DRAFT FY 2027 – 2030 Transportation Improvement Program

Hinesville Area Metropolitan Planning Organization
Liberty Consolidated Planning Commission

Adopted: TBD

This publication was prepared in cooperation with the Department of Transportation, State of Georgia, Federal Transit Administration, 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 Federal Highway Administration.

After approval by the HAMPO and GDOT, the TIP shall be included without modification, directly or by reference, in the STIP. The exception to that rule is in non-attainment and maintenance areas, where a conformity finding by the FHWA and the FTA must be made before it is included in the STIP. After approval by the HAMPO and the GDOT, a copy shall be provided to the FHWA and the FTA. The state shall notify the MPO when a TIP, including projects under the jurisdiction of these agencies, has been included in the STIP.

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

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

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Visit our website for the most up-to-date information and downloadable documents at www.thelcpc.org.

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

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

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RESOLUTION OF ADOPTION

RESOLUTION 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 Metropolitan Transportation Plan shall be updated with revisions upon adoption of the FY 2027-2030 Transportation Improvement Program to stay consistent and fiscally constrained; 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 13, 2026.

ATTEST:

_____	_____
Donald Lovette, Liberty County BOC Chairman Policy Committee Chair	Jeff Ricketson, AICP LCPC Executive Director
_____	_____
Date	Date

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AMENDMENTS

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Administrative Modifications

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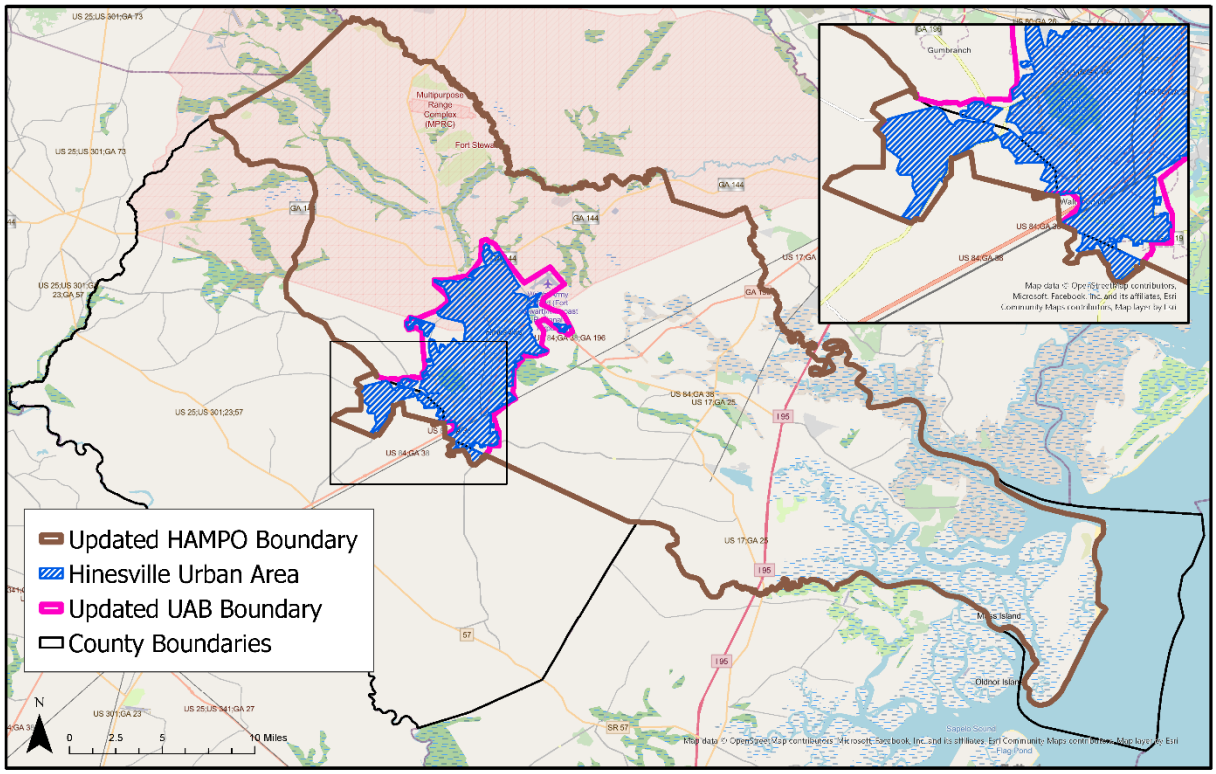
INTRODUCTION

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 of 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 MPA was most recently updated in 2024, with approval by the Governor on December 17, 2024.

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

Figure 1: HAMPO MPA Boundary



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 ten 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 Infrastructure Investment and Jobs Act (IIJA). Projects identified in the MTP that support these goals are later introduced into the Transportation Improvement Program.

- Promote Quality of Life and Protect Existing Resources
- Improve Safety and Security
- Invest in a Multimodal System
- Invest in Mobility Options
- Promote the Management and Preservation of the Existing Transportation System
- Promote the deployment of ITS and smart technologies throughout the roadway network and TDM strategies to promote low-cost solutions to congestion relief
- Promote the resiliency and reliability of the system while promoting transportation projects and practices that minimize stormwater impacts
- Provide a transportation network that enhances travel and tourism through regional accessibility
- Promote Economic Development and Support Freight Movement
- Ensure equity in the HAMPO Process

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 the Metropolitan Planning Area are identified in the MTP and 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 over 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.

INFRASTRUCTURE INVESTMENT AND JOBS ACT (IIJA)

The HAMPO FY 2027-2030 TIP was developed in accordance with the FAST Act (December 4, 2015) and the Infrastructure Investment and Jobs Act (IIJA), which was signed into law on November 15, 2021. The IIJA is a five-year bill (2022-2026). The IIJA 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 IIJA 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 IIJA. 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.

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Approval Process

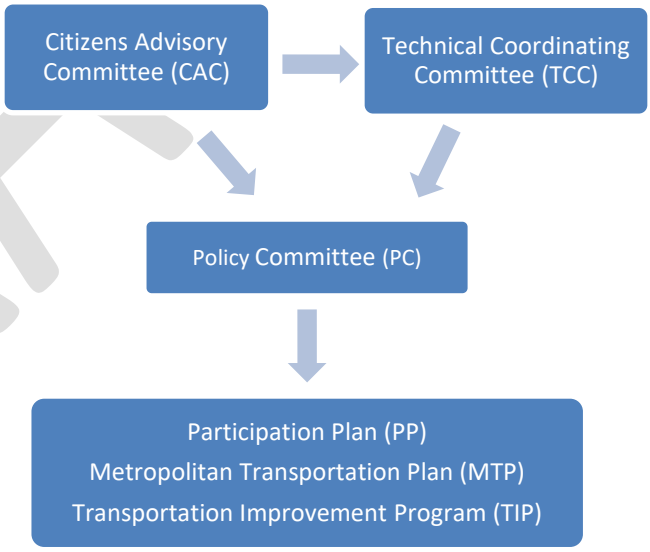
Project-by-project review and approval by the Georgia Department of Transportation (GDOT), the Federal Highway Administration (FHWA) and the Federal Transit Administration (FTA) is necessary for federal funds to become available and thereby documented in the TIP. Both the Technical Coordinating Committee 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/.

By endorsement of 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), 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.

Figure 2: HAMPO Committee Structure



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,

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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
Karl Riles	Mayor, City of Hinesville
Sarah Hayes	Mayor, City of Walthourville
Tina Eason	Mayor, Town of Gum Branch
Gerald Blocker	Commissioner, Long County BOC
Donald Lovette, Chairman	**Chairman, Liberty County BOC**
Tim Blount	Commissioner, Liberty County BOC
Phil Odom, Vice Chair	Chairman, LCPC
Malcom Williams	Mayor, City of Midway
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 – Office of Planning
Vicky Nelson	Councilmember, City of Hinesville
Chris Stacy	Mayor, City of Riceboro

EX-OFFICIO NON-VOTING MEMBERS:	
Jeff Ricketson	Executive Director, LCPC
Joseph Mosley	Liberty County Administrator
Ryan Arnold	Hinesville City Manager

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PC VOTING MEMBERS	Representing
Bob Dodd	Chairman, Citizens Advisory Committee
Wykoda Wang	CORE MPO
Emma Frost/Mel Meleka	Fort Stewart
Sabrina David	Division Administrator, FHWA
Brian 'Casey' Langford	GDOT Freight Representative

PARTICIPATING	
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, Chairman	**County Administrator, Liberty County**
Ryan Arnold, TCC Vice-Chair	City Manager, City of Hinesville
Emma Frost/Mel Meleka	Fort Stewart
Katie Proctor	GDOT District 5
Rhonda Thomas	Mayor Pro-Tem, City of Midway
Debra Frazier	Superintendent, Liberty County School System
Shane Richardson	Long County Administrator
Jeff Ricketson	Executive Director, LCPC
Louise Brown	Mayor Pro-Tem, City of Riceboro
William Harrell	Mayor Pro-Tem, Town of Allenhurst
Mayor Tina Eason	City of Gum Branch
Mayor Sarah Hayes	City of Walthourville
Pedro Ortiz	GDOT Planning – Office of Planning
Larry Logan	City of Flemington
Paul Simonton	City 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
	quorum = 50% (10)
TCC Non-Voting Members	**Representing**
Dionne Lovett	Executive Director, CRC
Jared Lombard	Federal Highway Administration (FHWA)
Donna Dale	General Manger, Liberty Transit

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TCC Voting Members	Representing
Barry James	Transportation Director, Coastal Regional Commission
Tamala Drake	Mobility Manager, Coastal Regional Commission
Arnold Jackson	Operations Manager, Liberty County Board of Education

CAC Voting Members	Representing
Curles Butler	Hinesville
Anthony Milton	Hinesville
Cassidy Collins	Hinesville
Bob Dodd, Chairman	**Walthourville**
Bobbie Ruiz	Hinesville
Willie Cato	Flemington
Marcie Hamilton	Liberty County
Emmanuel Joyner	Riceboro
Leiloni Sikes	Liberty County
Ron Collins	GSU
Angela Powell	Liberty County
Chris Jimenez	Long County
Donna Groover	Gum Branch

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: Lori Parks, Mardee Sanchez, Ed Davis, and Sharon Cadiz

Consultants: If Consultants are required, services will be procured through the applicable 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. During the development of the 2027 – 2030 TIP the draft project listings and funding were discussed at a meeting of staff from GDOT, HAMPO, and FHWA. For the 2027 – 2030 TIP, a 15-day public comment period was held from April 10 to April 25, 2026. This public comment period was advertised in the Coastal Courier and a public notice was posted on the MPO website.

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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 pop-ups, 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), 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).

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Figure 3: 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 4 -** 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.

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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

Pursuant to 23 CFR § 450.218(j), projects that are not considered to be of appropriate scale for individual identification in a given program year may be grouped by function, work type, and/or geographic area. In the context of Georgia's STIP, the federal term "groups" is equivalent to the GDOT term "lump sum" and can be used interchangeably. The Lump Sum projects program is intended to give the Department and MPOs flexibility to address projects of immediate concern while fulfilling the requirements of the STIP. A portion of the STIP funding is set aside for this program to be spent on certain groups of projects that do not substantially increase roadway capacity. Lump sum banks are listed for each program year for managing and accounting for this funding and 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.

GDOT creates a lump-sum bank for each project group. Individual projects are not listed at the time of STIP adoption but are programmed throughout the fiscal year and draw from the available lump-sum balance for that project group. A single lump-sum entry may fund project work at one or several locations for letting and accounting purposes. Except for rights-of-way protective buying, the total available lump-sum funding is shown as construction for easy accounting, but preliminary engineering and right-of-way may be drawn from this amount when required in that category. The lump-sum grouping process provides flexibility to advance low-cost, non-capacity projects while maintaining fiscal constraint and consistent financial tracking in the STIP. Listed below are these groups and information about them.

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List of Project Groups

Each of GDOT's project groups, along with illustrative activities, subgroups, and notes, are shown below. Project group categories are subject to change and identified activities and work types may not be all inclusive for each project group.

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: Preservation, including but not limited to spall repairs, strengthening, pile encasements, and 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.

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- 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.

Group: Alternative Fuel
Qualifying projects support the streamlined deployment of charging stations and supporting infrastructure in urban and rural areas following the build out of the Alternative Fuel Corridors. This group is intended to facilitate a more flexible use of available federal funds for alternative fuel infrastructure.

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).

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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.

Fiscal Constraint

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

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

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

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TIP EXPECTED HIGHWAY STIP FUNDS

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
TOTAL		**$ 2,979,986**	**$ 3,788,405**	**$ 3,143,700**	**$ 7,782,863**	**$ 17,694,954**

Note: This information is subject to change

LUMP SUM BANK ESTIMATES *							
FUND	**CODE**	**2027**	**2028**	**2029**	**2030**	**TOTAL**	**LUM 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
TOTAL		**$ 2,991,000**	**$ 2,991,000**	**$ 2,991,000**	**$ 2,991,000**	**$ 11,964,000**	

**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

Hinesville Project Cost Detail

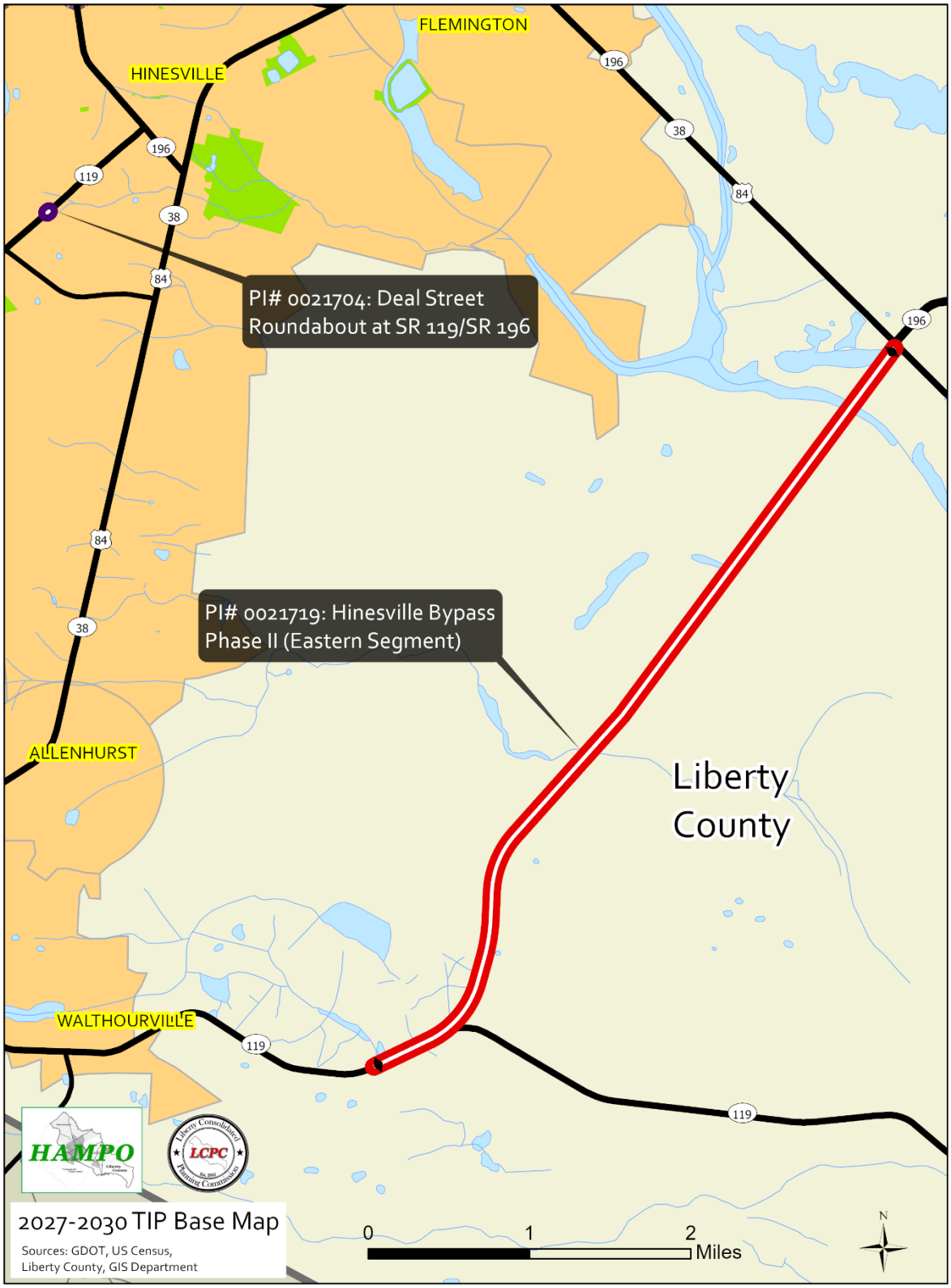
FY 2027 thru FY 2030

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
						FY 2027 Totals:	***$1,673,766***	***$90,712***	***$1,038,779***	***$2,803,257***
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
						FY 2028 Totals:	***$1,691,289***	***$91,185***	***$1,825,668***	***$3,608,142***
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
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
						FY 2029 Totals:	***$1,767,773***	***$95,952***	***$1,096,106***	***$2,959,831***
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	Transit	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
						FY 2030 Totals:	***$1,816,758***	***$98,686***	***$5,679,873***	***$7,595,317***
						Hinesville Totals:	***$6,949,586***	***$376,535***	***$9,640,426***	***$16,966,547***

Hinesville Project Cost Summary
FY 2027 thru FY 2030

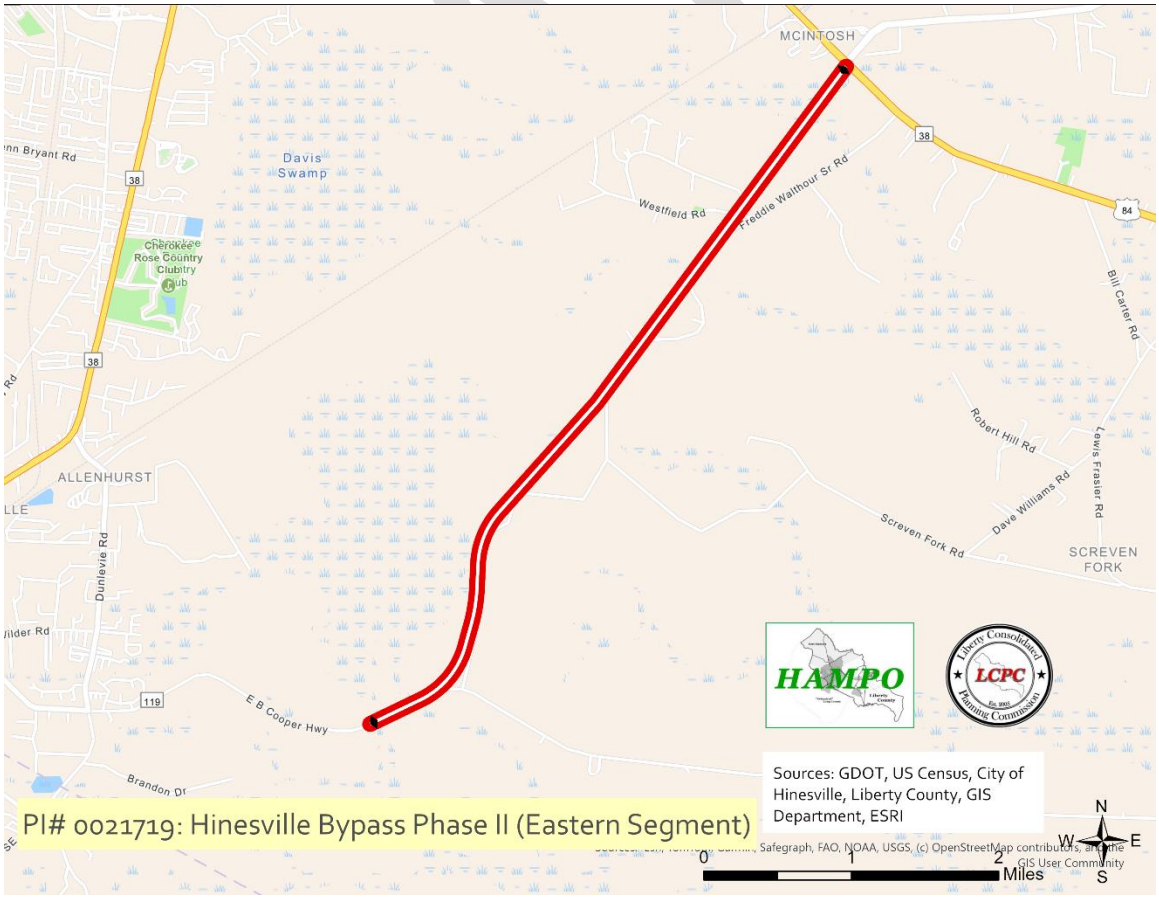
PI #	Year	Fund Code	Federal	State	Other	Total
T008507	2027	5303	$58,970	$7,371	$7,371	$73,712
		5303 Totals:	***$58,970***	***$7,371***	***$7,371***	***$73,712***
T008407	2027	5307	$961,062	$70,363	$468,521	$1,499,946
		5307 Totals:	***$961,062***	***$70,363***	***$468,521***	***$1,499,946***
T008245	2027	5311	$653,734	$12,978	$562,887	$1,229,599
		5311 Totals:	***$653,734***	***$12,978***	***$562,887***	***$1,229,599***
		FY 2027 Totals:	***$1,673,766***	***$90,712***	***$1,038,779***	***$2,803,257***
0021704	2028	LOC	$0	$0	$772,669	$772,669
		LOC Totals:	***$0***	***$0***	***$772,669***	***$772,669***
T008508	2028	5303	$60,150	$7,519	$7,519	$75,188
		5303 Totals:	***$60,150***	***$7,519***	***$7,519***	***$75,188***
T008411	2028	5307	$961,062	$70,363	$468,521	$1,499,946
		5307 Totals:	***$961,062***	***$70,363***	***$468,521***	***$1,499,946***
T008246	2028	5311	$670,077	$13,303	$576,959	$1,260,339
		5311 Totals:	***$670,077***	***$13,303***	***$576,959***	***$1,260,339***
		FY 2028 Totals:	***$1,691,289***	***$91,185***	***$1,825,668***	***$3,608,142***
T009221	2029	5303	$61,353	$7,669	$7,669	$76,691
		5303 Totals:	***$61,353***	***$7,669***	***$7,669***	***$76,691***
T009352	2029	5307	$1,019,591	$74,648	$497,054	$1,591,293
		5307 Totals:	***$1,019,591***	***$74,648***	***$497,054***	***$1,591,293***
T009299	2029	5311	$686,829	$13,635	$591,383	$1,291,847
		5311 Totals:	***$686,829***	***$13,635***	***$591,383***	***$1,291,847***
		FY 2029 Totals:	***$1,767,773***	***$95,952***	***$1,096,106***	***$2,959,831***
0021704	2030	LOC	$0	$0	$4,553,918	$4,553,918
		LOC Totals:	***$0***	***$0***	***$4,553,918***	***$4,553,918***
T009222	2030	5303	$62,580	$7,822	$7,822	$78,224
		5303 Totals:	***$62,580***	***$7,822***	***$7,822***	***$78,224***
T009354	2030	5307	$1,050,178	$76,888	$511,966	$1,639,032
		5307 Totals:	***$1,050,178***	***$76,888***	***$511,966***	***$1,639,032***
T009300	2030	5311	$704,000	$13,976	$606,167	$1,324,143
		5311 Totals:	***$704,000***	***$13,976***	***$606,167***	***$1,324,143***
		FY 2030 Totals:	***$1,816,758***	***$98,686***	***$5,679,873***	***$7,595,317***
		Hinesville Totals:	***$6,949,586***	***$376,535***	***$9,640,426***	***$16,966,547***

TIP Project Location Map and Project Sheets



PROJECT NAME: Hinesville Bypass (eastern segment)					**PI #: 0021719**	**Fund: TSPLOST**	
PROJECT DESCRIPTION: New 4 lane roadway					**HAMPO #: 114**		
					GDOT District: 5		
					Cong. District: 1		
Improvement Type: New Construction			**SR/US Road #: 38, 119/84**		**County: Liberty**		
From: SR 119 W of Holmestown Rd			**To: Intersection of US 84/SR 196**		**RC: CRC**		
Existing No. Lanes: 0	**Planned No. Lanes: -**	**Length (miles): -**				**Base Volume: -**	**Projected Volume: -**
PROJECT PHASE	**FY 2027**	**FY 2028**	**FY 2029**	**FY 2030**	**TIP TOTAL**	**LONG RANGE TOTAL**	**PROJECT TOTAL**
Scoping	$1,500,000				$1,500,000		$1,500,000
Preliminary Engineering						$2,262,816	
Right-of-Way							
Utility Relocate							
Construction							
PROJECT COST	**$1,500,000**				**$1,500,000**	**$2,262,816**	**$3,762,816**
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:



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

Comments/Remarks:

TRANSIT

Liberty Transit

Figure 4: Liberty Transit Fixed Route Vehicle

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 37 square miles with an estimated population of 53,107 persons according to the 2020 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, 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/Operations Schedule for Liberty Transit				
Section 5307				
	FY 2027	FY 2028	FY 2029	FY 2030
Total Project Cost	$1,499,946	$1,499,946	$1,591,293	$1,639032
Federal Cost 80%	$961,062	$961,062	$1,019,591	$1,050,178
State Cost 10%	$70,363	$70,363	$74,648	$76,888
Local Cost 10%	$468,521	$468,521	$497,054	$511,966

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Capital Expenditures for Liberty Transit				
FUNDING	ALI	FUND CODE	CAPITAL ITEM/DESCRIPTION	2027
Bus Rolling Stock				$0
Bus Support Equipment and Facilities				$0
Bus Station/Stops/Terminals				$0
Bus Support Equipment and Facilities				$0
Other Capital Items	11.71.12	5307	Capital Cost of 3rd Party Contracting	$125,000
	30.09.01	5307	Operating Assistance up to 50% Federal Share	$290,000
	11.42.01	TTFP	Admin Building	$247,271
Metropolitan Planning				$0
Signal & Comm Equipment Bus				$0
Totals				**$662,271**

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.

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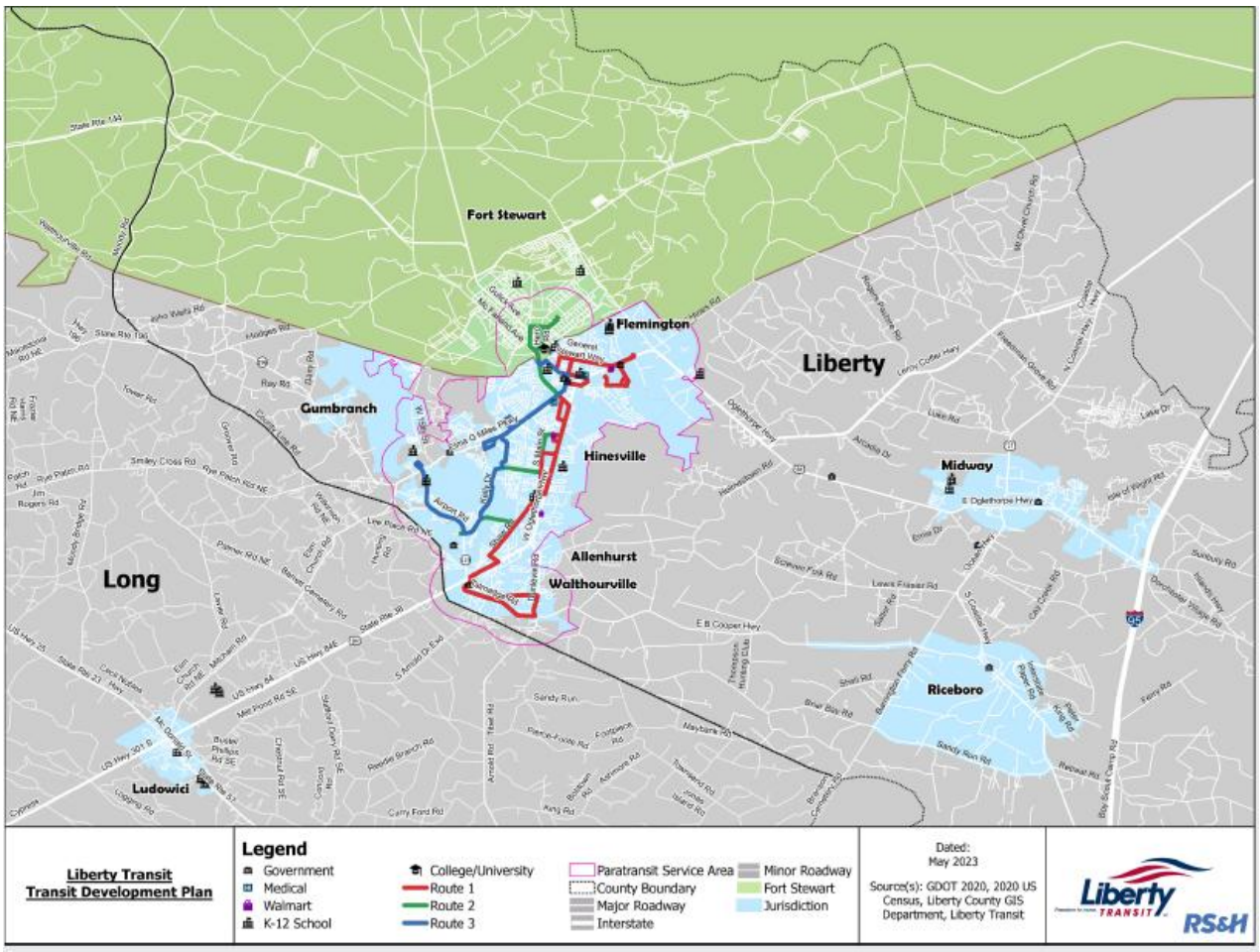
Figure 5: Liberty Transit Route Map



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 2027	FY 2028	FY 2029	FY 2030
Total Project Cost	$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
Total Cost	**$1,229,599**	**$1,260,339**	**$1,291,847**	**$1,324,143**

5304 Planning				
	FY 2027	FY 2028	FY 2029	FY 2030
Total Project Cost	$3,500	$3,500	$3,500	$3,500
Federal Cost	$2,800	$2,800	$2,800	$2,800
State Cost	$0	$0	$0	$0
Local Cost	$700	$700	$700	$700
Total Cost	**$3,500**	**$3,500**	**$3,500**	**$3,500**

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.

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Project Funds for Aviation Projects

Midcoast Regional Airport (LHW)

Hinesville, Liberty County, GA

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
Available Funding										
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										
2024										
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
Total - 2024				**$125,000**	**$0**	**$0**	**$112,500**	**$0**	**$6,250**	**$6,250**
2025										
1. Design - Exclusive Use Area Expansion (Phases VII, Access Road, T-Hangar)		Pg D-1, T D-1, a		$700,000	$0	$0	$330	$300,000	$35,000	$35,000
2. Wetlands Mitigation Credits		Pg T-2, T T-2, a	N/A	$450,000	$90,000	$27,134	$287,866		$22,500	$22,500
3. Update DBE Goals		Pg S-6, T S-1, j	N/A	$7,000	$0	$0	$6,300	-	$350	$350
Total - 2025		Pg 3-54, T 3-44, b	N/A	**$1,157,000**	**$90,000**	**$27,134**	**$294,496**	**$300,000**	**$57,850**	**$57,850**
2026										
1. Construct - Exclusive Use Area Expansion (Access Rd)/MAP		Pg P-2, T P-3, a Pg I-3, T-I-4, 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
Total - 2026			**$8,040,000**	**$1,317,134**	**$608,866**	**$180,000**	**$5,130,000**	**$402,000**	**$402,000**
2027									
1. Construct - R W 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
Total - 2027			**$3,000,000**	**$2,550,000**	**$0**	**$150,000**	**$0**	**$150,000**	**$150,000**
2028									
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
Total - 2028			**$2,000,000**	**$1,650,000**	**$0**	**$150,000**	**$0**	**$100,000**	**$100,000**
Total CIP 2024 - 2028			**$14,322,000**	**$5,607,134**	**$636,000**	**$886,996**	**$5,430,000**	**$716,100**	**$716,100**

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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.

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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.

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PUBLIC INVOLVEMENT MATERIALS

FHWA Comments

Document Title:	HAMPO FY27-30				Project Number:	Hinesville
Document Date:	May Draft				Comment Date:	5/26/26
Comment #	**PDF Page**	**Section**	**¶**	**Comment**	**Response**	**New Page**
1	4	Resolution		Please add language that you are also amending the MTP. This is to ensure that both documents are consistent.	MPO Response: The language reflecting the amending of the MTP has been included.	4
2	7	Intro	2	Please update to reflect current dates and changes. This was not updated from 2023	MPO Response: The introduction has been updated accordingly.	7
3	8	TIP	1	Please list the 8 goals of the MTP.	MPO Response: The ten (10) goals of the 2050 MTP have been included.	8
4	8	TIP		Please update BIL to IIJA	MPO Response: All references to BIL have been changed to IIJA.	8, 9
5	8	BIL	1	Text reads: "The HAMPO FY 2024-2027 TIP was developed in accordance with..." Please revise	MPO Response: The language has been updated accordingly.	8
6	11-12	Standing Committees		Please replace Joe Longo with Jared Lombard	MPO Response: Jared Lombard has been included as a member of the HAMPO Policy and Technical Coordinating Committees.	11, 12
7	13	Public Participation		Please update to reflect the FY27-30 participation process	MPO Response: This has been updated to include references to the FY27-30 TIP public participation process.	13
8	15	Lump Sum		Please work with GDOT to use the current Lump Sum categories.	MPO Response: The Lump Sum categories have been updated per GDOT guidance and updated narrative language.	16-18
9		General		Please do not use chart images, as they are unsearchable and provide difficulty with users using screen readers.	MPO Response: Chart images, images of tables have been updated to static, editable tables.	
10	19	TIP Authorized Projects		This is no longer needed within the TIP as it is posted annually	MPO Response: This section has been removed.	N/A
11	39	Self-Certification		This will need to be updated with new signatures.	MPO Response: The MPO is currently in a self-certification year and the TIP will be administratively modified with new signatures upon completion of the self-certification.	39
12	40			The Discretionary Grant Matrix consists of an empty table labeled "EXAMPLE. Please populate or add a note that this is for future tracking	MPO Response: A note was added to indicate that this is for future tracking of discretionary grants.	40
13	41	Performance Target Achievement Narrative		This section is blank. Please update this before public comment.	MPO Response: The 2027 – 2030 HAMPO Safety Performance Report has been included in draft TIP.	41
14		General		Please ensure that all fonts are consistent through the document.	MPO Response: The MPO has updated the draft TIP accordingly to ensure consistency between fonts throughout the document.	

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GDOT Comments

Page	GDOT Comment	MPO Response
Cover	There's a project that says PI# without a #.	The cover has been updated.
7	The HAMPO MPA boundary looks inconsistent with the 2020 MPA boundary	The MPO has separate boundaries between the MPA, the UAB, and identified urban areas in the MPA.
8	Revise "identified in the FAST Act, and later in the Bipartisan Infrastructure Law" to "identified in the FAST Act, and later in the Infrastructure Investment and Jobs Act (IIJA)"	The language has been updated accordingly.
8	Revise typos "Projects addressing the transportation needs of Metropolitan Planning Area are identified in the MTP are moved" to "Projects addressing the transportation needs of *the* Metropolitan Planning Area are identified in the MTP *and* are moved"	The language has been updated accordingly.
8	Revise "Bipartisan Infrastructure Law" header to "Infrastructure Investment and Jobs Act (IIJA)"	The language has been updated accordingly.
9	Revise "Bipartisan Infrastructure Law" to "Infrastructure Investment and Jobs Act"	The language has been updated accordingly.
9	Revise typo "By endorsement by the Policy Committee" to "By endorsement *of* the Policy Committee"	
11	Why is Wykoda Wang from CORE MPO listed?	The CORE MPO has traditionally had a voting representative on the PC as a peer MPO and planning partner in the region.
11	Revise GDOT Freight Representative from "Merishia Coleman" to "Brian 'Casey' Langford"	The GDOT freight representative has been updated accordingly.
11	Revise Ann-Marie Day to Jared Lombard	The FHWA representative has been updated accordingly.
11	Revise Megan Weiss' description from "GDOT Representative" to "GDOT Representative - Office of Planning"	The GDOT representative for the Office of Planning has been updated accordingly.
12	Revise Joey Brown with the current TCC chair	The current TCC chair has been updated accordingly.
12	Ryan Arnold is the current City Manager, not Kenneth Howard, correct?	The Hinesville City Manager has been updated accordingly.
12	Replace Jomar Pastorelle with Pedro Ortiz	The GDOT representative for the Office of Planning has been updated accordingly.
12	Revise Pedro Ortiz's description of "GDOT Planning" with "GDOT Representative - Office of Planning"	The GDOT representative for the Office of Planning has been updated accordingly.
12	Replace Joseph Longo with Jared Lombard	The FHWA representative has been updated accordingly.
13	In the Public Participation Plan, make sure you're talking about the 27-30 TIP	The language has been updated accordingly.
15	Ensure the spacing for each section (Like under TIP Lump Sum Projects section) is consistent	The spacing in this section has been revised to be consistent throughout the document.
23	The PI for this project is 0021719	The PI for this project has been updated accordingly.
39	GDOT will provide a related certification to the Older Americans Act - please upload new cert once provided	MPO will update once document has been received.
41	The 27-30 System Performance Report will need to be included. Make sure the SPR reflects the unique characteristics of HAMPO.	The updated 2027 -2030 SPR has been included.
41	Ensure elements within this document are searchable	Chart images and table images have been replaced with static, searchable tables and charts.
Throughout	Throughout the document the fronts vary in style and in size. Please utilize one style and size to ensure consistency and readability.	The fonts and style throughout the document has been updated to be consistent.

FTA Comments

Page	FTA Comment	MPO Response
25	I think the state numbers for FY 27 and 28 5307 program are incorrect on page 25 of the draft. They look correct on page 21 and 22 though, so thinking this was just a mistake.	The MPO has updated the numbers accordingly.

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SELF-CERTIFICATION

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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 — Date 9/28/2023
Hinesville Area Metropolitan Planning Organization

Vivian Canizares — Digitally signed by Vivian Canizares Date: 2023.09.28 17:35:48-04'00'

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

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

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

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

**This table has been included for future tracking of eligible discretionary grants the MPO has successfully been awarded.*

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Performance Management and Performance Measures

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Georgia Metropolitan Planning Organization Metropolitan Transportation Plan (MTP)/Transportation Improvement Program (TIP) System Performance Report (Updated May 2026)

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)[1] 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[2], 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 are 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.

[1] 23 CFR Part 450, Subpart B and Subpart C
[2] 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 HAMPO 2050 Metropolitan Transportation Plan (MTP) was adopted on August 14, 2025. Per the Planning Rule and the Georgia Performance Management Agreement, the System Performance Report for the HAMPO 2050 MTP is included, herein, for the required Highway Safety/PM1, Bridge and Pavement Condition/PM2, and System Performance, Freight measures.

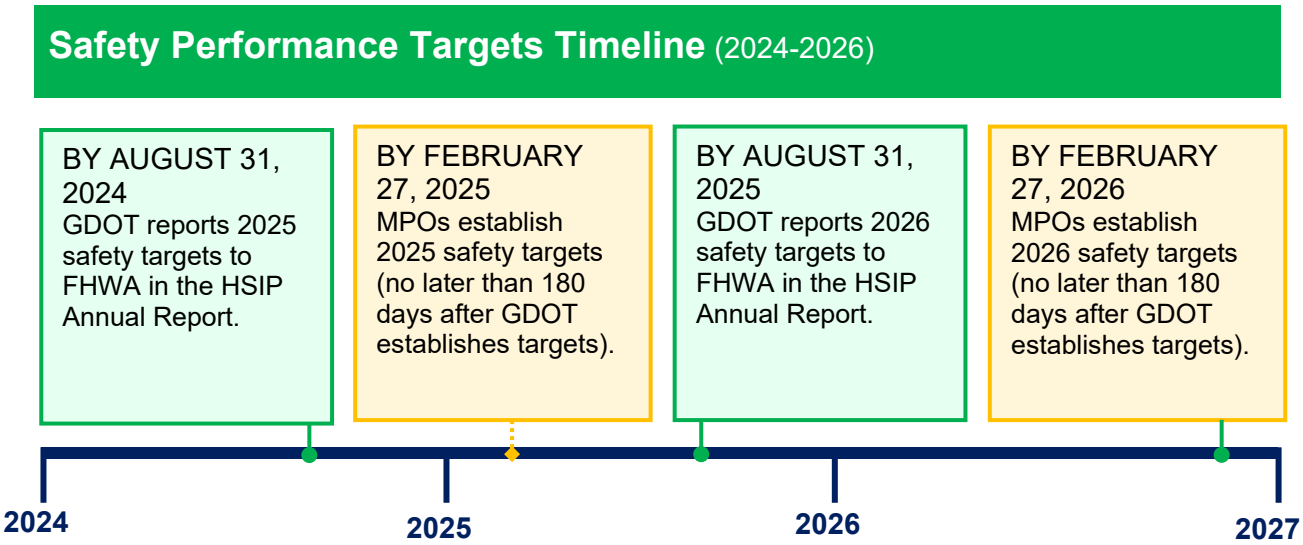
Highway Safety/PM1

Effective April 14, 2016, the FHWA established the highway safety performance measures[3] 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 2025 annual report was submitted to FHWA by August 31, 2025, and established the statewide safety targets for year 2025 based on an anticipated five-year rolling average (2021-2025). The HSIP 2026 annual report will be submitted to FHWA by August 31, 2026, and establishes the statewide safety targets for year 2026 based on an anticipated five-year rolling average (2022-2026). Georgia statewide safety performance targets for 2026 are included in Table 1, along with statewide safety performance for the two most recent reporting periods[4]. 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 2026 MPO PM1 targets must be set by February 27, 2026.[5] The HAMPO adopted/approved the Georgia statewide safety performance targets on December 11, 2025.

[3] 23 CFR Part 490, Subpart B
[4] https://safety.fhwa.dot.gov/hsip/spm/state_safety_targets/
[5] https://safety.fhwa.dot.gov/hsip/spm/timeline.cfm



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	2024 Georgia Statewide Performance Target (Five-Year Rolling Average 2020-2024)	2025 Georgia Statewide Performance Target (Five-Year Rolling Average 2021-2025)	2026 Georgia Statewide Performance Target (Five-Year Rolling Average 2022-2026)
Number of Fatalities	1,680	1,600	1,574
Rate of Fatalities per 100 Million Vehicle Miles Traveled	1.360	1.250	1.245
Number of Serious Injuries	8,966	7,109	8,103
Rate of Serious Injuries per 100 Million Vehicle Miles Traveled	7.679	5.711	6.408
Number of Combined Non-Motorized Fatalities and Non-Motorized Serious Injuries	802	797.0	1,312

Source: GDOT's HSIP reports.

The 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 2050 MTP directly reflects the goals, objectives, performance measures, and targets as they are available and described in other State and public transportation plans and processes; specifically, the Georgia Strategic Highway Safety Plan (SHSP), the Georgia Highway Safety Improvement Program (HSIP), and the Georgia 2050 Statewide Transportation Improvement Plan (SWTP)/2021 Statewide Strategic Transportation Plan (SSTP).

- The Georgia SHSP is intended to reduce the number of fatalities and serious injuries resulting from motor vehicle crashes on public roads in Georgia. Existing highway safety plans are aligned and coordinated with the SHSP, including (but not limited to) the Georgia HSIP, MPO and local agencies' safety plans. The SHSP guides GDOT, the Georgia MPOs, and other safety partners in addressing safety and defines a framework for implementation activities to be carried out across Georgia.

- The GDOT HSIP annual report provides 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.[6]

- The HAMPO 2050 MTP increases the safety of the transportation system for motorized and non-motorized users as required by the Planning Rule. The MTP identifies safety needs within the metropolitan planning area and provides funding for targeted safety improvements. One of the primary focuses of the MTP is to prioritize safety throughout the transportation system. Safety was considered throughout planning analyses and in project recommendations, specifically aimed at improving areas with high frequency and severity of crashes. Key projects in the HAMPO focused on safety improvements are recommended along many of the high crash corridors throughout the study area, such as US 84/Oglethorpe Hwy, SR 119, SR 196/Elma G Miles Pkwy. Project types aimed to improve safety include intersection upgrades, lighting improvements, and flashing beacons along high traffic and high speed roads in the area.

- The HAMPO MTP Update also includes pedestrian and bicycle infrastructure improvements, such as Complete Streets which involves roadway enhancements and the addition of dedicated bicycle and pedestrian to improve non-motorized user safety. Complete Street implementation is recommended along ML King Junior Dr, a key connection through central Hinesville. In addition, bicycle and pedestrian projects were recommended and included in the 2050 Unconstrained Project List. These recommendations include multi-use paths along major corridors, such as EG Miles Pkwy, sidewalk throughout the region, crossing improvements at key intersections, and regional trails throughout the County. These projects were identified in order to improve mobility options and safety of non-motorized roadway

[6] 2021Statewide Strategic Transportation Plan/2050 Statewide Transportation Plan

users, which will work to reduce conflicts with vehicle traffic and improve the overall safety and security of the transportation network.

- In addition to the MTP and TIP, HAMPO has recently completed a Comprehensive Safety Action Plan funded through the Safe Streets and Roads for All (SS4A) program. The Safety Action Plan identifies high-risk corridors, systemic safety issues, and prioritized countermeasures to reduce fatalities and serious injuries within the planning area. The plan provides a data driven framework that directly supports PM1 performance targets by identifying and prioritizing projects such as intersection improvements, roadway lighting, access management, speed management strategies, and bicycle and pedestrian safety enhancements. Projects identified in the Safety Action Plan will be incorporated into the TIP and future project development efforts, ensuring that short-term investments align with long-term regional safety goals and contribute to achieving statewide safety performance targets.

- The HAMPO 2050 MTP and the FY 2027–2030 TIP prioritize investments that directly support federally required performance measures. As shown in Table 1, safety oriented projects such as intersection improvements, roundabouts, and bicycle/pedestrian facilities primarily support PM1 targets by reducing fatalities and serious injuries.

  Infrastructure preservation and expansion projects, including roadway widening and bridge improvements, contribute to PM2 targets by maintaining pavement and bridge conditions in a state of good repair. Capacity and operational improvements, including the Hinesville Bypass Phase II and intersection upgrades, support PM3 targets by improving system reliability and freight movement, particularly along key regional corridors such as SR 196 and US 84. Collectively, the MTP and TIP investments demonstrate a clear and coordinated approach to achieving statewide performance targets established by GDOT.

Pavement and Bridge Condition/PM2

Effective May 20, 2017, FHWA established performance measures to assess pavement condition[7] and bridge condition[8] 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;

[7] 23 CFR Part 490, Subpart C
[8] 23 CFR Part 490, Subpart D

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 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 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. By October 1, 2026, GDOT will submit the next Baseline Performance Period Report detailing the final performance outcomes for the 2022-2025 period and establishing targets for the subsequent performance period.

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

BY *DECEMBER 16, 2022**
GDOT establishes statewide targets for 2023 and 2025 and reports performance and targets to FHWA (Baseline).

BY JUNE 14, 2023
MPOs establish 2025 targets (no later than 180 days after GDOT establishes targets).

BY OCTOBER 1, 2024
GDOT reports statewide performance and progress toward targets (Mid-Performance).

BY OCTOBER 1, 2026
GDOT reports statewide performance and progress targets (Full-Performance).

** FHWA changed the due date from October 1, 2022, to December 16, 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. The HAMPO adopted/approved 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. GDOT will establish the next set of PM2 targets by August 1, 2026 and MPOs must submit 2029 targets to FDOT by March 30, 2027.

On October, 2024, GDOT provided 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 the HAMPO will have the opportunity at that time to revisit the four-year PM2 targets. GDOT will submit a Secord Reporting Period (2022-2025) to FHWA by October 1, 2026.

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

Performance Measures	Georgia Performance (Baseline 2021)	Georgia 2-year Target (2023)	Georgia 4-year Target (2025)
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%

The 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 2050 MTP directly reflects the goals, objectives, performance measures, and targets as they are available and described in other State and public transportation plans and processes; specifically, Georgia's Transportation Asset Management Plan (TAMP), the Georgia Interstate Preservation Plan, and the current SSTP/2050 SWTP.

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

- The Georgia Interstate Preservation Plan applied a risk profile to identify and communicate Interstate preservation priorities; this process leveraged a combination of asset management techniques with risk management concepts to prioritize specific investment strategies for the Interstate system in Georgia.

- The 2021 SSTP/2050 SWTP combines GDOT's strategic business case for transportation investment with the long-range, comprehensive transportation planning considerations under Federal law. The SSTP/SWTP is organized into three investment categories, reflecting three major ways people and freight move in Georgia; statewide freight and logistics, people mobility in Metro Atlanta, and people mobility in emerging metros and rural Georgia. The plan identifies

strategies to bring about Foundational, Catalytic, and Innovation investments for the above mentioned categories.[9]

- The HAMPO 2050 MTP addresses infrastructure preservation and identifies pavement and bridge infrastructure needs within the metropolitan planning area, and allocates funding for targeted infrastructure improvements. In alignment with the PM2, the MTP aims to ensure that bridges, roadways, and multimodal facilities meet necessary maintenance standards. Projects related to pavement and bridge maintenance and replacement are included in the MTP. Bridge projects include replacement projects a long SR 119 and CR 171. Maintenance projects include reconstruction along Industrial Rd.

[9] 2021Statewide Strategic Transportation Plan/2050 Statewide Transportation Plan

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[10], freight movement on the Interstate system[11], and the Congestion Mitigation and Air Quality Improvement (CMAQ) Program[12]. 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).

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.

<u>System Performance Measures</u>

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

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

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

[10] 23 CFR Part 490, Subpart E
[11] 23 CFR Part 490, Subpart F
[12] 23 CFR Part 490, Subparts G and H

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.

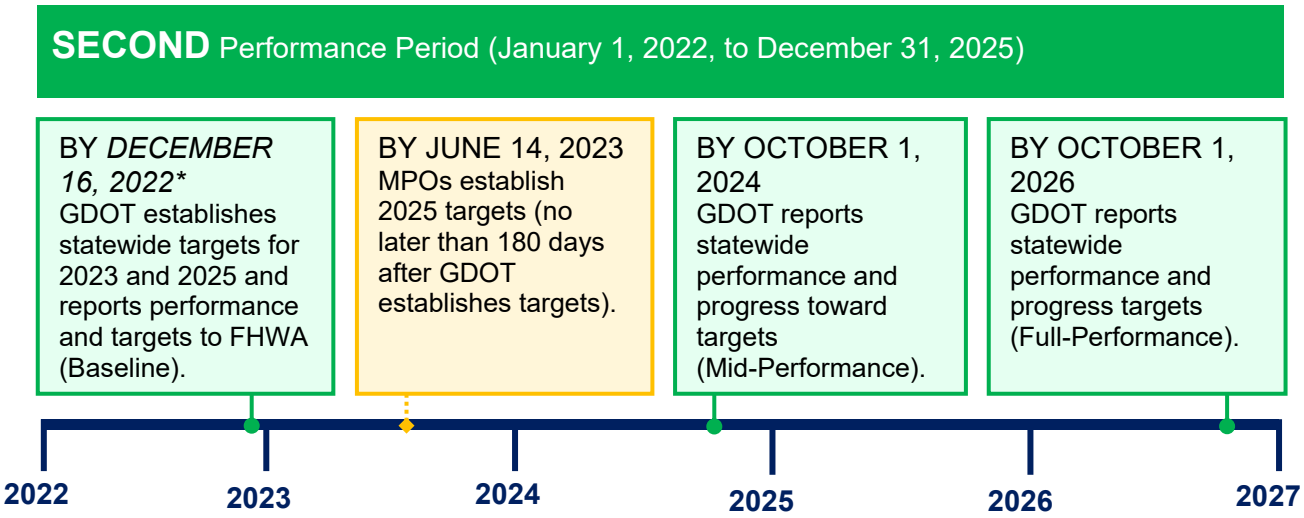
Freight Movement Performance Measure

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, the first performance period began on January 1, 2018, and will end on December 31, 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 reported 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, 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. For all targets, 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. By October 1, 2026, GDOT will submit the next Baseline Performance Period Report detailing the final performance outcomes for the 2022-2025 period and establishing targets for the subsequent performance period.



** FHWA changed the due date from October 1, 2022, to December 16, 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;

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. The MPO adopted/approved the Georgia statewide PM3 targets on June 8, 2025. 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. GDOT will establish the next set of PM2 targets by August 1, 2026 and MPOs must submit 2029 targets to FDOT by March 30, 2027.

On or before October 1, 2024, GDOT provided 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 the HAMPO will have the opportunity at that time to revisit the four-year PM3 targets. GDOT will submit a Secord Reporting Period (2022-2025) to FHWA by October 1, 2026.

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

Performance Measure	Georgia Performance (Baseline 2021)	Georgia 2-year Target (2023)	Georgia 4-year Target (2025)
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

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

The 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 2050 MTP directly reflects the goals, objectives, performance measures, and targets as they are available and described in other State and public transportation plans and processes; specifically, the Georgia Statewide Freight and Logistics Action Plan, and the current 2021 SSTP/2050 SWTP.

- The 2023 Georgia Freight Plan documents freight planning activities and investments in the state, identifies and assesses current and future freight needs and challenges incorporating

both technical analysis and stakeholder engagement, and guides freight-related transportation decisions and investments. The plan integrates policy positions and strategies from existing documents to help identify and prioritize freight investments critical to the state's economic growth and global competitiveness. The Georgia Freight Plan establishes specific goals for freight transportation and addresses freight issues that are not covered in other statewide planning documents.[13]

- 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.[14]

- The HAMPO 2050 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 and objectives of the HAMPO 2050 MTP align with performance measures, aimed at enhancing system reliability and truck reliability. Project identification and prioritization analyzed a number of related data, including truck traffic demand, existing and future level of Service, V/C ratio, and freight-related land use. The 2050 MTP emphasized these metrics in order to adequately address congestion and improve access along key freight corridors and to freight-related land uses. This ensures that performance measures related to travel time reliability and freight movement are prioritized, ultimately supporting a more efficient transportation network.

- Truck reliability is specifically addressed through targeted projects designed to accommodate freight movement more effectively. The 2050 MTP incorporates several project types that play a crucial role in mitigating congestion and enhancing overall traffic and freight flow. Road widening projects, such as I-95 and SR 196, will increase the capacity of roadways and improve vehicle movement. In addition, intersection-related and operational improvements are recommended to address existing bottleneck locations, such as US 84 at Leroy Coffer Hwy, and will improve access and traffic flow in these areas.

[13] https://www.dot.ga.gov/GDOT/Pages/Freight.aspx
[14] 2021Statewide Strategic Transportation Plan/2050 Statewide Transportation Plan

Appendix A: Project Types

Table 4: Link Between HAMPO MTP/TIP Investments and Performance Targets

Work Type	Example of HAMPO Projects	PM1	PM2		PM3	
		Safety	Bridges	Pavement	System Reliability	Truck Reliability
Bicycle / Pedestrian Facilities	Complete Streets (MLK Jr Drive), shared-use paths	✓				
Bridges	SR 119 Bridge Improvements		✓			
Drainage Improvements						
Grade Separation						
Interchange						
Intersection Improvement	Deal St Roundabout at SR 119/SR 196	✓			✓	✓
ITS						
Lighting	Corridor safety upgrades (US 84, SR 196)	✓				
Managed Lanes						
Operational Improvement	Signal timing, traffic ops improvements				✓	✓
Pavement Rehabilitation						
Railroad Crossing						
Transit						
Truck Lanes						
Widening	Hinesville Bypass Phase II		✓	✓	✓	✓
Investment Category / Planning Source	Safety Action Plan (SS4A)	✓			✓	

Appendix B: MPO TIP Projects – HAMPO

Table 5: HAMPO FY 2027–2030 TIP Projects and Performance Linkages

Projects	Project type	PM1	PM2		PM3*	
		Safety	Bridges	Pavement	System Reliability	Truck Reliability
Hinesville Bypass Phase II (eastern segment) New 4 lane roadway	New Capacity / Widening			✓	✓	✓
Deal St Roundabout at SR 119 / SR 196 New roundabout intersection	Intersection Improvement	✓			✓	✓