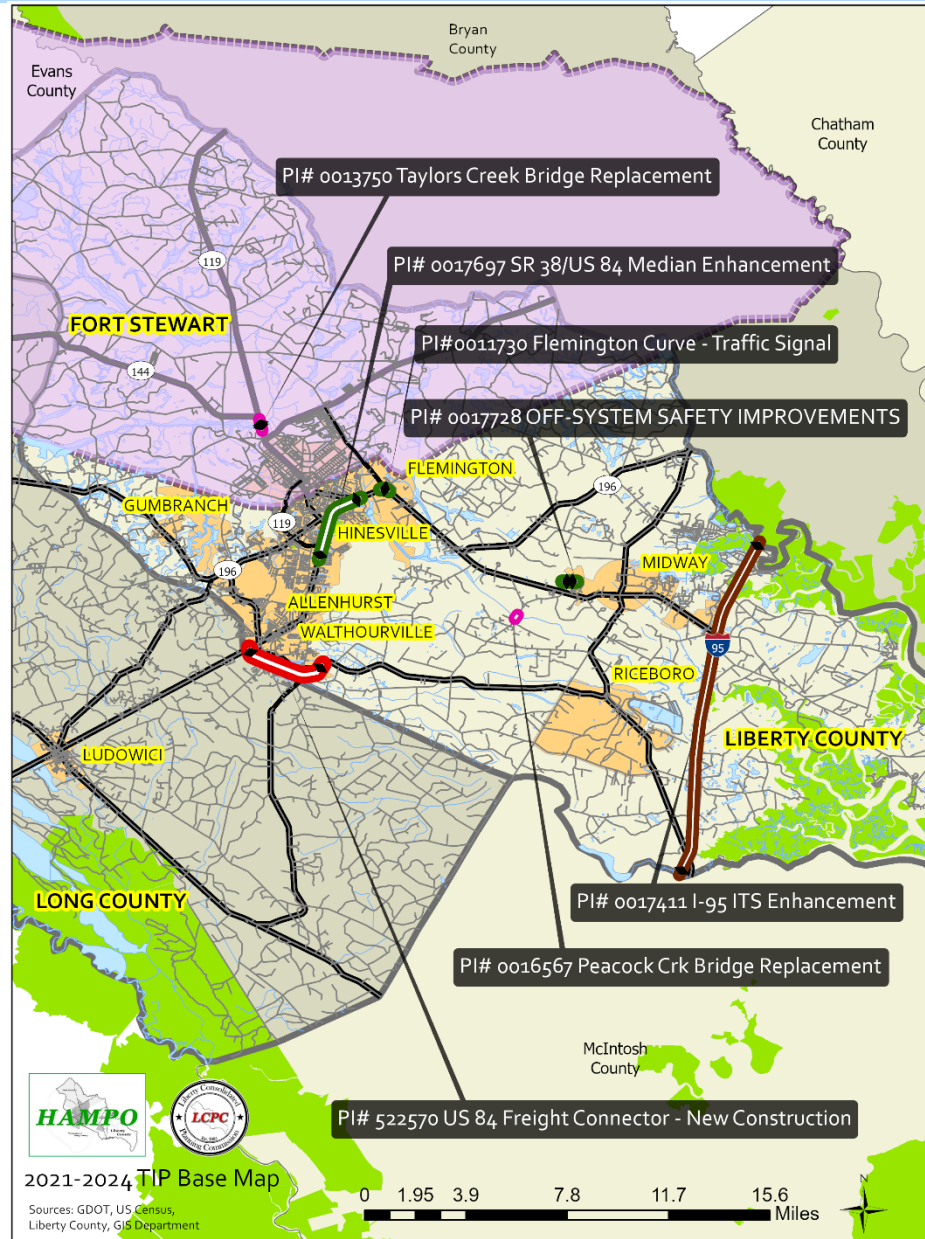


FY 2021 – 2024

Transportation Improvement Program



Hinesville Area Metropolitan
Planning Organization
Liberty Consolidated Planning
Commission
Adopted: TBD

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:

Hinesville Area Metropolitan Planning Organization
 c/o Liberty Consolidated Planning Commission
 100 Main Street, Suite 7520
 Hinesville, Georgia 31313
 Phone: 1-912-408-2030 Fax: 1-888-320-8007

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 2021-2024 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 2021-2024.

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 XX-XX-XXXX.

Attest:

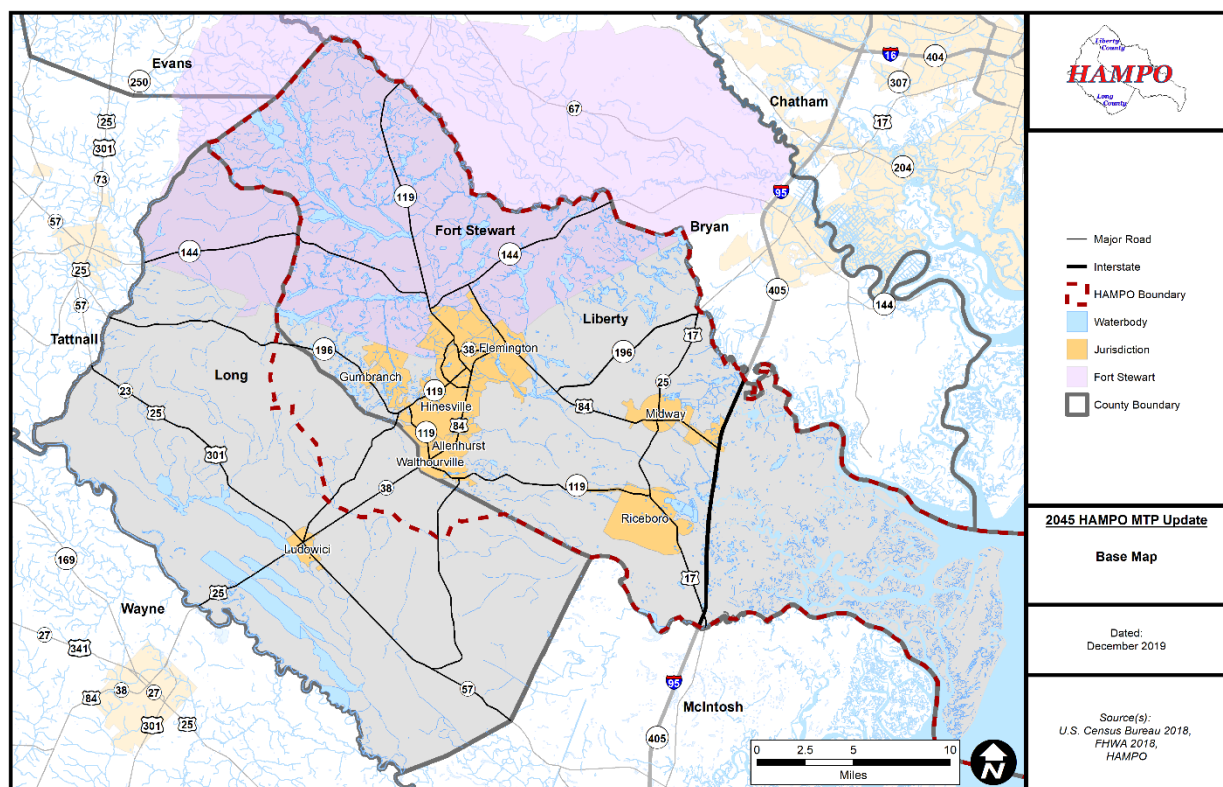
Chairman Donald Lovette
Chair, HAMPO Policy Committee

Jeff Ricketson, AICP
Executive Director, Secretary

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 2021 to 2024.

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 2021 to FY 2024.

The planning process for both the MTP and TIP is performance management based. This is utilized to increase 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.

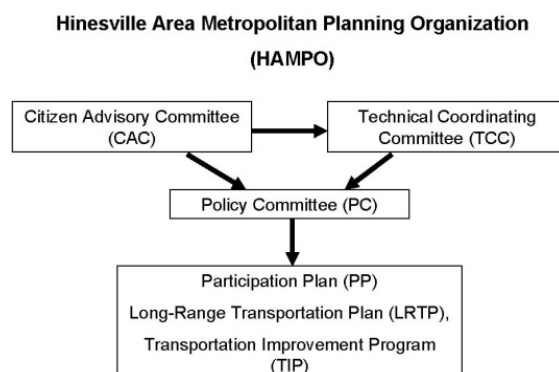
APPROVAL PROCESS

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 President Barack Obama 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 ensures 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 comprised 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 jurisdictions with an interest in both community and transportation issues.

PC VOTING MEMBERS	Representing
Allen Brown	Mayor, City of Hinesville
Larry Baker	Mayor, City of Walthourville
Richard Strickland	Mayor, Town of Gum Branch
Robert Parker	Chairman, Long County BOC
Donald Lovette, Chair	Chairman, Liberty County BOC
Gary Gilliard	Commissioner, Liberty County BOC
Phil Odom	Vice-Chairman, Planning Commission
Levern Clancy, Jr.	Mayor, City of Midway
Lily Baker	Chair, Liberty County BOE
Melissa Ray	Proxy for Chairman, LCDA
Paul Hawkins, Vice-Chair	Mayor, Flemington
Thomas Hines	Mayor, Town of Allenhurst
Radney Simpson	GDOT Representative
Tom McQueen	GDOT Freight Representative
Vicky Nelson	Councilmember, City of Hinesville
Joe Harris	Mayor, City of Riceboro

EX-OFFICIO NON-VOTING MEMBERS:	
Jeff Ricketson	Executive Director, LCPC
Joey Brown	Liberty County Administrator
Kenneth Howard	Hinesville City Manager
Cassidy Collins	Hinesville
Mark Wilkes	CORE MPO
Kyle Wemett	Fort Stewart

PARTICIPATING	
Katie Proctor	GDOT District 5
Ann-Marie Day	FHWA
Rodney Barry	FHWA Division Administrator
Robert Buckley	Federal Transit Administration (FTA)

TCC Voting Members	Representing
Joey Brown, TCC Chair	County Administrator, Liberty County
Kenneth Howard, TCC Vice-Chair	City Manager, City of Hinesville
Kyle Wemett/David DeLoach	Fort Stewart
Katie Proctor	GDOT District 5
Dr. Clemontine Washington	City of Midway
Dr. Franklin D. Perry/Zheadric Barbra	Superintendent, Liberty County BOE
Chuck Scragg	Long County Administrator
Jeff Ricketson	Executive Director, LCPC
Mayor William T. Austin	City of Riceboro
Mayor Thomas G. Hines	Town of Allenhurst
Mayor Troy C. O'Neal	City of Gum Branch
Mayor Daisy Pray	City of Walthourville
Nedric D. Green	GDOT Planning
Paul Hawkins/David Edwards	City of Flemington
Paul Simonton	City of Engineer, City of Hinesville
Ben Morrow	ESG (Hinesville PW)
Ron Tolley	Executive Director, LCDA
Ashley Finch	GDOT Central Office - Transit
Trent Long	County Engineer, Liberty County
	quorum = 50% (10)
TCC Non-Voting Members	Representing

Allen Burns	Director of Planning, CRC
Ann-Marie Day	Federal Highway Administration (FHWA)
Robert Buckley	Federal Transit Administration (FTA)
Theodis Jackson	General Manager, Liberty Transit
Don Masiasak	Transportation Director, Coastal Regional Commission
John Lyles	Operation Manager, Liberty County Board of Education

CAC Voting Members	Representing
Ron Collins, CAC Chair	AASU
Joe Kelly, CAC Vice Chair	Liberty County
Cassidy Collins	Hinesville
Bob Dodd	Walthourville
Sylvester Moore	Hinesville
Dr. Modibo Kadalie	Riceboro
Tim Byler	Flemington
Phil Odom	Gum Branch
Troy Cook	Liberty County
Pearlie Axson	Riceboro
Ernest Brown	Liberty County
Malcolm X. Williams	Hinesville
Jimmy Shanken	Long County
Vacant	Hinesville
Vacant	Fort Stewart
Vacant	Allenhurst
Vacant	Savannah Technical College
Vacant	Walthourville

Staff:

Hinesville Area Metropolitan Planning Organization (HAMPO) Staff:

Jeff Ricketson, HAMPO Executive Director

Nirav Gandhi, Planner II

Kelly Wiggins, Executive Assistant

Other staff to support HAMPO: Gabrielle Hartage, Mardee Sanchez, 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 compliance with the Fixing America's Surface Transportation Act (FAST Act), state Departments of Transportation and Metropolitan Planning Organizations (MPOs) 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?

Liberty Transit completed their Public Transportation Agency Safety Plan (PTASP) in July 2020. This is a federally mandated document that requires operators of public transportation systems that receive federal funds to develop safety plans.

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 2020 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.

MPO Lump Sum Projects - Hinesville

Liberty

				PE		ROW		CST		UTL	
PROJ	PROJ NO.	TIP NO.	DESCRIPTION								
0011730			SR 38/US 84 @ CR 73/OLD SUNBURY ROAD	PE	AUTHORIZED	ROW	AUTHORIZED	CST	PRECST	UTL	PRECST
0015393			CS 926/MAIN STREET/RON AVE FROM SR 38 TO CENTRAL AVE	PE	AUTHORIZED						
0017697			SR 38/US 84 FM CS 971/FLOWERS DRIVE TO CS 502/PATRIOTS TRAIL	PE	PRECST	ROW	PRECST	CST	PRECST	UTL	PRECST
0017728			OFF-SYSTEM SAFETY IMPROVEMENTS @ 16 LOCS IN LIBERTY COUNTY	PE	PRECST			CST	PRECST		

LUMP SUM PROJECTS CURRENTLY AUTHORIZED

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

0015393: Overlay General Stewart Way from East Oglethorpe Highway to General Screven Way

0017697: Constructs median on SR 38/US 84 from Flowers Drive to Patriots Trail

0017728: Off-system safety improvements at various locations in Liberty County

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

Years : 2018 -2020

Primary County: **Camden**

PROJ	PROJ NO.	TIP NO.	DESCRIPTION	Phase Status	Phase Code	Program Year	MPO	Amount
0016396			SIGNING & MARKING@64 RR LOC IN BRYAN; CAMDEN; LIBERTY & WARE	AUTHORIZED	CST	2020	Hinesville	\$63,668.46

Primary County: **Liberty**

PROJ	PROJ NO.	TIP NO.	DESCRIPTION	Phase Status	Phase Code	Program Year	MPO	Amount
0011730			SR 38/US 84 @ CR 73/OLD SUNBURY ROAD	AUTHORIZED	ROW	2020	Hinesville	\$1,650,000.00
0013750		N402	SR 119 @ TAYLORS CREEK 3 MI NW OF HINESVILLE	AUTHORIZED	ROW	2019	Hinesville	\$468,600.00
0015393			CS 926/MAIN STREET/RON AVE FROM SR 38 TO CENTRAL AVE	AUTHORIZED	PE	2020	Hinesville	\$425,000.00
0015466			PL HINESVILLE - FY 2018	AUTHORIZED	PLN	2018	Hinesville	\$110,238.57
0015741			OFF-SYSTEM SAFETY IMPROVEMENTS @ 12 LOC IN LIBERTY CO - HRRR	AUTHORIZED	CST	2018	Hinesville	\$490,912.93
					PE	2018	Hinesville	\$1,970.27
0015872			PL HINESVILLE- FY 2019	AUTHORIZED	PLN	2019	Hinesville	\$118,396.51
0016087			HINESVILLE MPO 2045 METROPOLITAN TRANSP PLAN - FY 2019	AUTHORIZED	PLN	2019	Hinesville	\$200,000.00
0016558			PL HINESVILLE - FY 2020 UPWP	AUTHORIZED	PLN	2020	Hinesville	\$120,422.91
M005297			SR 38 CONN FROM SR 119 TO SR 38/US 84	AUTHORIZED	MCST	2019	Hinesville	\$759,104.99
M005928			SR 38 FROM E OF CS 519/OC MARTIN JR DRIVE TO I-95	AUTHORIZED	MCST	2020	Hinesville	\$4,645,307.39

TIP EXPECTED HIGHWAY STIP FUNDS

**HINESVILLE
TOTAL EXPECTED HIGHWAY
STIP FUNDS
(MATCHED)
FY 2021 - FY 2024**

FUND	CODE	LUMP DESCRIPTION	2021	2022	2023	2024	TOTAL
NHPP	Z001		\$ 90,000	\$ -	\$ 4,260,000	\$ 24,747,050	\$ 29,097,050
STBG	Z231		\$ 675,000	\$ -	\$ -	\$ 150,000	\$ 825,000
HPP	LY10		\$ 2,582,451	\$ -	\$ -	\$ 117,249	\$ 2,699,700
HPP	LY20		\$ 1,124,875	\$ -	\$ -	\$ -	\$ 1,124,875
HPP	LY30		\$ 1,132,674	\$ -	\$ -	\$ -	\$ 1,132,674
Bond	41633		\$ 2,796,772	\$ -	\$ -	\$ -	\$ 2,796,772
Local	LOC		\$ -	\$ -	\$ -	\$ 1,520,000	\$ 1,520,000
Transit	01214		\$ 6,459	\$ -	\$ -	\$ -	\$ 6,459
Transit	210FA		\$ 16,224	\$ -	\$ -	\$ -	\$ 16,224
Transit	212RA		\$ 51,670	\$ -	\$ -	\$ -	\$ 51,670
Transit	44059		\$ 4,056	\$ -	\$ -	\$ -	\$ 4,056
Transit	452RA		\$ 6,459	\$ -	\$ -	\$ -	\$ 6,459
Transit	5303		\$ -	\$ 59,616	\$ 59,616	\$ 57,764	\$ 176,996
Transit	5307		\$ 1,475,704	\$ 1,497,718	\$ 1,497,718	\$ 1,497,718	\$ 5,968,858
Transit	5311		\$ 338,453	\$ 1,308,972	\$ 846,132	\$ 846,132	\$ 3,339,689
Enhance	L220	ENHANCEMENT	\$ 47,000	\$ -	\$ -	\$ -	\$ 47,000
NHPP	Z001	LIGHTING	\$ 5,000	\$ 5,000	\$ 5,000	\$ 5,000	\$ 20,000
NHPP/STBG	Various	ROAD MAINTENANCE	\$ 1,222,000	\$ 1,222,000	\$ 1,222,000	\$ 1,222,000	\$ 4,888,000
STBG	Z240	OPERATIONS	\$ 64,000	\$ 64,000	\$ 64,000	\$ 64,000	\$ 256,000
STBG	Z240	BRIDGE MAINT/PAINTING	\$ 53,000	\$ 53,000	\$ 53,000	\$ 53,000	\$ 212,000
STBG	Z240	LOW IMPACT BRIDGES	\$ 112,000	\$ 112,000	\$ 112,000	\$ 112,000	\$ 448,000
STBG	Z240	TRAF CONTROL DEVICES	\$ 159,000	\$ 159,000	\$ 159,000	\$ 159,000	\$ 636,000
STBG	Z240	RW PROTECTIVE BUY	\$ 8,000	\$ 8,000	\$ 8,000	\$ 8,000	\$ 32,000
STBG	Z240	WETLAND MITIGATION	\$ 6,000	\$ 6,000	\$ 6,000	\$ 6,000	\$ 24,000
STBG	Z240	FREIGHT OPERATIONS	\$ -	\$ 27,000	\$ 53,000	\$ 53,000	\$ 133,000
STBG	Z240	RURAL DEVELOPMENT	\$ -	\$ 27,000	\$ 53,000	\$ 53,000	\$ 133,000
HSIP	ZS30	SAFETY	\$ 531,000	\$ 531,000	\$ 531,000	\$ 531,000	\$ 2,124,000
HSIP	ZS40	RRX HAZARD ELIM	\$ 33,000	\$ 33,000	\$ 33,000	\$ 33,000	\$ 132,000
HSIP	ZS50	RRX PROTECTION DEV	\$ 28,000	\$ 28,000	\$ 28,000	\$ 28,000	\$ 112,000
TOTAL			\$ 12,568,797	\$ 5,141,306	\$ 8,990,466	\$ 31,262,913	\$ 57,963,482

TIP STATE AND FEDERALLY APPROVED FUNDS: PROJECT COST DETAILS

Hinesville Project Cost Detail

FY 2021 thru FY 2024

PI #	MPO TIP ID	Description	Prim Work Type	Year	Phase	Fund Code	Federal	State	Other	Total
0013750	N402	SR 119 @ TAYLORS CREEK 3 MI NW OF HINESVILLE	Bridges	2021	CST	41633	\$0	\$0	\$2,796,772	\$2,796,772
0016567		CR 171/LEWIS FRASIER ROAD @ PEACOCK CREEK	Bridges	2021	PE	Z231	\$540,000	\$135,000	\$0	\$675,000
0017411		I-95 FM FLORIDA STATE LINE TO S CAROLINA STATE LINE- ITS EXP	ITS	2021	PE	Z001	\$72,000	\$18,000	\$0	\$90,000
522570-	115	SR 38 BYPASS FROM SR 38/US 84 TO SR 119	Roadway Project	2021	ROW	LY10	\$2,065,961	\$516,490	\$0	\$2,582,451
522570-	115	SR 38 BYPASS FROM SR 38/US 84 TO SR 119	Roadway Project	2021	ROW	LY20	\$899,900	\$224,975	\$0	\$1,124,875
522570-	115	SR 38 BYPASS FROM SR 38/US 84 TO SR 119	Roadway Project	2021	ROW	LY30	\$906,139	\$226,535	\$0	\$1,132,674
T004972		FY 2020-STATEWIDE PROJECT-SEC.5339-RURAL	Rural Transit - Capital/Ops	2021	114A1	210FA	\$16,224	\$0	\$0	\$16,224
T004972		FY 2020-STATEWIDE PROJECT-SEC.5339-RURAL	Rural Transit - Capital/Ops	2021	114A1	44059	\$0	\$4,056	\$0	\$4,056
T006017		FY 2021-HINESVILLE MPO- SEC.5303-PLANNING	MPO/Region Transit	2021	442A1	01214	\$0	\$6,111	\$0	\$6,111
T006017		FY 2021-HINESVILLE MPO- SEC.5303-PLANNING	MPO/Region Transit	2021	442A1	212RA	\$48,888	\$0	\$0	\$48,888
T006017		FY 2021-HINESVILLE MPO- SEC.5303-PLANNING	MPO/Region Transit	2021	442A1	452RA	\$0	\$0	\$6,111	\$6,111
T006088		FY 2021-COASTAL RC-SEC. 5304-PLANNING	MPO/Region Transit	2021	441A2	01214	\$0	\$348	\$0	\$348
T006088		FY 2021-COASTAL RC-SEC. 5304-PLANNING	MPO/Region Transit	2021	441A2	212RA	\$2,782	\$0	\$0	\$2,782

PI #	MPO TIP ID	Description	Prim Work Type	Year	Phase	Fund Code	Federal	State	Other	Total
T006088		FY 2021-COASTAL RC-SEC. 5304-PLANNING	MPO/Region Transit	2021	441A2	452RA	\$0	\$0	\$348	\$348
T006127		FY 2021-HINESVILLE-SEC. 5307-CAPITAL AND OPERATIONS	Urban Transit - Capital/Ops	2021	TOPR	5307	\$986,312	\$82,820	\$406,572	\$1,475,704
T006420		FY 2021-COASTAL RC-SEC. 5311-CAPITAL AND OPERATIONS	Rural Transit - Capital/Ops	2021	TOPR	5311	\$169,226	\$0	\$169,226	\$338,453
FY 2021 Totals:							\$5,707,432	\$1,214,335	\$3,379,029	\$10,300,796
T006845		FY 2022-HINESVILLE-SEC. 5307-CAPITAL AND OPERATIONS	Urban Transit - Capital/Ops	2022	TOPR	5307	\$748,859	\$0	\$748,859	\$1,497,718
T006876		FY 2022-HINESVILLE MPO-SEC.5303-PLANNING	MPO/Region Transit	2022	TPLN	5303	\$47,692	\$5,962	\$5,962	\$59,616
T007138		FY 2022-COASTAL RC-SEC. 5311-CAPITAL AND OPERATIONS	Rural Transit - Capital/Ops	2022	TCAP	5311	\$749,296	\$31,603	\$528,072	\$1,308,972
FY 2022 Totals:							\$1,545,847	\$37,565	\$1,282,893	\$2,866,306
0017411		I-95 FM FLORIDA STATE LINE TO S CAROLINA STATE LINE-ITS EXP	ITS	2023	CST	Z001	\$3,408,000	\$852,000	\$0	\$4,260,000
T006846		FY 2023-HINESVILLE-SEC. 5307-CAPITAL AND OPERATIONS	Urban Transit - Capital/Ops	2023	TOPR	5307	\$748,859	\$0	\$748,859	\$1,497,718
T006877		FY 2023-HINESVILLE MPO-SEC.5303-PLANNING	MPO/Region Transit	2023	TPLN	5303	\$47,692	\$5,962	\$5,962	\$59,616
T007220		FY 2023-COASTAL RC-SEC. 5311-CAPITAL AND OPERATIONS	Rural Transit - Capital/Ops	2023	TCAP	5311	\$676,906	\$0	\$169,226	\$846,132
FY 2023 Totals:							\$4,881,457	\$857,962	\$924,048	\$6,663,466
0016567		CR 171/LEWIS FRASIER ROAD @ PEACOCK CREEK	Bridges	2024	ROW	LOC	\$0	\$0	\$75,000	\$75,000
0016567		CR 171/LEWIS FRASIER ROAD @ PEACOCK CREEK	Bridges	2024	ROW	Z231	\$120,000	\$30,000	\$0	\$150,000
522570-	115	SR 38 BYPASS FROM SR 38/US 84 TO SR 119	Roadway Project	2024	CST	LY10	\$93,799	\$23,450	\$0	\$117,249
522570-	115	SR 38 BYPASS FROM SR 38/US 84 TO SR 119	Roadway Project	2024	CST	Z001	\$19,797,640	\$4,949,410	\$0	\$24,747,050
522570-	115	SR 38 BYPASS FROM SR 38/US 84 TO SR 119	Roadway Project	2024	UTL	LOC	\$0	\$0	\$1,445,000	\$1,445,000
T007056		FY 2024-HINESVILLE-SEC. 5307-CAPITAL AND OPERATIONS	Urban Transit - Capital/Ops	2024	TOPR	5307	\$748,859	\$0	\$748,859	\$1,497,718
T007068		FY 2024-HINESVILLE MPO-SEC.5303-PLANNING	MPO/Region Transit	2024	TPLN	5303	\$46,211	\$5,776	\$5,776	\$57,764
T007303		FY 2024-COASTAL RC-SEC. 5311-CAPITAL AND OPERATIONS	Rural Transit - Capital/Ops	2024	TCAP	5311	\$676,906	\$0	\$169,226	\$846,132
FY 2024 Totals:							\$21,483,415	\$5,008,636	\$2,443,862	\$28,935,912
Hinesville Totals:							\$33,618,151	\$7,118,498	\$8,029,832	\$48,766,481

Hinesville Project Cost Summary

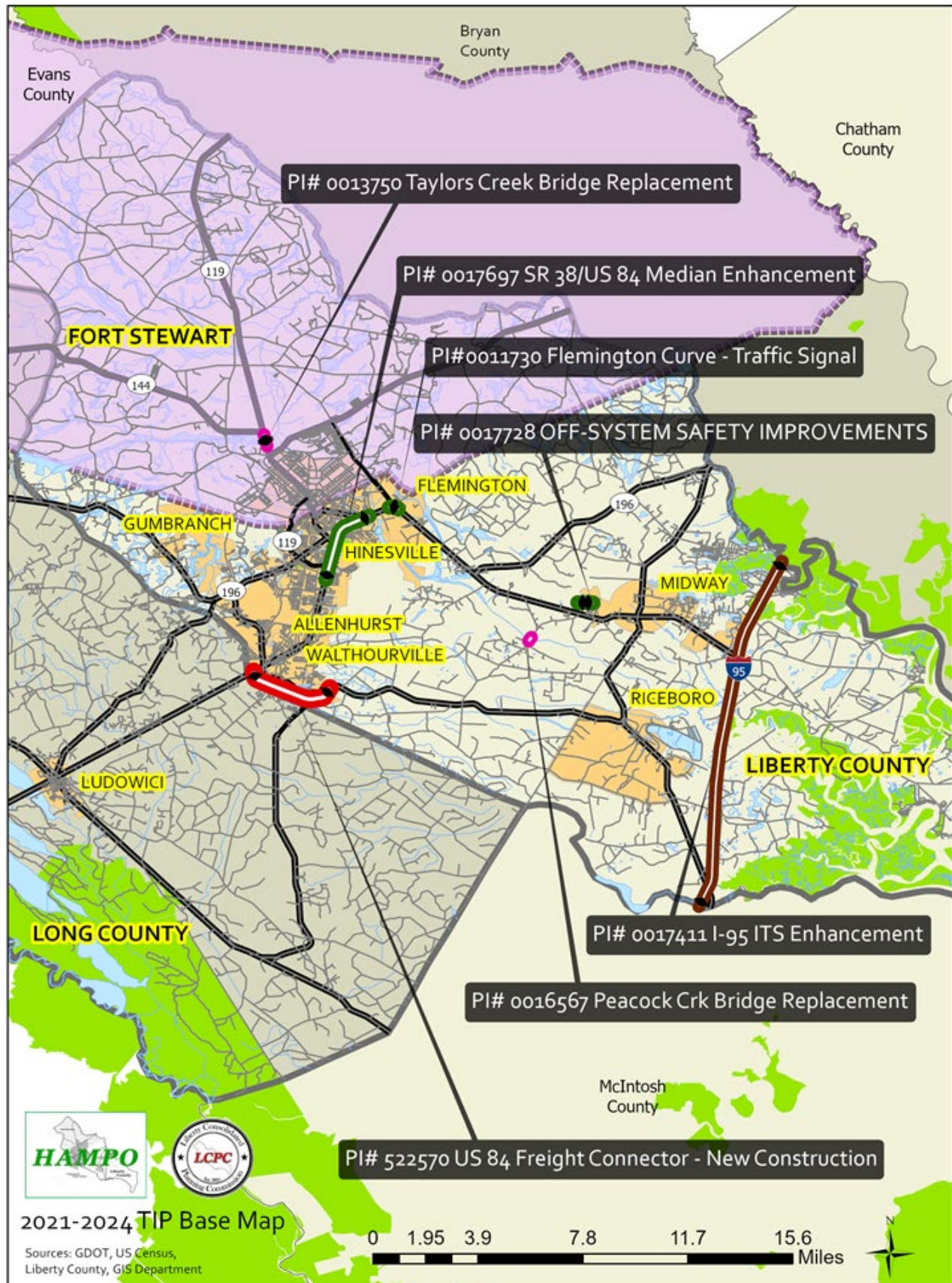
FY 2021 thru FY 2024

PI #	Year	Fund Code	Federal	State	Other	Total
0017411	2021	Z001	\$72,000	\$18,000	\$0	\$90,000
		Z001 Totals:	\$72,000	\$18,000	\$0	\$90,000
0016567	2021	Z231	\$540,000	\$135,000	\$0	\$675,000
		Z231 Totals:	\$540,000	\$135,000	\$0	\$675,000
522570-	2021	LY10	\$2,065,961	\$516,490	\$0	\$2,582,451
		LY10 Totals:	\$2,065,961	\$516,490	\$0	\$2,582,451
522570-	2021	LY20	\$899,900	\$224,975	\$0	\$1,124,875
		LY20 Totals:	\$899,900	\$224,975	\$0	\$1,124,875
522570-	2021	LY30	\$906,139	\$226,535	\$0	\$1,132,674
		LY30 Totals:	\$906,139	\$226,535	\$0	\$1,132,674
0013750	2021	41633	\$0	\$0	\$2,796,772	\$2,796,772
		41633 Totals:	\$0	\$0	\$2,796,772	\$2,796,772
T006017	2021	01214	\$0	\$6,111	\$0	\$6,111
T006088	2021	01214	\$0	\$348	\$0	\$348
		01214 Totals:	\$0	\$6,459	\$0	\$6,459
T004972	2021	210FA	\$16,224	\$0	\$0	\$16,224
		210FA Totals:	\$16,224	\$0	\$0	\$16,224
T006017	2021	212RA	\$48,888	\$0	\$0	\$48,888
T006088	2021	212RA	\$2,782	\$0	\$0	\$2,782
		212RA Totals:	\$51,670	\$0	\$0	\$51,670
T004972	2021	44059	\$0	\$4,056	\$0	\$4,056
		44059 Totals:	\$0	\$4,056	\$0	\$4,056
T006017	2021	452RA	\$0	\$0	\$6,111	\$6,111
T006088	2021	452RA	\$0	\$0	\$348	\$348
		452RA Totals:	\$0	\$0	\$6,459	\$6,459
T006127	2021	5307	\$986,312	\$82,820	\$406,572	\$1,475,704
		5307 Totals:	\$986,312	\$82,820	\$406,572	\$1,475,704
T006420	2021	5311	\$169,226	\$0	\$169,226	\$338,453
		5311 Totals:	\$169,226	\$0	\$169,226	\$338,453
FY 2021 Totals:			\$5,707,432	\$1,214,335	\$3,379,029	\$10,300,796

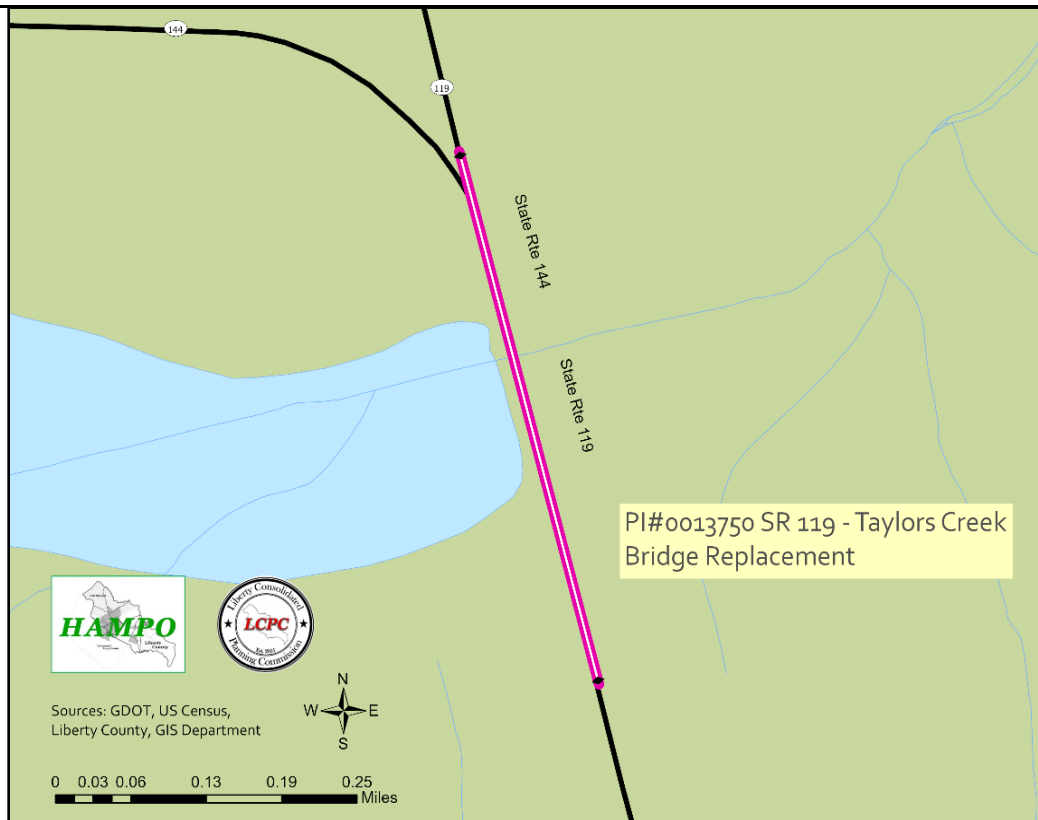
Hinesville: FY 2021 - FY 2024

PI #	Year	Fund Code	Federal	State	Other	Total
T006876	2022	5303	\$47,692	\$5,962	\$5,962	\$59,616
		5303 Totals:	\$47,692	\$5,962	\$5,962	\$59,616
T006845	2022	5307	\$748,859	\$0	\$748,859	\$1,497,718
		5307 Totals:	\$748,859	\$0	\$748,859	\$1,497,718
T007138	2022	5311	\$749,296	\$31,603	\$528,072	\$1,308,972
		5311 Totals:	\$749,296	\$31,603	\$528,072	\$1,308,972
FY 2022 Totals:			\$1,545,847	\$37,565	\$1,282,893	\$2,866,306
0017411	2023	Z001	\$3,408,000	\$852,000	\$0	\$4,260,000
		Z001 Totals:	\$3,408,000	\$852,000	\$0	\$4,260,000
T006877	2023	5303	\$47,692	\$5,962	\$5,962	\$59,616
		5303 Totals:	\$47,692	\$5,962	\$5,962	\$59,616
T006846	2023	5307	\$748,859	\$0	\$748,859	\$1,497,718
		5307 Totals:	\$748,859	\$0	\$748,859	\$1,497,718
T007220	2023	5311	\$676,906	\$0	\$169,226	\$846,132
		5311 Totals:	\$676,906	\$0	\$169,226	\$846,132
FY 2023 Totals:			\$4,881,457	\$857,962	\$924,048	\$6,663,466
522570-	2024	Z001	\$19,797,640	\$4,949,410	\$0	\$24,747,050
		Z001 Totals:	\$19,797,640	\$4,949,410	\$0	\$24,747,050
0016567	2024	Z231	\$120,000	\$30,000	\$0	\$150,000
		Z231 Totals:	\$120,000	\$30,000	\$0	\$150,000
522570-	2024	LY10	\$93,799	\$23,450	\$0	\$117,249
		LY10 Totals:	\$93,799	\$23,450	\$0	\$117,249
0016567	2024	LOC	\$0	\$0	\$75,000	\$75,000
522570-	2024	LOC	\$0	\$0	\$1,445,000	\$1,445,000
		LOC Totals:	\$0	\$0	\$1,520,000	\$1,520,000
T007068	2024	5303	\$46,211	\$5,776	\$5,776	\$57,764
		5303 Totals:	\$46,211	\$5,776	\$5,776	\$57,764
T007056	2024	5307	\$748,859	\$0	\$748,859	\$1,497,718
		5307 Totals:	\$748,859	\$0	\$748,859	\$1,497,718
T007303	2024	5311	\$676,906	\$0	\$169,226	\$846,132
		5311 Totals:	\$676,906	\$0	\$169,226	\$846,132
FY 2024 Totals:			\$21,483,415	\$5,008,636	\$2,443,862	\$28,935,912
Hinesville Totals:			\$33,618,151	\$7,118,498	\$8,029,832	\$48,766,481

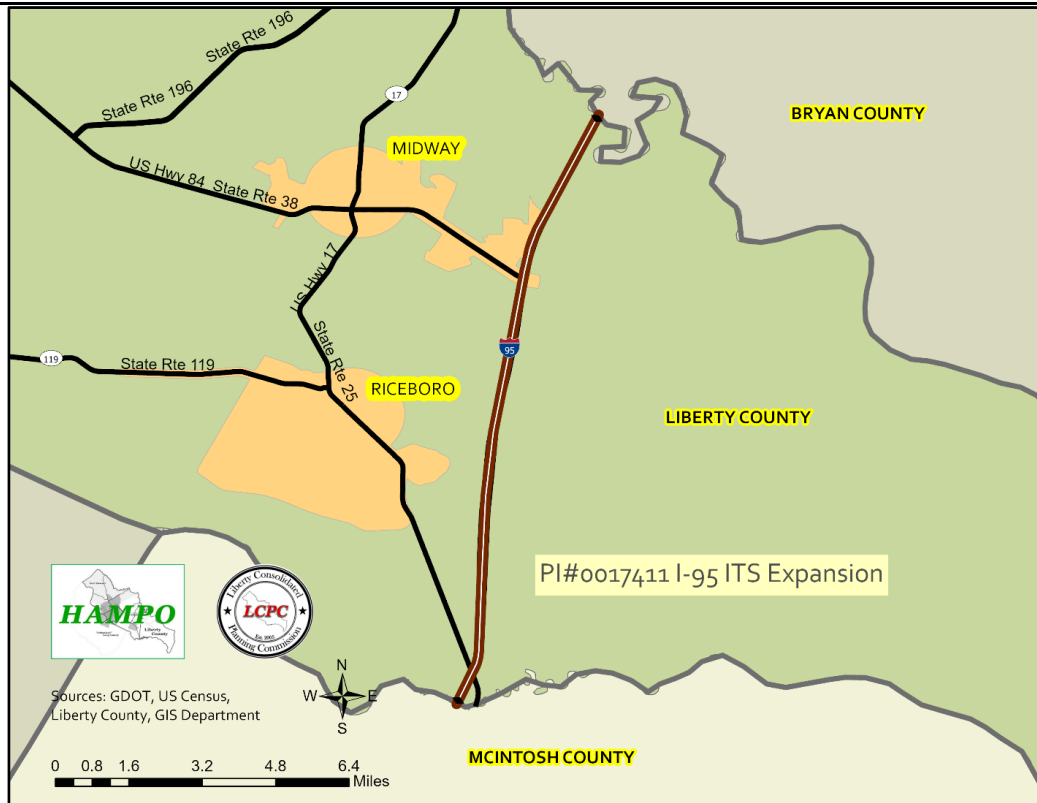
TIP PROJECT LOCATION MAP AND PROJECT SHEETS



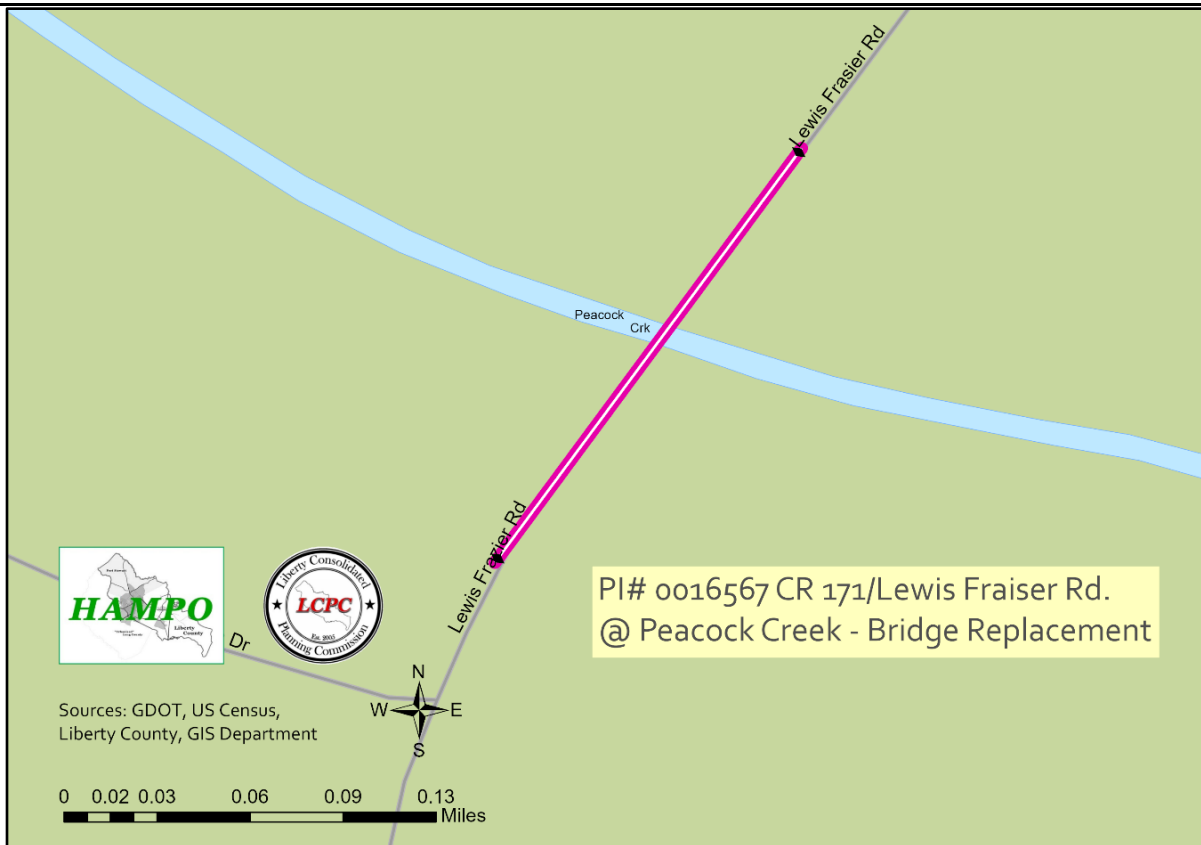
PROJECT NAME: SR 119 at Taylors Creek 3 Mi. NW of Hinesville					PI #: 0013750	Fund: M231	
PROJECT DESCRIPTION: Bridge replacement over Taylors Creek (The project is on Fort Stewart Military Reservation, outside of the cantonment area and centered 0.2 miles S of the EB SR 144 intersection)					HAMPO #: N402		
					GDOT District: 5		
					Cong. District: 1		
Improvement Type: Bridge Replacement			SR/US Road #: SR 119		County: Liberty		
From: MP 23.53			To: MP 23.93		RC: CRC		
Existing No. Lanes: 2	Planned No. Lanes: 2	Length (miles): 0.40				2022 Volume: 4,600	2040 Volume: 5,200
PROJECT PHASE	FY 2021	FY 2022	FY 2023	FY 2024	TIP Total	LONG RANGE (beyond 2024)	PROJECT TOTAL
Preliminary Engineering					\$ -		\$ -
Right-of-Way					\$ -		\$ -
Utility Relocate					\$ -		\$ -
Construction	\$ 3,906,300				\$ 3,906,300		\$ 3,906,300
PROJECT COST	\$ 3,906,300	\$ -	\$ -	\$ -	\$ 3,906,300	\$ -	\$ 3,906,300
Federal Cost	\$ 3,125,040	\$ -	\$ -	\$ -	\$ 3,125,040	\$ -	\$ 3,125,040
State Cost	\$ 781,260	\$ -	\$ -	\$ -	\$ 781,260	\$ -	\$ 781,260
Local Cost							
Comments/Remarks:							



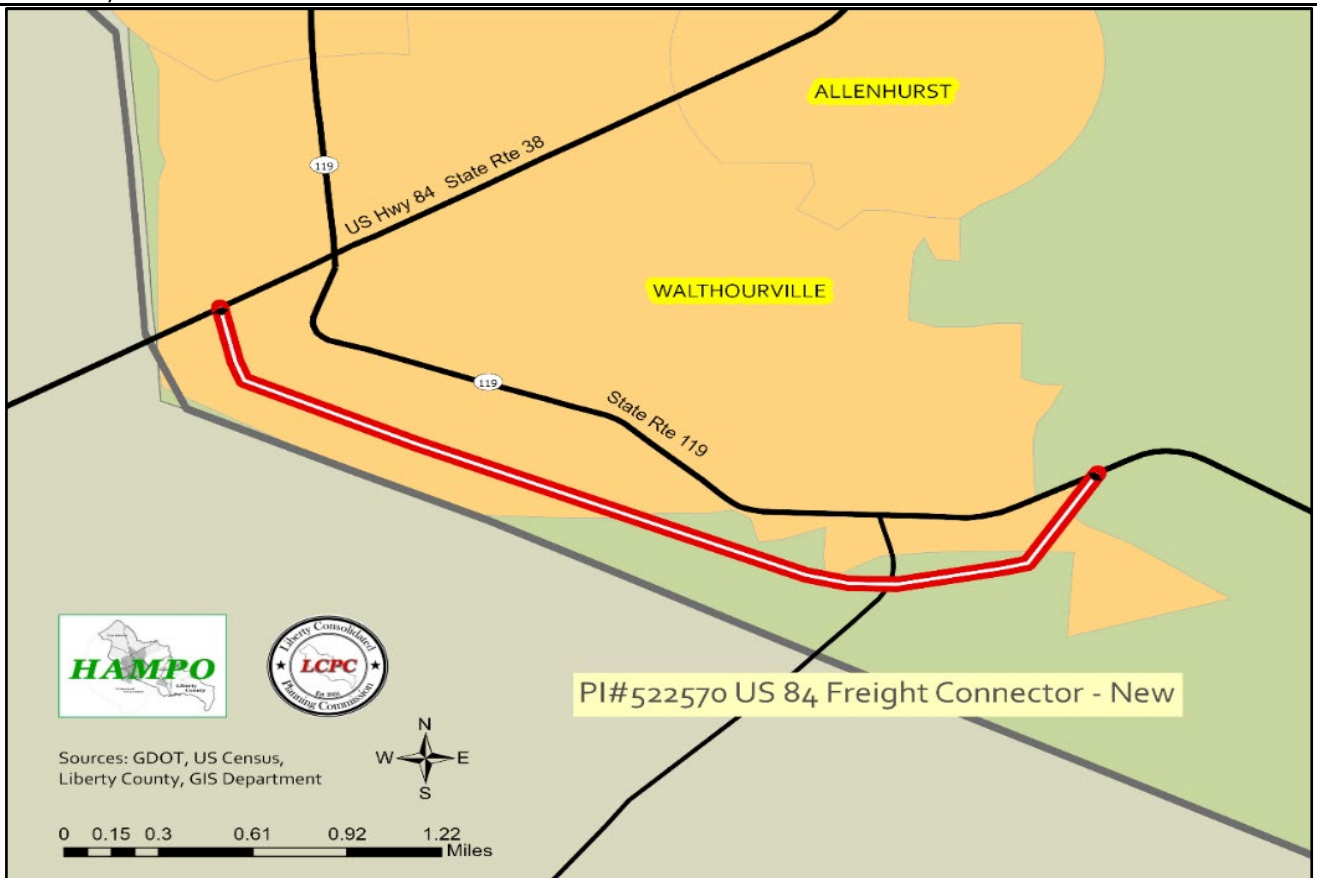
PROJECT NAME: I-95 FM FLORIDA STATE LINE TO S CAROLINA STATE LINE-ITS EXP					PI #: 0017411		Fund: Z001/State	
PROJECT DESCRIPTION: I-95 FM FLORIDA STATE LINE TO S CAROLINA STATE LINE-ITS EXP					HAMPO #0017411			
					GDOT District: 5			
					Cong. District: 1			
Improvement Type: ITS			SR/US Road #: I-95		County: Liberty			
From: Florida State Line			To: S Carolina State Line		RC: n/a			
Existing No. Lanes: n/a	Planned No. Lanes: n/a	Length (miles): 13.34				Base Volume: -	Projected Volume: -	
PROJECT PHASE	FY 2021	FY 2022	FY 2023	FY 2024	TIP TOTAL	LONG RANGE TOTAL	PROJECT TOTAL	
Preliminary Engineering	\$90,000.00				\$90,000.00		\$90,000.00	
Right-of-Way							\$0.00	
Utility Relocate							\$0.00	
Construction			\$4,260,000.00		\$4,260,000.00		\$4,260,000.00	
PROJECT COST	\$90,000.00	-	\$4,260,000.00	-	\$4,350,000.00		\$4,350,000.00	
Federal Cost	\$72,000.00		\$3,408,000.00		\$3,480,000.00			
State Cost	\$18,000.00		\$852,000.00		\$870,000.00			
Local Cost								
Comments/Remarks: This project is not a full HAMPO project. Only a segment of this project is located within the HAMPO region.								



PROJECT NAME: CR 171/Lewis Frasier Rd @ Peacock Creek (Bridge Replacement)					PI #: 0016567	Fund: Z231	
PROJECT DESCRIPTION: Bridge replacement is over Peacock Creek on CR 171, 2 miles south of SR 38/US 84 (E. Oglethorpe Hwy.)					HAMPO #: 0016567		
					GDOT District: 5		
					Cong. District: 1		
Improvement Type: Bridge Replacement			SR/US Road #: CR 171		County: Liberty		
From: n/a			To: n/a		RC: CRC		
Existing No. Lanes: 2	Planned No. Lanes: 2	Length (miles): 0.40				Base Volume: -	Projected Volume: -
PROJECT PHASE	FY 2021	FY 2022	FY 2023	FY 2024	TIP TOTAL	LONG RANGE (beyond 2024)	PROJECT TOTAL
Preliminary Engineering	\$675,000.00				\$675,000.00		\$675,000.00
Right-of-Way			\$225,000.00		\$225,000.00		\$225,000.00
Utility Relocate						\$80,000.00	\$80,000.00
Construction						\$2,000,000.00	\$2,000,000.00
PROJECT COST	\$675,000.00	\$ -	\$ 225,000.00		\$900,000.00	\$2,080,000.00	\$2,980,000.00
Federal Cost	\$540,000.00		\$120,000.00		\$660,000.00		
State Cost	\$135,000.00		\$30,000.00		\$165,000.00		
Local Cost			\$75,000.00		\$75,000.00		
Comments/Remarks:							



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, Z001	
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 83/US 84 SW of SR 119			To: SR 119 SE of Tibet Rd.		RC: CRC		
Existing No. Lanes: 0	Planned No. Lanes: 2	Length (miles): 2.6				Base Volume: -	Projected Volume: -
PROJECT PHASE	FY 2021	FY 2022	FY 2023	FY 2024	TIP TOTAL	LONG RANGE TOTAL	PROJECT TOTAL
Preliminary Engineering					\$0.00		\$0.00
Right-of-Way	\$4,720,000.00				\$4,720,000.00		\$4,720,000.00
Utility Relocate				\$1,445,000.00	\$1,445,000.00		\$1,445,000.00
Construction				\$24,747,050.00	\$24,747,050.00		\$24,747,050.00
PROJECT COST	\$4,720,000.00	-	-	\$26,192,050.00	\$30,912,050.00		\$30,912,050.00
Federal Cost	\$3,776,000.00			\$19,797,640.00	\$23,573,640.00		
State Cost	\$944,000.00			\$4,949,410.00	\$5,893,410.00		
Local Cost				\$1,445,000.00	\$1,445,000.00		
Comments/Remarks:							



TRANSIT

Liberty Transit

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

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. In September 2019, Liberty Transit began paratransit services featuring demand-response ADA service.

Liberty Transit is still moving towards becoming a countywide system. 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.

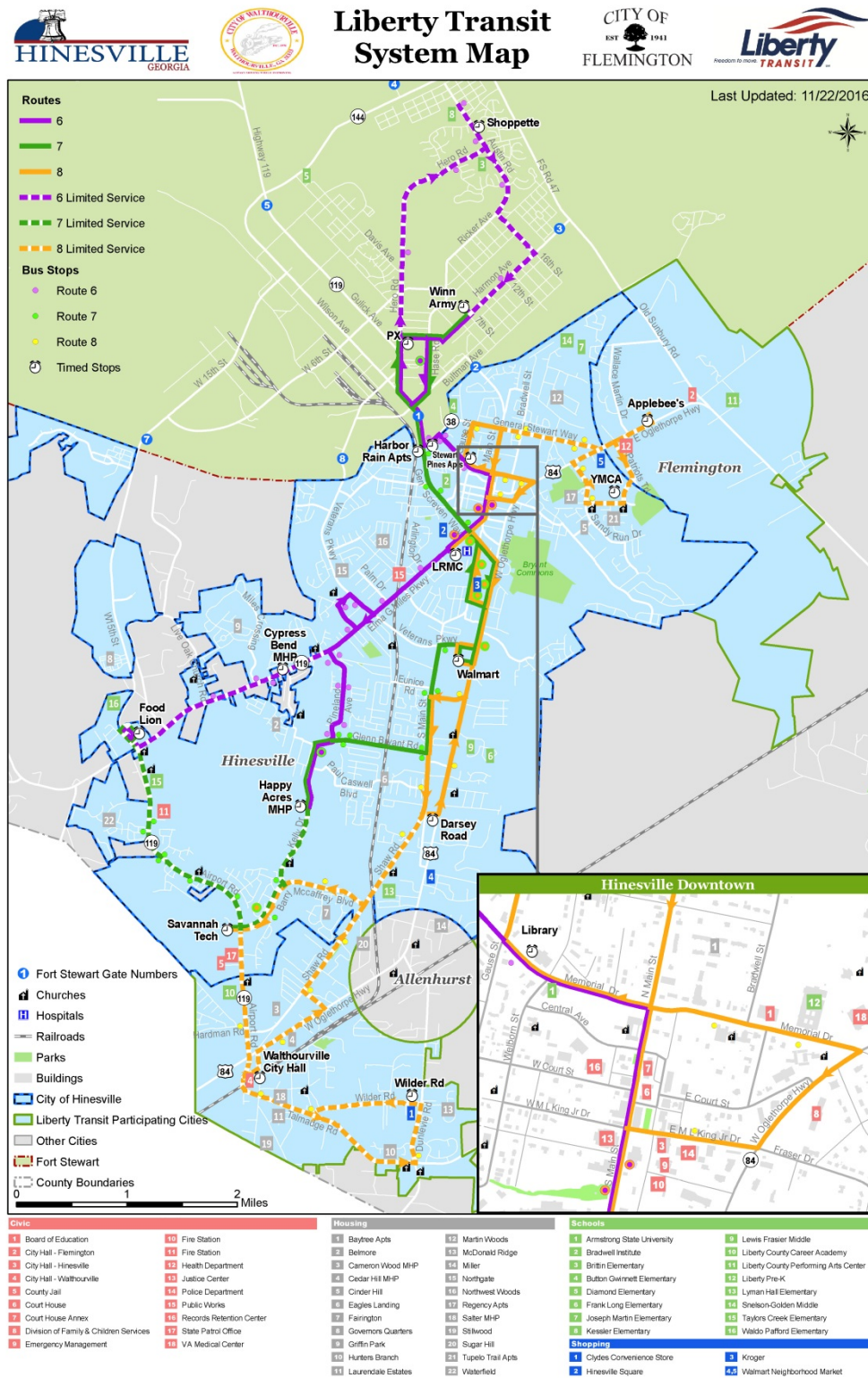


Capital Schedule for Liberty Transit				
Section 5307				
	FY 2021	FY 2022	FY 2023	FY 2024
Capital Item Description				
Mobility Management	\$ 40,000.08	\$ 41,000.04	\$ 42,025.08	\$ 43,075.68
Cost of Contracting				
Associated Transit Improvements	\$ 465,000.00			
Capital Improvements	\$ 190,000.00			
Total Project Cost	\$ 695,000.08	\$ 41,000.04	\$ 42,025.08	\$ 43,075.68
Federal Cost 80%	\$ 184,000.06	\$ 32,800.03	\$ 33,620.06	\$ 34,460.54
State Cost 10%	\$ 23,000.01	\$ 4,100.00	\$ 4,202.51	\$ 4,307.57
Local Cost 10%	\$ 23,000.01	\$ 4,100.00	\$ 4,202.51	\$ 4,307.57

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.

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.

Capital Schedule for Coastal Regional Coaches				
Section 5307				
	FY 2021	FY 2022	FY 2023	FY 2024
Item Description				
5304 Planning (80/0/20)	\$ 3,500.00	\$ 3,500.00	\$ 3,500.00	\$ 3,500.00
5311 Capital (80/10/10)	\$ 154,978.00	\$ 157,303.00	\$ 159,663.00	\$ 162,058.00
Operations (50/50)	\$ 457,890.00	\$ 464,758.00	\$ 471,729.00	\$ 478,805.00
Total Project Cost	\$ 616,368.00	\$ 625,561.00	\$ 634,892.00	\$ 644,363.00
Federal Cost 80%	\$ 355,727.40	\$ 361,021.40	\$ 366,394.90	\$ 371,848.90
State Cost 10%	\$ 15,497.80	\$ 15,730.30	\$ 15,966.30	\$ 16,205.80
Local Cost 10%	\$ 245,142.80	\$ 248,809.30	\$ 252,530.80	\$ 256,308.30

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.

Project Funds for Aviation Projects

Fiscal Year	City Name	Facility Name	Short Description	Federal Share Amount	State Share Amount	Local Share Amount	Total Project Cost	Status
2021	FORT STEWART (HINESVILLE)	WRIGHT AAF (FORT STEWART)/MIDCOAST RGNL	Design New 12 Unit T-Hangar and Taxilane	\$99,000.00	\$5,500.00	\$5,500.00	\$110,000.00	Submitted
			Update DBE Plan 2021-2023	\$9,900.00	\$550.00	\$550.00	\$11,000.00	Submitted
2021 Total				\$108,900.00	\$6,050.00	\$6,050.00	\$121,000.00	
2022	FORT STEWART (HINESVILLE)	WRIGHT AAF (FORT STEWART)/MIDCOAST RGNL	Construct New 12 Unit T-Hangar and Taxilane	\$652,500.00	\$36,250.00	\$36,250.00	\$725,000.00	Submitted
			Design - Exclusive-Use Lease Area Expansion	\$72,000.00	\$4,000.00	\$4,000.00	\$80,000.00	Submitted
2022 Total				\$724,500.00	\$40,250.00	\$40,250.00	\$805,000.00	
2023	FORT STEWART (HINESVILLE)	WRIGHT AAF (FORT STEWART)/MIDCOAST RGNL	Construct - Exclusive-Use Lease Area Expansion	\$540,000.00	\$30,000.00	\$30,000.00	\$600,000.00	Submitted
2023 Total				\$540,000.00	\$30,000.00	\$30,000.00	\$600,000.00	
2024	FORT STEWART (HINESVILLE)	WRIGHT AAF (FORT STEWART)/MIDCOAST RGNL	Runway 6R/24L Rehab Design	\$135,000.00	\$7,500.00	\$7,500.00	\$150,000.00	Submitted
2024 Total				\$135,000.00	\$7,500.00	\$7,500.00	\$150,000.00	
2025	FORT STEWART (HINESVILLE)	WRIGHT AAF (FORT STEWART)/MIDCOAST RGNL	Runway 6L Extension Reimbursement	\$36,000.00		\$4,000.00	\$40,000.00	Submitted
			Runway 6R/24L Rehab Construction, incl. Bidding, Construction Admin & Construction Inspection	\$2,700,000.00	\$150,000.00	\$150,000.00	\$3,000,000.00	Submitted
2025 Total				\$2,736,000.00	\$150,000.00	\$154,000.00	\$3,040,000.00	
Grand Total				\$4,244,400.00	\$233,800.00	\$237,800.00	\$4,716,000.00	

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

PERFORMANCE MANAGEMENT AND PERFORMANCE MEASURES

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Page 2: System Performance Report (PM1 Safety)

Page 5: Transportation Performance Management Targets

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

Page 11: December 10, 2020: Resolution adopting the 2021 Safety Performance Measures

Page 12: December 10, 2020: Performance Management Resolution to:

- Adopt Georgia Department of Transportation and the Georgia Association of Metropolitan Planning Organization transportation performance management targets, and
- Amend the 2045 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

Page 27: Liberty Transit Public Transportation Agency Safety Plan