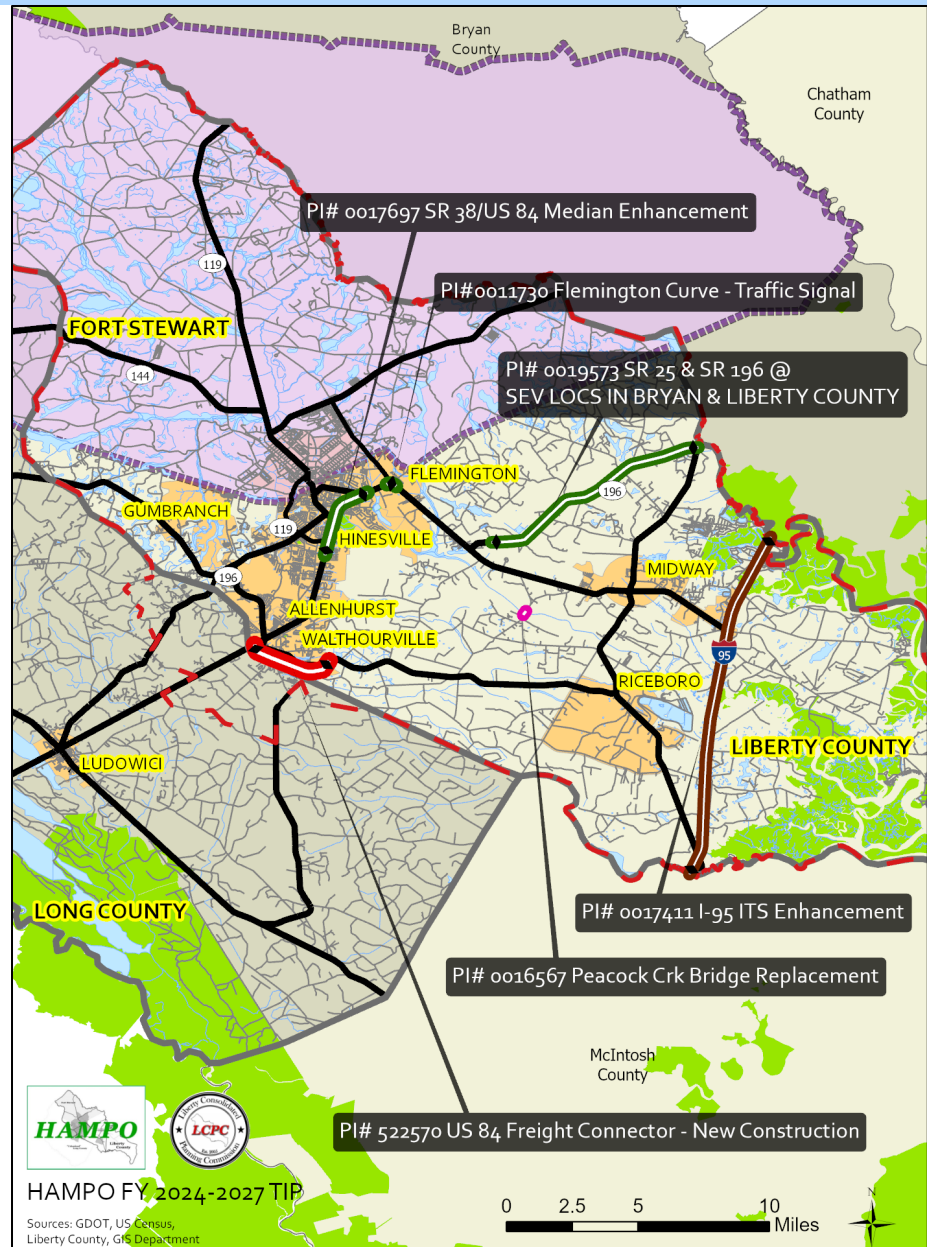


# FY 2024 – 2027

## Transportation Improvement Program



Hinesville Area Metropolitan Planning Organization  
Liberty Consolidated Planning Commission  
Adopted: August 10, 2023  
Administrative Modification #1: November 8, 2023  
Administrative Modification #2: February 8, 2024  
Administrative Modification #3: February 8, 2024  
Amendment #1: February 8, 2024

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](http://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 OF THE  
HINESVILLE AREA METROPOLITAN PLANNING ORGANIZATION  
ADOPTING THE  
FY 2024-2027 TRANSPORTATION IMPROVEMENT PROGRAM**

**WHEREAS**, the Hinesville Area Metropolitan Planning Organization (HAMPO) has been designated by the Governor of the State of Georgia as the Metropolitan Planning Organization responsible for conducting transportation planning activities in the Hinesville Metropolitan Planning Area consisting of urbanized Long County, Liberty County, Fort Stewart Military Reservation, the Town of Allenhurst, and the Cities of Flemington, Gum Branch, Hinesville, Midway, Riceboro and Walthourville; 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 FY 2024-2027 Transportation Improvement Program was developed through a continuous, comprehensive, and cooperative planning process in coordination with state and local officials; 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 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 locally developed and adopted process for public participation has been followed in the development of the Transportation Improvement Program; and

**NOW, THEREFORE BE IT RESOLVED**, that the Hinesville Area Metropolitan Planning Organization Policy Committee endorses the attached Transportation Improvement Program for the FY 2024-2027.

**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, 2023.

**ATTEST:**

  
Donald Lovette, Liberty County BOC Chairman  
Policy Committee Chair

  
Jeff Ricketson, AICP  
LCPC Executive Director

August 10, 2023  
Date

August 10, 2023  
Date



**AMENDMENTS**

Amendment #1: Amendment #1 updates the project cost for the construction phases of PI 522570 and PI 0017411. The updated project costs by project phase and total project cost can be viewed on the project sheet on pages 26 and 29.



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Jeff Ricketson, LCPC Executive Director

2-16-2024

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Date

**RESOLUTION OF THE  
HINESVILLE AREA METROPOLITAN PLANNING ORGANIZATION POLICY COMMITTEE APPROVING AN  
AMENDMENT TO THE FY 2024-2027 TRANSPORTATION IMPROVEMENT PROGRAM**

**WHEREAS**, the Hinesville Area Metropolitan Planning Organization (HAMPO) has been designated by the Governor of the State of Georgia as the metropolitan planning organization responsible for conducting transportation planning activities in the Hinesville urbanized area, which consists of urbanized Long County, Liberty County, Fort Stewart Military Reservation, the Town of Allenhurst, and the Cities of Flemington, Gum Branch, Hinesville, Midway, Riceboro and Walthourville; and

**WHEREAS**, the FY 2024-2027 Transportation Improvement Program was developed through a continuous, comprehensive, and cooperative planning process in coordination with state and local officials; 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 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 Technical Coordinating Committee at its January 11, 2024 meeting recommended that HAMPO support the updated funding budget totals for the construction phases for two projects as follows:

- PI 522570 – SR 38 Bypass from SR 38 to SR 119
- PI 0017411 – I-95 from Florida State Line to South Carolina State Line


**NOW, THEREFORE, BE IT RESOLVED** that the HAMPO Policy Committee concurs with the recommendation of the HAMPO Technical Coordinating Committee to agree and support the updated project budgets for PI 522570 and PI 0017411 as approved by the Georgia Department of Transportation.

**CERTIFICATION:** I hereby certify that the above is a true and correct copy of a Resolution adopted by the Hinesville Area Metropolitan Planning Organization Policy Committee on February 8, 2024.

**SIGNED:**

 2/8/24  
Donald Lovette  
Policy Committee Chair  
date

**ATTEST:**

 2/8/2024  
Jeff Ricketson, AICP  
LCPC Executive Director  
date

**ADMINISTRATIVE MODIFICATIONS**

Administrative Modification #1: An administrative modification was performed on November 8, 2023 at the request of the GDOT Office of Planning to update the local amount of funding for the UTL phase of PI 522570 – SR 38 Bypass from SR 38 to SR 119. This can be viewed on the project sheet on page 29.



2-16-2024

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Jeff Ricketson, LCPC Executive Director

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Date

Administrative Modification #2: An administrative modification was performed on February 8, 2024 that incorporated the calendar year 2024 Safety Performance Measures into the Safety Performance Report. These measures can be viewed in the SPR Appendix.



2-16-2024

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Jeff Ricketson, LCPC Executive Director

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Date

Administrative Modification #3: An administrative modification was performed on February 8, 2024 at the request of the GDOT Office of Planning to update the construction phase costs for PI 522570 – SR 38 Bypass from SR 38 to SR 119. This can be viewed on the project sheet on page 30.



2-16-2024

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Jeff Ricketson, LCPC Executive Director

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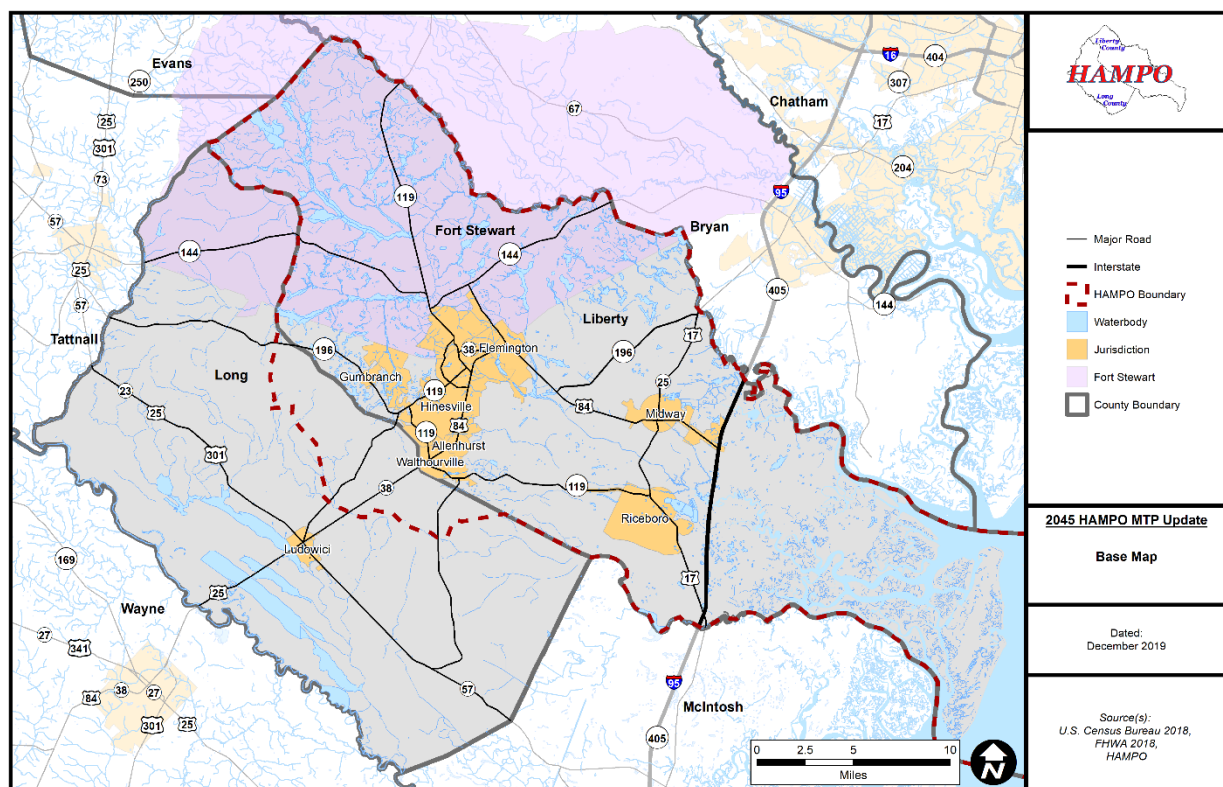
Date

## **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 2020 census population for the Hinesville Urban Area (UZA) is 53,107. 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. The Federal Transit Administration released updated UZA information in January 2023. Updated HAMPO MPA and UAB were under development at the time of adoption of the TIP.

The following map shows the HAMPO planning boundary in relation to the local municipalities and county boundaries within the HAMPO region.



## **TRANSPORTATION IMPROVEMENT PROGRAM**

Through the comprehensive, cooperative, and continuing (3C) planning process HAMPO develops and administers the twenty-five-year long range Metropolitan Transportation Plan (MTP). The MTP identifies the vision, goals and objectives, and strategies that will promote the movement of people

and goods throughout the MPO planning region. The HAMPO 2045 MTP identifies eight goals that are consistent with and feeds directly from the federal planning factors and national and state goals for transportation planning identified in the FAST Act, and later in the Bipartisan Infrastructure Law. Projects identified in the MTP that support these goals are later introduced into the Transportation Improvement Program.

This Transportation Improvement Program (TIP) is a four-year plan detailing programmed federally funded and regionally significant transportation projects for fiscal years 2024 to 2027.

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 MTP and 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 2024 to FY 2027.

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 decisions by focusing on performance outcomes to achieve the national transportation goals.

### **BIPARTISAN INFRASTRUCTURE LAW (BIL)**

The HAMPO FY 2024-2027 TIP was developed in accordance with the FAST Act (December 4, 2015) and the Bipartisan Infrastructure Law (BIL), which was signed into law on November 15, 2021. The BIL is a five-year bill (2022-2026). The BIL authorized \$567.5 billion nationally in spending over a five-year period, including \$383.4 billion from the Highway Trust Fund and \$184.2 billion in guaranteed appropriations. \$93.5 billion is also included from the General Fund, which is subject to appropriations. The BIL also continues to emphasize performance-based planning and programming that was introduced in MAP-21 and subsequently the FAST Act.

There are multiple discretionary funding programs contained in the BIL. Some of these discretionary programs include:

#### Office of the Secretary of Transportation

- Megaprojects
- RAISE Grants
- Safe Streets
- Culverts
- SMART Program

#### Federal Highway Administration

- Bridge Investment Program
- INFRA Grants



- Reduction of Truck Emissions in Ports
- Reconnecting Communities

#### Federal Transit Administration

- Low-No Emission Bus Grants
- Capital Investment Grants
- ADA Upgrades to Rail Transit
- Electric or Low Emission Ferries

## **APPROVAL PROCESS**

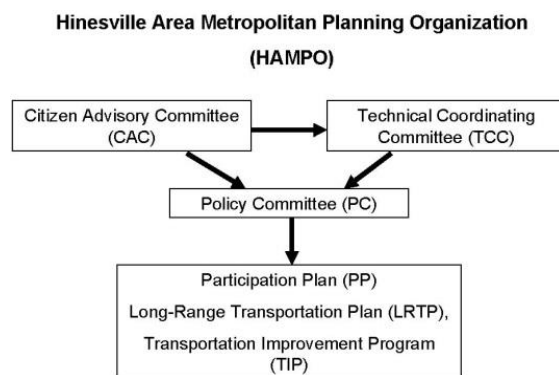
Project-by-project review and approval by the Georgia Department of Transportation (GDOT), the Federal Highway Administration (FHWA) and the Federal Transit Administration (FTA) is necessary for federal funds to become available and thereby documented in the TIP. Both the Technical Coordinating Committee 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 “Participation Plan” as adopted by the Policy Committee on June 8, 2017. The 2045 MTP and the Participation Plan are available on the MPO website under the HAMPO Plans & Documents webpage at [https://thelcpc.org/hampo\\_plans\\_and\\_documents/](https://thelcpc.org/hampo_plans_and_documents/).

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 HAMPO 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, and brought forward by the Infrastructure Investment and Jobs Act (IIJA, also commonly known as the Bipartisan Infrastructure Bill), as signed by President Joe Biden on November 15, 2021, 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.

The following tables document the HAMPO PC, TCC, and CAC membership.

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
<b>Donald Lovette, Chair</b>	<b>Chairman, Liberty County BOC</b>
Gary Gilliard	Commissioner, Liberty County BOC
Lynn Pace	Proxy for Chairman, LCPC
<b>Clemontine Washington, Vice-Chair</b>	<b>Proxy for Mayor, City of Midway</b>
Lily Baker	Chair, Liberty County BOE
Melissa Ray	Proxy for Chairman, LCDA
Paul Hawkins	Mayor, Flemington
James Willis	Mayor, Town of Allenhurst
Vivian Delgadillo Canizares	GDOT Representative
Vicky Nelson	Councilmember, City of Hinesville
Pearlie Axson	Mayor, City of Riceboro

EX-OFFICIO NON-VOTING MEMBERS:	
Jeff Ricketson	Executive Director, LCPC
Joey Brown	Liberty County Administrator

PC VOTING MEMBERS	Representing
Kenneth Howard	Hinesville City Manager
Phil Odom	Chairman, Citizens Advisory Committee
Wykoda Wang	CORE MPO
Kyle Wemett	Fort Stewart
Sabrina David	Division Administrator, FHWA

PARTICIPATING	
Katie Proctor	GDOT District 5
Joseph Longo	FHWA
Ann-Marie Day	FHWA
Robert Caudill	GDOT Planning
Casey Langford	GDOT Planning
Trent Long	
Paul Simonton	
Marcus Sack	
Robert Buckley	

TCC Voting Members	Representing
Joey Brown, TCC Chair	County Administrator, Liberty County
Kenneth Howard, TCC Vice-Chair	City Manager, City of Hinesville
Kyle Wemett	Fort Stewart
Katie Proctor	GDOT District 5
Dr. Clemontine Washington	Mayor Pro-Tem, City of Midway
Dr. Franklin D. Perry	Superintendent, Liberty County BOE
Robert Parker	Long County BOC Chairman
Jeff Ricketson	Executive Director, LCPC
Pearlie Axson	City of Riceboro
James Willis	Town of Allenhurst
Mayor Strickland	City of Gum Branch
Mayor Baker	City of Walthourville
Vivian Delgadillo Canizares	GDOT Planning
Paul Hawkins	City of Flemington
Paul Simonton	City of Engineer, City of Hinesville
Ben Morrow	ESG (Hinesville PW)
Ron Tolley	Executive Director, LCDA
Phillip Peevy	GDOT Central Office - Transit
Trent Long	County Engineer, Liberty County
	<b>quorum = 50% (10)</b>
TCC Non-Voting Members	Representing
Allen Burns	Director of Planning, CRC
Joseph Longo	Federal Highway Administration (FHWA)

TCC Voting Members	Representing
Robert Caudill	GDOT Office of Planning
Karen Randolph	General Manger, Liberty Transit
Don Masiasak	Transportation Director, Coastal Regional Commission
John Lyles	Operation Manager, Liberty County Board of Education
Allen Burns	Coastal Regional Commission

CAC Voting Members	Representing
Ron Collins	Georgia State University
Joe Kelly	Liberty County
Cassidy Collins	Hinesville
Bob Dodd	Walthourville
Elaine Moore	Hinesville
Emmanuel Joyner	Riceboro
Tim Byler	Flemington
Phil Odom, Chairman	Gum Branch
Marcie Hamilton	Liberty County
Julian Jones	Liberty County
Ernest Brown	Liberty County
Curles Butler	Hinesville
Jimmy Shanken	Long County
Marcello Page, Vice-Chair	Hinesville
Terry Fortson	Midway
Vacant	Fort Stewart
Vacant	Allenhurst
Vacant	Savannah Technical College
Vacant	Walthourville

### Staff:

Hinesville Area Metropolitan Planning Organization (HAMPO) Staff:

Jeff Ricketson, HAMPO Executive Director

Kelly Wiggins, Executive Assistant

Rachel Hatcher, Senior Planner (Contract Employee)

Vishanya Forbes, Planner (Contract Employee)

Justin Dammons, Planner (Contract Employee)

Jazmine Lewis, Planner (Contract Employee)

Brian Powers, Planner (Contract Employee)

Jamie Zerillo, Planner (Contract Employee)

Beverly Davis, Senior Planning Group Leader (Contract Employee)

Steve Cote, Senior Planning Leader (Contract Employee)

Other LCPC staff to support HAMPO: Curles Butler, Lori Parks, Maggie Wright and Mardee Sanchez

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

## **PUBLIC PARTICIPATION**

The HAMPO public participation process is detailed in the HAMPO Participation Plan. This process includes the methods through which stakeholders and public input and comment are solicited for. During the development of the 2024 – 2027 TIP the draft project listings and funding were discussed at a meeting of staff from GDOT, HAMPO, and FHWA. For the 2024-2027 TIP, a 30-day public comment period was held from June 15 to July 15, 2023. This public comment period was advertised in the Coastal Courier and a public notice was posted on the MPO website. Committee members were encouraged to reach out to their constituents, fellow citizens, and interested parties to participate in providing feedback regarding the draft TIP. A hard copy of the draft TIP was available at the Liberty Consolidated Planning Commission's office. The Citizens Advisory Committee meeting is held bimonthly on the second Thursday at 5:30pm, which allows for individuals to participate in the transportation planning process outside of the traditional workday. There is a public comment standing agenda item during the CAC meeting, as well as during the Technical Coordinating Committee and the Policy Committee. As part of the MTP development process, robust public engagement is conducted, including popups, public meeting, and extensive stakeholder coordination. The feedback gathered during the MTP development process is used to organize the project prioritization list that the TIP builds off.

## **OVERVIEW**

There are numerous elements that help identify projects in the TIP for HAMPO's Metropolitan Planning Area. 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. The individual highway and bridge projects are grouped by funding source. Transit projects are grouped separately.

## **PERFORMANCE MANAGEMENT**

In compliance with the Infrastructure Investment and Jobs Act, (IIJA or Bipartisan Infrastructure Bill), state Departments of Transportation and Metropolitan Planning Organizations (MPOs) must use a Transportation Performance Management (TPM) approach in carrying out their federally-required transportation planning and programming activities. The process requires the establishment and use of a coordinated performance-based approach to transportation decision-making to support national goals for the federal-aid highway and public transportation programs. This became effective April 14, 2016, when the Federal Highway Administration (FHWA) established highway safety performance measures to carry out the Highway Safety Improvement Program (HSIP).



**FHWA Performance Based Planning Process**



HAMPO has adopted the following Performance Measures (PM):

- **PM1** – Highway Safety
- **PM2** – Bridge and Pavement Condition
- **PM3** – Travel Time Reliability, Freight Reliability, Traffic Congestion, Total Emissions Reduction
- **PM It** - Transit Asset Management (TAM) and Public Transportation Agency Safety Plan (PTASP)

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.

### **TIP FORMULA FUNDS**

Multiple federal and state programs provide funding to statewide planning regions (including large urban, small urban, and rural). This formula funding is distributed to metropolitan and rural regions based on defined needs-based formulas and criteria. Funding sources can be either federal or state, highway or public transit programs. Funding can also be obtained from local sources, including Transportation Special Local Option Sales Tax (TSPLOST).

Funding can come from a number of programs on the state and federal level, including the following:

- National Highway Performance Program
- Surface Transportation Block Group Program
- Surface Transportation Block Group Program Set-Aside
- Carbon Reduction Program
- Highway Safety Improvement Program
- Promoting Resilient Operations for Transformative, Effective Cost-saving Transportation (PROTECT)

HAMPO manages the TIP development process for the Hinesville metropolitan planning area, including performance-based project evaluation and selection decisions for these TIP Formula Funds. These project evaluations take place during the MTP development process and are contained in a fiscally constrained list over a 20-year horizon. When projects are brought into the TIP, they remain fiscally constrained against a budget determined by the Department of Transportation through GDOT.

**MPO LUMP SUM PROJECTS****MPO Lump Sum Projects - Hinesville****Liberty**

PROJ	PROJ NO.	TIP NO.	DESCRIPTION	PE		ROW		CST		UTL	
0015393			CS 926/MAIN STREET/RVON AVE FROM SR 38 TO CENTRAL AVE	PE	AUTHORIZED						
0017697			SR 38/US 84 FROM FLOWERS DRIVE TO PATRIOTS TRAIL - VRU	PE	AUTHORIZED	ROW	PREST	CST	PREST	UTL	PREST
0019573			SR 25 & SR 196 @ SEV LOCS IN BRYAN & LIBERTY COUNTY	PE	AUTHORIZED			CST	PREST	UTL	PREST
0019822			CAY CREEK RD @ RSOR #635050J & DOGWOOD ST @ RSOR #635053E					CST	PREST		
M006312			I-95 SB & NB @ BULL TOWN SWAMP & @ CAY CRK TRIB-BRIDGE REHAB								

**LUMP SUM PROJECTS CURRENTLY AUTHORIZED**

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

0019573: Constructs cable barrier installation along SR 196 and SR 25/US 17 in Liberty and Brian counties

**TIP AUTHORIZED PROJECTS**

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

Primary  
County:

**Liberty**

PROJ	PROJ NO.	TIP NO.	DESCRIPTION	Phase Status	Phase Code	Program Year	Latest Cost Estimated Total	% in MPO	Amount
0011730			SR 38/US 84 @ CR 73/OLD SUNBURY ROAD	AUTHORIZED	CST	2021	\$5,203,385.26	100	\$5,203,385.26
0013750		N402	SR 119 @ TAYLORS CREEK 3 MI NW OF HINESVILLE	AUTHORIZED	CST	2022	\$5,932,142.97	100	\$5,932,142.97
0016567			CR 171/LEWIS FRASIER ROAD @ PEACOCK CREEK	AUTHORIZED	PE	2021	\$675,000.00	100	\$675,000.00
0017160			PL HINESVILLE - FY 2021	AUTHORIZED	PLN	2021	\$122,041.01	100	\$122,041.01
0017697			SR 38/US 84 FROM FLOWERS DRIVE TO PATRIOTS TRAIL - VRU	AUTHORIZED	PE	2021	\$1,568,000.00	100	\$1,568,000.00
0017728			OFF-SYSTEM SAFETY IMPROVEMENTS @ 16 LOCS IN LIBERTY COUNTY	AUTHORIZED	CST	2022	\$796,224.70	100	\$796,224.70
					PE	2021	\$9,802.22	100	\$9,802.22
0018100			SR 119 CORRIDOR STUDY - FY 2022 HINESVILLE UPWP	AUTHORIZED	PLN	2022	\$200,000.00	100	\$200,000.00
0018422			PL HINESVILLE - FY 2023	AUTHORIZED	PLN	2023	\$138,421.38	100	\$138,421.38
0019306			PL HINESVILLE - SAFE & ACCESSIBLE TRANS OPTIONS - FY 2023	AUTHORIZED	PLN	2023	\$2,601.91	100	\$2,601.91
0019573			SR 25 & SR 196 @ SEV LOCS IN BRYAN & LIBERTY COUNTY	AUTHORIZED	PE	2023	\$7,000.00	67	\$4,690.00
522570-	NH000-0026-03(056)	115	SR 38 BYPASS FROM SR 38/US 84 TO SR 119	AUTHORIZED	ROW	2021	\$5,010,000.00	100	\$5,010,000.00
M006212			SR 119 FROM N OF 15TH STREET/AIRPORT ROAD TO S OF SR 144	AUTHORIZED	MCST	2022	\$5,386,297.90	100	\$5,386,297.90
S015462			ROADWAY IMPROVEMENTS ON EDGEWATER DRIVE	AUTHORIZED	PR	2021	\$198,000.00	100	\$198,000.00



## TIP EXPECTED HIGHWAY STIP FUNDS

### HINESVILLE TOTAL EXPECTED HIGHWAY & TRANSIT STIP FUNDS (MATCHED) FY 2024 - FY 2027

FUND	CODE	LUMP DESCRIPTION	2024	2025	2026	2027	TOTAL
NHPP	Y001		\$ 24,665,102	\$ -	\$ 1,785,000	\$ -	\$ 26,450,102
STBG	Y236		\$ 41,616	\$ 2,232,782	\$ -	\$ -	\$ 2,274,398
NHFP	Y460		\$ -	\$ -	\$ 2,475,000	\$ -	\$ 2,475,000
Carbon	Y606		\$ 178,419	\$ 296,198	\$ 296,198	\$ 296,198	\$ 1,067,014
HPP	LY30		\$ 194,470	\$ -	\$ -	\$ -	\$ 194,470
Local	LOC		\$ 1,653,547	\$ -	\$ -	\$ -	\$ 1,653,547
Transit	5303		\$ 71,186	\$ 71,186	\$ 71,186	\$ 71,186	\$ 284,744
Transit	5307		\$ 1,499,946	\$ 1,499,946	\$ 1,499,946	\$ 1,499,946	\$ 5,999,784
Transit	5311		\$ 1,229,599	\$ 1,229,599	\$ 1,229,599	\$ 1,229,599	\$ 4,918,396
NHPP	Y001	LIGHTING	\$ 5,000	\$ 5,000	\$ 5,000	\$ 5,000	\$ 20,000
NHPP/STBG	Various	BRIDGE MAINTENANCE	\$ 239,000	\$ 239,000	\$ 239,000	\$ 239,000	\$ 956,000
NHPP/STBG	Various	ROAD MAINTENANCE	\$ 1,487,000	\$ 1,328,000	\$ 1,328,000	\$ 1,328,000	\$ 5,471,000
STBG	Y240	LOW IMPACT BRIDGES	\$ 112,000	\$ 112,000	\$ 112,000	\$ 112,000	\$ 448,000
STBG	Y240	OPERATIONS	\$ 64,000	\$ 64,000	\$ 64,000	\$ 64,000	\$ 256,000
STBG	Y240	TRAF CONTROL DEVICES	\$ 159,000	\$ 159,000	\$ 159,000	\$ 159,000	\$ 636,000
STBG	Y240	RW PROTECTIVE BUY	\$ 8,000	\$ 8,000	\$ 8,000	\$ 8,000	\$ 32,000
HSIP	YS30	SAFETY	\$ 531,000	\$ 531,000	\$ 531,000	\$ 531,000	\$ 2,124,000
RRX	YS40	RAILROAD CROSSINGS	\$ 61,000	\$ 61,000	\$ 61,000	\$ 61,000	\$ 244,000
<b>TOTAL</b>			<b>\$ 32,199,885</b>	<b>\$ 7,836,711</b>	<b>\$ 9,863,929</b>	<b>\$ 5,603,929</b>	<b>\$ 55,504,455</b>

Note: This information is subject to change.

## TIP STATE AND FEDERALLY APPROVED FUNDS: PROJECT COST DETAILS

### Hinesville Project Cost Detail FY 2024 thru FY 2027

PI #	MPO TIP ID	Description	Prim Work Type	Year	Phase	Fund Code	Federal	State	Other	Total
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	Y236	\$33,293	\$8,323	\$0	\$41,616
522570-	115	SR 38 BYPASS FROM SR 38/US 84 TO SR 119	Roadway Project	2024	CST	LY30	\$155,576	\$38,894	\$0	\$194,470
522570-	115	SR 38 BYPASS FROM SR 38/US 84 TO SR 119	Roadway Project	2024	CST	Y001	\$19,732,081	\$4,933,020	\$0	\$24,665,102
522570-	115	SR 38 BYPASS FROM SR 38/US 84 TO SR 119	Roadway Project	2024	UTL	LOC	\$0	\$0	\$1,578,547	\$1,578,547
T007056		FY 2024-HINESVILLE-SEC.5307-CAPITAL AND OPERATIONS	Urban Transit - Capital/Ops	2024	TOPR	5307	\$961,062	\$70,363	\$468,521	\$1,499,946
T007068		FY 2024-HINESVILLE MPO-SEC.5303-PLANNING	MPO/Region Transit	2024	TPLN	5303	\$56,949	\$7,119	\$7,119	\$71,186
T007303		FY 2024-COASTAL RC-SEC.5311-CAPITAL AND OPERATIONS	Rural Transit - Capital/Ops	2024	TCAP	5311	\$653,734	\$12,978	\$562,886	\$1,229,599
<b>FY 2024 Totals:</b>							<b>\$21,592,695</b>	<b>\$5,070,697</b>	<b>\$2,692,073</b>	<b>\$29,355,466</b>
0016567		CR 171/LEWIS FRASIER ROAD @ PEACOCK CREEK	Bridges	2025	CST	Y236	\$1,697,933	\$424,483	\$0	\$2,122,416
0016567		CR 171/LEWIS FRASIER ROAD @ PEACOCK CREEK	Bridges	2025	UTL	Y236	\$88,293	\$22,073	\$0	\$110,366

PI #	MPO TIP ID	Description	Prim Work Type	Year	Phase	Fund Code	Federal	State	Other	Total
T008226		FY 2025-COASTAL RC-SEC.5311-CAPITAL AND OPERATIONS	Rural Transit - Capital/Ops	2025	TCAP	5311	\$653,734	\$12,978	\$562,886	\$1,229,599
T008404		FY 2025-HINESVILLE-SEC.5307-C APITAL AND OPERATIONS	Urban Transit - Capital/Ops	2025	TOPR	5307	\$961,062	\$70,363	\$468,521	\$1,499,946
T008505		FY 2025-HINESVILLE MPO-SEC.5303-PLANNING	MPO/Region Transit	2025	TPLN	5303	\$56,949	\$7,119	\$7,119	\$71,186
<b>FY 2025 Totals:</b>							<b>\$3,457,970</b>	<b>\$537,016</b>	<b>\$1,038,526</b>	<b>\$5,033,513</b>
0017411		I-95 FM FLORIDA STATE LINE TO S CAROLINA STATE LINE-ITS EXP	ITS	2026	CST	Y001	\$1,428,000	\$357,000	\$0	\$1,785,000
0017411		I-95 FM FLORIDA STATE LINE TO S CAROLINA STATE LINE-ITS EXP	ITS	2026	CST	Y460	\$1,980,000	\$495,000	\$0	\$2,475,000
T008230		FY 2026-COASTAL RC-SEC.5311-CAPITAL AND OPERATIONS	Rural Transit - Capital/Ops	2026	TCAP	5311	\$653,734	\$12,978	\$562,886	\$1,229,599
T008405		FY 2026-HINESVILLE-SEC.5307-C APITAL AND OPERATIONS	Urban Transit - Capital/Ops	2026	TOPR	5307	\$961,062	\$70,363	\$468,521	\$1,499,946
T008506		FY 2026-HINESVILLE MPO-SEC.5303-PLANNING	MPO/Region Transit	2026	TPLN	5303	\$56,949	\$7,119	\$7,119	\$71,186
<b>FY 2026 Totals:</b>							<b>\$5,079,745</b>	<b>\$942,460</b>	<b>\$1,038,526</b>	<b>\$7,060,731</b>
T008245		FY 2027-COASTAL RC-SEC.5311-CAPITAL AND OPERATIONS	Rural Transit - Capital/Ops	2027	TCAP	5311	\$653,734	\$12,978	\$562,886	\$1,229,599
T008407		FY 2027-HINESVILLE-SEC.5307-C APITAL AND OPERATIONS	Urban Transit - Capital/Ops	2027	TOPR	5307	\$961,062	\$70,363	\$468,521	\$1,499,946
PI #	MPO TIP ID	Description	Prim Work Type	Year	Phase	Fund Code	Federal	State	Other	Total
T008507		FY 2027-HINESVILLE MPO-SEC.5303-PLANNING	MPO/Region Transit	2027	TPLN	5303	\$56,949	\$7,119	\$7,119	\$71,186
<b>FY 2027 Totals:</b>							<b>\$1,671,745</b>	<b>\$90,460</b>	<b>\$1,038,526</b>	<b>\$2,800,731</b>
<b>Hinesville Totals:</b>							<b>\$31,802,155</b>	<b>\$6,640,633</b>	<b>\$5,807,651</b>	<b>\$44,250,440</b>

2/27/2023

## Hinesville Project Cost Summary

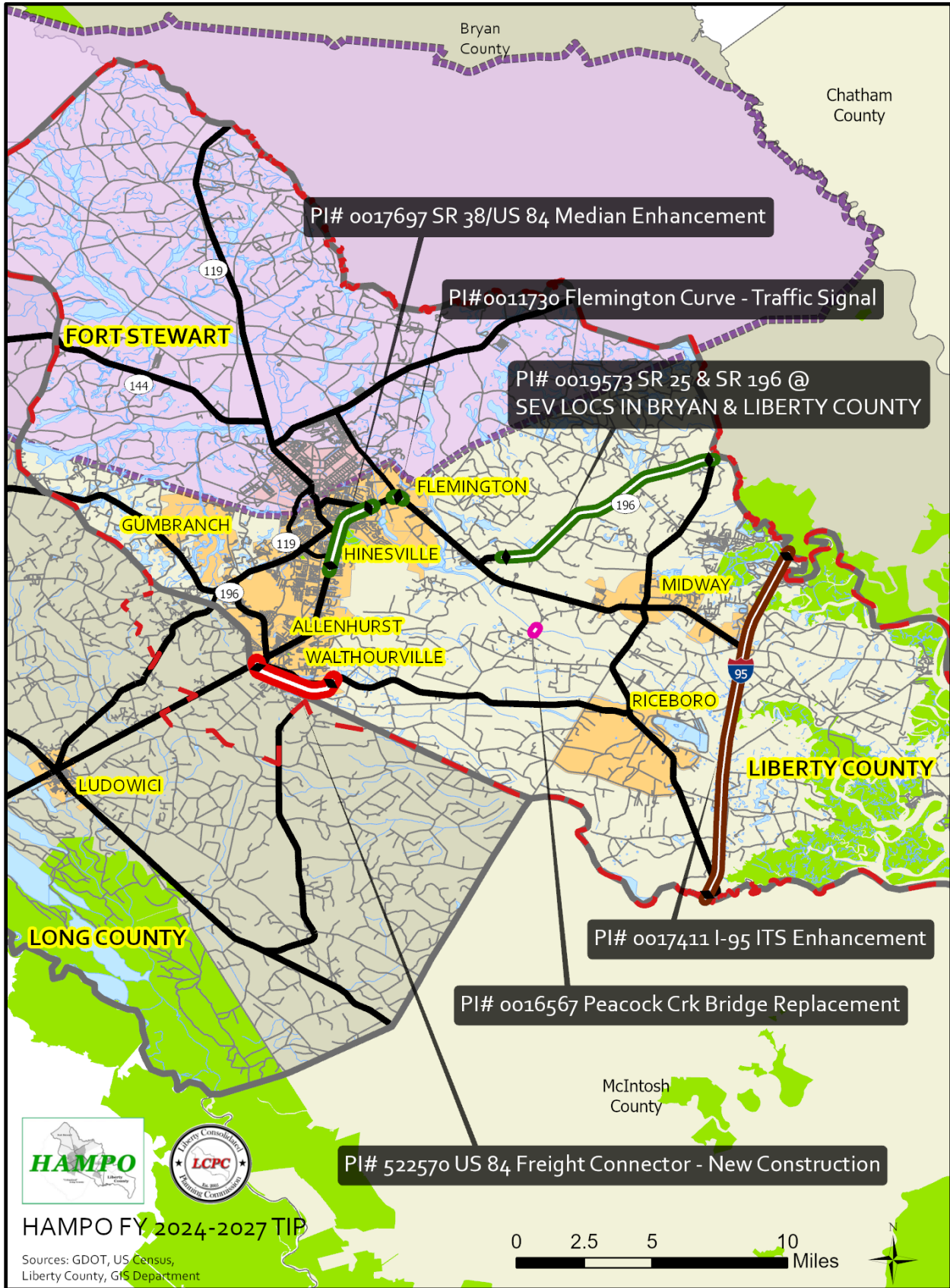
### FY 2024 thru FY 2027

PI #	Year	Fund Code	Federal	State	Other	Total
522570-	2024	Y001	\$19,732,081	\$4,933,020	\$0	\$24,665,102
		<b>Y001 Totals:</b>	<b>\$19,732,081</b>	<b>\$4,933,020</b>	<b>\$0</b>	<b>\$24,665,102</b>
0016567	2024	Y236	\$33,293	\$8,323	\$0	\$41,616
		<b>Y236 Totals:</b>	<b>\$33,293</b>	<b>\$8,323</b>	<b>\$0</b>	<b>\$41,616</b>
522570-	2024	LY30	\$155,576	\$38,894	\$0	\$194,470
		<b>LY30 Totals:</b>	<b>\$155,576</b>	<b>\$38,894</b>	<b>\$0</b>	<b>\$194,470</b>
0016567	2024	LOC	\$0	\$0	\$75,000	\$75,000
522570-	2024	LOC	\$0	\$0	\$1,578,547	\$1,578,547
		<b>LOC Totals:</b>	<b>\$0</b>	<b>\$0</b>	<b>\$1,653,547</b>	<b>\$1,653,547</b>
T007068	2024	5303	\$56,949	\$7,119	\$7,119	\$71,186
		<b>5303 Totals:</b>	<b>\$56,949</b>	<b>\$7,119</b>	<b>\$7,119</b>	<b>\$71,186</b>
T007056	2024	5307	\$961,062	\$70,363	\$468,521	\$1,499,946
		<b>5307 Totals:</b>	<b>\$961,062</b>	<b>\$70,363</b>	<b>\$468,521</b>	<b>\$1,499,946</b>
T007303	2024	5311	\$653,734	\$12,978	\$562,886	\$1,229,599
		<b>5311 Totals:</b>	<b>\$653,734</b>	<b>\$12,978</b>	<b>\$562,886</b>	<b>\$1,229,599</b>
<b>FY 2024 Totals:</b>			<b>\$21,592,695</b>	<b>\$5,070,697</b>	<b>\$2,692,073</b>	<b>\$29,355,466</b>
0016567	2025	Y236	\$1,786,225	\$446,556	\$0	\$2,232,782
		<b>Y236 Totals:</b>	<b>\$1,786,225</b>	<b>\$446,556</b>	<b>\$0</b>	<b>\$2,232,782</b>
T008505	2025	5303	\$56,949	\$7,119	\$7,119	\$71,186
		<b>5303 Totals:</b>	<b>\$56,949</b>	<b>\$7,119</b>	<b>\$7,119</b>	<b>\$71,186</b>
T008404	2025	5307	\$961,062	\$70,363	\$468,521	\$1,499,946
		<b>5307 Totals:</b>	<b>\$961,062</b>	<b>\$70,363</b>	<b>\$468,521</b>	<b>\$1,499,946</b>
T008226	2025	5311	\$653,734	\$12,978	\$562,886	\$1,229,599
		<b>5311 Totals:</b>	<b>\$653,734</b>	<b>\$12,978</b>	<b>\$562,886</b>	<b>\$1,229,599</b>
<b>FY 2025 Totals:</b>			<b>\$3,457,970</b>	<b>\$537,016</b>	<b>\$1,038,526</b>	<b>\$5,033,513</b>
0017411	2026	Y001	\$1,428,000	\$357,000	\$0	\$1,785,000
		<b>Y001 Totals:</b>	<b>\$1,428,000</b>	<b>\$357,000</b>	<b>\$0</b>	<b>\$1,785,000</b>
0017411	2026	Y460	\$1,980,000	\$495,000	\$0	\$2,475,000
		<b>Y460 Totals:</b>	<b>\$1,980,000</b>	<b>\$495,000</b>	<b>\$0</b>	<b>\$2,475,000</b>
T008506	2026	5303	\$56,949	\$7,119	\$7,119	\$71,186

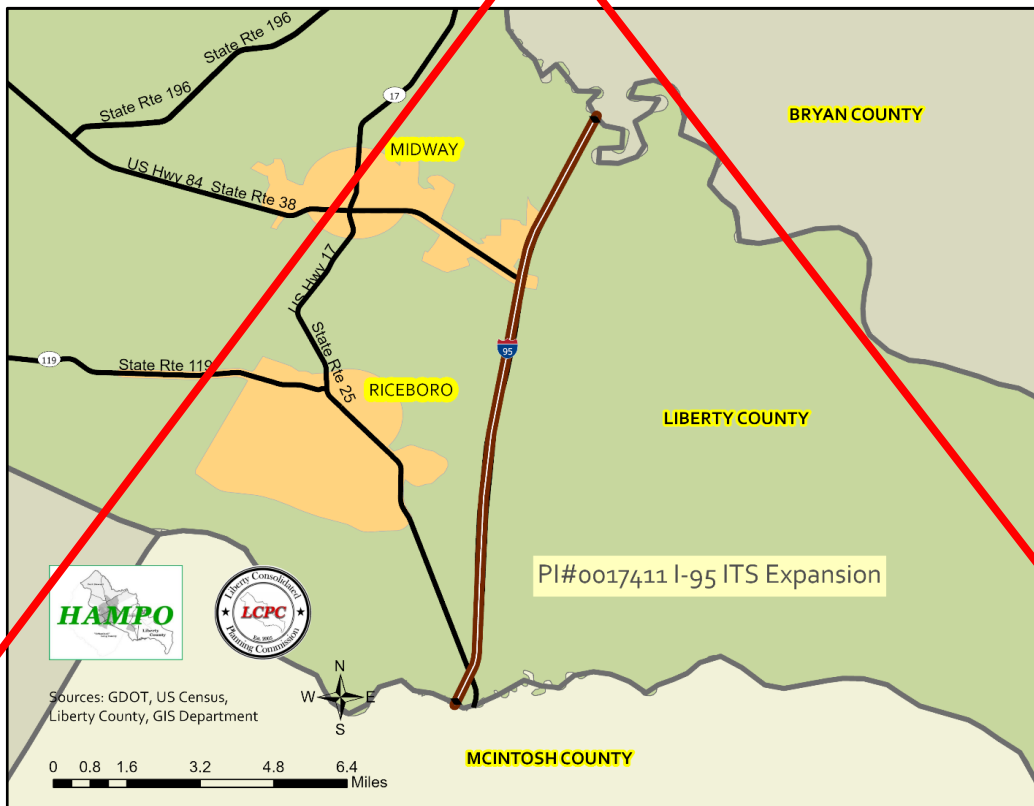
Hinesville: FY 2024 - FY 2027

PI #	Year	Fund Code	Federal	State	Other	Total
		<b>5303 Totals:</b>	<b>\$56,949</b>	<b>\$7,119</b>	<b>\$7,119</b>	<b>\$71,186</b>
T008405	2026	5307	\$961,062	\$70,363	\$468,521	\$1,499,946
		<b>5307 Totals:</b>	<b>\$961,062</b>	<b>\$70,363</b>	<b>\$468,521</b>	<b>\$1,499,946</b>
T008230	2026	5311	\$653,734	\$12,978	\$562,886	\$1,229,599
		<b>5311 Totals:</b>	<b>\$653,734</b>	<b>\$12,978</b>	<b>\$562,886</b>	<b>\$1,229,599</b>
<b>FY 2026 Totals:</b>			<b>\$5,079,745</b>	<b>\$942,460</b>	<b>\$1,038,526</b>	<b>\$7,060,731</b>
T008507	2027	5303	\$56,949	\$7,119	\$7,119	\$71,186
		<b>5303 Totals:</b>	<b>\$56,949</b>	<b>\$7,119</b>	<b>\$7,119</b>	<b>\$71,186</b>
T008407	2027	5307	\$961,062	\$70,363	\$468,521	\$1,499,946
		<b>5307 Totals:</b>	<b>\$961,062</b>	<b>\$70,363</b>	<b>\$468,521</b>	<b>\$1,499,946</b>
T008245	2027	5311	\$653,734	\$12,978	\$562,886	\$1,229,599
		<b>5311 Totals:</b>	<b>\$653,734</b>	<b>\$12,978</b>	<b>\$562,886</b>	<b>\$1,229,599</b>
<b>FY 2027 Totals:</b>			<b>\$1,671,745</b>	<b>\$90,460</b>	<b>\$1,038,526</b>	<b>\$2,800,731</b>
<b>Hinesville Totals:</b>			<b>\$31,802,155</b>	<b>\$6,640,633</b>	<b>\$5,807,651</b>	<b>\$44,250,440</b>

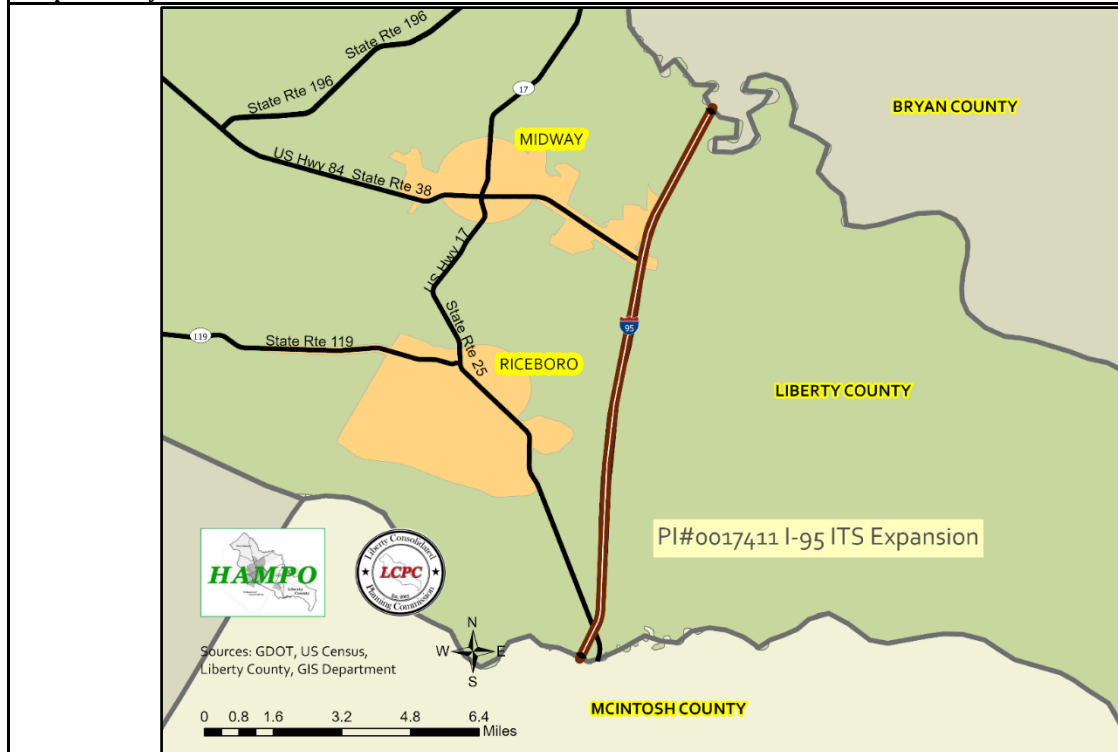
**TIP PROJECT LOCATION MAP AND PROJECT SHEETS**



PROJECT NAME: I-95 FM FLORIDA STATE LINE TO S CAROLINA STATE LINE-ITS EXP					PI #: 0017411	Fund: Y001/Y460	
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 2024	FY 2025	FY 2026	FY 2027	TIP TOTAL	LONG RANGE TOTAL	PROJECT TOTAL
Preliminary Engineering							
Right-of-Way							\$0
Utility Relocate							\$0
Construction			\$4,260,000				\$4,260,000
PROJECT COST			\$4,260,000		\$4,260,000		\$4,260,000
Federal Cost			\$3,408,000		\$3,408,000		\$3,408,000
State Cost			\$852,000		\$852,000		\$852,000
Local Cost							
Comments/Remarks: This project is not a full HAMPO project. Only a segment of this project is located within the HAMPO region.							

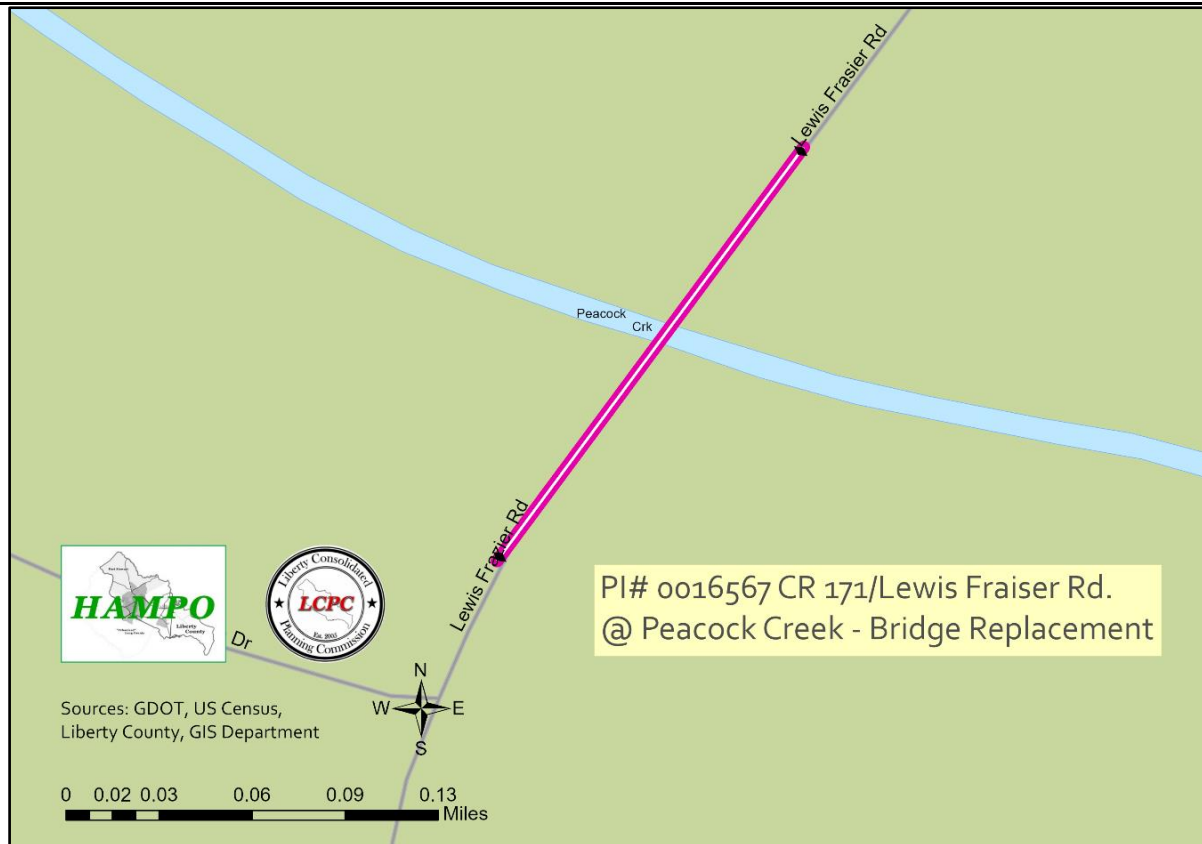


PROJECT NAME: I-95 FM FLORIDA STATE LINE TO S CAROLINA STATE LINE-ITS EXP					PI #: 0017411	Fund: Y001/Y460	
PROJECT DESCRIPTION: I-95 FM FLORIDA STATE LINE TO S CAROLINA STATE LINE-ITS EXP					HAMPO #0017411		
					GDOT District: 5		
					Cong. District: 1		
Improvement Type: ITS			SR/US Road #: I-95		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 2024	FY 2025	FY 2026	FY 2027	TIP TOTAL	LONG RANGE TOTAL	PROJECT TOTAL
Preliminary Engineering							
Right-of-Way							
Utility Relocate							
Construction			\$35,500,000				\$35,500,000
PROJECT COST			\$35,500,000		\$35,500,000		\$35,500,000
Federal Cost (Y001)			\$11,900,000		\$11,900,000		\$11,900,000
State Cost (Y001)			\$2,975,000		\$2,975,000		\$2,975,000
Federal Cost (Y460)			\$16,500,000		\$16,500,000		\$16,500,000
State Cost (Y460)			\$4,125,000		\$4,125,000		\$4,125,000
Local Cost							
Comments/Remarks: This project is not a full HAMPO project. Only a segment of this project is located within the HAMPO region. HAMPO is only responsible for 12% of the funds for this project - 12% of listed total project cost is HAMPO's responsibility.							

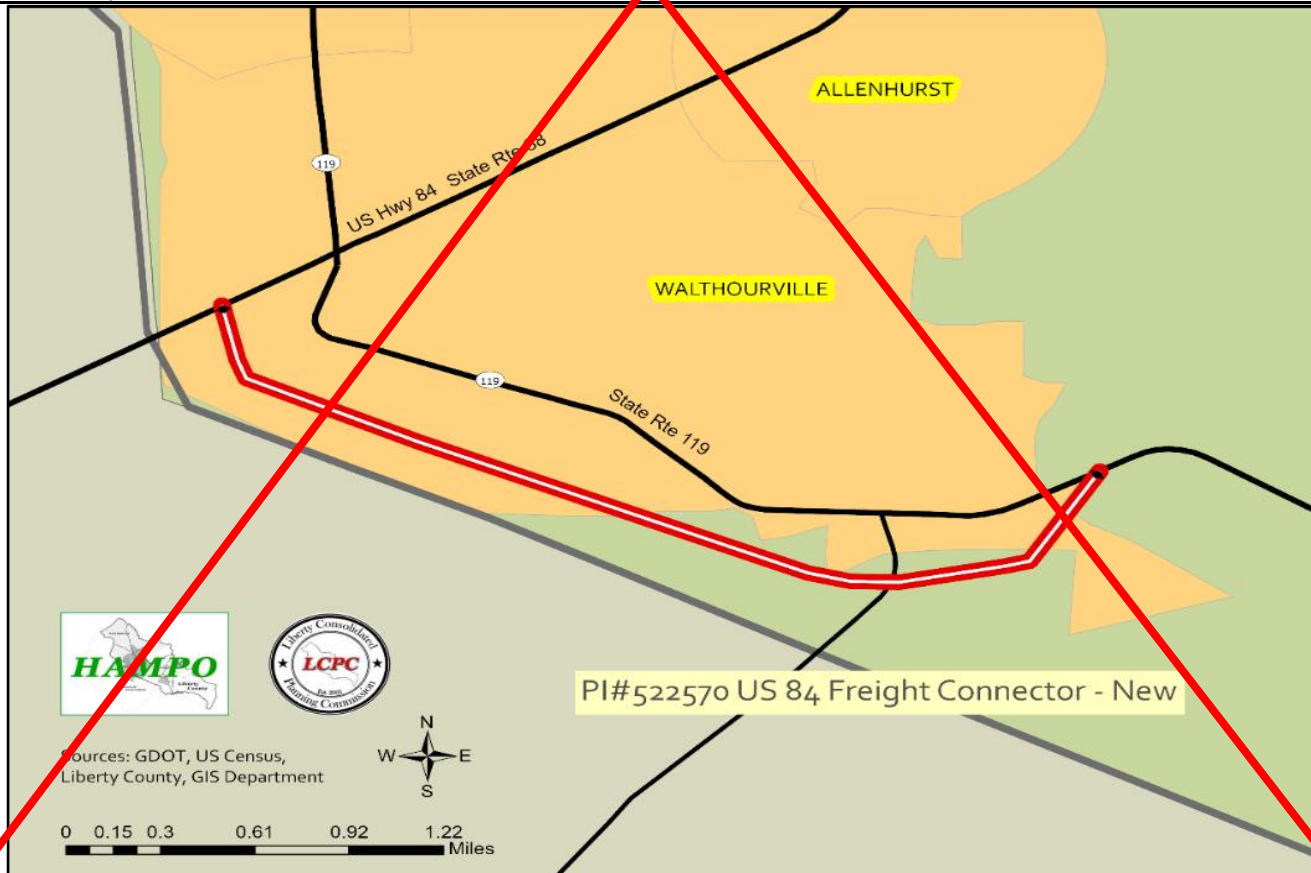




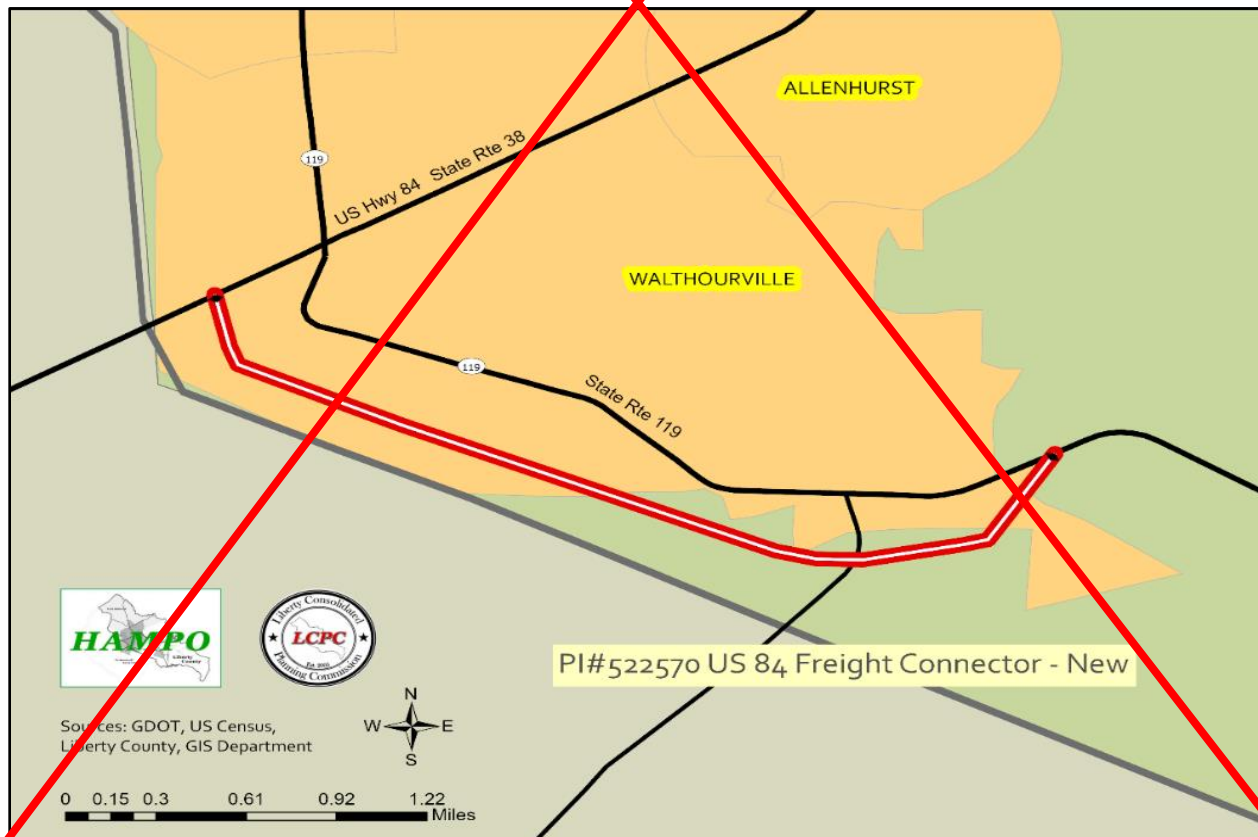
PROJECT NAME: CR 171/Lewis Frasier Rd @ Peacock Creek (Bridge Replacement)					PI #: 0016567	Fund: Y236/LOC	
PROJECT DESCRIPTION: Bridge replacement is over Peacock Creek on CR 171, 2 miles south of SR 38/US 84 (E. Oglethorpe Hwy.)					HAMPO #: 0016567		
					GDOT District: 5		
					Cong. District: 1		
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 2024	FY 2025	FY 2026	FY 2027	TIP TOTAL	LONG RANGE TOTAL	PROJECT TOTAL
Preliminary Engineering							Authorized
Right-of-Way	\$116,616				\$116,616		\$116,616
Utility Relocate		\$110,366			\$110,366		\$110,366
Construction		\$2,122,416			\$2,122,416		\$2,122,416
PROJECT COST	\$116,616	\$2,232,782			\$2,349,398		\$2,349,398
Federal Cost	\$33,293	\$1,786,226			\$1,819,519		\$1,819,519
State Cost	\$8,323	\$446,556			\$454,879		\$454,879
Local Cost	\$75,000				\$75,000		\$75,000
Comments/Remarks:							



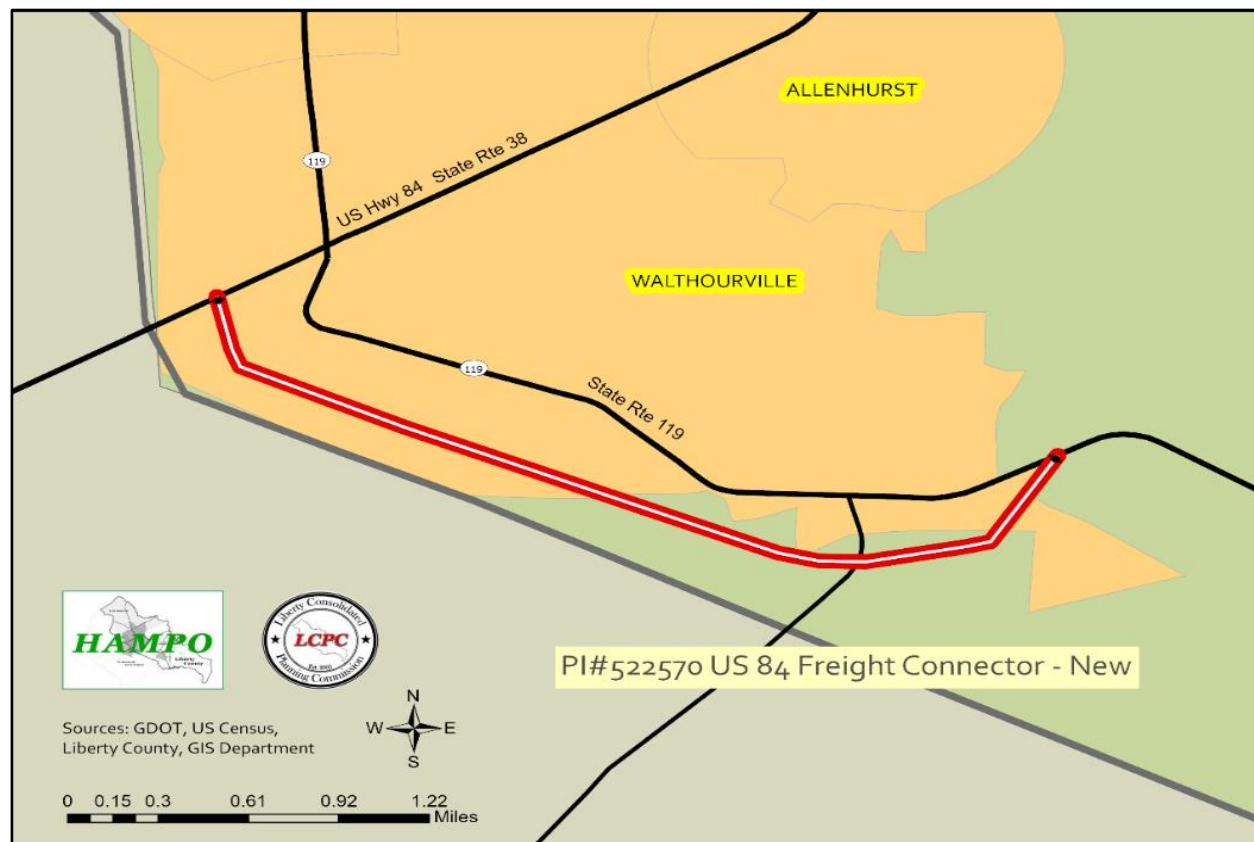
PROJECT NAME: US 84 CONN FM 1 MI S SR 196/US 84 INT TO US 84 S FLEMINGTON (US84 Freight Connector)					PI #: 522570		Fund: LY30/Y001/LOC	
PROJECT DESCRIPTION: New 2 lane roadway					HAMPO #: 115			
					GDOT District: 5			
					Cong. District: 1			
Improvement Type: New Construction			SR/US Road #: 38, 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 2024	FY 2025	FY 2026	FY 2027	TIP TOTAL	LONG RANGE TOTAL	PROJECT TOTAL	
Preliminary Engineering								
Right-of-Way								
Utility Relocate	\$1,578,547						\$1,578,547	
Construction	\$24,859,571						\$24,859,571	
PROJECT COST	\$26,438,118				\$26,438,118		\$26,438,118	
Federal Cost (LY30)	\$155,576				\$155,576		\$155,576	
State Cost (LY30)	\$38,894				\$38,894		\$38,894	
Federal Cost (Y001)	\$19,732,081				\$19,732,081		\$19,732,081	
State Cost (Y001)	\$4,933,020				\$4,933,020		\$4,933,020	
Local Cost (LOC)	\$1,578,547				\$1,578,547		\$1,578,547	
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: LY30/Y001/LOC	
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 2024	FY 2025	FY 2026	FY 2027	TIP TOTAL	LONG RANGE TOTAL	PROJECT TOTAL
Preliminary Engineering							
Right-of-Way							
Utility Relocate	\$1,950,074						\$1,950,074
Construction	\$29,451,426						\$29,451,426
PROJECT COST	\$31,401,500				\$31,401,500		\$31,401,500
Federal Cost (LY30)	\$155,576				\$155,576		\$155,576
State Cost (LY30)	\$38,894				\$38,894		\$38,894
Federal Cost (Y001)	\$23,405,564.82				\$23,405,564.82		\$23,405,564.82
State Cost (Y001)	\$5,851,391.21				\$5,851,391.21		\$5,851,391.21
Local Cost (LOC)	\$1,950,074				\$1,950,074		\$1,950,074
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: LY30/Y001/LOC	
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 2024	FY 2025	FY 2026	FY 2027	TIP TOTAL	LONG RANGE TOTAL	PROJECT TOTAL
Preliminary Engineering							
Right-of-Way							
Utility Relocate	\$1,950,074						\$1,950,074
Construction	\$33,225,746.55						\$33,225,746.55
PROJECT COST	\$35,175,820.55				\$35,175,820.55		\$35,175,820.55
Federal Cost (LY30)	\$155,576.00				\$155,576		\$155,576
State Cost (LY30)	\$38,894.00				\$38,894		\$38,894
Federal Cost (Y001)	\$26,425,021.24				\$26,425,021.24		\$26,425,021.24
State Cost (Y001)	\$6,606,255.31				\$6,606,255.31		\$6,606,255.31
Local Cost (LOC)	\$1,950,074				\$1,950,074		\$1,950,074

**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.



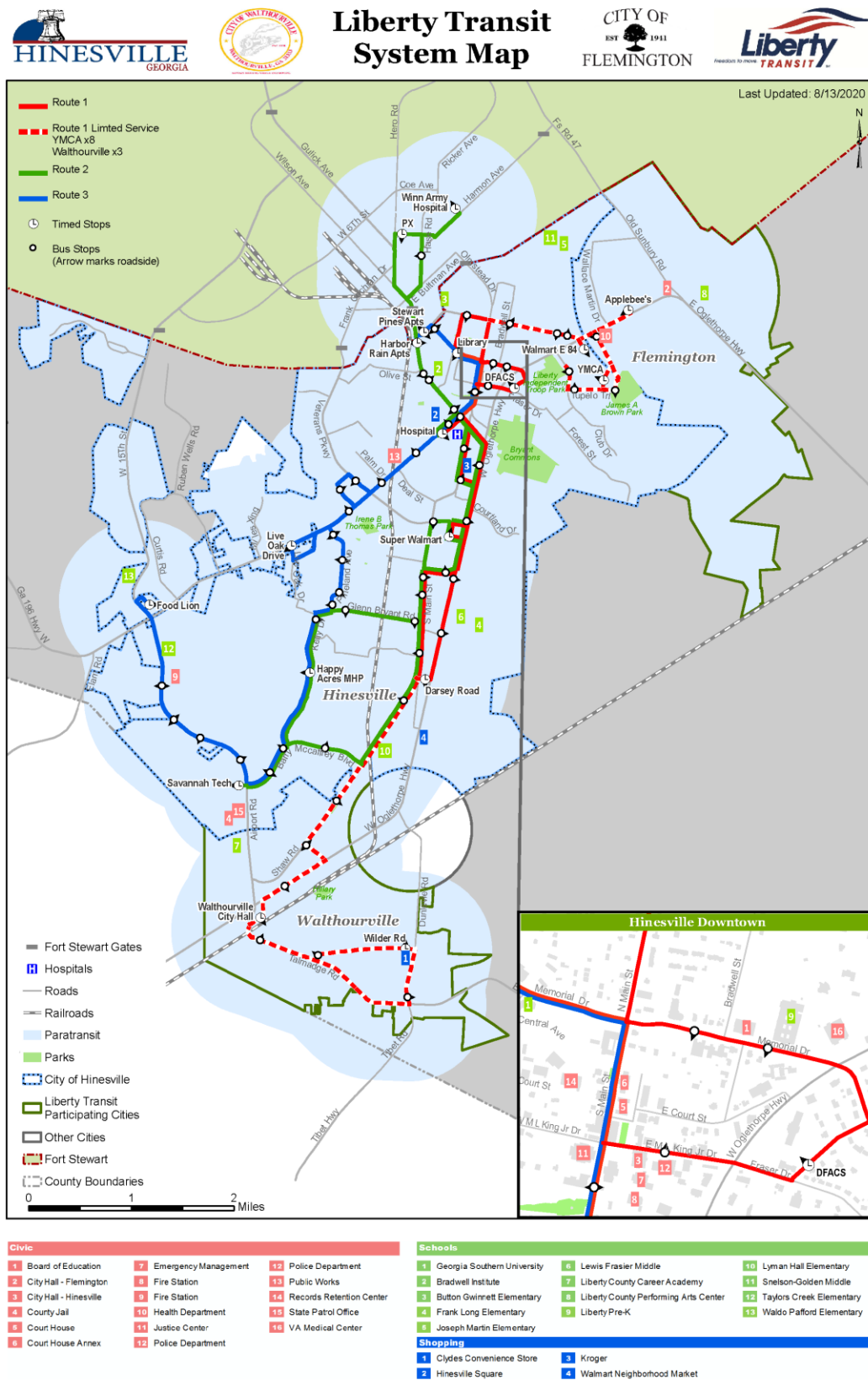
Capital Schedule for Liberty Transit				
Section 5307 Capital and Operations				
	FY 2024	FY 2025	FY 2026	FY 2027
<b>Total Project Cost</b>	\$ 1,499,946.00	\$ 1,499,946.00	\$ 1,499,946.00	\$ 1,499,946.00
Federal Cost 80%	\$ 961,062.00	\$ 961,062.00	\$ 961,062.00	\$ 961,062.00
State Cost 10%	\$ 40,363.00	\$ 40,363.00	\$ 40,363.00	\$ 40,363.00
Local Cost 10%	\$ 468,521.00	\$ 468,521.00	\$ 468,521.00	\$ 468,521.00

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.

5311 Capital and Operations				
	FY 2024	FY 2025	FY 2026	FY 2027
<b>Total Project Cost</b>	\$1,229,599.00	\$1,229,599.00	\$1,229,599.00	\$1,229,599.00
Federal Cost	\$653,734.00	\$653,734.00	\$653,734.00	\$653,734.00
State Cost	\$12,978.00	\$12,978.00	\$12,978.00	\$12,978.00
Local Cost	\$562,886.00	\$562,886.00	\$562,886.00	\$562,886.00
<b>Total Cost</b>	<b>\$1,229,599.00</b>	<b>\$1,229,599.00</b>	<b>\$1,229,599.00</b>	<b>\$1,229,599.00</b>

5304 Planning				
	FY 2024	FY 2025	FY 2026	FY 2027
<b>Total Project Cost</b>	\$3,500.00	\$3,500.00	\$3,500.00	\$3,500.00
Federal Cost	\$2,800.00	\$2,800.00	\$2,800.00	\$2,800.00
State Cost	\$0.00	\$0.00	\$0.00	\$0.00
Local Cost	\$700.00	\$700.00	\$700.00	\$700.00
<b>Total Cost</b>	<b>\$3,500.00</b>	<b>\$3,500.00</b>	<b>\$3,500.00</b>	<b>\$3,500.00</b>

### 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

MIDCOAST REGIONAL AIRPORT (LHW)  
HINESVILLE, LIBERTY COUNTY, GEORGIA  
**DRAFT 2024-2028 CAPITAL IMPROVEMENT PROGRAM**  
10/24/2022

	National Priority Ranking (NPR)	AIP Eligibility - AIP Handbook	Pavement Projects (PCI)	TOTAL COST	Federal Funds	BIL Funds	Entitlement Funds (NPE)	MAP Funds	State Funds	Local Funds
<b>Available Funding</b>										
FY 21 NPE \$150,000 + FY 21 ARPA \$16,666 = \$166,666										
FY 22 & 23 NPE = \$300,000										
FY 23 BIL = \$159,000										
<b>TOTAL = \$625,666</b>										
<b>2024</b>										
1. USACE Cost Associated with Exclusive Use Lease Area Expansion		Pg 3-54, T 3-44, g	N/A	<u>\$50,000</u>	<u>\$0</u>	<u>\$0</u>	<u>\$45,000</u>		<u>\$2,500</u>	<u>\$2,500</u>
2. Permitting Associated with Exclusive Use Lease Area Expansion		Pg 3-54, T 3-44, g	N/A	<u>\$75,000</u>	<u>\$0</u>	<u>\$0</u>	<u>\$67,500</u>		<u>\$3,750</u>	<u>\$3,750</u>
<b>TOTAL - 2024</b>				<b>\$125,000</b>	<b>\$0</b>	<b>\$0</b>	<b>\$112,500</b>	<b>\$0</b>	<b>\$6,250</b>	<b>\$6,250</b>
<b>2025</b>										
1. Design - Exclusive Use Area Expansion (Phases VII, Access Road, T-Hangar)		Pg D-1, T D-1, a	N/A	\$700,000	\$0	\$0	\$330,000	\$300,000	\$35,000	\$35,000
2. Wetlands Mitigation Credits		Pg T-2, T T-2, a	N/A	<u>\$450,000</u>	\$90,000	\$27,134	\$287,866		\$22,500	\$22,500
3. Update DBE Goals		Pg S-6, T S-1, j	N/A	<u>\$7,000</u>	<u>\$0</u>	<u>\$0</u>	<u>\$6,300</u>		<u>\$350</u>	<u>\$350</u>
<b>TOTAL - 2025</b>		Pg 3-54, T 3-44, b	N/A	<b>\$1,157,000</b>	<b>\$90,000</b>	<b>\$27,134</b>	<b>\$624,166</b>	<b>\$300,000</b>	<b>\$57,850</b>	<b>\$57,850</b>
<b>2026</b>										
1. Construct - Exclusive Use Area Expansion (Access Rd)/MAP		Pg P-2, T P-3, a	N/A	\$5,700,000	\$0	\$0	\$0	\$5,130,000	\$285,000	\$285,000
2. Construct - Exclusive Use Area Expansion (Phase I & T-Hangars)		Pg I-3, T I-4, a	N/A	\$2,000,000	\$1,011,134	\$608,866	\$180,000	\$0	\$100,000	\$100,000
3. Environmental Assessment - Redetermination		Pg O-6, T O-3, f	N/A	\$40,000	\$36,000	\$0	\$0	\$0	\$2,000	\$2,000
4. Design - Runway 6-24 Rehab (AIP Eligible)		Pg S-1, T S-1, a	N/A	<u>\$300,000</u>	<u>\$270,000</u>	<u>\$0</u>	<u>\$0</u>	<u>\$0</u>	<u>\$15,000</u>	<u>\$15,000</u>
<b>TOTAL - 2026</b>		Pg D-1, T D-1, a	85	<b>\$8,040,000</b>	<b>\$1,317,134</b>	<b>\$608,866</b>	<b>\$180,000</b>	<b>\$5,130,000</b>	<b>\$402,000</b>	<b>\$402,000</b>
<b>2027</b>										
1. Construct - RW 6/24 Rehab Construction - Includes Bidding, CA, Construction Inspection (AIP Eligible)		Pg G-8, T G-5, e	85	\$3,000,000	\$2,550,000	\$0	\$150,000	\$0	\$150,000	\$150,000
<b>TOTAL - 2027</b>				<b>\$3,000,000</b>	<b>\$2,550,000</b>	<b>\$0</b>	<b>\$150,000</b>	<b>\$0</b>	<b>\$150,000</b>	<b>\$150,000</b>
<b>2028</b>										
1. Construct-Exclusive Use Area Expansion - Phase II (AIP Eligible)		Pg I-3, T I-4, a	N/A	\$ 2,000,000	\$1,650,000	\$0	\$150,000	\$0	\$100,000	\$100,000
<b>TOTAL - 2028</b>				<b>\$2,000,000</b>	<b>\$1,650,000</b>	<b>\$0</b>	<b>\$150,000</b>	<b>\$0</b>	<b>\$100,000</b>	<b>\$100,000</b>
<b>TOTAL CIP 2024-2028</b>				<b>\$14,322,000</b>	<b>\$5,607,134</b>	<b>\$636,000</b>	<b>\$1,216,666</b>	<b>\$5,430,000</b>	<b>\$716,100</b>	<b>\$716,100</b>

## **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/MTP:

- A. Addition or deletion of a project.
- B. Addition or deletion of a phase of a project.
- C. Roadway project phases that increase in cost over the thresholds described in the Administrative Modification section.
- D. Addition of an annual TIP.
- E. Major change to scope of work of an existing project. A major change would be any change that alters the original intent i.e. a change in the number of through lanes, a change in termini of more than 10 percent.
- F. Shifting projects within the 4-year STIP which require 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/MTP will be developed in accordance with the provisions of 23 CFR Part 450. This requires public review and comment and responses to all comments, either individually or in summary form. For amendments in MPO areas, the public review process should be carried out in accordance with the procedures outlined in the Participation Plan. The GDOT will assure that the amendment process and the public involvement procedures have been followed. Cost changes made to the second, third and fourth years of the STIP will be balanced during the STIP yearly update process. All amendments should be approved by FHWA and/or FTA.

Notes:

- 1. The date a TIP becomes effective is when the Governor or his designee approves it. For nonattainment and maintenance areas, the effective date of the TIP is based on the date of U.S. Department of Transportation's positive finding of conformity.
- 2. The date the STIP becomes effective is when FHWA and FTA approve it.
- 3. The STIP is developed on the state fiscal year which is July 1-June 30.

4. Funds for cost increases will come from those set aside in the STIP financial plan by 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

### FHWA Comments

<b>Document Title:</b>		HAMPO FY24-27 TIP			<b>Project Number:</b>	Hinesville	
<b>Document Date:</b>		May Draft			<b>Comment Date:</b>	6-5-23	
<b>Comment #</b>	<b>PDF Page</b>	<b>Section</b>	<b>¶</b>	<b>Comment</b>	<b>Response</b>	<b>New Page</b>	
1		General Comment		To improve the TIP as an informative resource for the public, please add language about the relationship between the TIP and the goals and objectives of the MTP.	MPO has included an introduction section explaining the goals and objectives of the MTP and how the TIP is related to them, and to the national planning factors from federal legislation.	7	
2		General Comment		How does this draft TIP demonstrate consistency with the current MTP to MPO partners, the public, and stakeholders? Adding language and/or supporting documentation would improve transparency and further demonstrate compliance.	MPO has included multiple sections throughout the TIP have been updated to explain how the TIP is related to the current MTP document.	Multiple sections in document	
3		General Comment		Please add language around the TIP financial plan. How does this TIP demonstrate fiscal constraint? How are estimates determined? How are operations and maintenance costs captured? Discuss funding sources.	MPO has included a section explaining TIP Formula Funds and how the funds are fiscally constrained through the development of the MTP.	16	
4		General Comment		Add a narrative about public involvement and outreach related to the TIP. Public notices are only a part of the process. How does the MPO engage with traditionally underserved communities to ensure their participation?	MPO has included a section referring to the public involvement and outreach related to the TIP.	12	
5	4	Resolution		Please revise the resolution to include language stating the FY24-27 TIP is consistent with the 2045 MTP.	MPO has revised the resolution to include language referring to the FY24-27 TIP as being consistent with the 2045 MTP.	4	
6	6	Introduction		Consider referencing the federal legislation and requirements governing the TIP.	MPO has included an introduction section explaining the goals and objectives of the MTP and how the TIP is related to them, and to the national planning factors from federal legislation.	7	
7	7	Transportation Improvement Program		Add regionally significant to "...detailing programmed federally funded and <u>regionally significant</u> transportation projects for fiscal years 2024 to 2027."	MPO has updated language to include "regionally significant."	7	
8	7	Approval Process		When referencing the MTP and Participation Plan, it is a best practice to state where these products can be found and/or provide a hyperlink.	MPO has included location on MPO website where the MTP and Participation Plan can be found.	8	
9	23	PI 0016567		PI 0016567 – what does "Long Range (beyond 2024)" mean?	MPO has updated language to just say "Long Range."	24	
10	24	PI 522570		PI 522570 – Since there are multiple Federal funding sources for this project, please illustrate the breakdown by fund code in the Project Cost section of the table.	MPO has updated project cost sheet with breakdown by fund code for PI 522570-	25	
11	38-48	System Performance Report		Please coordinate with GDOT to update the System Performance Report. Ensure there are references to the current MTP and TIP with updated financials.	MPO is currently coordinating with GDOT for updated forms and system performance sheets.		
12		Self-Certification		To GDOT: Please coordinate with MPO staff for an executed self-certification. The signed resolution should be included within the TIP.	MPO is currently awaiting GDOT's directive.		

THURSDAY, JUNE 15, 2023

**NOTICE: PUBLIC COMMENT OPPORTUNITY**

The Hinesville Area Metropolitan Planning Organization (HAMPO) is currently conducting a call for public comment for two federally mandated documents:

The Transportation Improvement Program (TIP) is a four-year plan detailing programmed federally funded highway and transit projects for fiscal years 2024 to 2027. The Metropolitan Transportation Plan (MTP) is a five-year plan that outlines how a metropolitan area will manage and operate a multimodal transportation system with a 20-year planning horizon.

A 30-day public comment period will be conducted from June 12 – July 12, 2023 for the draft 2024 - 2027 TIP and the amended 2045 MTP. Access to draft documents for review will be available online, and in person at the Liberty Consolidated Planning Commission Office, located at 100 Main St, Hinesville, GA 31313. Digital copies of the documents are available at [https://thelcpc.org/hampo\\_plans\\_and\\_documents/](https://thelcpc.org/hampo_plans_and_documents/)

Please contact Jeff Ricketson at 912-408-2030 or [jricketsn@thelcpc.org](mailto:jricketsn@thelcpc.org) with questions or comments.





**Hinesville Area Metropolitan Planning Organization**

**Transportation Improvement Program (TIP) – 30 Day Public Comment Period**

**June 12, 2023 – July 12, 2023**

Name:

Email:

Telephone:

COMMENTS:

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**SELF-CERTIFICATION**

**CERTIFICATION  
OF THE  
HINESVILLE AREA METROPOLITAN PLANNING ORGANIZATION**

Be it known to all, the below signees do hereby endorse and certify the Hinesville Area Metropolitan Planning Organization, and further certify that the Metropolitan Planning Process is being conducted in accordance with all applicable requirements of:

**I. 23 U.S.C. 134, 49 U.S.C. 5305, and this subpart**

- a) Agreements are in place to address responsibilities of each MPO for its share of the overall Metropolitan Planning Area (MPA), where multiple Metropolitan Planning Organizations share geographic portions of a Transportation Management Area (TMA).
- b) All major modes of transportation are members of the MPO
- c) Any changes to the MPA boundaries were reflected in the Policy Board representation.
- d) Agreements or memorandums are signed and in place for identification of planning responsibilities among the MPO, GDOT, public transit operator(s), air quality agency(ies), or other agencies involved in the planning process.
- e) Roles and responsibilities are defined for the development of the Long Range Transportation Plan (LRTP) / Metropolitan Transportation Plan (MTP), Transportation Improvement Program (TIP), Unified Planning Work Program (UPWP) and other related planning documents.
- f) All MPO required planning products per 23 CFR Part 450, meeting minutes and agenda items are current and available on the MPO's website.
- g) The metropolitan transportation planning process shall provide for the establishment and use of a performance-based approach to transportation decision-making to support the national goals described in 23 U.S.C. 150(b) and the general purposes described in 49 U.S.C. 5301(c).

**1. UPWP (23 CFR Part 450.308)**

- a) The UPWP documents in detail the activities to be performed with Title 23 and the Federal Transit Act.
- b) The UPWP activities are developed, selected and prioritized with input from the State, MPO committees and public transit agency(ies).
- c) The final UPWP is submitted in a timely manner to GDOT with authorization occurring before the MPO's fiscal year begins.
- d) Initial Adoption and Amendments to the UPWP are developed and processed in accordance with procedures outlined in the MPO's Participation Plan.
- e) Planning activities and status reports are submitted quarterly by the MPO to GDOT and FHWA.

**2. LRTP/MTP (23 CFR Part 450.324)**

- a) The LRTP/MTP incorporates a minimum 20-year planning horizon.
- b) The LRTP/MTP identifies both long-range and short-range strategies and actions leading to the development of an intermodal transportation system.
- c) The LRTP/MTP is fiscally constrained.
- d) The development of the LRTP/MTP and the TIP are coordinated with other providers of transportation (e.g. regional airports, maritime port operators).

- e) All of the Fixing America's Surface Transportation (FAST) Act planning factors were considered in the planning process.
  - f) The LRTP/MTP includes a discussion of types of potential environmental mitigation activities and potential areas to carry out these activities in consultation with federal, state and tribal land management and regulatory agencies.
  - g) The MPO approves the LRTP/MTP in a timely manner without entering into a planning lapse.
  - h) Initial Adoption and Amendments to the LRTP/MTP are developed and processed in accordance with procedures outlined in the MPO's Participation Plan.
  - i) The transit authority's planning process is coordinated with the MPO's planning process.
  - j) In non-attainment and maintenance areas the MPO, as well as FHWA and FTA, must make a conformity determination on any updated or amended LRTP/MTP in accordance with 40 CFR Part 93.
3. **TIP 23 CFR Part 450.326)**
- a) The TIP is updated at least every 4 years, on a schedule compatible with STIP development.
  - b) Each project included in the TIP is consistent with the LRTP/MTP.
  - c) The MPO, GDOT and the transit operator collaborate on the development of the TIP.
  - d) The TIP contains all projects to be funded under Title 23 U.S.C. and Title 49 U.S.C. Chapter 53.
  - e) The TIP is financially constrained by year and revenue estimates reflect reasonable assumptions.
  - f) The MPO TIP is included in the STIP by reference, without modification.
  - g) Initial Adoption and Amendments to the TIP are developed and processed in accordance with procedures outlined in the MPO's Participation Plan.
  - h) In non-attainment and maintenance areas, the MPO as well as the FHWA and FTA must make a conformity determination on any updated or amended TIP in accordance with 40 CFR Part 93.

4. **Participation Plan (23 CFR Part 450.316)**
    - a) A 45-day comment period was provided before the Participation Plan was adopted/revised.
    - b) Transportation plans, programs and projects provide timely information about transportation issues and processes to citizens and others who may be affected.
    - c) Opportunities are provided for participation by local, State, and federal environmental resource and permit agencies where appropriate.
    - d) The public involvement process demonstrates explicit consideration and responsiveness to public input received during the planning and program development process.
    - e) The transportation planning process identifies and addresses the needs of those traditionally underserved, including low-income and minority households.
    - f) The disposition of comments and changes in the final LRTP/MTP/TIP are documented and reported when significant comments are submitted.
    - g) Additional time is provided if the "final" document is significantly different from the draft originally made available for public review.
    - h) The MPO undertakes a periodic review of the public involvement process to determine if the process is efficient and provides full an open access for all.
  5. **List of Obligated Projects (23 CFR Part 450.334)**
    - a) The MPO provides a listing for all projects for which funds are obligated each year, including bicycle and pedestrian facilities.
    - b) The annual listing is made available to the public via the TIP or the LRTP/MTP.
- II. **In non-attainment and maintenance areas, sections 174 and 176(c) and (d) of the Clean Air Act, as amended (42 U.S.C. 7504, 7506(c) and (d)) and 40 CFR part 93**
- a) The MPO's UPWP incorporates all of the metropolitan transportation-related air quality planning activities addressing air quality goals, including those not funded by FHWA/FTA.
  - b) Agreements exist to outline the process for cooperative planning within full nonattainment/maintenance areas that are not designated by the MPO planning area.
  - c) The MPO coordinates the development of the LRTP/MTP with SIP development and the development of Transportation Control Measures (TCM) if applicable.
  - d) The LRTP/MTP includes design concept and scope descriptions of all existing and proposed transportation facilities in sufficient detail, regardless of funding source, to permit conformity determinations.
  - e) The MPO's TIP includes all proposed federally and non-federally funded regionally significant transportation projects, including intermodal facilities.
  - f) If applicable, the MPO ensures priority programming and expeditious implementation of TCMs from the STIP.

**III. Title VI of the Civil Rights Act of 1964, as amended (42 U.S.C. 2000d-1) and 49 CFR part 21**

- a) The MPO has adopted goals, policies, approaches and measurements to address Title VI and related requirements.
- b) The public involvement process is consistent with Title VI of the Civil Rights Act of 1964 and the Title VI assurance execution by the State.
- c) The MPO has processes, procedures, guidelines, and/or policies that address Title VI, ADA, and DBE.
- d) The MPO has a documented policy on how Title VI complaints will be handled.
- e) The MPO has a demographic profile of the metropolitan planning area that includes identification of the locations of protected populations.
- f) As appropriate, the planning process identifies/considers/addresses the needs of protected/traditionally underserved populations (low-income/minority as defined by the U.S. Census Bureau).

**IV. 49 U.S.C. 5332, prohibiting discrimination on the basis of race, color, creed, national origin, sex, or age in employment of business opportunity**

- a) The MPO adheres to all requirements prohibiting discrimination against a person under, a project, program, or activity receiving financial assistance under because of race, color, creed, national origin, sex, or age.

**V. Section 1101(b) of the FAST Act (Pub. L. 114-357) and 49 CFR part 26 regarding the involvement of disadvantaged business enterprises in U.S. DOT funded projects**

- a) The GDOT establishes overall goals for the percentage of work to be performed by DBE's based on the projections of the number and types of federal-aid highway contracts to be awarded and the number and types of DBE's likely to be available to compete for the contracts.

**VI. 23 CFR part 230, regarding the implementation of an equal employment opportunity program on Federal and Federal-aid highway construction contracts**

- a) The MPO as required by Title VII of the Civil Rights Act of 1964, does not discriminate on employment opportunities based on race, color, religion, sex, or national origin;

**VII. The provisions of the Americans with Disabilities Act of 1990 (42 U.S.C. 12101 et seq.) and 49 CFR parts 27, 37, and 38**

- a) The MPO as required by 49 U.S.C. 5332 prohibits discrimination on the basis of race, color, creed, national origin, sex, or age, and prohibits discrimination in employment or business opportunity, otherwise known as Title VI of the Civil Rights Act of 1964, as amended, 42 U.S.C. 2000d, and U.S. DOT regulations, "Nondiscrimination in Federally- Assisted Programs of the Department of

Transportation—Effectuation of Title VI of the Civil Rights Act,” 49 CFR part 21 at 21.7.

**VIII. The Older Americans Act, as amended (42 U.S.C. 6101), prohibiting discrimination on the basis of age in programs or activities receiving Federal financial assistance**

- a) The MPO has identified strategies and services to meet the needs of older persons’ needs for transportation planning and programming.

**IX. Section 324 of title 23 U.S.C. regarding the prohibition of discrimination based on gender**

- a) The MPO adheres to the Act on Equality between women and men and prohibits both direct and indirect discrimination based on gender.
- b) The MPO adheres to the Equal Pay Act of 1963 (EPA), which protects men and women who perform substantially equal work in the same establishment from sex-based wage discrimination;

**X. Section 504 of the Rehabilitation Act of 1973 (29 U.S.C. 794) and 49 CFR part 27 regarding discrimination against individuals with disabilities.**

- a) The MPO adheres to Title I and Title V of the Americans with Disabilities Act of 1990 (ADA), which prohibits employment discrimination against qualified individuals with disabilities in the private sector, and in state and local governments.

  
 Donald Lovette, Policy Committee Chairman  
 Hinesville Area Metropolitan Planning Organization

  
 Date

Vivian Canizares

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 Canizares  
 Date: 2023.09.28  
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Vivian Canizares, Assistant State Transportation Planning Administrator  
 Georgia Department of Transportation, Office of Planning

Date

Matt Markham

Digitally signed by Matt Markham  
 Date: 2023.09.29 07:33:31 -04'00'

Matthew Markham, Deputy Director of Planning  
 Georgia Department of Transportation, Office of Planning

Date

**PERFORMANCE MANAGEMENT AND PERFORMANCE MEASURES**



# **Georgia Metropolitan Planning Organization Metropolitan Transportation Plan (MTP)/Transportation Improvement Program (TIP) System Performance Report (Updated February 2024)**

## **Background**

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

To help transportation agencies take the necessary steps toward achieving the national goals, the Federal Highway Administration (FHWA) and the Federal Transit Administration (FTA) promulgated a series of rulemakings between 2016 and 2019 that established performance measures (PM) for the federal-aid highway and public transportation programs. Part of that series of rulemakings was the Statewide and Nonmetropolitan Transportation Planning; Metropolitan Transportation Planning Final Rule (The Planning Rule)<sup>1</sup> issued on May 27, 2016, that implemented the transportation planning and TPM provisions of MAP-21 and the FAST Act.

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

In accordance with National Performance Management Measures<sup>2</sup>, the Planning Rule, as well as the Georgia Performance Management Agreement between the Georgia DOT (GDOT) and the Georgia Association of Metropolitan Planning Organizations (GAMPO), GDOT and each Georgia MPO must publish a System Performance Report (SPR) for applicable performance targets in their respective statewide and metropolitan transportation plans and programs.

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

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<sup>1</sup> [23 CFR Part 450, Subpart B and Subpart C](#)

<sup>2</sup> [23 CFR 490.107](#)

The SPR presents the condition and performance of the transportation system with respect to required performance measures, documents performance targets and progress achieved in meeting the targets in comparison with previous reports. This is required for the following:

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

The Hinesville Area Metropolitan Planning Organization (HAMPO) 2045 Metropolitan Transportation Plan (MTP) was adopted on September 10, 2020. Per the Planning Rule and the Georgia Performance Management Agreement, the System Performance Report for the HAMPO 2045 MTP is included, herein, for the required Highway Safety/PM1, Bridge and Pavement Condition/PM2, and System Performance, Freight, and Congestion Mitigation and Air Quality/PM3 measures.

### **Highway Safety/PM1**

Effective April 14, 2016, the FHWA established the highway safety performance measures<sup>3</sup> to carry out the Highway Safety Improvement Program (HSIP). These performance measures are:

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

Safety performance targets are provided annually by the States to FHWA for each safety performance measure. GDOT submits the HSIP report annually to FHWA. The HSIP 2022 annual report was submitted to FHWA by August 31, 2022 and established the statewide safety targets for year 2023 based on an anticipated five-year rolling average (2019-2023). Georgia statewide safety performance targets for 2023 are included in Table 1, along with statewide safety performance for the two most recent reporting periods<sup>4</sup>. MPOs have 180 days after the states (GDOT) submit their targets to FHWA to either adopt the state targets or set their own PM1 targets; The 2023 MPO PM1 targets must be set by February 27, 2023.<sup>5</sup> HAMPO adopted/approved the Georgia statewide safety performance targets on February 9, 2023.

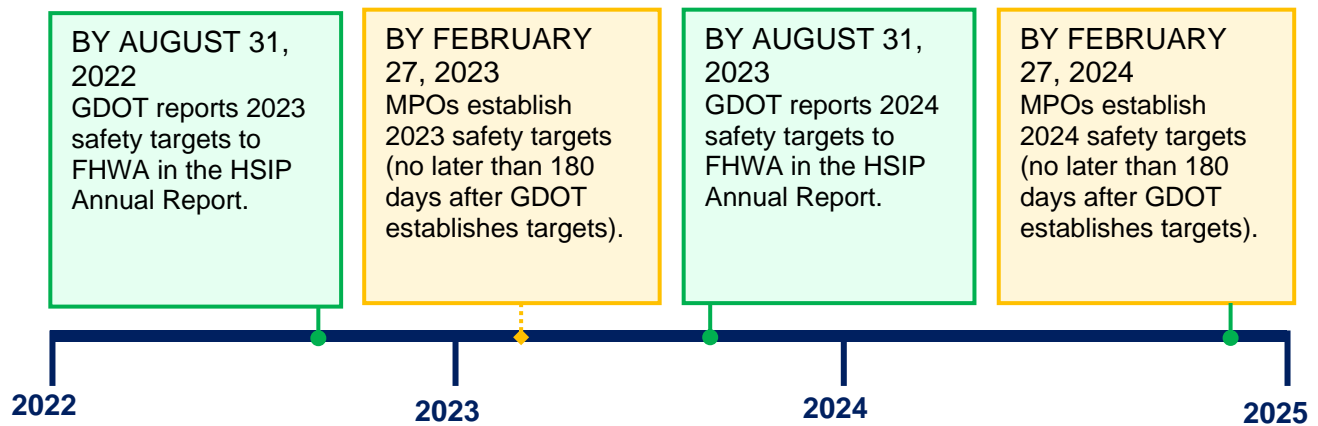
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<sup>3</sup> [23 CFR Part 490, Subpart B](#)

<sup>4</sup> [https://safety.fhwa.dot.gov/hsip/spm/state\\_safety\\_targets/](https://safety.fhwa.dot.gov/hsip/spm/state_safety_targets/)

<sup>5</sup> <https://safety.fhwa.dot.gov/hsip/spm/timeline.cfm>

## Safety Performance Targets Timeline (2022-2024)



The latest safety conditions will be updated annually over a rolling 5-year window and reflected within each subsequent System Performance Report, to track performance over time in relation to baseline conditions and established targets.

Table 1 shows the Georgia statewide safety performance and targets and five-year rolling averages over the last three years.

**Table 1. Statewide Highway Safety/PM1, System Conditions and Performance Targets (Due August each year to FHWA)**

Performance Measures	2021 Georgia Statewide Performance Target (Five-Year Rolling Average 2017-2021)	2022 Georgia Statewide Performance Target (Five-Year Rolling Average 2018-2022)	2023 Georgia Statewide Performance Target (Five-Year Rolling Average 2019-2023)	2024 Georgia Statewide Performance Target (Five-Year Rolling Average 2020-2024)
Number of Fatalities	1,715	1,671	1,680	1,680
Rate of Fatalities per 100 Million Vehicle Miles Traveled	1.23	1.21	1.36	1.36
Number of Serious Injuries	6,407	8,443	8,966	8,966
Rate of Serious Injuries per 100 Million Vehicle Miles Traveled	4.422	4.610	7.679	7.679
Number of Combined Non-Motorized Fatalities and Non-Motorized Serious Injuries	686.5	793.0	802	802

*Source: GDOT's HSIP reports.*

HAMPO recognizes the importance of linking goals, objectives, and investment priorities to stated performance objectives, and that establishing this link is critical to the achievement of national transportation goals and statewide and regional performance targets. As such, the 2045 MTP directly reflects the goals, objectives, performance measures, and targets as they are available and described in other State and public transportation plans and processes; specifically, the Georgia Strategic Highway Safety Plan (SHSP), the Georgia Highway Safety Improvement Program (HSIP), and the Georgia 2050 Statewide Transportation Improvement Plan (SWTP)/2021 Statewide Strategic Transportation Plan (SSTP).

- The Georgia SHSP is intended to reduce the number of fatalities and serious injuries resulting from motor vehicle crashes on public roads in Georgia. Existing highway safety plans are aligned and coordinated with the SHSP, including (but not limited to) the Georgia HSIP, MPO and local agencies' safety plans. The SHSP guides GDOT, the Georgia MPOs, and other safety partners in addressing safety and defines a framework for implementation activities to be carried out across Georgia.
- The GDOT HSIP annual report provide for a continuous and systematic process that identifies and reviews traffic safety issues around the state to identify locations with potential for improvement. The ultimate goal of the HSIP process is to reduce the number of crashes, injuries and fatalities by eliminating certain predominant types of crashes through the implementation of engineering solutions.
- The 2021 SSTP/2050 SWTP combines GDOT's strategic business case for transportation investment with the long-range, comprehensive transportation planning considerations under Federal law. The SSTP/SWTP is organized into three investment categories, reflecting three major ways people and freight move in Georgia; statewide freight and logistics, people mobility in Metro Atlanta, and people mobility in emerging metros and rural Georgia. The plan identifies strategies to bring about Foundational, Catalytic, and Innovation investments for the above mentioned categories.<sup>6</sup>
- The HAMPO 2045 MTP increases the safety of the transportation system for motorized and non-motorized users as required by the Planning Rule. The MTP identifies safety needs within the metropolitan planning area and provides funding for targeted safety improvements. Several of these goals have objectives that align with the PM1/Highway Safety.

- **Improve Safety and Security**

- Ensure the safety of the multimodal transportation system for all users
  - Ensure all transportation systems are structurally and operationally safe and secure
  - Minimize the frequency and severity of vehicular crashes

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<sup>6</sup> [2021Statewide Strategic Transportation Plan/2050 Statewide Transportation Plan](#)

- Improve safety and accessibility of the non-motorized transportation network
- Ensure the security of the multimodal transportation system for all users

The table below shows the projects programmed into the 2045 MTP and if they meet the PM1 performance target:

Project ID	Project Name	Project Type	PM1
0016567	CR 171/Lewis Frasier Rd @ Peacock Creek	Bridge Replacement	✓
0017411	I-95 ITS	ITS	✓
0010348	15th Street Widening	Widening	✓
403	Ryon Avenue Realignment and Corridor Improvements	Realignment	✓
410	E.G. Miles Adaptive Signal Upgrades	Operational	✓
411	SR 119/ SR 196 / E.G. Miles Pkwy Access Management and Safety	Safety, Access Management	✓
408	US 84 Adaptive Signal Upgrades	Operational	✓
308	SR 38 /US 84 Safety and Access Management: TSPLOST Median Project	Safety, Access Control	✓
302	SR 196/E.G. Miles Pkwy Access Management: TSPLOST	Access Management	✓
201	15th Street Multimodal Safety Enhancements: TSPLOST	Safety	✓
307	South Main Street Widening: TSPLOST funded intersection improvements at Veterans Pkwy	Intersection, Widening	✓
311a	SR 38 /US 84 Safety and Access Management: TSPLOST Intersection Improvements and Median	Intersection	✓
405	US 17 @ Limerick Rd. / Freedman Grove Rd Intersection Improvements TSPLOST	Intersection, Safety	✓
406	Intersection Improvements Veterans Pkwy @ Walmart/Lowe: TSPLOST	Intersection	✓
312	Oglethorpe Hwy/US 84 Safety: TSPLOST Median and Sidewalks	Safety, Access Control	✓
222	"Cross-Roads" Intersection Improvements 119/EB Cooper Highway @ Barrington Ferry Rd. TSPLOST	Intersection	✓
404	Interstate Paper Road Rehabilitation TSPLOST	Reconstruction	✓
401	Barrington Ferry Rd @ US 17 Intersection Improvement TSPLOST	Intersection	✓
319b	Phase II SR 38 /US 84 Safety and Access Management: TSPLOST Intersection Improvements @ MLK Jr. Dr. Supporting Lump Sum Safety Funded Median Project	Intersection	✓
319c	Phase II SR 38 /US 84 Safety and Access Management: TSPLOST Intersection Improvements @ East Memorial Dr. Supporting Lump Sum Safety Funded Median Project	Intersection	✓
320b	Phase II SR 38 /US 84 Safety and Access Management: TSPLOST Intersection Improvements @ General Screven Way Supporting Lump Sum Safety Funded Median Project	Intersection	✓
315a	Phase I SR 38 /US 84 Safety and Access Management from Old Sunbury to Liberty High: TSPLOST Multimodal Safety Enhancements	Safety, Multimodal	✓
365	SR 119/General Screven Access Improvements	Safety, Access Control	✓
325	SR 119/Talmdge Rd Multimodal Enhancements	Safety, Multimodal	✓
304	Hwy 57 Intersection Upgrade	Intersection	✓
413	Wallace Martin Realignment	Realignment	✓
154a	Sandy Run/Patriots Trail Connector Phase I	New Construction	✓
228	US 84 bridge at I-95 Widening	Widening	✓
226	Sunbury Rd/Islands Hwy Widening	Widening	✓
412	SR 196 / E.G. Miles Pkwy Access Management	Safety, Access Management	✓
309	SR 38 /US 84 Safety and Access Management from Charlie Butler to Peach	Safety, Access Control	✓
314	SR 38 /US 84 Safety and Access Management from SR 196 to Brights Lake	Safety, Access Control	✓
250	Coastal Hwy/US 17 Widening	Widening	✓
306	SR 119/EB Cooper Hwy Widening	Widening	✓
311b	SR 38 /US 84 Safety and Access Management from Butler Ave. to Lewis Frasier Rd.	Safety, Access Control	✓
317	SR 38 /US 84 Safety and Access Management from Spires Dr. to Old Hines	Safety, Access Control	✓
315b	Phase II SR 38 /US 84 Safety and Access Management from Brights Lake to John Martin: Multimodal enhancements completed in Phase I.	Safety, Access Control	✓
313	SR 38 /US 84 Safety and Access Management from Bacontown Rd to SR 196	Safety, Access Control	✓
303	Elim Church Road Upgrade /Multimodal Improvements	Multimodal	✓

## **Pavement and Bridge Condition/PM2**

Effective May 20, 2017, FHWA established performance measures to assess pavement condition<sup>7</sup> and bridge condition<sup>8</sup> for the National Highway Performance Program. This second FHWA performance measure rule (PM2) established six performance measures:

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

### **Pavement Condition Measures**

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

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

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

### **Bridge Condition Measures**

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

To determine the percent of bridges in good or in poor condition, the sum of total deck area of good or poor NHS bridges is divided by the total deck area of bridges carrying the NHS. Deck area is computed using structure length and either deck width or approach roadway width. Good condition suggests that no major investment is needed. Bridges in poor condition are safe

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<sup>7</sup> [23 CFR Part 490, Subpart C](#)

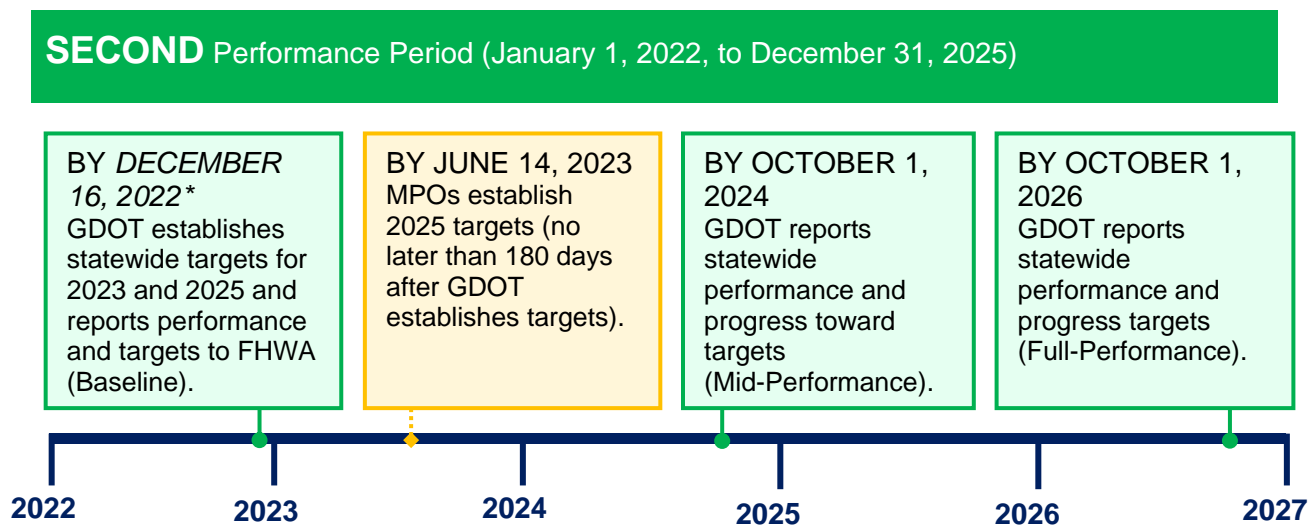
<sup>8</sup> [23 CFR Part 490, Subpart D](#)



to drive on; however, they are nearing a point where substantial reconstruction or replacement is needed.

### Pavement and Bridge Targets

Pavement and bridge condition performance is assessed and reported over a four-year performance period. The first performance period began on January 1, 2018, and runs through December 31, 2021. GDOT reported baseline PM2 performance and targets to FHWA on October 1, 2018, and will report updated performance information at the midpoint and end of the performance period. The second four-year performance period covers January 1, 2022, to December 31, 2025, with additional performance periods following every four years. The PM2 rule requires states and MPOs to establish two-year and/or four-year performance targets for each PM2 measure. Current two-year targets under the second four-year performance period represent expected pavement and bridge condition at the end of calendar year 2023, while the current four-year targets represent expected condition at the end of calendar year 2025.



*\* FHWA changed the due date from October 1, 2022, due to a technical issue with the reporting system.*

States establish targets as follows:

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

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

GDOT established current statewide two-year and four-year PM2 targets on December 16, 2022. MPOs have 180 days from December 16, 2022 to adopt the state PM2 targets or set their

own PM2 targets; The MPO second performance period PM2 targets must be set by June 14, 2023. HAMPO adopted the Georgia statewide PM2 targets on June 8, 2023. Table 2 presents statewide baseline performance for each PM2 measure as well as the current two-year and four-year statewide targets established by GDOT.

On or before October 1, 2024, GDOT will provide FHWA with a detailed mid-performance report of pavement and bridge condition performance covering the period of January 1, 2022, to December 31, 2023, for the second performance period. GDOT and HAMPO will have the opportunity at that time to revisit the four-year PM2 targets.

**Table 2. Pavement and Bridge Condition/PM2 Performance and Targets**

<b>Performance Measures</b>	<b>Georgia Performance (Baseline 2021)</b>	<b>Georgia 2-year Target (2023)</b>	<b>Georgia 4-year Target (2025)</b>
Percent of Interstate pavements in good condition	67.4%	50.0%	50.0%
Percent of Interstate pavements in poor condition	0.1%	5.0%	5.0%
Percent of non-Interstate NHS pavements in good condition	49.2%	40.0%	40.0%
Percent of non-Interstate NHS pavements in poor condition	0.6%	12.0%	12.0%
Percent of NHS bridges (by deck area) in good condition	79.1%	50.0%	60.0%
Percent of NHS bridges (by deck area) in poor condition	0.5%	10.0%	10.0%

HAMPO recognizes the importance of linking goals, objectives, and investment priorities to stated performance objectives, and that establishing this link is critical to the achievement of national transportation goals and statewide and regional performance targets. As such, the 2045 MTP directly reflects the goals, objectives, performance measures, and targets as they are available and described in other State and public transportation plans and processes; specifically, Georgia's Transportation Asset Management Plan (TAMP), the Georgia Interstate Preservation Plan, and the current SSTP/2050 SWTP.

- MAP-21 initially required GDOT to develop a TAMP for all NHS pavements and bridges within the state. In addition, BIL requires considering extreme weather and resilience as part of the life-cycle planning and risk management analyses within a State TAMP process and evaluation. GDOT's TAMP describes Georgia's current bridge (bridge culverts) and pavement asset management processes for improving and preserving the condition of the National Highway System (NHS), which comprised of approximately 7,200 miles of roadway within the State which includes interstates, state routes and local roads as well as 4,300 structures of both bridges and bridge culverts. GDOT has recently developed TAMP for FY 2022-2031, which uses life-cycle planning and outlines the priorities and investment strategies leading to a program of projects that would make progress toward achievement of GDOT's statewide pavement and bridge condition targets and cost effectively manage and preserve these assets over the next 10 years.
- The Georgia Interstate Preservation Plan applied a risk profile to identify and communicate Interstate preservation priorities; this process leveraged a combination of asset management techniques with risk management concepts to prioritize specific investment strategies for the Interstate system in Georgia.

- The 2021 SSTP/2050 SWTP combines GDOT's strategic business case for transportation investment with the long-range, comprehensive transportation planning considerations under Federal law. The SSTP/SWTP is organized into three investment categories, reflecting three major ways people and freight move in Georgia; statewide freight and logistics, people mobility in Metro Atlanta, and people mobility in emerging metros and rural Georgia. The plan identifies strategies to bring about Foundational, Catalytic, and Innovation investments for the above mentioned categories.<sup>9</sup>
- The HAMPO 2045 MTP addresses infrastructure preservation and identifies pavement and bridge infrastructure needs within the metropolitan planning area, and allocates funding for targeted infrastructure improvements. The 2045 MTP has goals that align with PM2/Pavement and Bridge Condition:
  - **Promote the Management and Preservation of the existing transportation system**
    - Preserve and maintain the existing transportation system
    - Promote the efficient management and operations of the transportation system
  - **Improve Safety and Security**
    - Ensure the safety of the multimodal transportation system for all users
      - Ensure all transportation systems are structurally and operationally safe and secure
    - Ensure the security of the multimodal transportation system for all users

The table below shows the projects programmed into the 2045 MTP and if they meet the PM2 performance target:

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<sup>9</sup> [2021 Statewide Strategic Transportation Plan/2050 Statewide Transportation Plan](#)

Project ID	Project Name	Project Type	PM2	
			Bridges	Pavement
522570-	US 84 Freight Connector: SR 38 BYPASS FROM SR 38/US 84 TO SR 119	New Construction	✓	✓
0016567	CR 171/Lewis Frasier Rd @ Peacock Creek	Bridge Replacement	✓	✓
0017411	I-95 ITS	ITS		
0010348	15th Street Widening	Widening	✓	✓
403	Ryon Avenue Realignment and Corridor Improvements	Realignment	✓	✓
307	South Main Street Widening: TSPLOST funded intersection improvements at Veterans Pkwy	Intersection, Widening	✓	✓
222	"Cross-Roads" Intersection Improvements 119/EB Cooper Highway @ Barrington Ferry Rd. TSPLOST	Intersection	✓	✓
404	Interstate Paper Road Rehabilitation TSPLOST	Reconstruction	✓	✓
401	Barrington Ferry Rd @ US 17 Intersection Improvement TSPLOST	Intersection	✓	✓
319b	Phase II SR 38 /US 84 Safety and Access Management: TSPLOST Intersection Improvements @ MLK Jr. Dr. Supporting Lump Sum Safety Funded Median Project	Intersection	✓	✓
319c	Phase II SR 38 /US 84 Safety and Access Management: TSPLOST Intersection Improvements @ East Memorial Dr. Supporting Lump Sum Safety Funded Median Project	Intersection	✓	✓
320b	Phase II SR 38 /US 84 Safety and Access Management: TSPLOST Intersection Improvements @ General Screven Way Supporting Lump Sum Safety Funded Median Project	Intersection	✓	✓
304	Hwy 57 Intersection Upgrade	Intersection	✓	✓
228	US 84 bridge at I-95 Widening	Widening	✓	✓
226	Sunbury Rd/Islands Hwy Widening	Widening	✓	✓
250	Coastal Hwy/US 17 Widening	Widening	✓	✓
306	SR 119/EB Cooper Hwy Widening	Widening	✓	✓
303	Elim Church Road Upgrade /Multimodal Improvements	Multimodal	✓	✓
114	Hinesville Bypass Phase II (eastern segment)	New Construction		✓

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

Effective May 20, 2017, FHWA established measures to assess performance of the National Highway System<sup>10</sup>, freight movement on the Interstate system<sup>11</sup>, and the Congestion Mitigation and Air Quality Improvement (CMAQ) Program<sup>12</sup>. This third FHWA performance measure rule (PM3) established six performance measures, described below.

### *National Highway System Performance:*

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

### *Freight Movement on the Interstate:*

3. Truck Travel Time Reliability Index (TTTR);

### *Congestion Mitigation and Air Quality Improvement (CMAQ) Program:*

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

The CMAQ performance measures apply to states and MPOs with projects financed with CMAQ funds whose boundary contains any part of a nonattainment or maintenance area for ozone, carbon monoxide or particulate matter. The HAMPO MPO meets air quality standards, therefore, the CMAQ measures do not apply and are not reflected in the System Performance Report.

## System Performance Measures

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

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

The measures are expressed as the percent of person-miles traveled on the Interstate or non-Interstate NHS system that are reliable. Person-miles take into account the number of people

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<sup>10</sup> [23 CFR Part 490, Subpart E](#)

<sup>11</sup> [23 CFR Part 490, Subpart F](#)

<sup>12</sup> [23 CFR Part 490, Subparts G and H](#)

traveling in buses, cars, and trucks over these roadway segments. To determine total person miles traveled, the vehicle miles traveled (VMT) on each segment is multiplied by average vehicle occupancy. To calculate the percent of person miles traveled that are reliable, the sum of the number of reliable person miles traveled is divided by the sum of total person miles traveled.

### Freight Movement Performance Measure

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

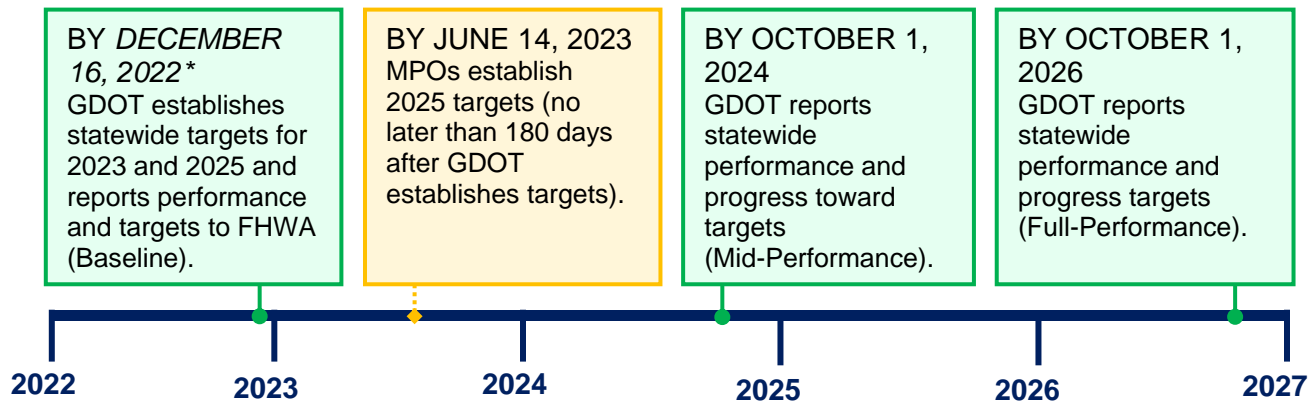
### PM3 Performance Targets

Performance for the PM3 measures is assessed and reported over a four-year performance period. For all PM3 measures except the CMAQ Emission Reduction measure, the first performance period began on January 1, 2018, and will end on December 31, 2021. For the CMAQ Emission Reduction measure, the first performance period began on October 1, 2017, and will end on September 30, 2021. GDOT reported baseline PM3 performance and targets (for First Performance Period) to FHWA on October 1, 2018, the baseline PM3 performance and targets (for Second Performance Period) to FHWA on December 16, 2022, and will report updated performance information at the midpoint and end of the performance period. The second four-year performance period will cover January 1, 2022, to December 31, 2025 (October 1, 2021, to September 30, 2025, for the CMAQ Emission Reduction Measure), with additional performance periods following every four years.

The PM3 rule requires state DOTs and MPOs to establish two-year and/or four-year performance targets for each PM3 measure. The performance periods for the CMAQ emissions reduction measure are on a federal fiscal year basis and the performance periods for all other measures are on a calendar year basis. For all targets except CMAQ Emission Reductions, the current two-year and four-year targets represent under the second four-year performance period expected performance at the end of calendar years 2023 and 2025, respectively. For the current CMAQ Emission Reduction measure the two-year and four-year targets represent cumulative VOC and NOx emission reductions from CMAQ-funded projects during the periods of October 1, 2022, to September 30, 2023 (for the two-year target) and October 1, 2022, to

**SECOND** Performance Period (January 1, 2022, to December 31, 2025)

September 30, 2025 (for the four-year target).



\* FHWA changed the due date from October 1, 2022, due to a technical issue with the reporting system.

States establish targets as follows:

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

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

GDOT established statewide PM3 targets and submitted to FHWA by December 16, 2022. HAMPO adopted the Georgia statewide PM3 targets on June 8, 2023. Table 6 presents statewide baseline performance for each PM3 measure as well as the current two-year and four-year statewide targets established by GDOT.

On or before October 1, 2024, GDOT will provide FHWA with a detailed mid-performance report of PM3 performance covering the period of January 1, 2022, to December 31, 2023, for the second performance period. GDOT and HAMPO will have the opportunity at that time to revisit the four-year PM3 targets.



**Table 3. System Performance/Freight Movement/CMAQ (PM3) Performance and Targets**

<b>Performance Measure</b>	<b>Georgia Performance (Baseline 2021)</b>	<b>Georgia 2-year Target (2023)</b>	<b>Georgia 4-year Target (2025)</b>
Percent of person-miles on the Interstate system that are reliable	82.8%	73.9%	68.4%
Percent of person-miles on the non-Interstate NHS that are reliable	91.9%	87.3%	85.3%
Truck Travel Time Reliability Index	1.47	1.62	1.65
Annual hours of peak hour excessive delay per capita (PHED)	14.4 hours	23.7 hours	27.2 hours
Percent Non-SOV travel	25.7%	22.7%	22.7%

*\*4-year Cumulative Emission Reductions from 2018-2021*

HAMPO recognizes the importance of linking goals, objectives, and investment priorities to stated performance objectives, and that establishing this link is critical to the achievement of national transportation goals and statewide and regional performance targets. As such, the 2045 MTP directly reflects the goals, objectives, performance measures, and targets as they are available and described in other State and public transportation plans and processes; specifically, the Georgia Statewide Freight and Logistics Action Plan, and the current 2021 SSTP/2050 SWTP.

- The 2023 Georgia Freight Plan documents freight planning activities and investments in the state, identifies and assesses current and future freight needs and challenges incorporating both technical analysis and stakeholder engagement, and guides freight-related transportation decisions and investments. The plan integrates policy positions and strategies from existing documents to help identify and prioritize freight investments critical to the state's economic growth and global competitiveness. The Georgia Freight Plan establishes specific goals for freight transportation and addresses freight issues that are not covered in other statewide planning documents.<sup>13</sup>
- The 2021 SSTP/2050 SWTP combines GDOT's strategic business case for transportation investment with the long-range, comprehensive transportation planning considerations under Federal law. The SSTP/SWTP is organized into three investment categories, reflecting three major ways people and freight move in Georgia; statewide freight and logistics, people mobility in Metro Atlanta, and people mobility in emerging metros and rural Georgia. The plan identifies strategies to bring about Foundational, Catalytic, and Innovation investments for the above mentioned categories.<sup>14</sup>
- The HAMPO 2045 MTP addresses reliability, freight movement, congestion, [and emissions] and identifies needs for each of these issues within the metropolitan planning area and allocates funding for targeted improvements. The goals from the 2045 HAMPO MTP that align with PM3/System Performance, Freight, and Congestion Mitigation & Air Quality Improvement are listed below:

<sup>13</sup> <https://www.dot.ga.gov/GDOT/Pages/Freight.aspx>

<sup>14</sup> [2021 Statewide Strategic Transportation Plan/2050 Statewide Transportation Plan](#)

- **Promote Quality of Life and Protect Existing Resources**
  - Provide a transportation system that protects the environment and improves the quality of life for all residents
- **Promote Economic Development and Support Freight Movement:**
  - Support the economic vitality of the area through efficient transportation systems that support local and global competitiveness and productivity
    - Minimize work trip and congestion delays
- **Invest in Mobility Options**
  - Maximize mobility for all users through an integrated, connected, and accessible transportation system
    - Minimize congestion delays
    - Encourage multimodal use

The table below shows the projects programmed into the 2045 MTP and if they meet the PM3 performance target:

Project ID	Project Name	Project Type	PM3		
			System Reliability	Truck Reliability	Emissions Reduction
522570-	US 84 Freight Connector: SR 38 BYPASS FROM SR 38/US 84 TO SR 119	New Construction	✓	✓	✓
0017411	I-95 ITS	ITS	✓	✓	✓
0010348	15th Street Widening	Widening	✓	✓	✓
403	Ryon Avenue Realignment and Corridor Improvements	Realignment	✓		✓
410	E.G. Miles Adaptive Signal Upgrades	Operational	✓	✓	✓
411	SR 119/ SR 196 / E.G. Miles Pkwy Access Management and Safety	Safety, Access Management	✓	✓	✓
408	US 84 Adaptive Signal Upgrades	Operational	✓	✓	✓
308	SR 38 /US 84 Safety and Access Management: TSPLOST Median Project	Safety, Access Control	✓	✓	
302	SR 196/E.G. Miles Pkwy Access Management: TSPLOST	Access Management	✓	✓	✓
307	South Main Street Widening: TSPLOST funded intersection improvements at Veterans Pkwy	Intersection, Widening	✓		✓
311a	SR 38 /US 84 Safety and Access Management: TSPLOST Intersection Improvements and Median	Intersection	✓	✓	✓
405	US 17 @ Limerick Rd. / Freedman Grove Rd Intersection Improvements TSPLOST	Intersection, Safety	✓	✓	✓
406	Intersection Improvements Veterans Pkwy @ Walmart/Lowe: TSPLOST	Intersection	✓	✓	✓
312	Oglethorpe Hwy/US 84 Safety: TSPLOST Median and Sidewalks	Safety, Access Control	✓	✓	✓
222	"Cross-Roads" Intersection Improvements 119/EB Cooper Highway @ Barrington Ferry Rd. TSPLOST	Intersection	✓	✓	✓
404	Interstate Paper Road Rehabilitation TSPLOST	Reconstruction	✓	✓	✓
401	Barrington Ferry Rd @ US 17 Intersection Improvement TSPLOST	Intersection	✓	✓	✓
319b	Phase II SR 38 /US 84 Safety and Access Management: TSPLOST Intersection Improvements @ MLK Jr. Dr. Supporting Lump Sum Safety Funded Median Project	Intersection	✓	✓	✓
319c	Phase II SR 38 /US 84 Safety and Access Management: TSPLOST Intersection Improvements @ East Memorial Dr. Supporting Lump Sum Safety Funded Median Project	Intersection	✓	✓	✓
320b	Phase II SR 38 /US 84 Safety and Access Management: TSPLOST Intersection Improvements @ General Screven Way Supporting Lump Sum Safety Funded Median Project	Intersection	✓	✓	✓
365	SR 119/General Screven Access Improvements	Safety, Access Control	✓	✓	✓
304	Hwy 57 Intersection Upgrade	Intersection	✓	✓	✓
413	Wallace Martin Realignment	Realignment	✓		✓
154a	Sandy Run/Patriots Trail Connector Phase I	New Construction	✓		✓
228	US 84 bridge at I-95 Widening	Widening	✓	✓	✓
226	Sunbury Rd/Islands Hwy Widening	Widening	✓	✓	✓
412	SR 196 / E.G. Miles Pkwy Access Management	Safety, Access Management	✓	✓	✓
309	SR 38 /US 84 Safety and Access Management from Charlie Butler to Peach	Safety, Access Control	✓	✓	✓
314	SR 38 /US 84 Safety and Access Management from SR 196 to Brights Lake	Safety, Access Control	✓	✓	✓
250	Coastal Hwy/US 17 Widening	Widening	✓	✓	✓
306	SR 119/EB Cooper Hwy Widening	Widening	✓	✓	✓
311b	SR 38 /US 84 Safety and Access Management from Butler Ave. to Lewis Frasier Rd.	Safety, Access Control	✓	✓	✓
317	SR 38 /US 84 Safety and Access Management from Spires Dr. to Old Hines	Safety, Access Control	✓	✓	✓
315b	Phase II SR 38 /US 84 Safety and Access Management from Brights Lake to John Martin: Multimodal enhancements completed in Phase I.	Safety, Access Control	✓	✓	✓
313	SR 38 /US 84 Safety and Access Management from Bacontown Rd to SR 196	Safety, Access Control	✓	✓	✓
114	Hinesville Bypass Phase II (eastern segment)	New Construction	✓	✓	✓

## Resolutions

**RESOLUTION OF THE  
HINESVILLE AREA METROPOLITAN PLANNING ORGANIZATION POLICY COMMITTEE TO:**

- **ADOPT THE GEORGIA DEPARTMENT OF TRANSPORTATION AND THE GEORGIA ASSOCIATION OF METROPOLITAN PLANNING ORGANIZATION FY 2023 TRANSPORTATION PERFORMANCE MANAGEMENT TARGETS**

**WHEREAS**, the 23 CFR 450.314(h) requires that MPO(s), STATE(s), and providers of public transportation shall jointly agree upon and develop specific written procedures for cooperatively developing and sharing information related to transportation performance data, the selection of performance targets, the reporting of performance targets, the reporting of performance to be used in tracking progress toward attainment of critical outcomes for the region of the MPO, and the collection of data for the State Asset Management Plan for the National Highway System (NHS); and

**WHEREAS**, in 2018 the Georgia Department of Transportation and the Georgia Association of Metropolitan Planning Organization executed the "GEORGIA PERFORMANCE MANAGEMENT AGREEMENT" to agree to adhere coordination mechanisms to meet performance-based planning and programming requirements for highways in accordance with 23 CFR 450.314(h) and established federal guidance; and

**WHEREAS**, the Technical Coordinating Committee at its January 12, 2023 meeting recommended that HAMPO support the 2023 Performance Management Targets approved by the Georgia Department of Transportation as follows:

- PM1: Safety Performance Management Targets,

**NOW, THEREFORE, BE IT RESOLVED** that the HAMPO Policy Committee concurs with the recommendation of the HAMPO Technical Coordinating Committee to agree and support the Performance Management Targets as approved by the Georgia Department of Transportation.

**NOW, THEREFORE, BE IT FURTHER RESOLVED** that the HAMPO Policy Committee approves the addition to the HAMPO 2045 Metropolitan Transportation Plan to incorporate the 2023 Performance Management Targets PM1 as approved by the Georgia Department of Transportation; and

**NOW, THEREFORE, BE IT FURTHER RESOLVED** that the HAMPO Policy Committee approves the addition to the HAMPO 2021-2024 Transportation Improvement Program to incorporate the 2023 Performance Management Targets PM1 as approved by the Georgia Department of Transportation.

**CERTIFICATION:** I hereby certify that the above is a true and correct copy of a Resolution adopted by the Hinesville Area Metropolitan Planning Organization Policy Committee on February 9, 2023.

**RECOMMENDED BY:**



Joey Brown  
TCC Chair/Liberty County Administrator

**SIGNED:**

  
Donald Lovette  
Policy Committee Chair

**ATTEST:**

  
Jeff Ricketson, AICP  
LCPC Executive Director

**RESOLUTION OF THE  
HINESVILLE AREA METROPOLITAN PLANNING ORGANIZATION POLICY COMMITTEE TO:**

- **ADOPT THE GEORGIA DEPARTMENT OF TRANSPORTATION AND THE GEORGIA ASSOCIATION OF METROPOLITAN PLANNING ORGANIZATION FY 2023 TRANSPORTATION PERFORMANCE MANAGEMENT TARGETS**

**WHEREAS**, the 23 CFR 450.314(h) requires that MPO(s), STATE(s), and providers of public transportation shall jointly agree upon and develop specific written procedures for cooperatively developing and sharing information related to transportation performance data, the selection of performance targets, the reporting of performance targets, the reporting of performance to be used in tracking progress toward attainment of critical outcomes for the region of the MPO, and the collection of data for the State Asset Management Plan for the National Highway System (NHS); and

**WHEREAS**, in 2018 the Georgia Department of Transportation and the Georgia Association of Metropolitan Planning Organization executed the "GEORGIA PERFORMANCE MANAGEMENT AGREEMENT" to agree to adhere coordination mechanisms to meet performance-based planning and programming requirements for highways in accordance with 23 CFR 450.314(h) and established federal guidance; and

**WHEREAS**, the Technical Coordinating Committee at its May 11, 2023 meeting recommended that HAMPO support the 2023 Performance Management Targets approved by the Georgia Department of Transportation as follows:

- PM2: Pavement and Bridge Condition Performance Management Targets, and
- PM3: System Performance Management Targets

**NOW, THEREFORE, BE IT RESOLVED** that the HAMPO Policy Committee concurs with the recommendation of the HAMPO Technical Coordinating Committee to agree and support the Performance Management Targets as approved by the Georgia Department of Transportation.

**NOW, THEREFORE, BE IT FURTHER RESOLVED** that the HAMPO Policy Committee approves the addition to the HAMPO 2045 Metropolitan Transportation Plan to incorporate the 2023 Performance Management Targets PM2 and PM3 as approved by the Georgia Department of Transportation; and

**NOW, THEREFORE, BE IT FURTHER RESOLVED** that the HAMPO Policy Committee approves the addition to the HAMPO 2021-2024 Transportation Improvement Program to incorporate the 2023 Performance Management Targets PM2 and PM3 as approved by the Georgia Department of Transportation.

**CERTIFICATION:** I hereby certify that the above is a true and correct copy of a Resolution adopted by the Hinesville Area Metropolitan Planning Organization Policy Committee on June 8, 2023.

**RECOMMENDED BY:**

  
Joey Brown  
TCC Chair/Liberty County Administrator

**SIGNED:**

  
Donald Lovette  
Policy Committee Chair

**ATTEST:**

  
Jeff Ricketson, AICP  
LCPC Executive Director

**RESOLUTION OF THE  
HINESVILLE AREA METROPOLITAN PLANNING ORGANIZATION POLICY COMMITTEE TO:**

- **ADOPT THE GEORGIA DEPARTMENT OF TRANSPORTATION AND THE GEORGIA ASSOCIATION OF METROPOLITAN PLANNING ORGANIZATION FY 2024 TRANSPORTATION PERFORMANCE MANAGEMENT TARGETS**

**WHEREAS**, the 23 CFR 450.314(h) requires that MPO(s), STATE(s), and providers of public transportation shall jointly agree upon and develop specific written procedures for cooperatively developing and sharing information related to transportation performance data, the selection of performance targets, the reporting of performance targets, the reporting of performance to be used in tracking progress toward attainment of critical outcomes for the region of the MPO, and the collection of data for the State Asset Management Plan for the National Highway System (NHS); and

**WHEREAS**, in 2018 the Georgia Department of Transportation and the Georgia Association of Metropolitan Planning Organization executed the "GEORGIA PERFORMANCE MANAGEMENT AGREEMENT" to agree to adhere coordination mechanisms to meet performance-based planning and programming requirements for highways in accordance with 23 CFR 450.314(h) and established federal guidance; and

**WHEREAS**, the Technical Coordinating Committee at its January 11, 2024 meeting recommended that HAMPO support the 2024 Performance Management Targets approved by the Georgia Department of Transportation as follows:

- PM1: Safety Performance Management Targets,

**NOW, THEREFORE, BE IT RESOLVED** that the HAMPO Policy Committee concurs with the recommendation of the HAMPO Technical Coordinating Committee to agree and support the Performance Management Targets as approved by the Georgia Department of Transportation.

**NOW, THEREFORE, BE IT FURTHER RESOLVED** that the HAMPO Policy Committee approves the addition to the HAMPO 2045 Metropolitan Transportation Plan to incorporate the 2024 Performance Management Target PM1 as approved by the Georgia Department of Transportation; and

**NOW, THEREFORE, BE IT FURTHER RESOLVED** that the HAMPO Policy Committee approves the addition to the HAMPO 2024-2027 Transportation Improvement Program to incorporate the 2024 Performance Management Target PM1 as approved by the Georgia Department of Transportation.

**CERTIFICATION:** I hereby certify that the above is a true and correct copy of a Resolution adopted by the Hinesville Area Metropolitan Planning Organization Policy Committee on February 8, 2024.

**RECOMMENDED BY:**

  
Joey Brown  
TCC Chair/Liberty County Administrator

**SIGNED:**  
  
Donald Lovette  
Policy Committee Chair

**ATTEST:**  
  
Jeff Ricketson, AICP  
LCPC Executive Director



**RESOLUTION OF THE  
HINESVILLE AREA METROPOLITAN PLANNING ORGANIZATION POLICY COMMITTEE TO:**

- **ADOPT THE GEORGIA DEPARTMENT OF TRANSPORTATION AND THE GEORGIA ASSOCIATION OF METROPOLITAN PLANNING ORGANIZATION FY 2024 TRANSPORTATION PERFORMANCE MANAGEMENT TARGETS**

**WHEREAS**, the 23 CFR 450.314(h) requires that MPO(s), STATE(s), and providers of public transportation shall jointly agree upon and develop specific written procedures for cooperatively developing and sharing information related to transportation performance data, the selection of performance targets, the reporting of performance targets, the reporting of performance to be used in tracking progress toward attainment of critical outcomes for the region of the MPO, and the collection of data for the State Asset Management Plan for the National Highway System (NHS); and

**WHEREAS**, in 2018 the Georgia Department of Transportation and the Georgia Association of Metropolitan Planning Organization executed the "GEORGIA PERFORMANCE MANAGEMENT AGREEMENT" to agree to adhere coordination mechanisms to meet performance-based planning and programming requirements for highways in accordance with 23 CFR 450.314(h) and established federal guidance; and

**WHEREAS**, the Technical Coordinating Committee at its January 11, 2024 meeting recommended that HAMPO support the 2024 Performance Management Targets approved by the Georgia Department of Transportation as follows:

- PM1: Safety Performance Management Targets,

**NOW, THEREFORE, BE IT RESOLVED** that the HAMPO Policy Committee concurs with the recommendation of the HAMPO Technical Coordinating Committee to agree and support the Performance Management Targets as approved by the Georgia Department of Transportation.

**NOW, THEREFORE, BE IT FURTHER RESOLVED** that the HAMPO Policy Committee approves the addition to the HAMPO 2045 Metropolitan Transportation Plan to incorporate the 2024 Performance Management Target PM1 as approved by the Georgia Department of Transportation; and

**NOW, THEREFORE, BE IT FURTHER RESOLVED** that the HAMPO Policy Committee approves the addition to the HAMPO 2024-2027 Transportation Improvement Program to incorporate the 2024 Performance Management Target PM1 as approved by the Georgia Department of Transportation.

**CERTIFICATION:** I hereby certify that the above is a true and correct copy of a Resolution adopted by the Hinesville Area Metropolitan Planning Organization Policy Committee on February 8, 2024.

**RECOMMENDED BY:**



Joey Brown  
TCC Chair/Liberty County Administrator

**SIGNED:**



Donald Lovette  
Policy Committee Chair

**ATTEST:**



Jeff Ricketson, AICP  
LCPC Executive Director

## Appendix A: Project Types

The matrix below is based on 2024-2027 STIP projects as general guidelines; In reality, individual projects may yield benefits to other PMs than shown here given specific project characteristics.

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

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

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

## Appendix B: Example MPO TIP Projects – Dalton MPO

Table 5: Greater Dalton MPO TIP Projects, 2024-2027

			PM1	PM2		PM3		
PI#	Cost	Work Type	Safety	Bridges	Pavement	System Reliability	Truck Reliability	CMAQ*
0019358	\$11,870,000	Drainage			✓			
0017233	\$98,000	Bridges		✓				
0017234	\$225,000	Bridges		✓				

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