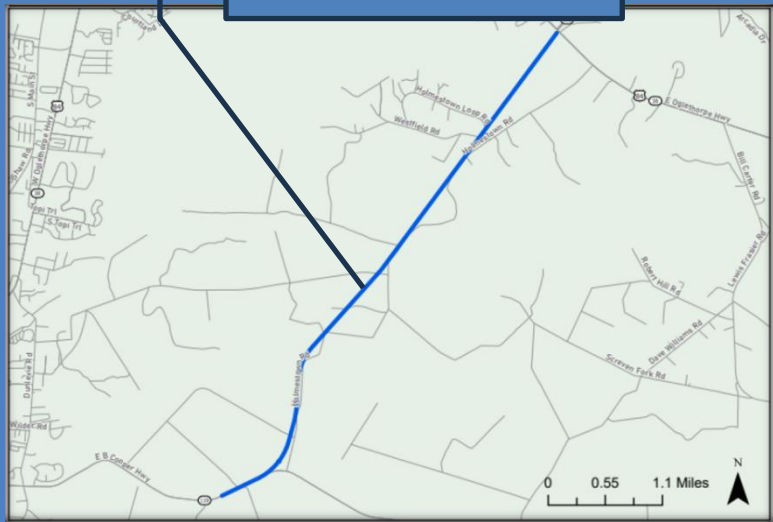


# DRAFT FY 2027 – 2030

## Transportation Improvement Program

Hinesville Bypass Phase II  
(Eastern Segment) PI#:



Deal Street Roundabout at  
SR 119/SR 196  
PI#: 002174

Hinesville Area Metropolitan Planning Organization  
Liberty Consolidated Planning Commission

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 2027-2030 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 2027-2030 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 2027-2030.

**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 XXX 2026**.

**ATTEST:**

\_\_\_\_\_  
Donald Lovette, Liberty County BOC Chairman  
Policy Committee Chair

\_\_\_\_\_  
Jeff Ricketson, AICP  
LCPC Executive Director

\_\_\_\_\_  
Date

\_\_\_\_\_  
Date

DRAFT

**ADMINISTRATIVE MODIFICATIONS**

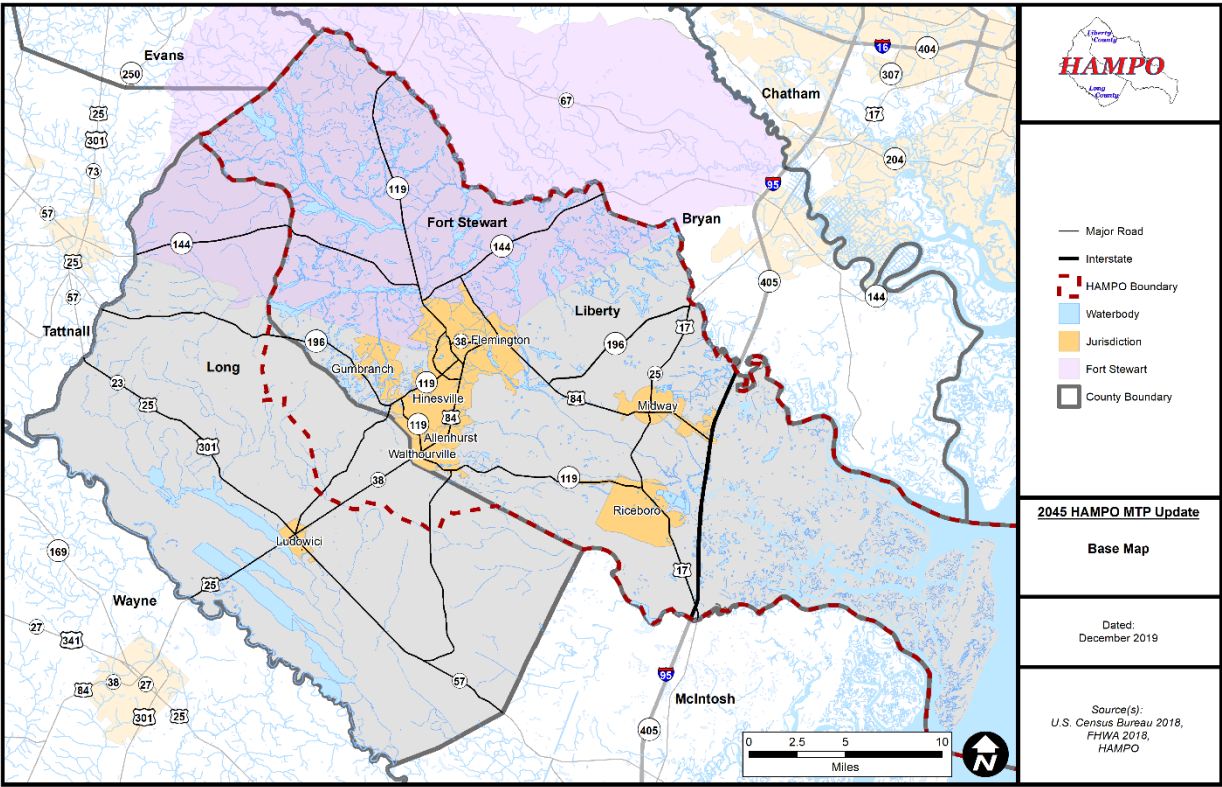
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**INTRODUCTION**

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 2050 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 2027 to 2030.

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 2027 to FY 2030.

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

## **RECENT FEDERAL POLICY AND LEGISLATIVE DEVELOPMENTS**

Recent federal policy discussions have emphasized continued investment in infrastructure, economic development, and transportation system improvements. These discussions have included proposals and initiatives focused on accelerating project delivery, enhancing freight mobility, supporting local transportation priorities, and expanding funding opportunities for state and local agencies.

While these initiatives reflect ongoing federal priorities related to infrastructure investment, the HAMPO FY 2027–2030 TIP remains developed in accordance with formally enacted federal transportation legislation, including the Bipartisan Infrastructure Law (BIL/IIJA), and applicable guidance from the Federal Highway Administration (FHWA) and Federal Transit Administration (FTA).

HAMPO will continue to monitor future federal legislation and policy changes to identify opportunities that may support implementation of regional transportation priorities.

## **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 2050 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.

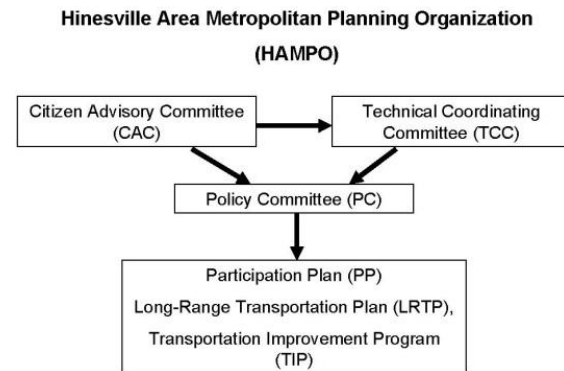
The three committees meet on a regular schedule six times a year. Agendas are distributed seven days in advance and a call to the public is always included and welcomed.

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.



<b>PC VOTING MEMBERS</b>	<b>Representing</b>
Karl Riles	Mayor, City of Hinesville
Sarah Hayes	Mayor, City of Walthourville
Tina Eason	Mayor, Town of Gum Branch
Jeremy Hall	Chairman, Long County BOC
<b>Donald Lovette, Chair</b>	<b>Chairman, Liberty County BOC</b>
Timmy Blount	Commissioner, Liberty County BOC
Phil Odom	Chairman, LCPC
<b>Malcom Williams</b>	<b>Mayor, City of Midway</b>
Verdell Jones	Chair, Liberty County BOE
Melissa Ray	Proxy for Chairman, LCDA
Tim Byler	Mayor, Flemington
James Willis	Mayor, Town of Allenhurst
Jomar Pastorelle	GDOT Representative
Vicky Nelson	Councilmember, City of Hinesville
Chris Stacy	Mayor, City of Riceboro

<b>EX-OFFICIO NON-VOTING MEMBERS:</b>	
Jeff Ricketson	Executive Director, LCPC
Joseph Mosley	Liberty County Administrator
Ryan Arnold	Hinesville City Manager
Bob Dodd	Chairman, Citizens Advisory Committee
Wykoda Wang	CORE MPO
Mel Meleka	Fort Stewart
Sabrina David	Division Administrator, FHWA
Merishia Coleman	GDOT Freight Representative

<b>PARTICIPATING</b>	
Katie Proctor	GDOT District 5
Jared Lombard	FHWA
Ann-Marie Day	FHWA
Trent Long	
Paul Simonton	
Marcus Sack	
Robert Buckley	

TCC Voting Members	Representing
Joseph Mosley, TCC Chair	County Administrator, Liberty County
Ryan Arnold, TCC Vice-Chair	City Manager, City of Hinesville
Mel Meleka	Fort Stewart
Katie Proctor	GDOT District 5
Rhonda Thomas	Mayor Pro-Tem, City of Midway
Arnold Jackson	Superintendent, Liberty County BOE
Jeremy Hall	Long County BOC Chairman
Jeff Ricketson	Executive Director, LCPC
Louise Brown	City of Riceboro
James Willis	Town of Allenhurst
Mayor Tina Eason	City of Gum Branch
Mayor Sarah Hayes	City of Walthourville
Pedro Ortiz	GDOT Planning
Larry Logan	City of Flemington
Paul Simonton	City of Engineer, City of Hinesville
Ben Morrow	ESG (Hinesville PW)
Brynn Grant	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
Dionne Lovett	Executive Director, CRC
Jared Lombard	Federal Highway Administration (FHWA)
Donna Dale	General Manger, Liberty Transit
Barry James	Transportation Director, Coastal Regional Commission

CAC Voting Members	Representing
Donna Groover	Gum Branch
Anthony Milton	Hinesville
Cassidy Collins	Hinesville
Bob Dodd, Chair	Walthourville
Bobbie Ruiz	Hinesville
Willie Cato	Flemington
Vacant	Hinesville
Vacant	Liberty County
Emmanuel Joyner	Riceboro
Leiloni Sikes	Liberty County
Chris Jimenez	Long County
Ron Collins	GSU
vacant	Midway
Angela Powell	Liberty County

Vacant	Fort Stewart
Vacant	Allenhurst
Vacant	Savannah Technical College

**Staff:**

Hinesville Area Metropolitan Planning Organization (HAMPO) Staff:

- Jeff Ricketson, HAMPO Executive Director
- Kelly Wiggins, Executive Assistant
- Vishanya Forbes-Jones, Transportation Planner (Contract Employee)
- Rosario Souto, Planner (Contract Employee)
- Justin Dammons, 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, Todd Kennedy, 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 certain groups of projects that do not substantially increase roadway capacity. The Lump Sum projects program is intended to give the Department and MPOs flexibility to address projects of an immediate concern while fulfilling the requirements of the STIP. Funds are set up in lump sum banks to undertake improvements that emerge and are developed after the STIP is approved. These lump sum banks are listed for each year for managing and accounting for the funding. They can be found in the statewide or “All Counties” section of the STIP. Lump Sum Banks are shown in the STIP with the words “Lump Sum” in the project description and contain an amount of funding for each year. Individual projects are programmed, and funds are drawn from these lump sums during the year. The individual projects may include work at one or several locations for letting and accounting purposes. Listed below are these groups and information about them. Except for rights-of-way protective buying, the total available funds are shown as construction for easy accounting, but preliminary engineering and rights-of-way may be drawn from this amount when required in that category.

#### Group: Transportation Alternative Program (TAP)

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

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

**Group: Maintenance**

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

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

**Group: Lighting**

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

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

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

**Group: Safety**

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

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

**Group: Operations**

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

- The Operational Improvement program consists of intersection improvements, turning lanes, ramp exit & interchange improvements, innovative intersection improvements like Diverging Diamond Intersections, Displaced Left Turn lanes, and Continuous Flow Intersections.

- The Signal Upgrades program consists of signal designs, specifications, upgrades, signal operations, maintenance and signal asset replacements.

### **Group: Low Impact Bridges**

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

been created with three major principles in mind – safety, stewardship and streamlining.

- The safety of the traveling public is of paramount importance. It is the intent of this program to reduce risk associated with structurally deficient, scour critical, temporarily shored, or fracture critical structures.
- Second only to safety, the program will foster stewardship of Georgia’s environmental and financial resources. Projects developed under the Program will seek to minimize the impact to the natural environment while providing long-term cost-effective engineering solutions.
- The Program will result in accelerated, streamlined delivery of all phases of the bridge replacement including planning, design, environmental approval and construction.

### **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**

**Liberty**

				PE		ROW		CST		UTL	
PROJ	PROJ NO.	TIP NO.	DESCRIPTION								
0017697		DK-489	SR 38/US 84 FROM FLOWERS DRIVE TO PATRIOTS TRAIL - VRU	PE	AUTHORIZED	ROW	AUTHORIZED	CST	PRECST	UTL	PRECST
0019573			SR 25 & SR 196 @ SEV LOCS IN BRYAN & LIBERTY COUNTY	PE	AUTHORIZED			CST	PRECST		
0019881		CH-349	SR 25;CS 550&CS 558 FM YOUTH CTR TO RICEBORO CRK; INC NEW LOC	PE	PRECST	ROW	PRECST	CST	PRECST	UTL	PRECST
0020353			EV CHARGING STATION @ 1 LOC IN LIBERTY/MCINTOSH COUNTY	PE	AUTHORIZED			CST	AUTHORIZED		
0021686			SR 119 FROM HENDRY ST/ELMA G MILES PKWY TO PAFFORD ST	PE	PRECST			CST	PRECST		
M006659			I-95 FROM SOUTH NEWPORT RIVER/LIBERTY TO CSX #637581M/BRYAN								
M006728			SR 119 FROM N OF SR 25 TO E OF TIBET ROAD								
M006900			SR 144 FROM SR 119 TO E OF TRINITY ROAD								
M006963			I-95 FROM SOUTH NEW PORT RIVER TO CSX #635042S								

**LUMP SUM PROJECTS CURRENTLY AUTHORIZED**

0017697: Constructs median on SR 38/US 84 from Flowers Drive to Patriots Trail (PE and ROW)

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

00220353: EV CHARGING STATION @ 1 LOC IN LIBERTY/MCINTOSH COUNTY (PE and CST)

**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**

PROJECT ID	DESCRIPTION	Phase Status	Phase Code	Program Year	% in MPO	Total Amount	MPO Total
0016567	CR 171/LEWIS FRASIER ROAD @ PEACOCK CREEK	AUTHORIZED	CST	2025	100	\$2,105,642	\$2,105,642
			ROW	2024	100	\$120,000	\$120,000
0017697	SR 38/US 84 FROM FLOWERS DRIVE TO PATRIOTS TRAIL - VRU	AUTHORIZED	ROW	2026	100	\$2,240,000	\$2,240,000
0019822	CAY CREEK RD @ RSOR #635050J & DOGWOOD ST @ RSOR #635053E	AUTHORIZED	CST	2024	100	\$9,066	\$9,066
0020353	EV CHARGING STATION @ 1 LOC IN LIBERTY/MCINTOSH COUNTY	AUTHORIZED	CST	2026	53	\$1,568,992	\$831,566
			PE	2026	53	\$30,000	\$15,900
0021247	LINK STREET, NORMAN STREET & TUPELO TRAIL @ 3 LOCS	AUTHORIZED	PE	2026	100	\$523,205	\$523,205
522570-	SR 38 BYPASS FROM SR 38/US 84 TO SR 119	AUTHORIZED	CST	2025	100	\$33,225,747	\$33,225,747
M006549	SR 38/US 84 FROM W OF SR 119 TO E OF WALLACE MARTIN DRIVE	AUTHORIZED	MCST	2025	100	\$4,486,976	\$4,486,976
M006550	SR 196 FROM SR 38 TO SR 25	AUTHORIZED	MCST	2025	100	\$7,166,455	\$7,166,455
M006659	I-95 FROM SOUTH NEWPORT RIVER/LIBERTY TO CSX #637581M/BRYAN	AUTHORIZED	MCST	2026	64	\$952,496	\$609,597
S015909	Extend Right Turn Lane along SR 38 onto General Screven Way	AUTHORIZED	TSA	2024	100	\$199,968	\$199,968
S015910	Install a Right Turn Lane along SR 38 at General Stewart Way	AUTHORIZED	TSA	2025	100	\$343,541	\$343,541
S015945	Road Improvements on Old Sunbury Rd, Wallace Martin Dr, JM Rd	AUTHORIZED	PR	2025	100	\$1,330,000	\$1,330,000
S016095	Widening Through Lane on SR 38/US 84 near I-95	AUTHORIZED	PR	2025	100	\$500,000	\$500,000
<b>Grand Total</b>						<b>\$54,802,088</b>	<b>\$54,802,088</b>



**TIP EXPECTED HIGHWAY STIP FUNDS**

4/2/2026

**HINESVILLE  
TOTAL EXPECTED HIGHWAY & TRANSIT  
STIP FUNDS (MATCHED)  
FY 2027 - FY 2030**

FUND	CODE	2027	2028	2029	2030	TOTAL
NHPP	Y001	\$ -	\$ -	\$ -	\$ -	\$ -
Carbon	Y606	\$ 176,729	\$ 180,263	\$ 183,869	\$ 187,546	\$ 728,407
Local	LOC	\$ -	\$ 772,669	\$ -	\$ 4,553,918	\$ 5,326,587
Transit	5303	\$ 73,712	\$ 75,188	\$ 76,691	\$ 78,224	\$ 303,815
Transit	5307	\$ 1,499,946	\$ 1,499,946	\$ 1,591,293	\$ 1,639,032	\$ 6,230,217
Transit	5311	\$ 1,229,599	\$ 1,260,339	\$ 1,291,847	\$ 1,324,143	\$ 5,105,928
<b>TOTAL</b>		<b>\$ 2,979,986</b>	<b>\$ 3,788,405</b>	<b>\$ 3,143,700</b>	<b>\$ 7,782,863</b>	<b>\$ 17,694,954</b>

Note: This information is subject to change

LUMP SUM BANK ESTIMATES *							
FUND	CODE	2027	2028	2029	2030	TOTAL	LUMP SUM DESCRIPTION
NHPP	Y001	\$ 5,000	\$ 5,000	\$ 5,000	\$ 5,000	\$ 20,000	LIGHTING
NHPP/STBG	Various	\$ 297,000	\$ 297,000	\$ 297,000	\$ 297,000	\$ 1,188,000	BRIDGE MAINTENANCE
NHPP/STBG	Various	\$ 1,934,000	\$ 1,934,000	\$ 1,934,000	\$ 1,934,000	\$ 7,736,000	ROAD MAINTENANCE
STBG	Y240	\$ 59,000	\$ 59,000	\$ 59,000	\$ 59,000	\$ 236,000	OPERATIONS
STBG	Y240	\$ 149,000	\$ 149,000	\$ 149,000	\$ 149,000	\$ 596,000	TRAF CONTROL DEVICES
STBG	Y240	\$ 7,000	\$ 7,000	\$ 7,000	\$ 7,000	\$ 28,000	RW PROTECTIVE BUY
HSIP	YS30	\$ 496,000	\$ 496,000	\$ 496,000	\$ 496,000	\$ 1,984,000	SAFETY
RRX	YS40	\$ 44,000	\$ 44,000	\$ 44,000	\$ 44,000	\$ 176,000	RAILROAD CROSSINGS
<b>TOTAL</b>		<b>\$ 2,991,000</b>	<b>\$ 2,991,000</b>	<b>\$ 2,991,000</b>	<b>\$ 2,991,000</b>	<b>\$ 11,964,000</b>	

\* For informational purposes only. These dollar amounts are not suballocated to the MPO and are subject to change.  
For authorization and other Federal approvals, lump sum projects should reference the STIP.

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

4/2/2026

**Hinesville Project Cost Detail  
FY 2027 thru FY 2030**

PI #	MPO TIP ID	Description	Prim Work Type	Year	Phase	Fund Code	Federal	State	Other	Total
T008245		FY 2027-COASTAL RC-SEC. 5311-CAPITAL AND OPERATIONS	Rural Transit - Capital/Ops	2027	TCAP	5311	\$653,734	\$12,978	\$562,887	\$1,229,599
T008407		FY 2027-HINESVILLE-SEC. 5307-CAPITAL AND OPERATIONS	Urban Transit - Capital/Ops	2027	TOPR	5307	\$961,062	\$70,363	\$468,521	\$1,499,946
T008507		FY 2027-HINESVILLE MPO-SEC.5303-PLANNING	MPO/Region Transit	2027	TPLN	5303	\$58,970	\$7,371	\$7,371	\$73,712
<b>FY 2027 Totals:</b>							<b>\$1,673,766</b>	<b>\$90,712</b>	<b>\$1,038,779</b>	<b>\$2,803,257</b>
0021704	611	SR 119 @ DEAL STREET	Roundabout	2028	ROW	LOC	\$0	\$0	\$772,669	\$772,669
T008246		FY 2028-COASTAL RC-SEC. 5311-CAPITAL AND OPERATIONS	Rural Transit - Capital/Ops	2028	TCAP	5311	\$670,077	\$13,303	\$576,959	\$1,260,339
T008411		FY 2028-HINESVILLE-SEC. 5307-CAPITAL AND OPERATIONS	Urban Transit - Capital/Ops	2028	TCAP	5307	\$961,062	\$70,363	\$468,521	\$1,499,946
T008508		FY 2028-HINESVILLE MPO-SEC.5303-PLANNING	MPO/Region Transit	2028	TPLN	5303	\$60,150	\$7,519	\$7,519	\$75,188
<b>FY 2028 Totals:</b>							<b>\$1,691,289</b>	<b>\$91,185</b>	<b>\$1,825,668</b>	<b>\$3,608,142</b>
T009221		FY 2029-HINESVILLE MPO-SEC.5303-PLANNING	MPO/Region Transit	2029	TPLN	5303	\$61,353	\$7,669	\$7,669	\$76,691
T009299		FY 2029-COASTAL RC-SEC. 5311-CAPITAL AND OPERATIONS	Rural Transit - Capital/Ops	2029	TCAP	5311	\$686,829	\$13,635	\$591,383	\$1,291,847
<i>Hinesville: FY 2027 - FY 2030</i>										
PI #	MPO TIP ID	Description	Prim Work Type	Year	Phase	Fund Code	Federal	State	Other	Total
T009352		FY 2029-HINESVILLE-SEC. 5307-CAPITAL AND OPERATIONS	Urban Transit - Capital/Ops	2029	TCAP	5307	\$1,019,591	\$74,648	\$497,054	\$1,591,293
<b>FY 2029 Totals:</b>							<b>\$1,767,773</b>	<b>\$95,952</b>	<b>\$1,096,106</b>	<b>\$2,959,831</b>
0021704	611	SR 119 @ DEAL STREET	Roundabout	2030	CST	LOC	\$0	\$0	\$3,959,929	\$3,959,929
0021704	611	SR 119 @ DEAL STREET	Roundabout	2030	UTL	LOC	\$0	\$0	\$593,989	\$593,989
T009222		FY 2030-HINESVILLE MPO-SEC.5303-PLANNING	MPO/Region Transit	2030	TPLN	5303	\$62,580	\$7,822	\$7,822	\$78,224
T009300		FY 2030-COASTAL RC-SEC. 5311-CAPITAL AND OPERATIONS	Rural Transit - Capital/Ops	2030	TCAP	5311	\$704,000	\$13,976	\$606,167	\$1,324,143
T009354		FY 2030-HINESVILLE-SEC. 5307-CAPITAL AND OPERATIONS	Urban Transit - Capital/Ops	2030	TCAP	5307	\$1,050,178	\$76,888	\$511,966	\$1,639,032
<b>FY 2030 Totals:</b>							<b>\$1,816,758</b>	<b>\$98,686</b>	<b>\$5,679,873</b>	<b>\$7,595,317</b>
<b>Hinesville Totals:</b>							<b>\$6,949,586</b>	<b>\$376,535</b>	<b>\$9,640,426</b>	<b>\$16,966,547</b>

4/2/2026

**Hinesville Project Cost Summary  
FY 2027 thru FY 2030**

PI #	Year	Fund Code	Federal	State	Other	Total
T008507	2027	5303	\$58,970	\$7,371	\$7,371	\$73,712
		<b>5303 Totals:</b>	<b>\$58,970</b>	<b>\$7,371</b>	<b>\$7,371</b>	<b>\$73,712</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	\$562,887	\$1,229,599
		<b>5311 Totals:</b>	<b>\$653,734</b>	<b>\$12,978</b>	<b>\$562,887</b>	<b>\$1,229,599</b>
		<b>FY 2027 Totals:</b>	<b>\$1,673,766</b>	<b>\$90,712</b>	<b>\$1,038,779</b>	<b>\$2,803,257</b>
0021704	2028	LOC	\$0	\$0	\$772,669	\$772,669
		<b>LOC Totals:</b>	<b>\$0</b>	<b>\$0</b>	<b>\$772,669</b>	<b>\$772,669</b>
T008508	2028	5303	\$60,150	\$7,519	\$7,519	\$75,188
		<b>5303 Totals:</b>	<b>\$60,150</b>	<b>\$7,519</b>	<b>\$7,519</b>	<b>\$75,188</b>
T008411	2028	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>
T008246	2028	5311	\$670,077	\$13,303	\$576,959	\$1,260,339
		<b>5311 Totals:</b>	<b>\$670,077</b>	<b>\$13,303</b>	<b>\$576,959</b>	<b>\$1,260,339</b>
		<b>FY 2028 Totals:</b>	<b>\$1,691,289</b>	<b>\$91,185</b>	<b>\$1,825,668</b>	<b>\$3,608,142</b>
T009221	2029	5303	\$61,353	\$7,669	\$7,669	\$76,691
		<b>5303 Totals:</b>	<b>\$61,353</b>	<b>\$7,669</b>	<b>\$7,669</b>	<b>\$76,691</b>
T009352	2029	5307	\$1,019,591	\$74,648	\$497,054	\$1,591,293
		<b>5307 Totals:</b>	<b>\$1,019,591</b>	<b>\$74,648</b>	<b>\$497,054</b>	<b>\$1,591,293</b>
T009299	2029	5311	\$686,829	\$13,635	\$591,383	\$1,291,847
		<b>5311 Totals:</b>	<b>\$686,829</b>	<b>\$13,635</b>	<b>\$591,383</b>	<b>\$1,291,847</b>
		<b>FY 2029 Totals:</b>	<b>\$1,767,773</b>	<b>\$95,952</b>	<b>\$1,096,106</b>	<b>\$2,959,831</b>
0021704	2030	LOC	\$0	\$0	\$4,553,918	\$4,553,918
		<b>LOC Totals:</b>	<b>\$0</b>	<b>\$0</b>	<b>\$4,553,918</b>	<b>\$4,553,918</b>
T009222	2030	5303	\$62,580	\$7,822	\$7,822	\$78,224
		<b>5303 Totals:</b>	<b>\$62,580</b>	<b>\$7,822</b>	<b>\$7,822</b>	<b>\$78,224</b>
T009354	2030	5307	\$1,050,178	\$76,888	\$511,966	\$1,639,032
		<b>5307 Totals:</b>	<b>\$1,050,178</b>	<b>\$76,888</b>	<b>\$511,966</b>	<b>\$1,639,032</b>
		<b>FY 2030 Totals:</b>	<b>\$1,816,758</b>	<b>\$98,686</b>	<b>\$5,679,873</b>	<b>\$7,595,317</b>
		<b>Hinesville Totals:</b>	<b>\$6,949,586</b>	<b>\$376,535</b>	<b>\$9,640,426</b>	<b>\$16,966,547</b>

*Hinesville: FY 2027 - FY 2030*

PI #	Year	Fund Code	Federal	State	Other	Total
T009300	2030	5311	\$704,000	\$13,976	\$606,167	\$1,324,143
		<b>5311 Totals:</b>	<b>\$704,000</b>	<b>\$13,976</b>	<b>\$606,167</b>	<b>\$1,324,143</b>
		<b>FY 2030 Totals:</b>	<b>\$1,816,758</b>	<b>\$98,686</b>	<b>\$5,679,873</b>	<b>\$7,595,317</b>
		<b>Hinesville Totals:</b>	<b>\$6,949,586</b>	<b>\$376,535</b>	<b>\$9,640,426</b>	<b>\$16,966,547</b>

**TIP PROJECT LOCATION MAP AND PROJECT SHEETS**

<b>PROJECT NAME: Hinesville Bypass (eastern segment)</b>					<b>PI #:</b>	<b>Fund: TSPLOST</b>	
<b>PROJECT DESCRIPTION: New 4 lane roadway</b>					<b>HAMPO #: 114</b>		
					<b>GDOT District: 5</b>		
					<b>Cong. District: 1</b>		
<b>Improvement Type: New Construction</b>			<b>SR/US Road #: 38, 119/84</b>		<b>County: Liberty</b>		
<b>From: SR 119 W of Holmestown Rd</b>			<b>To: Intersection of US 84/SR 196</b>		<b>RC: CRC</b>		
<b>Existing No. Lanes: 0</b>	<b>Planned No. Lanes: -</b>	<b>Length (miles): -</b>				<b>Base Volume: -</b>	<b>Projected Volume: -</b>
<b>PROJECT PHASE</b>	<b>FY 2027</b>	<b>FY 2028</b>	<b>FY 2029</b>	<b>FY 2030</b>	<b>TIP TOTAL</b>	<b>LONG RANGE TOTAL</b>	<b>PROJECT TOTAL</b>
Scoping	\$1,500,000				\$1,500,000		\$1,500,000
Preliminary Engineering						\$2,262,816	
Right-of-Way							
Utility Relocate							
Construction							
<b>PROJECT COST</b>	<b>\$1,500,000</b>				<b>\$1,500,000</b>	<b>\$2,262,816</b>	<b>\$3,762,816</b>
Federal Cost						\$1,810,252.80	\$1,810,252.80
State Cost							
Local Cost	\$1,500,000				\$1,500,000	\$452,563.20	\$1,952,563.20

**Comments/Remarks:**



<b>PROJECT NAME: Deal Street Roundabout Installation</b>					<b>PI #: 0021704</b>	<b>Fund: CRP, TSPLOST</b>	
<b>PROJECT DESCRIPTION: Roundabout installation at the Deal street and EG Miles Pkwy Intersection</b>					<b>HAMPO #: 611</b>		
					<b>GDOT District: 5</b>		
					<b>Cong. District: 1</b>		
<b>Improvement Type: New Construction</b>			<b>SR/US Road #119</b>		<b>County: Liberty</b>		
<b>From: SR 119 @ Deal Street</b>			<b>To: Intersection of US 84/SR 196</b>		<b>RC: CRC</b>		
<b>Existing No. Lanes: 0</b>	<b>Planned No. Lanes: -</b>	<b>Length (miles): -</b>	<b>0.02</b>			<b>Base Volume: -</b>	<b>Projected Volume: -</b>
<b>PROJECT PHASE</b>	<b>FY 2027</b>	<b>FY 2028</b>	<b>FY 2029</b>	<b>FY 2030</b>	<b>TIP TOTAL</b>	<b>LONG RANGE TOTAL</b>	<b>PROJECT TOTAL</b>
Scoping							
Preliminary Engineering							
Right-of-Way		\$772,669					
Utility Relocate				\$593,989			
Construction				\$3,959,929			
<b>PROJECT COST</b>		<b>\$772,669</b>		<b>\$4,553,918</b>	<b>\$5,326,587</b>	<b>\$0.00</b>	<b>\$5,326,587</b>
Federal Cost						\$0.00	\$
State Cost							
Local Cost				\$4,553,918	\$5,326,587	\$0.00	\$5,326,587

**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.

<b>Capital Schedule for Liberty Transit</b>				
Section 5307 Capital and Operations				
	FY 2027	FY 2028	FY 2029	FY 2030
<b>Total Project Cost</b>	\$ 1,499,946.00	\$ 1,499,946.00	\$ 1,591,293.00	\$ 1,639,032.00
			\$	\$
Federal Cost 80%	\$ 961,062.00	\$ 961,062.00	1,019,591.00	1,050,178.00
State Cost 10%	\$ 40,363.00	\$ 40,363.00	\$ 74,648.00	\$ 76,888.00
Local Cost 10%	\$ 468,521.00	\$ 468,521.00	\$ 497,054.00	\$ 511,966.00

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.

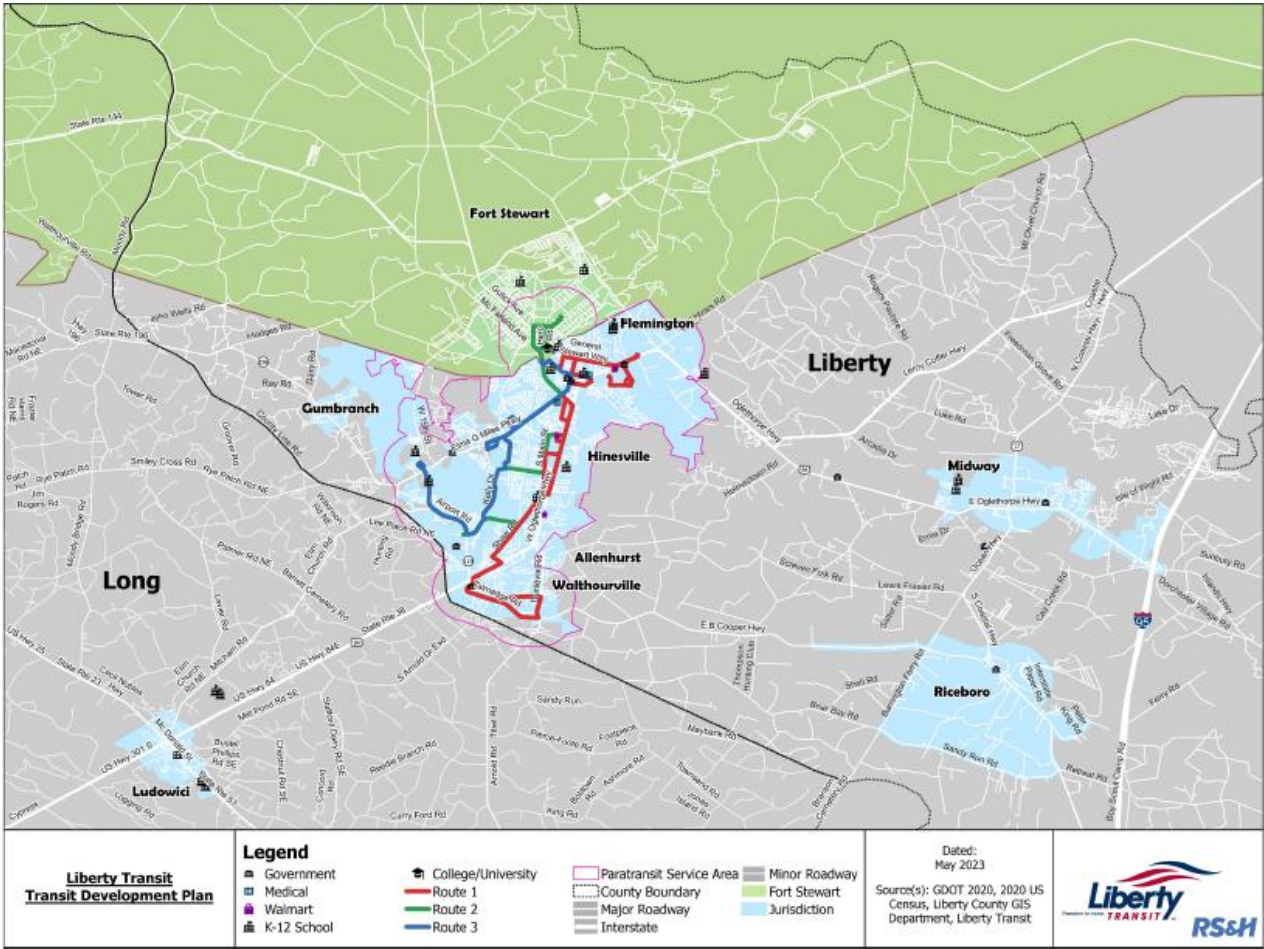
**\*\* Associated Transit Improvements:** building on prior efforts to improve pedestrian access to the fixed-route transit system, the City of Hinesville is advancing a new set of transit focused initiatives to enhance mobility, accessibility, and service delivery. For this TIP cycle, transit funding has been requested to support mobility hub site selection, microtransit service implementation, and evaluation of vanpool programs.

These efforts are intended to expand first and last mile connectivity, particularly in underserved and disadvantaged areas, while improving overall system flexibility and efficiency. The mobility hub study will identify strategic locations to integrate transit services and other transportation options. Microtransit contracting will support on-demand service models to better meet evolving rider needs, and vanpool exploration will assess opportunities for cost-effective commuter connections.

This is a multi-year, phased initiative that will include planning, coordination, implementation, and ongoing evaluation to ensure equitable and sustainable transit improvements across the service area.

DRAFT

# 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.

<b>5311 Capital and Operations</b>				
	FY 2027	FY 2028	FY 2029	FY 2030
<b>Total Project Cost</b>	\$1,229,599	\$1,260,339	\$1,291,847	\$1,324,143
Federal Cost	\$653,734	\$670,077	\$686,829	\$704,000
State Cost	\$12,978	\$13,303	\$13,635	\$13,976
Local Cost	\$562,887	\$576,959	\$591,383	\$606,167
<b>Total Cost</b>	<b>\$1,229,599</b>	<b>\$1,260,339</b>	<b>\$1,291,847</b>	<b>\$1,324,143</b>

<b>5304 Planning</b>				
	FY 2027	FY 2028	FY 2029	FY 2030
<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										
TOTAL = \$625,666										
<b>2024</b>										
1. USACE Cost Associated with Exclusive Use Lease Area Expansion		Pg 3-54, T 3-44, g	N/A	\$50,000	\$0	\$0	\$45,000		\$2,500	\$2,500
2. Permitting Associated with Exclusive Use Lease Area Expansion		Pg 3-54, T 3-44, g	N/A	\$75,000	\$0	\$0	\$67,500		\$3,750	\$3,750
<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 Pg T-2, T T-2, a	N/A	\$700,000	\$0	\$0	\$330,000	\$300,000	\$35,000	\$35,000
2. Wetlands Mitigation Credits		Pg S-6, T S-1, j	N/A	\$450,000	\$90,000	\$27,134	\$287,866		\$22,500	\$22,500
3. Update DBE Goals		Pg 3-54, T 3-44, b	N/A	\$7,000	\$0	\$0	\$6,300		\$350	\$350
<b>TOTAL - 2025</b>				<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 Pg I-3, T-I4, 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 O-6, T O-3, f	N/A	\$2,000,000	\$1,011,134	\$608,866	\$180,000	\$0	\$100,000	\$100,000
3. Environmental Assessment - Redetermination		Pg S-1, T S-1, a	N/A	\$40,000	\$36,000	\$0	\$0	\$0	\$2,000	\$2,000
4. Design - Runway 6-24 Rehab (AIP Eligible)		Pg D-1, T D-1, a	85	\$300,000	\$270,000	\$0	\$0	\$0	\$15,000	\$15,000
<b>TOTAL - 2026</b>				<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-I4, 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**

### **Georgia Statewide and Metropolitan Administrative Modification and Amendment Process**

The federal statewide and metropolitan planning regulations contained in 23 CFR 450 govern the provisions for revisions of the STIP and individual MPO TIPs. The intent of this federal regulation is to acknowledge the relative significance, importance, and/or complexity of individual programming actions. If necessary, 23 CFR 450.328 permits the use of alternative procedures by the cooperating parties to effectively manage actions encountered during a given S/TIP cycle. Cooperating parties include GDOT, MPOs, FHWA, FTA, and transit agencies and the procedures must be agreed upon and documented in the STIP/TIP.

The following procedures have been developed for processing administrative modifications and amendments to the STIP and MPO TIPs and Metropolitan Transportation Plans (MTPs). The processes described below detail procedures that are to be used to update an existing approved STIP, TIPs, and associated plans, when applicable, and adhere to the guidelines stated above and below for administrative modifications and amendments.

#### **Administrative Modifications for Federal Authorizations**

Administrative modification means a minor revision to a long-range statewide or metropolitan transportation plan, Statewide Improvement Program (STIP), or Transportation Improvement Program (TIP) 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. An 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).

#### **The following actions satisfy the Georgia Division and FTA Region 4 requirements for an Administrative Modification to the STIP/TIP/MTP:**

- A. **Air Quality** - A STIP/TIP/MTP administrative modification can be processed on a project when it does not impact an air quality conformity determination.
- B. **Cost Increase Threshold** - A STIP/TIP/MTP administrative modification can be processed on a project phase with a cost increase of up to \$4 million or 40% in federal share with a cap at \$40 million of the amounts to be authorized. When:
  - 1. the Federal Share of the project phase amount in the STIP/TIP/MTP is \$10 million or less, the cost may be increased by an amount up to \$4 million and fiscal constraint is not impacted, as shown in Note (d) or

2. the Federal Share of the project phase amount in the STIP/TIP/MTP is greater than \$10 million the cost may be increased by a maximum of 40% up to a cost increase of \$40 million and fiscal constraint is not impacted, as shown in Note (d).
- C. **Non-Federal Funded Phases - Adding a project phase that utilizes 100 percent nonfederal funding that does not impact fiscal constraint, federal share match, and air quality.**
  - D. **Shifting Project Phase** - A STIP/TIP/MTP administrative modification can be processed when shifting projects/project phase within the existing 4-year STIP/TIP.
  - E. **Public Review and Comment** - A STIP/TIP/MTP administrative modification can be processed on a project phase if it does not require public review and comment.
  - F. **August Redistribution** - A STIP/TIP/MTP administrative modification can be processed if an existing project is utilizing August Redistribution funding and is exempt from air quality conformity determination. If a project is non-exempt, it must follow all federal requirements for a S/TIP Amendment.

### **Amendments for Federal Authorizations**

Amendment means a revision to a long-range statewide or metropolitan transportation plan, STIP, or TIP that involves a major change to a project included in a metropolitan transportation plan, STIP, or TIP, including the addition or deletion of a project or a 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 or changing the number of stations in the case of fixed guideway transit projects). 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 and a re-demonstration of fiscal constraint. If an amendment involves “non-exempt” projects in nonattainment and maintenance areas, a conformity determination is required.

#### **The following actions require an Amendment to the STIP/TIP/MTP when:**

- A. The addition of a new project or the addition of a phase **with federal funds** to an existing project. This includes any new projects that are funded with Congressionally Directed Spending, Federal Land Access Program (FLAP) funds, or Title 23 or Title 49 discretionary funding.
- B. Project changes that impact air quality conformity determination.
- C. Shifting a project or a project phase that falls outside the existing 4-year STIP/TIP range (i.e., existing STIP/TIP year is 2024 – 2027 but bringing in a project phase from a previous Fiscal Year (FY) or beyond the last year of the STIP period)

- D. A major change in total project termini length greater than 1 mile, if applicable. Changes in project termini lengths for project concepts or scopes such as bridge replacements, intersection improvements, passing lanes, resurfacing, etc. are not considered a major change.

**The following actions also require a redemonstration of fiscal constraint:**

- A. Financial changes that exceed the above administrative modifications threshold.
- B. Annual rebalancing of the existing STIP to demonstrate fiscal constraint for the upcoming FY.
- C. Shifting project funding sources such as changing a non-federally funded project to a federally funded project.

Amendments require public review and responses to all comments, either individually or in summary form. For amendments in MPO areas, the public review process should be carried out by the procedures outlined in the Participation Plan. Georgia DOT will ensure that the amendment process and the public involvement procedures have been followed. Except for Congressionally Directed Spending, FLAP, and Discretionary Grants, ALL other amendments to the STIP must be approved jointly by FHWA and FTA.

**Notes:**

- a. 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 the U.S. Department of Transportation's positive finding of conformity.
- b. The date the STIP or the STIP amendment becomes effective is when FHWA and FTA jointly approve it.
- c. The STIP is developed on the state fiscal year, which is July 1 - June 30.
- d. Funds for amendments and administrative modifications will come from the funds set aside in the STIP Financial Plan.
- e. Before the start of each State Fiscal Year, GDOT shall submit an Annual STIP Amendment that updates the STIP Financial Plan to show funding set aside for amendments and administrative modifications for the upcoming fiscal year. In the event the STIP amendment update is delayed, GDOT will submit the amendment no later than October 1st.
- f. GDOT will submit to FHWA/FTA a detailed monthly Modification report, showing financial transactions and balances.
- g. GDOT will submit to FHWA/FTA accompanying Administrative Modification Authorizations Tables for review before requesting FMIS authorizations in advance of the monthly Modification report.
- h. Projects that are funded with Congressionally directed spending, FLAP funds, or Title 23 or Title 49 discretionary funding can be incorporated into the STIP/TIP/MTP via an informational appendix after the amendment process is complete.
- i. A public comment period is required for all projects funded under a Title 23 and Title 49 discretionary grant program. Public review for discretionary grant projects can be advertised as informational only and comments received will be forwarded to the project sponsor.

**PUBLIC INVOLVEMENT MATERIALS**

FHWA Comments

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**DISCRETIONARY GRANT MATRIX**

**EXAMPLE:**

PROJECT	PROGRAM FISCAL YEAR	COUNTY	GRANT RECIPIENT AGENCY	PROJECT DESCRIPTION	TYPE OF WORK	FUND SOURCE	FEDERAL GRANT AMOUNT	LOCAL MATCH	FUNDING TOTAL	FUNDS FROM TITLE	DELIVERED BY

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**PERFORMANCE MANAGEMENT AND PERFORMANCE MEASURES**

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