MADISON ATHENS-CLARKE OCONEE REGIONAL TRANSPORTATION STUDY

FY 2021 - 2024 Transportation Improvement Program & FY 2025- 2026 Second Tier of Projects

Final October 14, 2020

Prepared by:
Athens-Clarke County Planning Department

In cooperation with:
Madison County Department of Planning & Zoning
Oconee County Planning Department
Federal Highway Administration
Federal Transit Administration
Georgia Department of Transportation

Madison Athens-Clarke Oconee Regional Transportation Study

FY 2021 - 2024 TRANSPORTATION IMPROVEMENT PROGRAM *and* FY 2025 - 2026 SECOND TIER OF PROJECTS

Adopted
October 14, 2020

Prepared by:
Athens-Clarke County Planning Department

In cooperation with:
Madison County, Oconee County, Federal Highway Administration, Federal Transit Administration and Georgia Department of Transportation

QUICK REFERENCE

List of Highway and Bridge Projects in the FY 2021 - 2024 Transportation Improvement Program and the FY 2025 - 2026 Second Tier of Projects

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note: The FY 2025 - 2026 Second Tier of Projects lists transportation projects that the GDOT has programmed for the period from FY 2025 - 2026. Also, projects that are priority projects from a local standpoint but not currently programmed by the GDOT are listed in the FY 2025 - 2026 Second Tier of Projects. Potential transportation projects for which federal-aid or state funding is sought but which are currently not programmed by the GDOT cannot be included in the FY 2021 - 2024 TIP - but can be included in the FY 2025 - 2026 Second Tier of Projects.

SECTION I
Introduction

INTRODUCTION

The Athens-Clarke County Planning Department is designated as the Metropolitan Planning Organization (MPO) for the Madison Athens-Clarke Oconee Regional Transportation Study Area (MACORTS). The MACORTS area includes all of Clarke County and portions of Madison, Oconee, Oglethorpe, and Jackson Counties. The MPO is responsible for administering the "3-C" (comprehensive, cooperative, and continuous) transportation planning process as required by the United States Department of Transportation (U.S. DOT) for receiving federal funding.

In addition to coordinating the transportation planning activities and preparing periodic reports in support of the Federal Highway Administration (FHWA) Section 112 PL funding and the Federal Transit Administration planning and capital grants, the MPO is required to prepare a cooperatively developed Transportation Improvement Program (TIP) that details a balanced four-year program of projects (Tier 1) and a second two-year program of projects (Tier 2) to be undertaken in the MACORTS Area. Included in the TIP is a prioritized listing of area projects grouped by project type, along with estimated costs and sources of funding for each project. The role of the TIP is to implement the short-range (four-year) elements of the long-range (20 year) Metropolitan Transportation Plan.

Although only federally funded projects located within the MPO boundary are required to be included in the TIP, all transportation projects -- including local projects, airport projects, and Transportation System Management (TSM) projects that primarily consist of minor operation improvements to existing facilities -- have also been included for informational purposes. There is no section solely containing pedestrian and/or bicycle facilities within the TIP. Such facilities are noted in the project descriptions on the individual project sheets. The comprehensive transportation project package enables local, state, and federal officials to evaluate the impact these proposed projects will have on the entire urban transportation system.

All federally funded transportation projects must be included in the Policy Committee-approved MACORTS Transportation Plan and TIP prior to receiving federal funding. The TIP, by design, is a flexible document that can be amended at any time as required according to procedures and guidelines established through the formal planning process and approved by the

Federal Highway Administration and Federal Transit Administration. The information contained in this report reflects the views of the MPO, which is solely responsible for the accuracy of the data. The contents of this report do not necessarily reflect the views and policies of the Department of Transportation of the State of Georgia, the Federal Highway Administration, or the Federal Transit Administration.

RESOLUTION BY THE MACORTS POLICY COMMITTEE ADOPTING THE MADISON ATHENS-CLARKE OCONEE REGIONAL TRANSPORTATION STUDY FY 2021-2024 TRANSPORTATION IMPROVEMENT PROGRAM

WHEREAS, federal regulations for metropolitan transportation planning issued in May 2016 require that the Metropolitan Planning Organization, in cooperation with participants in the planning process, develop and annually update the Transportation Improvement Program (TIP); and,

WHEREAS, the Athens-Clarke County Planning Department is the Metropolitan Planning Organization for the Madison Athens-Clarke Oconee Oglethorpe Jackson Region; and,

WHEREAS, the attached Madison Athens-Clarke Oconee Regional Transportation Study *Transportation Improvement Program* is drawn from the *MACORTS 2045 Metropolitan Transportation Plan*; and,

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

WHEREAS, the staff of the Athens-Clarke County Planning Department and the Georgia Department of Transportation have reviewed the organization and activities of the planning process and found them to be in conformance with the requirements of the law and regulation; and,

WHEREAS, the State of Georgia has developed and the U.S. Environmental Protection Agency has approved the State of Georgia Implementation Plan for Attainment of State and National Ambient Air Standards (SIP); and,

WHEREAS, the locally developed and adopted process for private sector participation has been followed in the development of the FY 2021 - 2024 TIP; and,

WHEREAS, the Madison Athens-Clarke Oconee study area is in compliance with the SIP and has not been designated as a non-attainment area;

NOW, THEREFORE, BE IT RESOLVED that the Madison Athens-Clarke Oconee Regional Transportation Study Policy Committee adopts the *FY 2021 - 2024 Transportation Improvement Program* as set forth in the document attached to this Resolution;

BE IT FURTHER RESOLVED that the MACORTS Policy Committee finds that the requirements of applicable law and regulation regarding urban transportation planning have been met and authorizes the Planning Director to execute a joint certification to this effect with the Georgia Department of Transportation.

CERTIFICATION

I hereby certify that the above is a true and correct copy of a Resolution adopted by the Madison Athens-Clarke Oconee Regional Transportation Study Policy Committee.

October 14, 2020
Date

Chairperson, MACORTS Policy Committee

MACORTS COMMITTEE MEMBERS

MACORTS Policy Committee

Voting Members:

Kelly Girtz	MACORTS Policy Committee Chairperson Mayor, Unified Government of Athens-Clarke County
John Daniell	MACORTS Policy Committee Vice-Chairperson Chairman, Oconee County Board of Commissioners
John Scarborough	Chairman, Madison County Board of Commissioners
Russell McMurry	Commissioner, Georgia Department of Transportation
Ryan Nesbit	Senior Vice President for Finance and Administration, University of Georgia
Sara Beresford	Citizen Representative, Athens-Clarke County Planning Commission
Dave Henson	Citizen Representative, Oconee County
Vacant	Citizen Representative, Madison County Planning Commission

Non-voting Members:

Moises Marrero	Ex-Officio, Div. Administrator, Federal Highway Admin, GA Div.
SueAnne Decker	Ex-Officio, District Engineer, Georgia DOT, District 1
Brad Griffin	Alternate, Director, Athens-Clarke County Planning Department
Justin Kirouac	Alternate, County Administrator, Oconee County
Radney Simpson	Alternate, Chief, Urban Area Planning Bureau, Georgia DOT
George Stafford	Alternate, Associate Vice President of Auxiliary & Administrative Services, University of Georgia
Blaine Williams	Alternate, Manager, Athens-Clarke County Unified Government
Alan Lapczynski	Alternate, Public Works & Road Superintendent, Madison County

MACORTS Technical Coordinating Committee

Brad Griffin	MACORTS TCC Committee Chairperson Director, Athens-Clarke County Planning Department
David Bradley	President, Athens Area Chamber of Commerce
Jason Branch	Superintendent, Oconee County School District
G. Craig Camuso	Resident Vice President for State Relations, CSX Inc.
Kim Coley	District 1 Representative, Georgia Department of Transportation
Ann-Marie Day	Community Planner, Federal Highway Administration*
Steve Decker	Director, Transportation & Public Works Dept., Athens-Clarke County
John Devine	Senior Planner, Northeast Georgia Regional Commission

MACORTS Technical Coordinating Committee (continued)

Jalen Ford	Transportation Planner, Georgia Department of Transportation
Linda Fortson	Planning & Zoning Director, Madison County
John Friedmann	Senior VP – Ops Planning and Support, Norfolk Southern Rail
Tim Griffeth	Traffic Engineer, Athens-Clarke County
Guy Herring	Director, Oconee County Planning & Development
Hank Joiner	Member, Athens-Clarke County Planning Commission
Fabian Jones	Director of Transportation, Athens-Clarke Co. School District
Rani Katreeb	Engineer Administrator, Athens-Clarke Co. Transportation and Public Works Department
SueAnne Decker	Pre-Construction Engineer, Georgia Department of Transportation
Justin Kirouac	County Administrator, Oconee County
Nat Kuykendall	Oconee Rivers Greenway Commission
Alan Lapczynski	Madison County Public Works & Road Superintendent
David Lynn	Director, Athens Downtown Development Authority
Mike Mathews	Director, Athens/Ben Epps Airport
Butch McDuffie	Director, Athens-Clarke County Transit Department
Sherry McDuffie	Transportation Planner, Athens-Clarke Co. Planning Dept.
Victor Pope	Transit Planner, Athens Transit System
Douglas Ross	Director, University of Georgia Auxiliary Services
Mike Wharton	Sustainability Officer, Athens-Clarke County
Conolus Scott, Jr.	Member, Madison County Planning Commission
Danny Sniff	Associate Vice President, University of Georgia Office of the University Architects for Facilities Planning
Frank Stephens	Director, Athens-Clarke County Public Utilities
Cherie Varnum	Associate Transportation Planner, Athens-Clarke Co.
Ryan Walker	Transit Planner, Georgia Department of Transportation
Don Walter	Director, University of Georgia Campus Transit System
Blaine Williams	Manager, Athens-Clarke County Unified Government
Amanda Wommack	Assistant Superintendent for Admin. & Ops, Madison Co. School District
Jody Woodall	Oconee County Public Works Director

*Non-voting Members of Technical Coordinating Committee

ENGINEERING, RIGHT-OF-WAY, AND CONSTRUCTION ACTIVITY FOR HIGHWAY AND BRIDGE PROJECTS FY 2021 - 2024

Project #	Project Title	Page #	Preliminary Engineering	R.O.W	Construction
P-1	SR 10Lp @ Lexington Road Interchange	II-1	Authorized	Authorized	2021
P-77	SR 316 at Jimmie Daniel Road Interchange	II-2	2023	**Long Range (2025)**	**Long Range (2027)**
P-78	SR 10 Loop at Atlanta Highway Interchange	II-3	Authorized	Authorized	2023
P-2	SR 10 Loop Bridge over Middle Oconee River	IV-1	Authorized	Authorized	2024
P-3	SR 10 Loop Bridge at SR 8 / US 29	IV-2	Authorized	Authorized	2021
P-4	SR 10 / US 78 Bridges at North Oconee River	IV-3	Authorized	2021	2023
P-5	Belmont Road Bridge over Shoal Creek	IV-4	Authorized	2021	2024
P-6	Clotfelter Road Bridge over Barber Creek	IV-5	Authorized	2021	2024

Years shown in the above table indicate the fiscal year during which the activity is projected to begin. See individual project pages for complete project descriptions.

- Years shown in bold type are projected for Tier 2

MPO Authorized Projects

MPO: Athens **Year:** Between 2018 - 2020

MPO Authorized Projects - Athens

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Primary County: **Clarke**

PROJ	PROJ NO.	TIP NO.	DESCRIPTION	Phase Status	Phase Code	Program Year	MPO	Latest Cost Estimated Total	% in MPO	Amount
0010336			NORTH OCONEE RIVER GREENWAY - EAST CAMPUS CONNECTOR	AUTHORIZED	CST	2018	Athens	$550,000.00	100	$550,000.00
0013111		LumpM240	SR 10 @ CR 7 LOCS IN CLARKE COUNTY	AUTHORIZED	CST	2019	Athens	$1,685,660.51	100	$1,685,660.51
0015217			CR 1897/SANFORD DRIVE @ UGA STADIUM	AUTHORIZED	CST	2018	Athens	$4,525,000.00	100	$4,525,000.00
					PE	2018	Athens	$460,000.00	100	$460,000.00
0015390			CR 1037/CHASE STREET FM CR 478/BARBER STREET TO CSX#639916G	AUTHORIZED	PE	2020	Athens	$1,000,000.00	100	$1,000,000.00
0015457			PLATHENS - FY 2018	AUTHORIZED	PLN	2018	Athens	$161,930.53	100	$161,930.53
0015645			CR 479/BELMONT ROAD @ SHOAL CREEK 6.7 MI S OF WINTERVILLE	AUTHORIZED	PE	2019	Athens	$738,000.00	100	$738,000.00
0015863			PLATHENS - FY 2019	AUTHORIZED	PLN	2019	Athens	$169,225.38	100	$169,225.38
0016329			EPPS BRIDGE RD @ TIMOTHY RD- OFF-SYSTEM SAFETY IMPROVEMENTS	AUTHORIZED	PE	2019	Athens	$8,000.00	100	$8,000.00
0016330			OFF-SYSTEM SAFETY IMPROVEMENTS @ 25 LOCS IN CLARKE COUNTY	AUTHORIZED	CST	2019	Athens	$485,622.90	100	$485,622.90
					PE	2019	Athens	$4,031.15	100	$4,031.15
0016549			PLATHENS FY 2020	AUTHORIZED	PLN	2020	Athens	$235,602.15	100	$235,602.15
0016920			SR 10 @ CR 993/WEST HANCOCK AVE	AUTHORIZED	PE	2020	Athens	$1,129,000.00	100	$1,129,000.00
0016923			SR 10 LOOP FROM SR 8/SR 10 THRU OCONEE TO SR 8/SR 10	AUTHORIZED	PE	2020	Athens	$150,000.00	100	$150,000.00
M004814			SR 8 FROM CSX#639918W/CLARKE TO SR 106/MADISON	AUTHORIZED	MCST	2018	Athens	$3,326,210.86	100	$3,326,210.86
M005686			SR 8; SR 10 & SR 53 CONN @ 5 LOCS - BRIDGE PRESERVATION	AUTHORIZED	MCST	2019	Athens	$1,452,765.37	80	$1,162,212.30
M005883			SR 10 LP FM 0.19 MI N OF MILLEDGE AVE TO 0.15 MI S OF SR 10	AUTHORIZED	MCST	2020	Athens	$10,906,131.09	100	$10,906,131.09
M006075			SR 10 LOOP @ 6 LOCS IN CLARKE COUNTY- BRIDGE REHABILITATION	AUTHORIZED	MPE	2020	Athens	$435,000.00	100	$435,000.00

Primary County: **Jackson**

PROJ	PROJ NO.	TIP NO.	DESCRIPTION	Phase Status	Phase Code	Program Year	MPO	Latest Cost Estimated Total	% in MPO	Amount
M005578			SR 15 ALT FROM CR 62/LAVENDER ROAD/CLARKE TO SR 82/JACKSON	AUTHORIZED	MCST	2019	Athens	$6,623,163.08	12	$794,779.57

Primary County: **Madison**

PROJ	PROJ NO.	TIP NO.	DESCRIPTION	Phase Status	Phase Code	Program Year	MPO	Latest Cost Estimated Total	% in MPO	Amount
0015725			OFF-SYSTEM SAFETY IMPROVEMENTS @ 15 LOC IN MADISON CO - HRRR	AUTHORIZED	CST	2018	Athens	$521,954.66	19	$99,171.39
					PE	2018	Athens	$4,423.75	19	$840.51
0016879			OFF-SYSTEM SAFETY IMPROVEMENTS @ 20 LOCS IN MADISON CO-HRRR	AUTHORIZED	CST	2020	Athens	$304,551.59	50	$152,275.80
					PE	2020	Athens	$8,000.00	50	$4,000.00

Primary County: **Oconee**

PROJ	PROJ NO.	TIP NO.	DESCRIPTION	Phase Status	Phase Code	Program Year	MPO	Latest Cost Estimated Total	% in MPO	Amount
0013613		R-59	SR 24 FM APALACHEE RVR TO CS 7&FM SR 186 TO WATKINSVILLE BYP	AUTHORIZED	PE	2019	Athens	$600,000.00	19	$114,000.00
0013789			SR 8/SR 316/US 29 @ CR 929/OCONEE CONNECTOR	AUTHORIZED	PE	2019	Athens	$4,300,000.00	100	$4,300,000.00
0015321			SR 53 @ CR 828/BISHOP FARMS PKWY	AUTHORIZED	PE	2018	Athens	$600,000.00	100	$600,000.00
0015656			CR 592/CLOTFELTER ROAD @ BARBER CREEK 3 MI S OF BOGART	AUTHORIZED	PE	2019	Athens	$580,000.00	100	$580,000.00
					ROW	2019	Athens	$136,000.00	100	$136,000.00
0016081			CR 828/BISHOP FARMS PKWY EXT TO NEW HIGH SHOALS ROAD	AUTHORIZED	PE	2018	Athens	$30,000.00	100	$30,000.00
S014930			EXT EB RTL SR8/SR216/US29@CR929/SR992/OCONEE CONNECTOR	AUTHORIZED	TSA	2018	Athens	$161,606.80	100	$161,606.80

Athens

MPO Lump Sum Projects - Athens

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Clarke

				PE		ROW		CST		UTL	
PROJ	PROJ NO.	TIP NO.	DESCRIPTION								
0013954			SR 15 ALT/CR 1228 FROM SUNSET DRIVE TO S OF PULASKI STREET	PE	AUTHORIZED	ROW	PRECST	CST	PRECST	UTL	PRECST
0015390			CR 1037/CHASE STREET FM CR 478/BARBER STREET TO CSX #639916G	PE	AUTHORIZED						
0016329			EPPS BRIDGE RD @ TIMOTHY RD-OFF-SYSTEM SAFETY IMPROVEMENTS	PE	AUTHORIZED			CST	PRECST		
0016920			SR 10 @ CR 993/WEST HANCOCK AVE	PE	AUTHORIZED	ROW	PRECST	CST	PRECST	UTL	PRECST
M006075			SR 10 LOOP @ 6 LOCS IN CLARKE COUNTY - BRIDGE REHABILITATION								
M006128			SR 10 FROM CR 793/ATLANTA HWY TO W OF CR 16/HUNTINGTON ROAD								
M006129			SR 15 FROM S OF SR 100 LOOP TO N OF CR 478/NEWTON BRIDGE RD								

Gwinnett

				PE		ROW		CST		UTL	
PROJ	PROJ NO.	TIP NO.	DESCRIPTION								
0017097			SR 316 @ 3 LOCS - CABLE BARRIER	PE	AUTHORIZED			CST	AUTH-PEND		

Madison

				PE		ROW		CST		UTL	
PROJ	PROJ NO.	TIP NO.	DESCRIPTION								
0016879			OFF-SYSTEM SAFETY IMPROVEMENTS @ 20 LOCS IN MADISON CO-HRRR	PE	AUTHORIZED			CST	AUTHORIZED		
M005916			SR 72 FROM SR 8 TO 0.19 MI W OF CR 221/MCCARTY DODD ROAD								

Oconee

				PE		ROW		CST		UTL	
PROJ	PROJ NO.	TIP NO.	DESCRIPTION								
0015405			WARNING DEVICE UPGRADES @ 12 ABR LOCS IN CLARKE & OCONEE CO					CST	PRECST		
0016918			CR 51;CR 266 & CS 586@2 LOC - OFF-SYSTEM SAFETY IMPROVEMENTS	PE	PRECST			CST	PRECST		
0017185			SR 53 @ CR 260/SNOWS MILL ROAD	PE	PRECST	ROW	PRECST	CST	PRECST	UTL	PRECST
0017186			SR 53 @ CR 99/RAYS CHURCH ROAD/CR 516/MALCOLM BRIDGE ROAD	PE	PRECST	ROW	PRECST	CST	PRECST	UTL	PRECST
M005881			SR 10/US 78 FROM WALTON COUNTY LINE TO SR 8								
M006157			SR 8/SR 316 FM BARROW COUNTY LINE TO E OF CR 929/OCONEE CONN								

FY 2021 TRANSIT PROGRAM FOR ATHENS MPO

SECTION 5307 ASSISTANCE – FY 2020

Capital Items FY 2020
2 Transit Vehicles – Bus
3 Transit Vehicles – Vans
Capital Maintenance
Capital Maintenance Equipment
Capital Support Equipment
IT Equipment – Rehab / Renovate
Supervisor Vehicle
Safety / Security
Training

Operating FY 2020
Federal Funds = $2,632,726
State Funds = $ 0

SECTION 5303 PLANNING ASSISTANCE – FY 2020

Planning FY 2020
Federal Funds = $74,268.00
State Funds = $ 9,283.00
Local Funds = $ 9,284.00

SECTION 5307 ASSISTANCE – FY 2019

Capital Items FY 2019
2 Transit Vehicles – Bus
1 Van
Capital Maintenance
Capital Support Equipment
Capital Maintenance Equipment
IT Equipment – Rehab / Renovate
Training
Safety / Security

Operating FY 2019
Federal Funds = $2,563,000
State Funds = $ 0

Carryover Funding

Where carryover funds come from:

Carryover funding describes two types of federal funds not obligated in the year appropriated. The first type of these funds results when a State is unable to fully access the annual distribution of funds due to a congressional budgetary restriction call of "obligation authority". Obligation authority restricts a state from spending total appropriated funds. Unobligated balances of appropriated funds may be utilized to fund projects in the following ways:

1. A state may choose to advance fund the construction authorization of a federal-aid project by temporarily funding the federal share with non-federal funds. Multi-year Transportation Acts allow states to advance construct up to the contract authority provided in the Act. Advance construction is a method of "pre-financing" the federal share of project costs. These costs are later converted to regular federal highway funds as Congress provides new appropriation and/or obligation authority.

2. A state can use carryover funds when obligation authority is redistributed from other states. Near the end of each federal fiscal year, the Federal Highway Administration redistributes obligation authority from states that return unused spending authority.

3. A state can use unobligated balances to fund a project if Congress appropriates additional obligation authority.

The second type of carryover funds results when a State does not fully obligate special federal-aid funding categories such as minimum guarantee, highway demonstration projects, and high priority projects. For these types of funding categories, Appropriations Acts provide obligation authority for each appropriated dollar.

How carryover funds are used:

The following describes how the STIP Financial Plan (SFP) is developed. The SFP is the spending plan for allocating transportation funding to state and local projects. It addresses a time period of three years, and, by law, is financially constrained by forecasted funding levels. Forecasted funding levels are based on the historical spending authority provided to the State in the last available year. These levels are adjusted to funding estimates provided in the current multi-year transportation bill. Added to the adjusted funding ceiling are the previously appropriated/allocated Federal funds (carryover) that are unexpended and available. Both types of carryover funds are assigned to projects. However, type 2 carryover funds are not used until all the current year obligation authority has been utilized. If the advanced construction method is used, type 1 carryover funds, a conversion project is set up in the STIP for the year that federal funds are going to be used to reimburse project costs.

How carryover funds are shown for fiscal constraint:

The Fixing America's Surface Transportation Act (FAST) requires that the State Transportation Improvement Program (STIP) "… include a project, or an identified phase of a project, only if full funding can reasonably be anticipated to be available". Since both types of carryover funds can be used to fund projects in a year different than the year funds were received, they are considered reasonably available and are added to the annual estimated appropriated funds for the period covered by the STIP.

The STIP financial plan fully documents the amount of carryover funds by year and category of funding, as well as, estimates of future revenues.

Lump Sum Funding

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

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

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

Group: Maintenance

Criteria: maintenance only

This group has six funding/work types: two are for bridge painting/maintenance and the other four are for roadway maintenance. Major types of work undertaken are: resurfacing, pavement rehabilitation, median work, impact attenuators, signing, fencing, pavement markings, landscaping, rest areas, walls, guardrail, and shoulder work. Also included is preliminary engineering necessary to prepare plans and rights-of-way needed for work such as landslide repair, sewer hookups, and erosion control.

Group: Safety

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

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

Group: Preliminary Engineering

Criteria: planning, studies and management systems This group is a single item.

Group: Roadway/Interchange Lighting

Criteria: lighting. This group is a single item.

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

Criteria: purchase of parcel(s) of rights-of-way (RW) for future projects that are in jeopardy of development and for hardship acquisition. Qualifying projects are those that have preliminary engineering (PE) underway or have a PE, RW, or construction phase in the STIP. For counties that are not in conformance for air quality, the only qualifying projects are those that have a RW phase in the STIP. This group is a single item.

Group: Transportation Enhancement

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

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

Group: Transportation Alternatives Program (TAP)

Criteria: TAP provides funding for programs and projects defined as transportation alternatives, including on- and off-road pedestrian and bicycle facilities, infrastructure projects for improving non-driver access to public transportation and enhanced mobility, community improvement activities, and environmental mitigation; recreational trail program projects; safe routes to school projects; and projects for planning, designing, or constructing boulevards and other roadways largely in the rights-of-way of former Interstate System routes or other divided highways. Consistent with what is allowed in the FAST Act legislation, GDOT reserves the right to transfer 50% of available TAP funds to one of the most flexible funding categories available. Those dollars may be spent on any federal-aid eligible project to permit GDOT to focus on delivering the long-needed transportation improvements that support the safe and efficient movement of people and goods, in the most cost-effective manner. The remaining 50% of TAP funds consists of dollars sub-allocated to MPOs over 200,000 in population as well as TAP funds held at State DOTs eligible for use in areas below 200,000 populations. Projects selected to receive these funds must be the result of a competitive selection process. This group has two funding types.

Group: Livable Centers Initiative (LCI)

Criteria: Projects qualifying for the LCI program and selected by the Atlanta Regional Commission (ARC)

LCI implementation projects are selected on a competitive basis and lump sum funding amounts are programmed according to reasonable schedules for engineering, right-of-way acquisitions, and construction for projects comprising the overall program. Funding for individual phases of a project may be shifted between fiscal years as necessary if such shifts do not affect the implementation schedule of other projects or exceed the overall lump sum funding amount. This group is a single item.

Group: Safe Routes to Schools

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

Group: High Risk Rural Roads

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

"Any roadway functionally classified as a rural major or minor collector or a rural local road and

A. On which the accident rate for fatalities and incapacitating injuries exceeds the statewide average for those functional classes of roadway; or
B. That will likely have increases in traffic volume that are likely to create an accident rate for fatalities and incapacitating injuries that exceeds the statewide average for those functional classes of roadway."

Group: Low Impact Bridges

Criteria: Candidates for this process will require minimal permits, minor utility impacts, minimal FEMA coordination, no on-site detour, and meet other low-impact characteristics as identified in the STIP. 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.

State Transportation Improvement Program (STIP)
and
Transportation Improvement Program (TIP) Amendment Process

Georgia Department of Transportation

The Federal Highway Administration (FHWA) and Federal Transit Administration (FTA) issued the Final Rule to revise the Statewide and Metropolitan Transportation Planning regulations incorporating changes from the Fixing America's Surface Transportation Act (FAST Act). The revised regulations clearly define administrative modifications and amendments as actions to update plans and programs. 23 Code of Federal Regulations (CFR) Part 450.104 defines administrative modifications and amendments as follows:

- Administrative modification "means a minor revision to a long-range statewide or metropolitan transportation plan, Transportation Improvement Program (TIP), or Statewide Transportation Improvement Program (STIP) that includes minor changes to project/project phase costs, minor changes to funding sources of previously-included projects, minor changes to project/project phase initiation dates. Administrative Modification is a revision that does not require public review and comment, redemonstration of fiscal constraint, or a conformity determination (in nonattainment and maintenance areas)."

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

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

Administrative Modification for Initial Authorizations

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

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

B. Splitting or combining projects

C. Federal funding category change.

D. Minor changes in expenditures for transit projects.

E. Roadway project phases may have a cost increase less than $2,000,000 or 20% of the amount to be authorized.

   i. If the STIP amount is $10,000,000 or less, the cost may be increased up to $2,000,000
   ii. If the STIP amount is greater than $10,000,000, the cost may be increased by a maximum of 20%.

F. Shifting projects within the 4-year STIP as long as the subsequent annual draft STIP was submitted prior to September 30.

G. Projects may be funded from lump sum banks as long as they are consistent with category definitions.

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

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

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

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

Amendments for Initial Authorizations

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

A. Addition or deletion of a project

B. Addition or deletion of a phase of a project

C. Roadway project phases that increase in cost over the thresholds described in the Administrative Modification section.

D. Addition of an annual TIP.

E. Major change to scope of work of an existing project. A major change would be any change that alters the original intent i.e. a change in the number of through lanes, a change in termini of more than 10 percent.

F. Shifting projects within the 4-year STIP which require redemonstration of fiscal constraint or when the subsequent annual draft STIP was not submitted prior to September 30. (See Administrative Modification item F.)

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

Notes:

1. The date a TIP becomes effective is when the Governor or his designee approves it. For nonattainment and maintenance areas, the effective date of the TIP is based on the date of U.S. Department of Transportation's positive finding of conformity.

2. The date the STIP becomes effective is when FHWA and FTA approve it.

3. The STIP is developed on the state fiscal year which is July 1 - June 30.

4. Funds for cost increases will come from those set aside in the STIP financial plan by the GDOT for modifications and cost increases. Fiscal Constraint will be maintained in the STIP at all times.

SECTION II

Road and Highway Projects

MADISON ATHENS-CLARKE OCONEE REGIONAL TRANSPORTATION STUDY
FY 2021-2024 TRANSPORTATION IMPROVEMENT PROGRAM

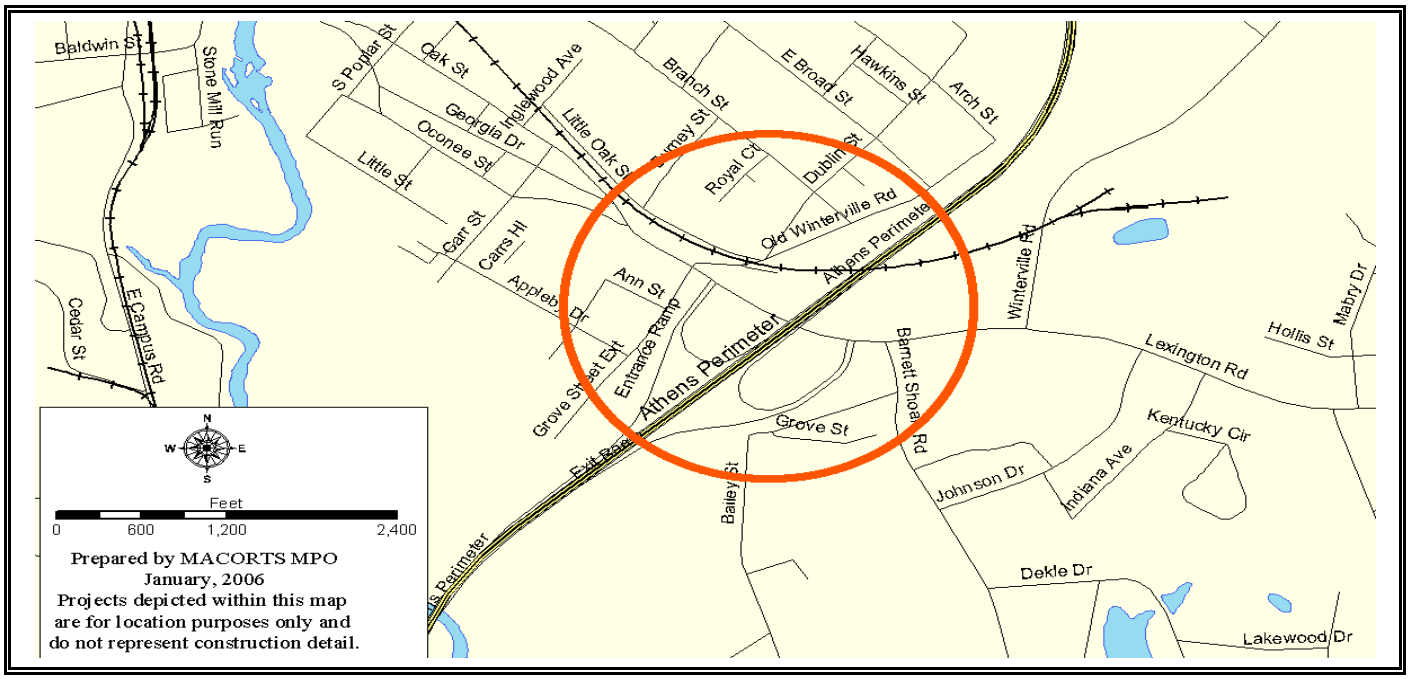
PROJECT NAME: SR10Lp @ Lexington Road		***MTP Project / TIP #*** P-1	**Fund:** Z231
PROJECT DESCRIPTION: Widen Lexington Road to 2 travel lanes in each direction with 2 auxiliary lanes in the vicinity of the itnerchange. The northbound interchange ramps will be reconstructed. Project design will provide for connection with the rail-to-trail corridor.		*Estimated Cost:*	$24,871,000
		County:	Clarke
		P.I. #: 122600	
		GDOT Prj.#:	STP-014-1(70)
Length (miles): 0.8	*# of existing lanes:* 4	*# of lanes planned:*	6
DOT District #: 1	*Congressional Dist. #:* 10	*RDC:*	Northeast Georgia
Average Daily Traffic Volume	*2018 ADT:* 30,300	*2045(projected):*	44,500

COMMENTS/REMARKS:

This location has severe peak hour safety/congestion problems. MACORTS agrees to collectively work to explore funding options to fund design and construction of the Rail Trail connection. Project also includes turn lane improvements at the US 78 / Winterville Road intersection.

PROJECT PHASE	*SOURCE*	*FY2021*	*FY2022*	*FY2023*	*FY2024*	*TOTAL*
Preliminary Engineering ($)	Authorized 8-1994					$0
Right-of-Way ($)	Authorized 2017					$0
Construction Costs ($)	Fed/State	$22,781,160				
Utilities Costs ($)	Fed/State	$2,089,688				$2,089,688.00
PROJECT COST		$24,870,848	$0	$0	$0	$24,870,848.00
Federal Cost ($)		$19,896,678	$0	$0	$0	$19,896,678.40
State Cost ($)		$4,974,170	$0	$0	$0	$4,974,169.60
Local Cost ($)		$0	$0	$0	$0	$0

PROJECT LOCATION



MADISON ATHENS-CLARKE OCONEE REGIONAL TRANSPORTATION STUDY
FY 2021-2024 TRANSPORTATION IMPROVEMENT PROGRAM

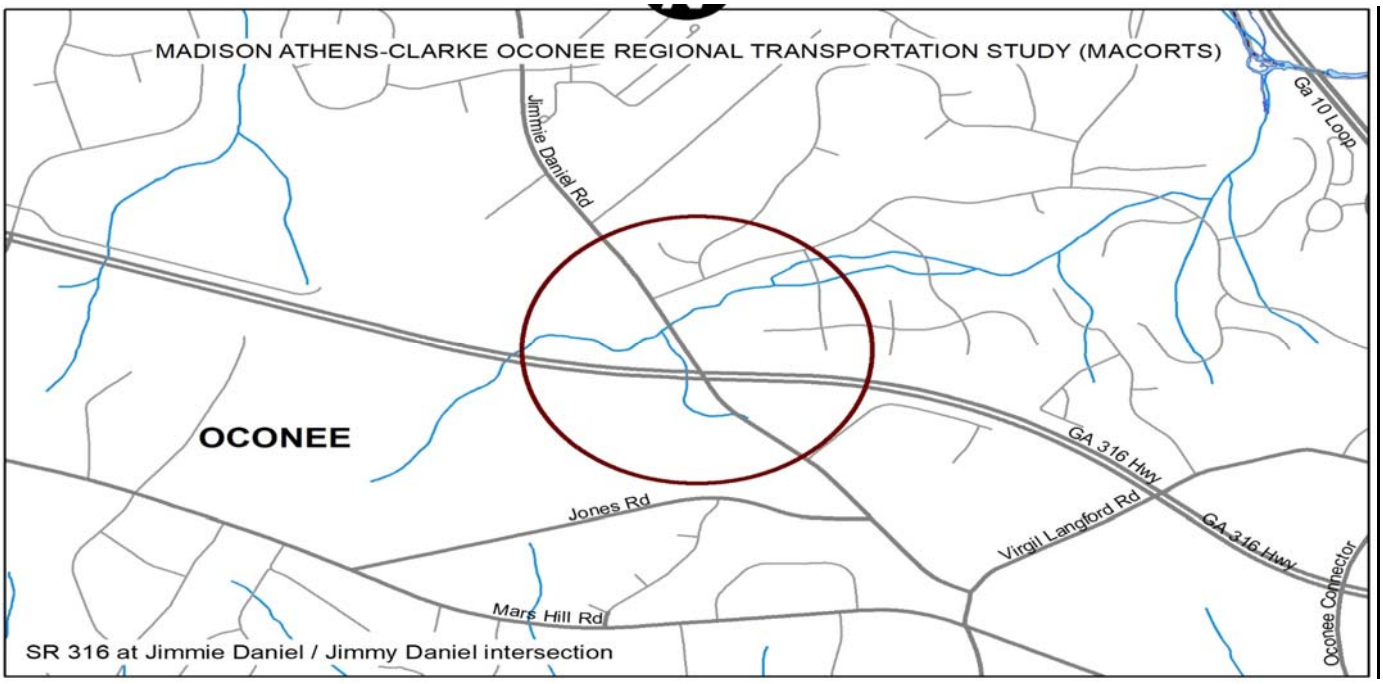
PROJECT NAME: SR 316 @ Jimmie Daniel Interchange		***MTP Project / TIP #*** P-77	**Fund:** Z001
PROJECT DESCRIPTION: This project would create an interchange at the SR 316 intersection with Jimmie Daniel Road.		*Estimated Cost:*	$2,228,537
		County:	Oconee
		P.I. #:	0013767
		GDOT Prj.#:	
Length (miles): 0.4	*# of existing lanes:* 2	*# of lanes planned:*	2
DOT District #: 1	*Congressional Dist. #:* 10	*RDC:*	Northeast Georgia
Average Daily Traffic Volume	*2018 ADT:* 4,830	*2045(projected):*	12,800

COMMENTS/REMARKS:

ROW is tentatively scheduled for 2025. Construction is tentatively scheduled for Long Range (2027).

PROJECT PHASE	***SOURCE***	***FY2021***	***FY2022***	***FY2023***	***FY2024***	***TOTAL***
Preliminary Engineering ($)	Fed/State			$2,228,537		$2,228,537
Right-of-Way ($)	Fed/State					$0
Construction Costs ($)	Fed/State					$0
PROJECT COST		$0	$0	$2,228,537	$0	$2,228,537
Federal Cost ($)		$0	$0	$1,782,830	$0	$1,782,830
State Cost ($)		$0	$0	$445,707	$0	$445,707
Local Cost ($)		$0	$0	$0	$0	$0

PROJECT LOCATION



MADISON ATHENS-CLARKE OCONEE REGIONAL TRANSPORTATION STUDY
FY 2021-2024 TRANSPORTATION IMPROVEMENT PROGRAM

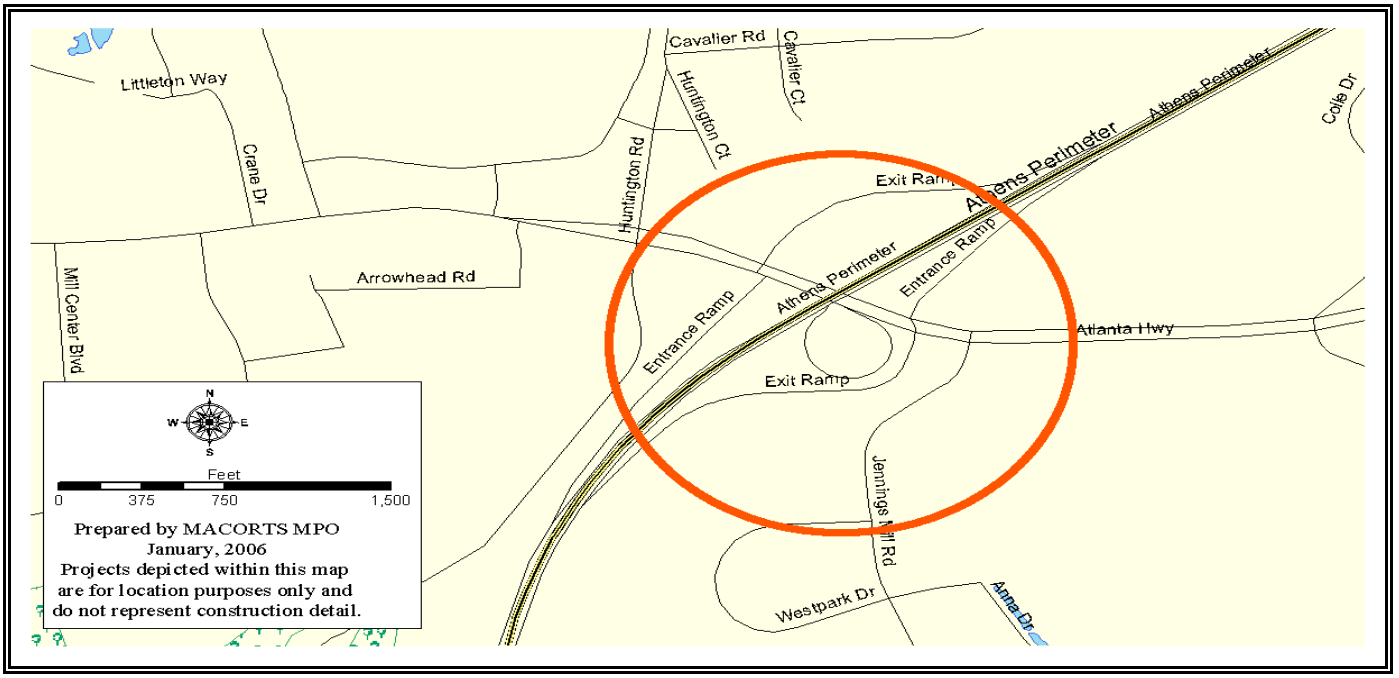
PROJECT NAME: SR10 Loop at Atlanta Hwy/SR10		***MTP Project / TIP #*** P-78	**Fund:** Z231
PROJECT DESCRIPTION: This project would reconstruct the interchange at SR 10 Loop and the Atlanta Highway.		*Estimated Cost:*	$43,105,856
		County:	Clarke
		P.I. #: 122890	
		GDOT Prj.#:	NH 003-3(53)
Length (miles): 4	*# of existing lanes:* 4	*# of lanes planned:*	6
DOT District #: 1	*Congressional Dist. #:* 10	*RDC:*	Northeast Georgia
Average Daily Traffic Volume	*2018 ADT:* 33,200	*2045(projected):*	42,150

COMMENTS/REMARKS:

Construction is tentatively scheduled for 2023.

PROJECT PHASE	***SOURCE***	***FY2021***	***FY2022***	***FY2023***	***FY2024***	***TOTAL***
Preliminary Engineering ($)	Fed/State					$0
Right-of-Way ($)	Fed/State					$0
Construction Costs ($)	Fed/State			$38,233,850		
Utilities Costs ($)	Fed/State			$4,872,006		$4,872,006
PROJECT COST		$0	$0	$43,105,856	$0	$43,105,856
Federal Cost ($)		$0	$0	$34,484,685	$0	$34,484,685
State Cost ($)		$0	$0	$8,621,171	$0	$8,621,171
Local Cost ($)		$0	$0	$0	$0	$0

PROJECT LOCATION



Federal or State funding to be spent within the MACORTS area must be reported in the TIP. Projects that utilize Lump Sum funding originate with and are administered by the Georgia Department of Transportation. Local governments cannot allocate Lump Sum funds to specific projects. Lump Sum funding is shown for informational purposes only.

SECTION III

Lump Sum Projects

MADISON ATHENS-CLARKE OCONEE REGIONAL TRANSPORTATION STUDY
FY 2021-2024 TRANSPORTATION IMPROVEMENT PROGRAM

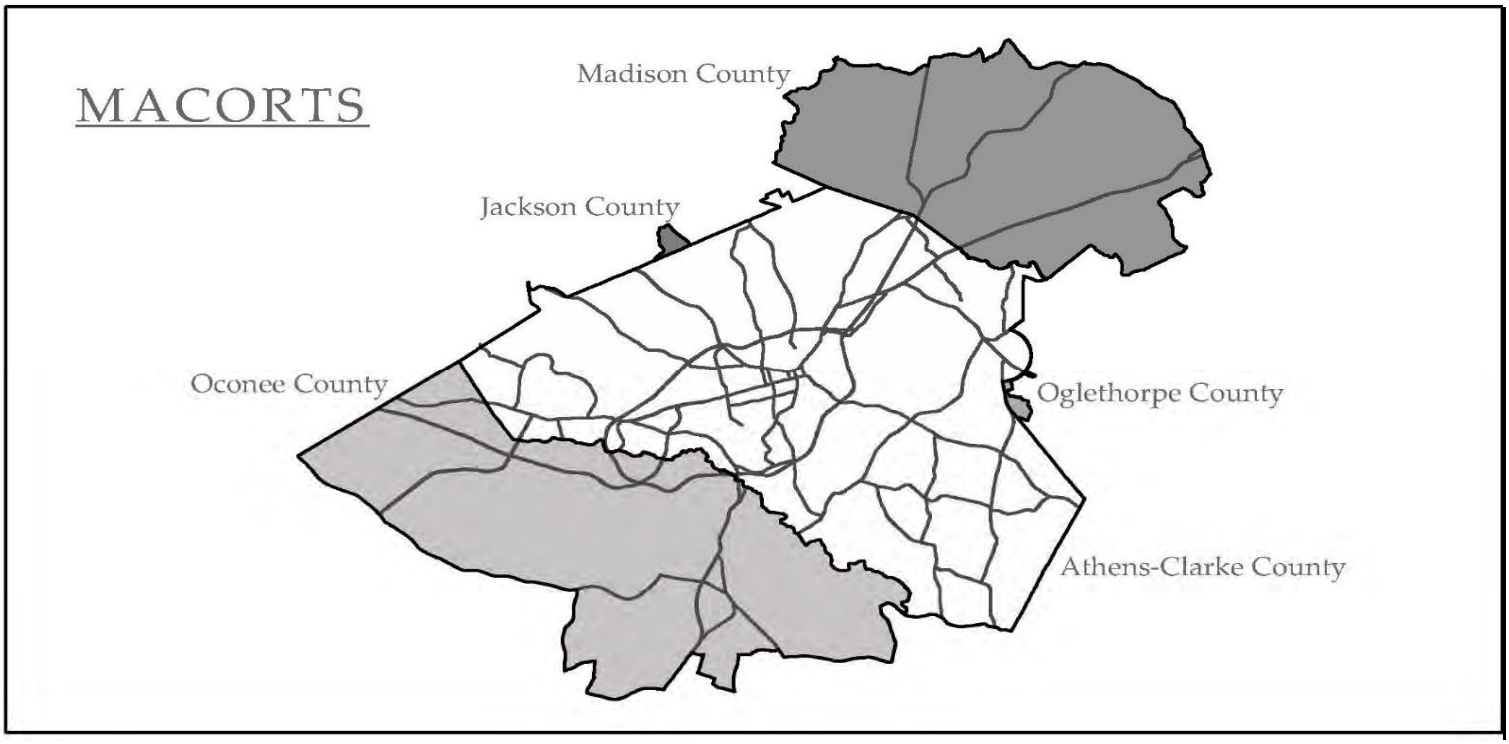
PROJECT NAME: Lump Sum, National Highway System - Z001		***TIP #:*** LumpZ001	***FUND:*** Z001
PROJECT DESCRIPTION: Federal funds are available for resurfacing and maintenance of eligible roads in the National Highway System (NHS) or Surface Transportation Program (STP).		*Estimated Cost:* varies	
		County: Clarke/Oconee/Madison	
		P.I. #: n/a	Prj. #: n/a
		GDOT Prj. #: n/a	

Length (miles):	n/a	*# of existing lanes:*	n/a	*# of lanes planned:*	n/a
DOT District #:	1	*Congressional Dist. #:*	9,10	*RDC:*	Northeast Georgia
Average Daily Traffic Volume		*2018ADT:*	n/a	*2045(projected):*	n/a

COMMENTS/REMARKS:
These funds are used to resurface and maintain roads in the NHS or STP in the MACORTS area.

PROJECT PHASE	***SOURCE***	***FY2021***	***FY2022***	***FY2023***	***2024***	***TOTAL***
Preliminary Engineering ($)						$0
Right-of-Way ($)						$0
Construction Costs ($)	Federal	$3,057,000	$3,057,000	$3,057,000	$3,057,000	$12,228,000
PROJECT COST		$3,057,000	$3,057,000	$3,057,000	$3,057,000	$12,228,000
Federal Cost ($)		$3,057,000	$3,057,000	$3,057,000	$3,057,000	$12,228,000
State Cost ($)		$0	$0	$0	$0	$0
Local Cost ($)		$0	$0	$0	$0	$0

PROJECT LOCATION

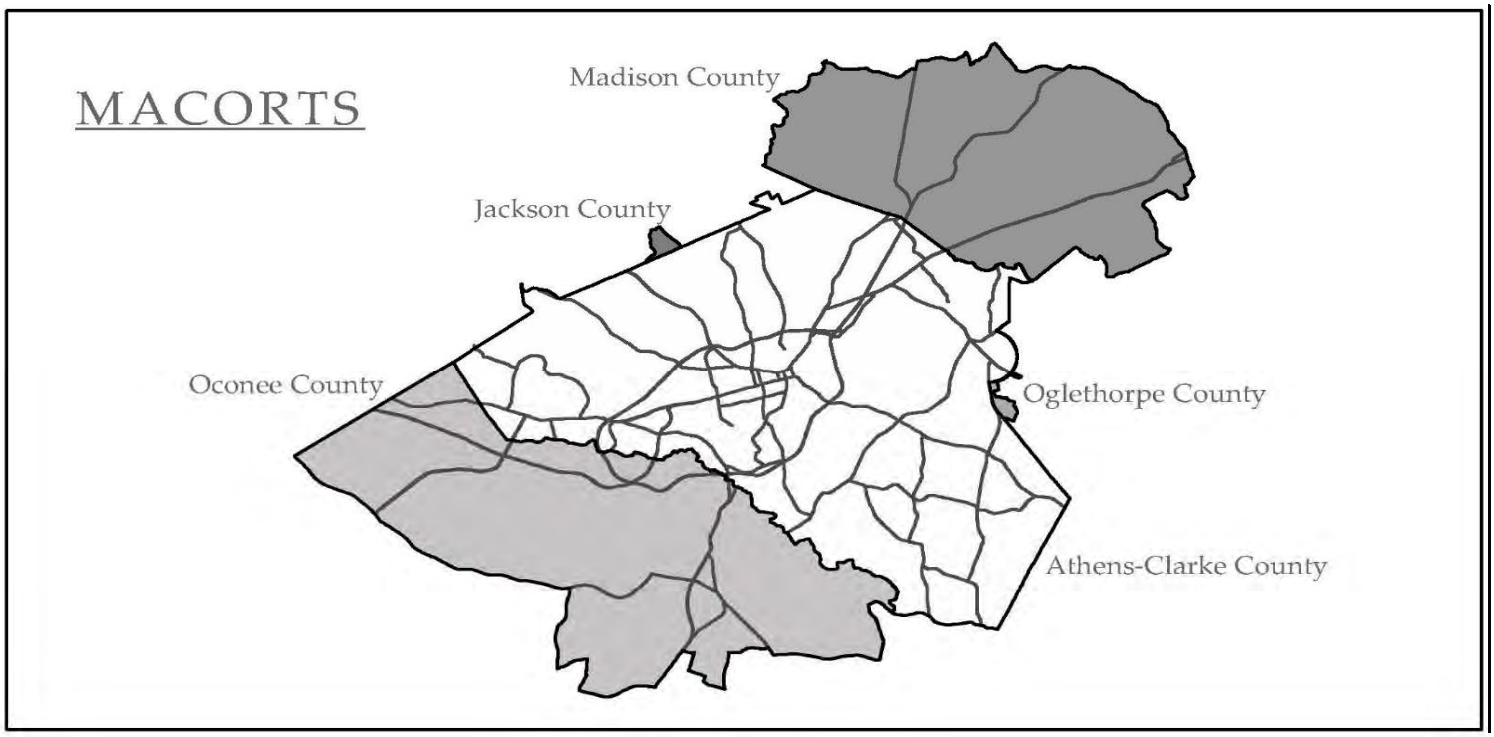


MADISON ATHENS-CLARKE OCONEE REGIONAL TRANSPORTATION STUDY
FY 2021-2024 TRANSPORTATION IMPROVEMENT PROGRAM

PROJECT NAME: Lump Sum, National Highway System - Z001		***TIP #:*** LumpZ001	***FUND:*** Z001
PROJECT DESCRIPTION: Federal and state funds are available for roadway lighting of eligible roads in the National Highway System (NHS).		*Estimated Cost:* varies	
		County: Clarke/Oconee/Madison	
		P.I. #: n/a	Prj. #: n/a
		GDOT Prj. #: n/a	
Length (miles): n/a	*# of existing lanes:* n/a	*# of lanes planned:* n/a	
DOT District #: 1	*Congressional Dist. #:* 9,10	*RDC:* Northeast Georgia	
Average Daily Traffic Volume	*2018ADT:* n/a	*2045 (projected):* n/a	
COMMENTS/REMARKS: These funds are provided to provide lighting along State Routes in the MACORTS area.			

PROJECT PHASE	***SOURCE***	***FY2021***	***FY2022***	***FY2023***	***FY2024***	***TOTAL***
Preliminary Engineering ($)						$0
Right-of-Way ($)						$0
Construction Costs ($)	Federal	$13,000	$13,000	$13,000	$13,000	$52,000
PROJECT COST		$13,000	$13,000	$13,000	$13,000	$52,000
Federal Cost ($)		$10,400	$10,400	$10,400	$10,400	$41,600
State Cost ($)		$2,600	$2,600	$2,600	$2,600	$10,400
Local Cost ($)		$0	$0	$0	$0	$0

PROJECT LOCATION



MADISON ATHENS-CLARKE OCONEE REGIONAL TRANSPORTATION STUDY
FY 2021-2024 TRANSPORTATION IMPROVEMENT PROGRAM

PROJECT NAME: Lump Sum, Surface Transportation Program - ZS30		***TIP #:*** LumpZS30	***FUND:*** ZS30
PROJECT DESCRIPTION: Federal and state funds are available for safety projects.		*Estimated Cost:* varies	
		County: Clarke/Oconee/Madison	
		P.I. #: n/a	Prj. #: n/a
		GDOT Prj. #: n/a	

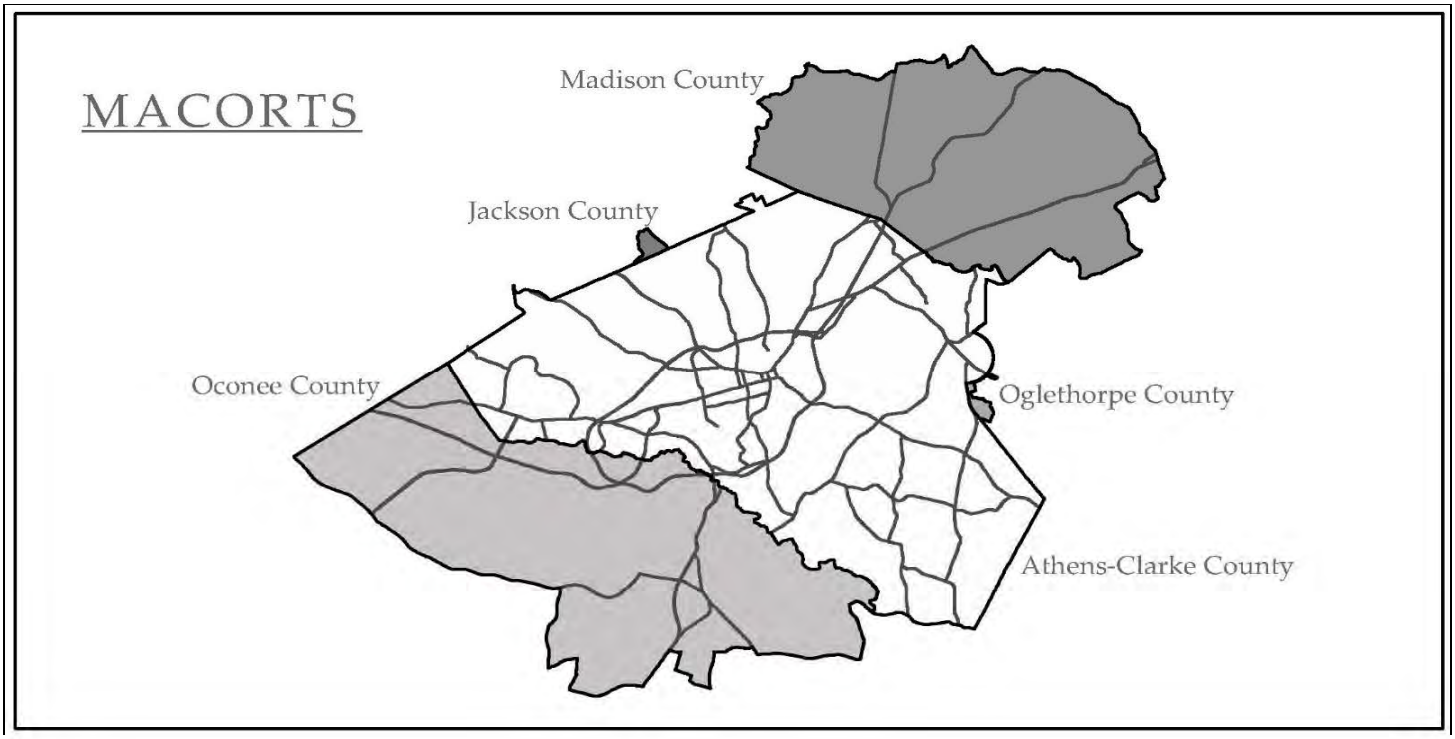
Length (miles):	n/a	*# of existing lanes:*	n/a	*# of lanes planned:*	n/a
DOT District #:	1	*Congressional Dist. #:*	9,10	*RDC:*	Northeast Georgia
Average Daily Traffic Volume		*2018ADT:*	n/a	*2045 (projected)*	n/a

COMMENTS/REMARKS:

These funds are expended on safety projects along State Routes within the MACORTS area.

PROJECT PHASE	***SOURCE***	***FY2021***	***FY2022***	***FY2023***	***FY2024***	***TOTAL***
Preliminary Engineering ($)						$0
Right-of-Way ($)						$0
Construction Costs ($)	Federal	$1,329,000	$1,329,000	$1,329,000	$1,329,000	$5,316,000
PROJECT COST		$1,329,000	$1,329,000	$1,329,000	$1,329,000	$5,316,000
Federal Cost ($)		$1,329,000	$1,329,000	$1,329,000	$1,329,000	$5,316,000
State Cost ($)		$0	$0	$0	$0	$0
Local Cost ($)		$0	$0	$0	$0	$0

PROJECT LOCATION



MADISON ATHENS-CLARKE OCONEE REGIONAL TRANSPORTATION STUDY
FY 2021-2024 TRANSPORTATION IMPROVEMENT PROGRAM

PROJECT NAME: Lump Sum, ENHAN		***TIP #:*** LUMPL220	***FUND:*** L220
PROJECT DESCRIPTION: Federal funds are available for STP Enhancement projects.		*Estimated Cost:* varies	
		County: Clarke/Oconee/Madison	
		P.I. #: n/a	Prj. #: n/a
		GDOT Prj. #: n/a	

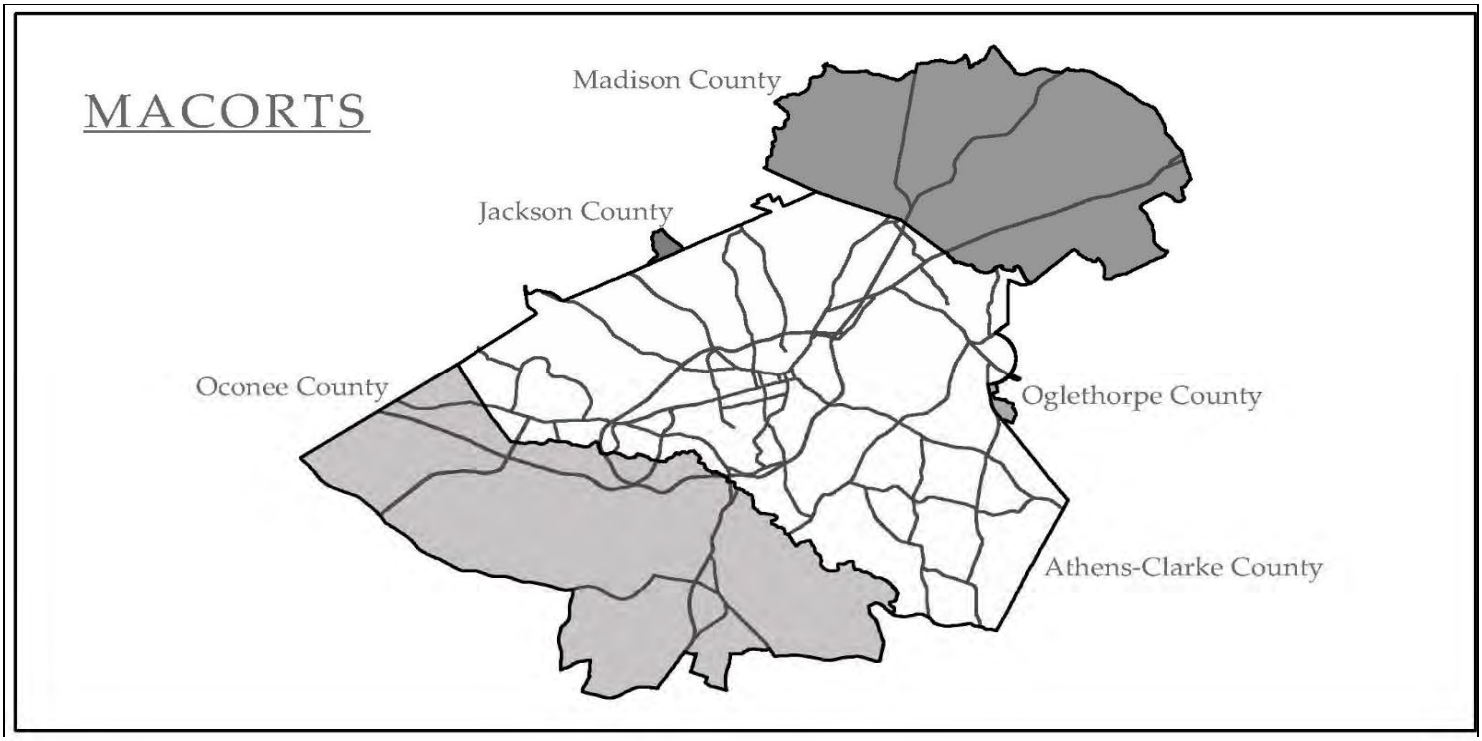
Length (miles):	n/a	*# of existing lanes:*	n/a	*# of lanes planned:*	n/a
DOT District #:	1	*Congressional Dist. #:*	9,10	*RDC:*	Northeast Georgia
Average Daily Traffic Volume		*2018ADT:*	n/a	*2045(projected):*	n/a

COMMENTS/REMARKS:

These funds are distributed through the Transportation Enhancement (TE) program - a competitive grant program that accepts applications biannually.

PROJECT PHASE	***SOURCE***	***FY2021***	***FY2022***	***FY2023***	***FY2024***	***TOTAL***
Preliminary Engineering ($)						$0
Right-of-Way ($)						$0
Construction Costs ($)	Federal/Local	$117,000				$117,000
PROJECT COST		$117,000	$0	$0	$0	$117,000
Federal Cost ($)		$117,000	$0	$0	$0	$117,000
State Cost ($)		$0	$0	$0	$0	$0
Local Cost ($)		$0	$0	$0	$0	$0

PROJECT LOCATION



MADISON ATHENS-CLARKE OCONEE REGIONAL TRANSPORTATION STUDY
FY 2021-2024 TRANSPORTATION IMPROVEMENT PROGRAM

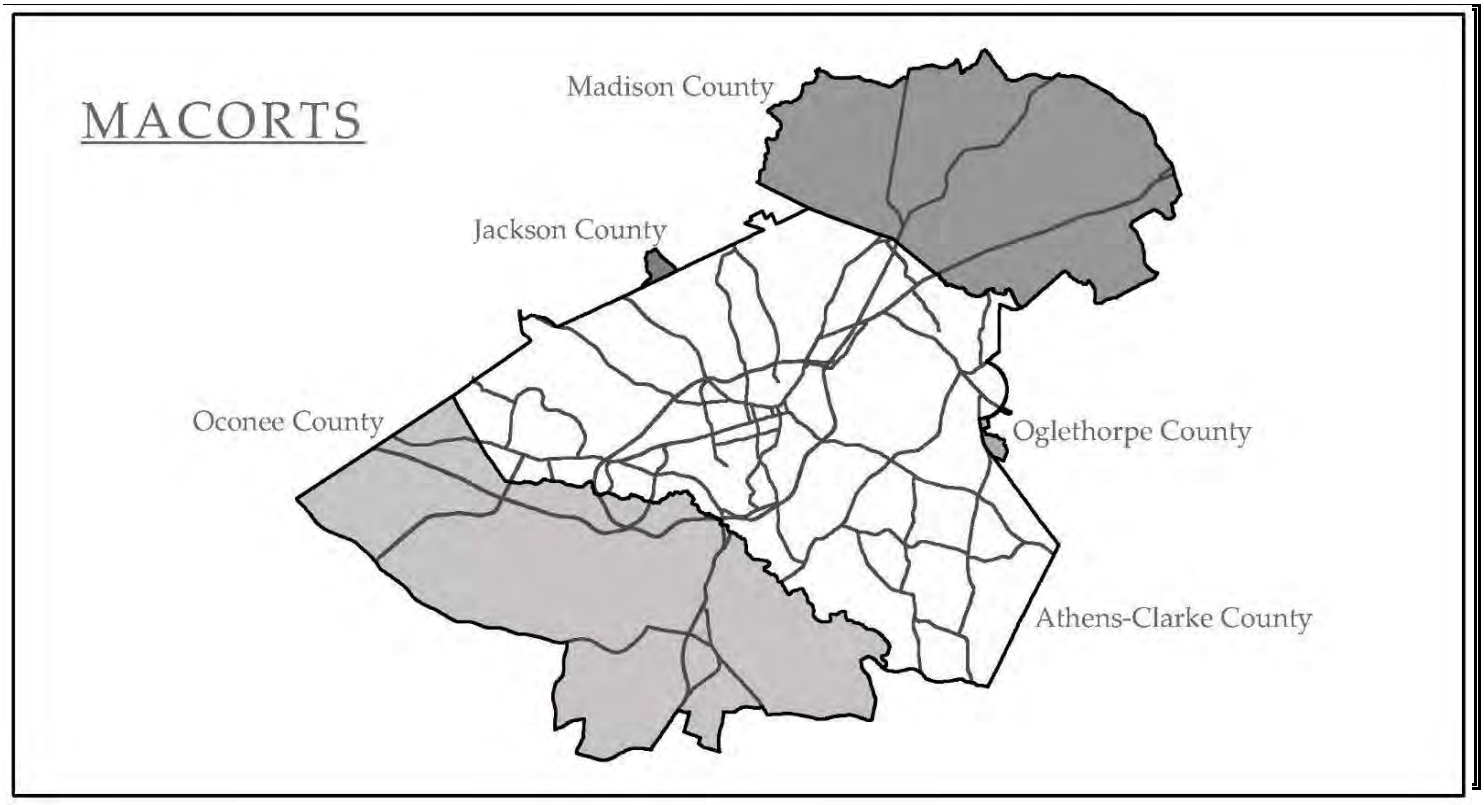
PROJECT NAME: Lump Sum, Surface Transportation Program - Z240		***TIP #:*** LumpZ240	***FUND:*** Z240
PROJECT DESCRIPTION: Federal and state funds are available for bridge painting.		*Estimated Cost:* varies	
		County: Clarke/Oconee/Madison	
		P.I. #: n/a	Prj. #: n/a
		GDOT Prj. #: n/a	

Length (miles): n/a	*# of existing lanes:* n/a		*# of lanes planned:* n/a		
DOT District #: 1	*Congressional Dist. #:* 9,10		*RDC:* Northeast Georgia		
Average Daily Traffic Volume	*2018ADT:* n/a		*2045 (projected):* n/a		

COMMENTS/REMARKS:
These funds are used to paint bridges along State Routes as necessary in the MACORTS area.

PROJECT PHASE	***SOURCE***	***FY2021***	***FY2022***	***FY2023***	***FY2024***	***TOTAL***
Preliminary Engineering ($)						$0
Right-of-Way ($)						$0
Construction Costs ($)	Federal	$133,000	$133,000	$133,000	$133,000	$532,000
PROJECT COST		$133,000	$133,000	$133,000	$133,000	$532,000
Federal Cost ($)		$65,000	$65,000	$65,000	$65,000	$260,000
State Cost ($)		$68,000	$68,000	$68,000	$68,000	$272,000
Local Cost ($)		$0	$0	$0	$0	$0

PROJECT LOCATION



MADISON ATHENS-CLARKE OCONEE REGIONAL TRANSPORTATION STUDY
FY 2021-2024 TRANSPORTATION IMPROVEMENT PROGRAM

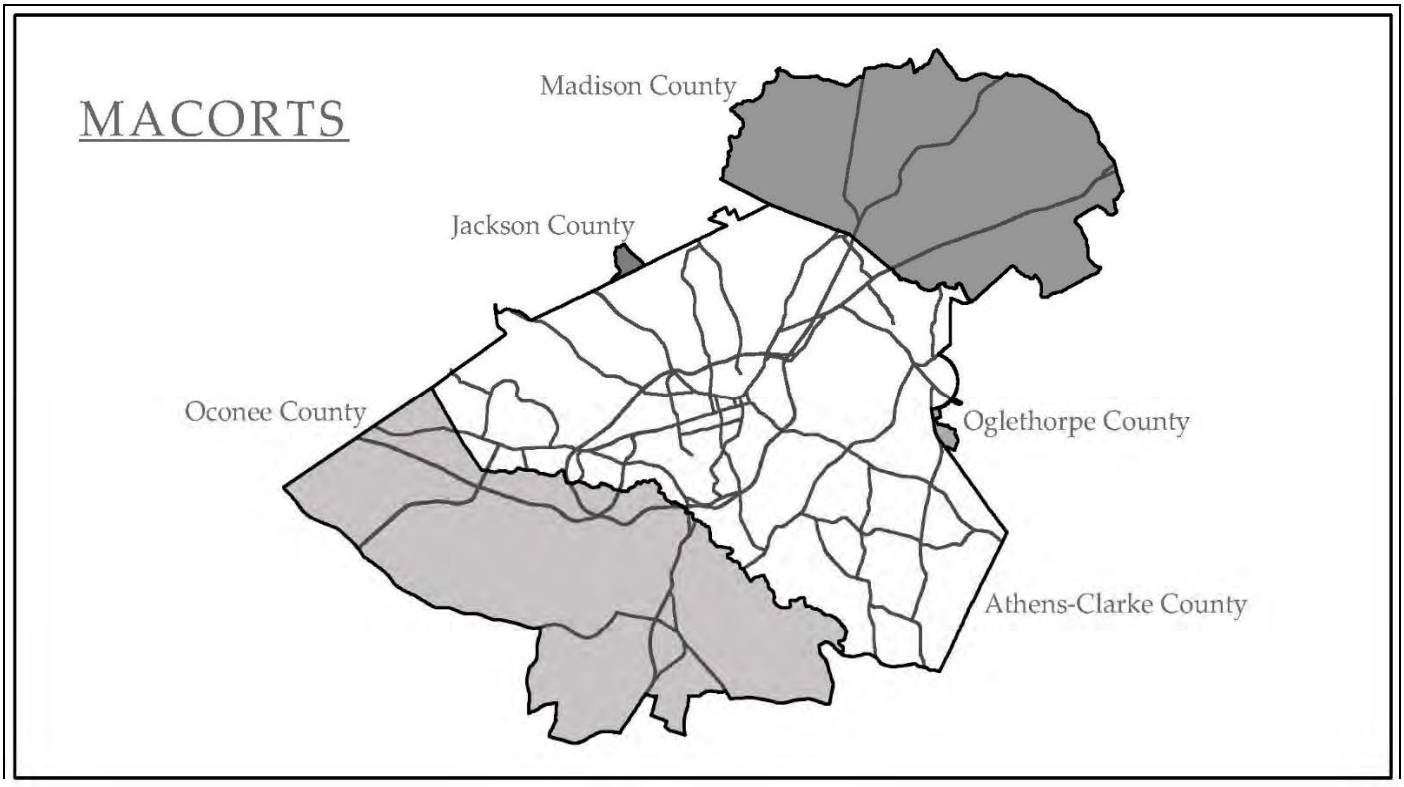
PROJECT NAME: Lump Sum, Surface Transportation Program - Z240		***TIP #:*** LumpZ40	***FUND:*** Z240
PROJECT DESCRIPTION: Federal and state funds are available for traffic signals		*Estimated Cost:* varies	
		County: Clarke/Oconee/Madison	
		P.I. #: n/a	Prj. #: n/a
		GDOT Prj. #: n/a	

Length (miles): n/a	*# of existing lanes:* n/a	*# of lanes planned:* n/a
DOT District #: 1	*Congressional Dist. #:* 9,10	*RDC:* Northeast Georgia
Average Daily Traffic Volume	*2018ADT:* n/a	*2045 (projected):* n/a

COMMENTS/REMARKS:
These funds are used to provide traffic signals along State Routes in the MACORTS area.

PROJECT PHASE	***SOURCE***	***FY2021***	***FY2022***	***FY2023***	***FY2024***	***TOTAL***
Preliminary Engineering ($)						$0
Right-of-Way ($)						$0
Construction Costs ($)	Federal/State	$399,000	$399,000	$399,000	$399,000	$1,596,000
PROJECT COST		$399,000	$399,000	$399,000	$399,000	$1,596,000
Federal Cost ($)		$319,200	$319,200	$319,200	$319,200	$1,276,800
State Cost ($)		$79,800	$79,800	$79,800	$79,800	$319,200
Local Cost ($)		$0	$0	$0	$0	$0

PROJECT LOCATION



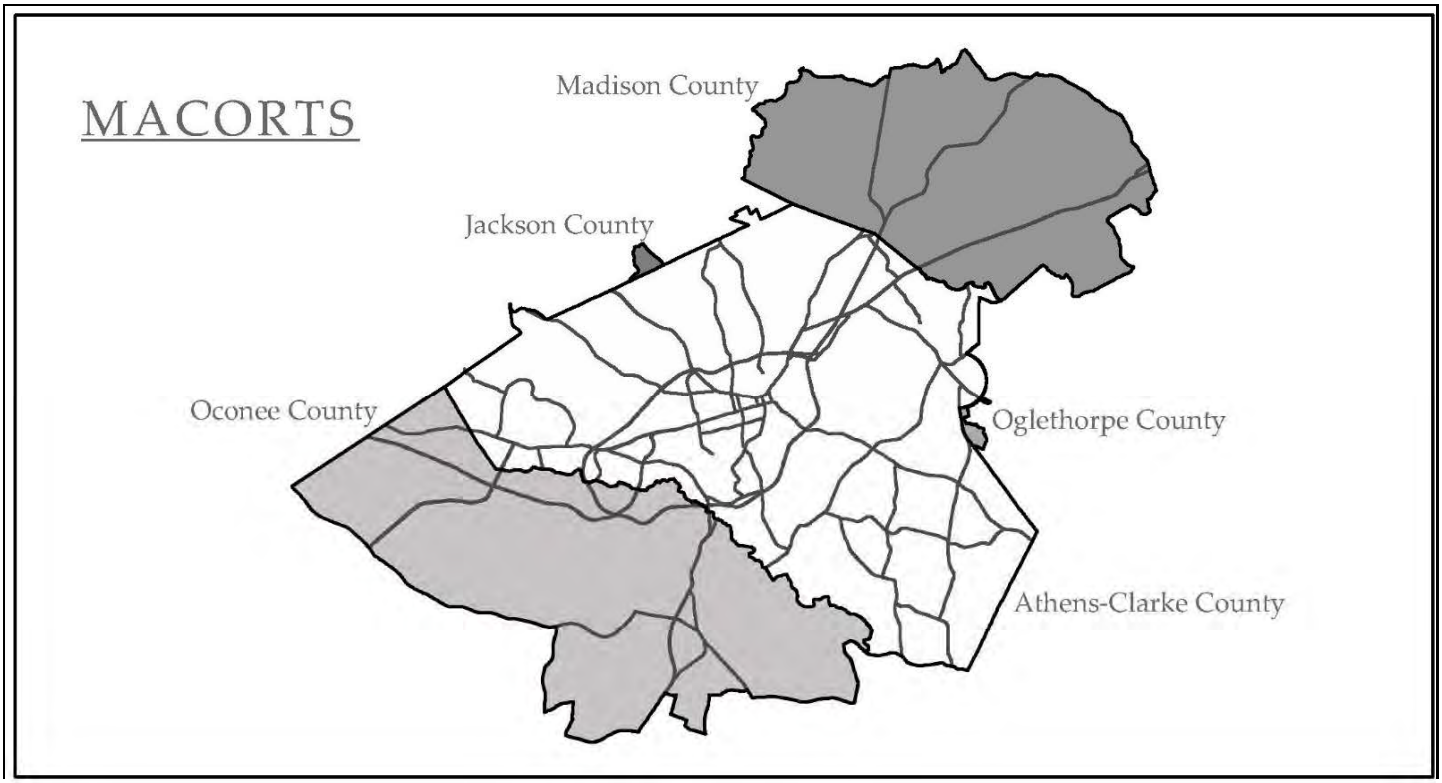
MADISON ATHENS-CLARKE OCONEE REGIONAL TRANSPORTATION STUDY
FY 2021-2024 TRANSPORTATION IMPROVEMENT PROGRAM

PROJECT NAME: Lump Sum, Surface Transportation Program - Z001		***TIP #:*** LumpZ001	***FUND:*** Z001
PROJECT DESCRIPTION: Federal and state funds are available for Traffic Control Devices in the National Highway System.		*Estimated Cost:* varies	
		County: Clarke/Oconee/Madison	
		P.I. #: n/a	Prj. #: n/a
		GDOT Prj. #: n/a	

Length (miles): n/a	*# of existing lanes:* n/a		*# of lanes planned:* n/a		
DOT District #: 1	*Congressional Dist. #:* 9,10		*RDC:* Northeast Georgia		
Average Daily Traffic Volume	*2018ADT:* n/a		*2045 (projected):* n/a		
COMMENTS/REMARKS:					

PROJECT PHASE	***SOURCE***	***FY2021***	***FY2022***	***FY2023***	***FY2024***	***TOTAL***
Preliminary Engineering ($)						$0
Right-of-Way ($)						$0
Construction Costs ($)	Federal/State	$0	$0	$0	$0	$0
PROJECT COST		$0	$0	$0	$0	$0
Federal Cost ($)		$0	$0	$0	$0	$0
State Cost ($)		$0	$0	$0	$0	$0
Local Cost ($)		$0	$0	$0	$0	$0

PROJECT LOCATION

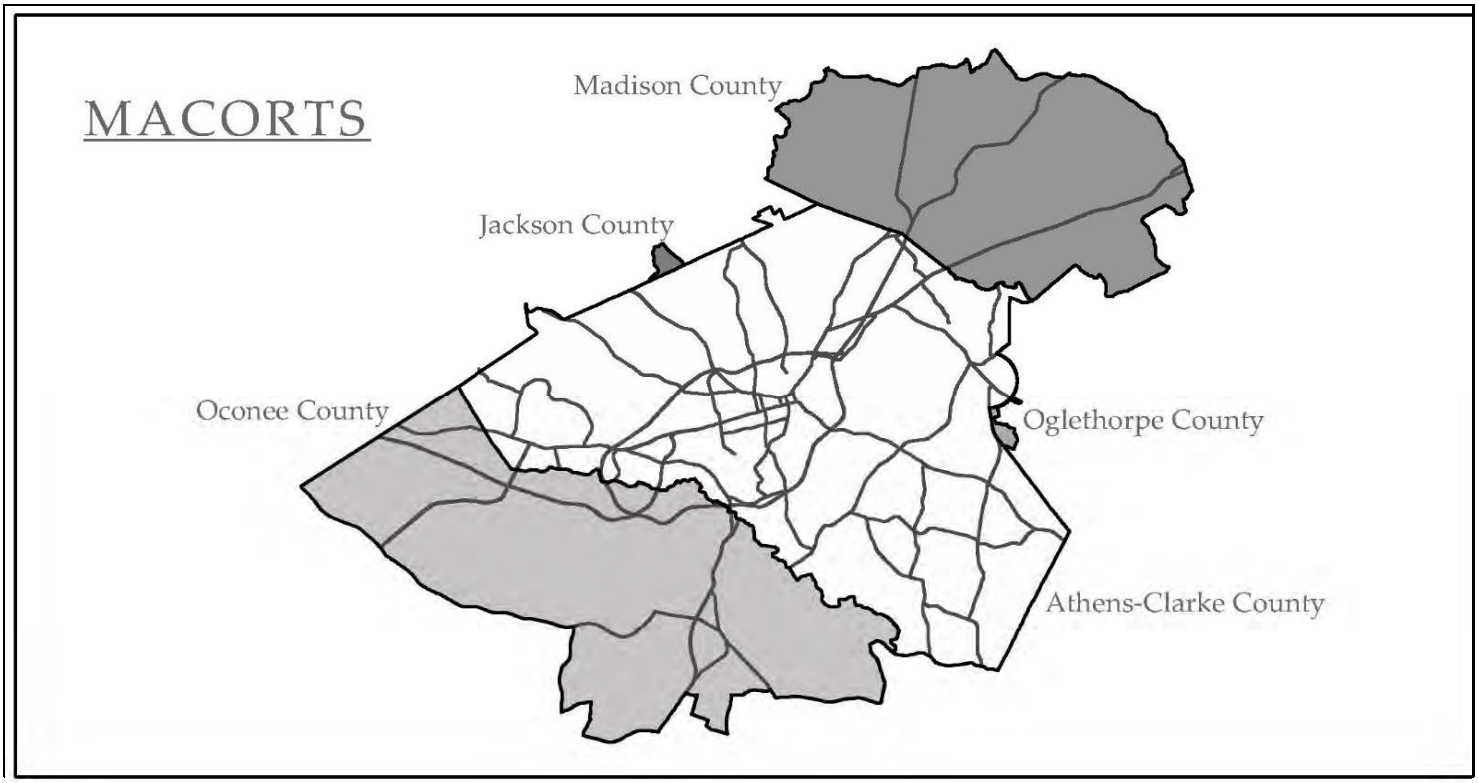


MADISON ATHENS-CLARKE OCONEE REGIONAL TRANSPORTATION STUDY
FY 2021-2024 TRANSPORTATION IMPROVEMENT PROGRAM

PROJECT NAME: Lump Sum, Surface Transportation Program - Z240		***TIP #:*** LumpZ240	***FUND:*** Z240
PROJECT DESCRIPTION: Federal and state funds are available for construction management.		*Estimated Cost:* varies	
		County: Clarke/Oconee/Madison	
		P.I. #: n/a	Prj. #: n/a
		GDOT Prj. #: n/a	
Length (miles): n/a	*# of existing lanes:* n/a	*# of lanes planned:* n/a	
DOT District #: 1	*Congressional Dist. #:* 9,10	*RDC:* Northeast Georgia	
Average Daily Traffic Volume	*2018ADT:* n/a	*2045 (projected):* n/a	
COMMENTS/REMARKS: .			

PROJECT PHASE	***SOURCE***	***FY2021***	***FY2022***	***FY2023***	***FY2024***	***TOTAL***
Preliminary Engineering ($)						$0
Right-of-Way ($)						$0
Construction Costs ($)	Federal/State	$691,000	$691,000	$691,000	$691,000	$2,764,000
PROJECT COST		$691,000	$691,000	$691,000	$691,000	$2,764,000
Federal Cost ($)		$552,800	$552,800	$552,800	$552,800	$2,211,200
State Cost ($)		$138,200	$138,200	$138,200	$138,200	$552,800
Local Cost ($)		$0	$0	$0	$0	$0

PROJECT LOCATION

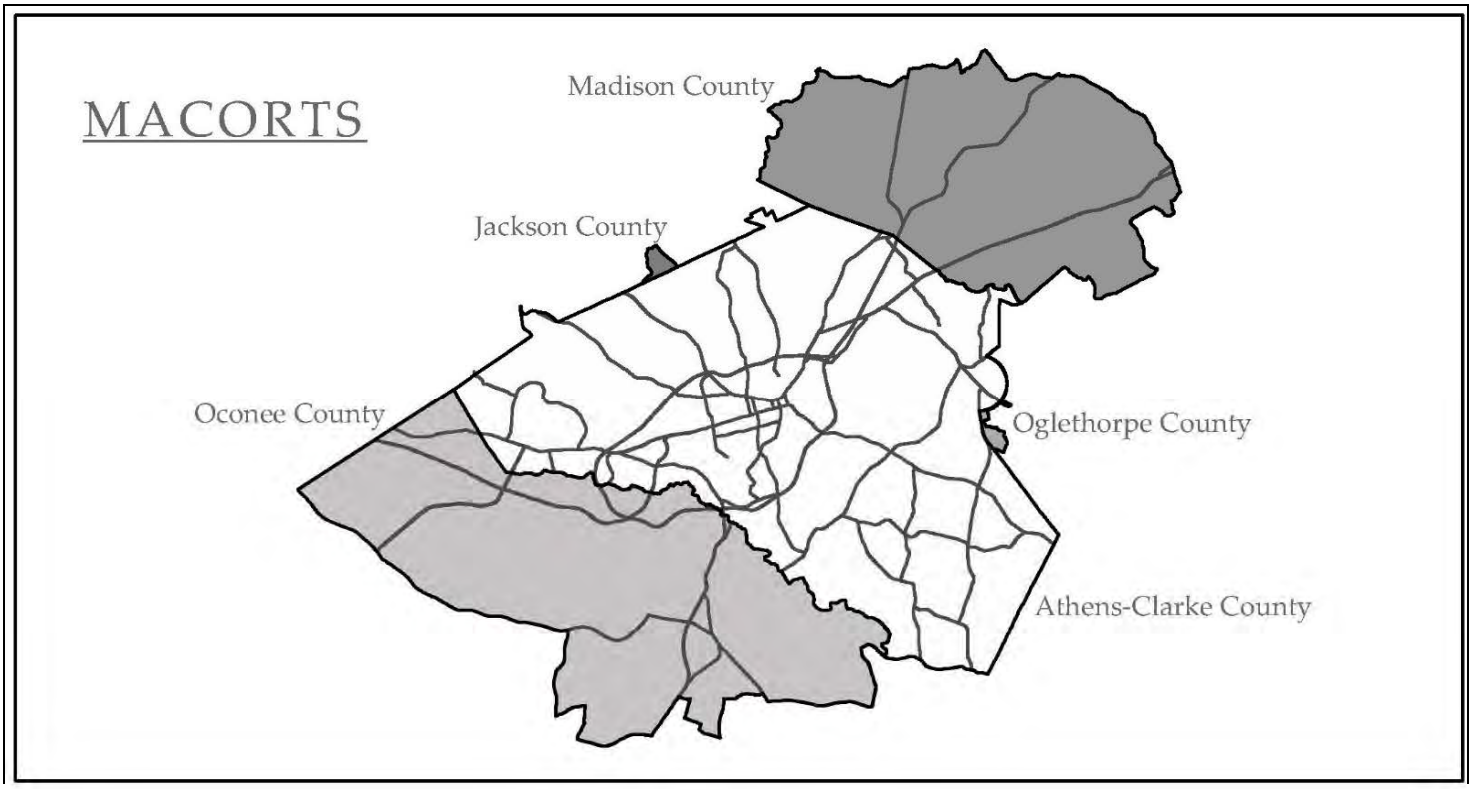


MADISON ATHENS-CLARKE OCONEE REGIONAL TRANSPORTATION STUDY
FY 2021-2024 TRANSPORTATION IMPROVEMENT PROGRAM

PROJECT NAME: Lump Sum, Surface Transportation Program - Z240		***TIP #:*** LumpZ240	***FUND:*** Z240
PROJECT DESCRIPTION: Federal and state funds are available for protective R/W purchase.		*Estimated Cost:* varies	
		County: Clarke/Oconee/Madison	
		P.I. #: n/a	Prj. #: n/a
		GDOT Prj. #: n/a	
Length (miles): n/a	*# of existing lanes:* n/a	*# of lanes planned:* n/a	
DOT District #: 1	*Congressional Dist. #:* 9,10	*RDC:* Northeast Georgia	
Average Daily Traffic Volume	*2018ADT:* n/a	*2045 (projected):* n/a	
COMMENTS/REMARKS: These funds are available to purchase protective rights-of-way along State Routes in the MACORTS area.			

PROJECT PHASE	***SOURCE***	***FY2021***	***FY2022***	***FY2023***	***FY2024***	***TOTAL***
Preliminary Engineering ($)						$0
Right-of-Way ($)						$0
Construction Costs ($)	Federal/State	$20,000	$20,000	$20,000	$20,000	$80,000
PROJECT COST		$20,000	$20,000	$20,000	$20,000	$80,000
Federal Cost ($)		$16,000	$16,000	$16,000	$16,000	$64,000
State Cost ($)		$4,000	$4,000	$4,000	$4,000	$16,000
Local Cost ($)		$0	$0	$0	$0	$0

PROJECT LOCATION



MADISON ATHENS-CLARKE OCONEE REGIONAL TRANSPORTATION STUDY
FY 2021-2024TRANSPORTATION IMPROVEMENT PROGRAM

PROJECT NAME: DNR TRAILS - Z940		***TIP #:*** LumpZ940	***FUND:*** Z940
PROJECT DESCRIPTION:		*Estimated Cost:*	varies
State funds are available for recreational trails. These funds pass through GDOT to		*County:*	Clarke/Oconee/Madison
the Dept. of Natural Resources and are distributed through a competitive grant progr		*P.I. #:* n/a	Prj. #: n/a
		GDOT Prj. #:	n/a

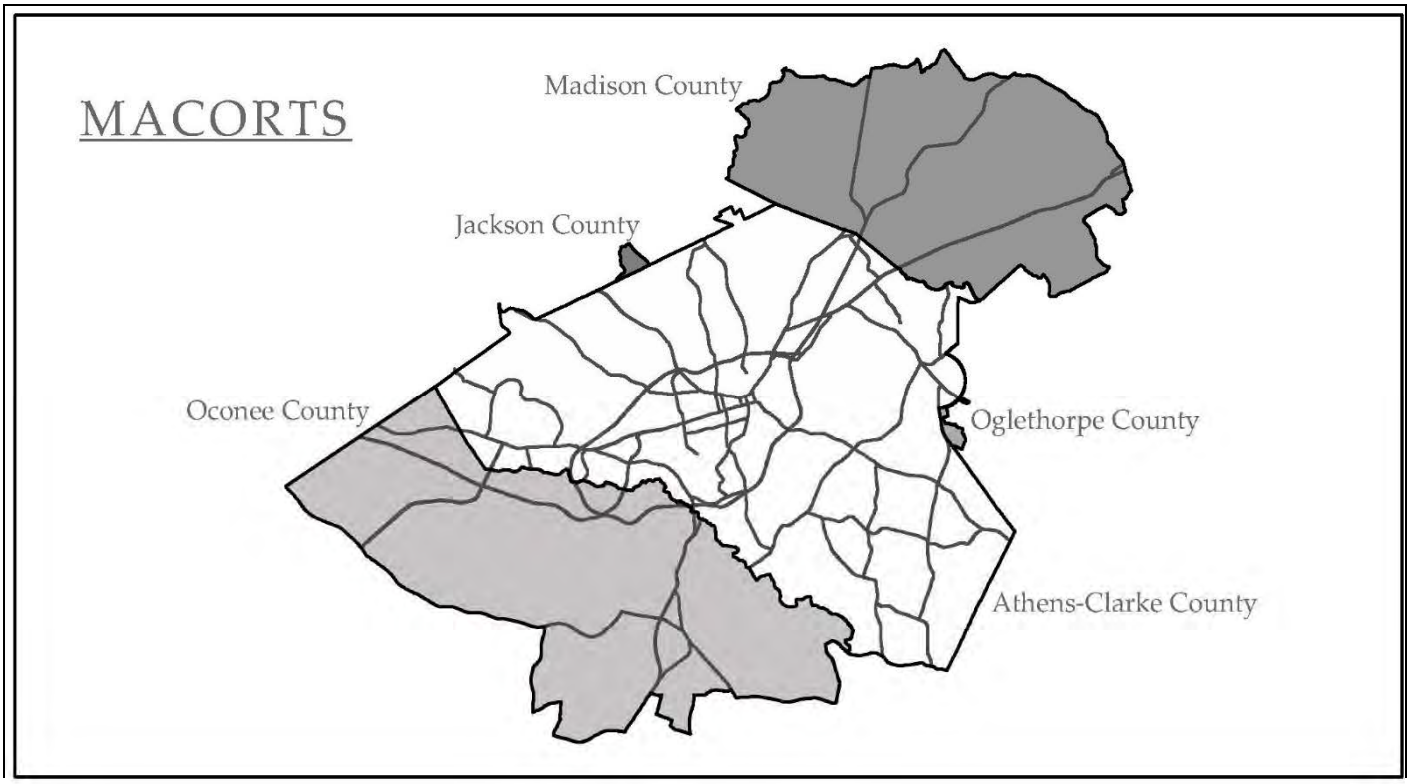
Length (miles): n/a	*# of existing lanes:* n/a	*# of lanes planned:* n/a
DOT District #: 1	*Congressional Dist. #:* 9,10	*RDC:* Northeast Georgia
Average Daily Traffic Volume	*2018ADT:* n/a	*2045 (projected):* n/a

COMMENTS/REMARKS:

In ACC, typically these funds are applied for through Leisure Services. Only one application is accepted per community.

PROJECT PHASE	***SOURCE***	***FY2021***	***FY2022***	***FY2023***	***FY2024***	***TOTAL***
Preliminary Engineering ($)						$0
Right-of-Way ($)						$0
Construction Costs ($)	Federal / State	$0	$0	$0	$0	$0
PROJECT COST		$0	$0	$0	$0	$0
Federal Cost ($)		$0	$0	$0	$0	$0
State Cost ($)		$0	$0	$0	$0	$0
Local Cost ($)		$0	$0	$0	$0	$0

PROJECT LOCATION

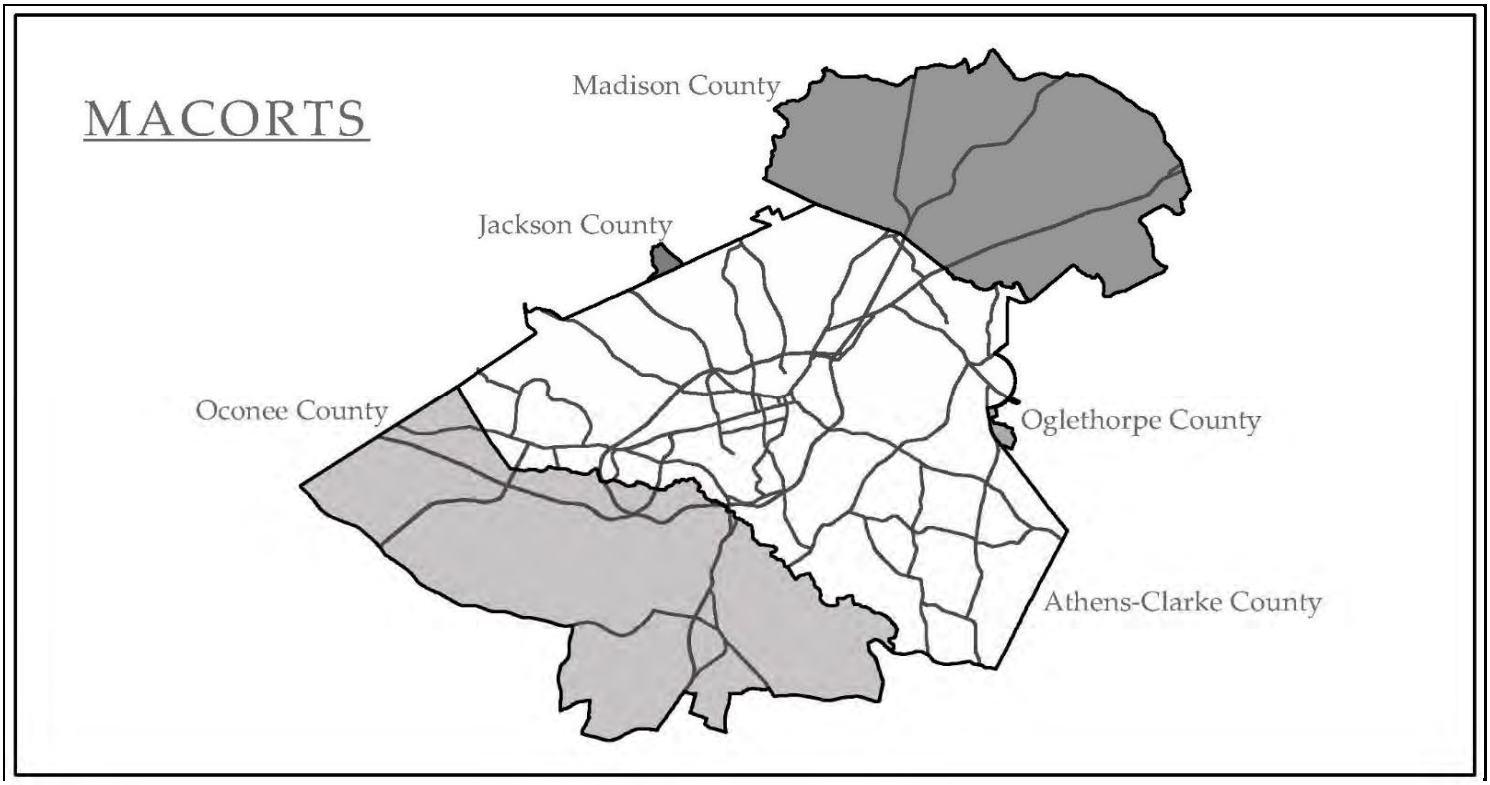


MADISON ATHENS-CLARKE OCONEE REGIONAL TRANSPORTATION STUDY
FY 2021-2024 TRANSPORTATION IMPROVEMENT PROGRAM

PROJECT NAME: OPERATIONAL		***TIP #:*** LumpZ240	***FUND:*** Z240
PROJECT DESCRIPTION: Federal and State funds available for capital and operating costs for traffic monitoring, management, control facilities, and programs in the MACORTS area.		*Estimated Cost:* varies	
		County: Clarke/Oconee/Madison	
		P.I. #: n/a	Prj. #: N/A
		GDOT Prj. #: n/a	
Length (miles): n/a	*# of existing lanes:* n/a	*# of lanes planned:* n/a	
DOT District #: 1	*Congressional Dist. #:* 9,10	*RDC:* Northeast Georgia	
Average Daily Traffic Volume	*2018ADT:* n/a	*2045 (projected):* n/a	
COMMENTS/REMARKS:			

PROJECT PHASE	***SOURCE***	***FY2021***	***FY2022***	***FY2023***	***FY2024***	***TOTAL***
Preliminary Engineering ($)						$0
Right-of-Way ($)						$0
Construction Costs ($)	Federal	$159,000	$159,000	$159,000	$159,000	$636,000
PROJECT COST		$159,000	$159,000	$159,000	$159,000	$636,000
Federal Cost ($)		$127,200	$127,200	$127,200	$127,200	$508,800
State Cost ($)		$31,800	$31,800	$31,800	$31,800	$127,200
Local Cost ($)		$0	$0	$0	$0	$0

PROJECT LOCATION

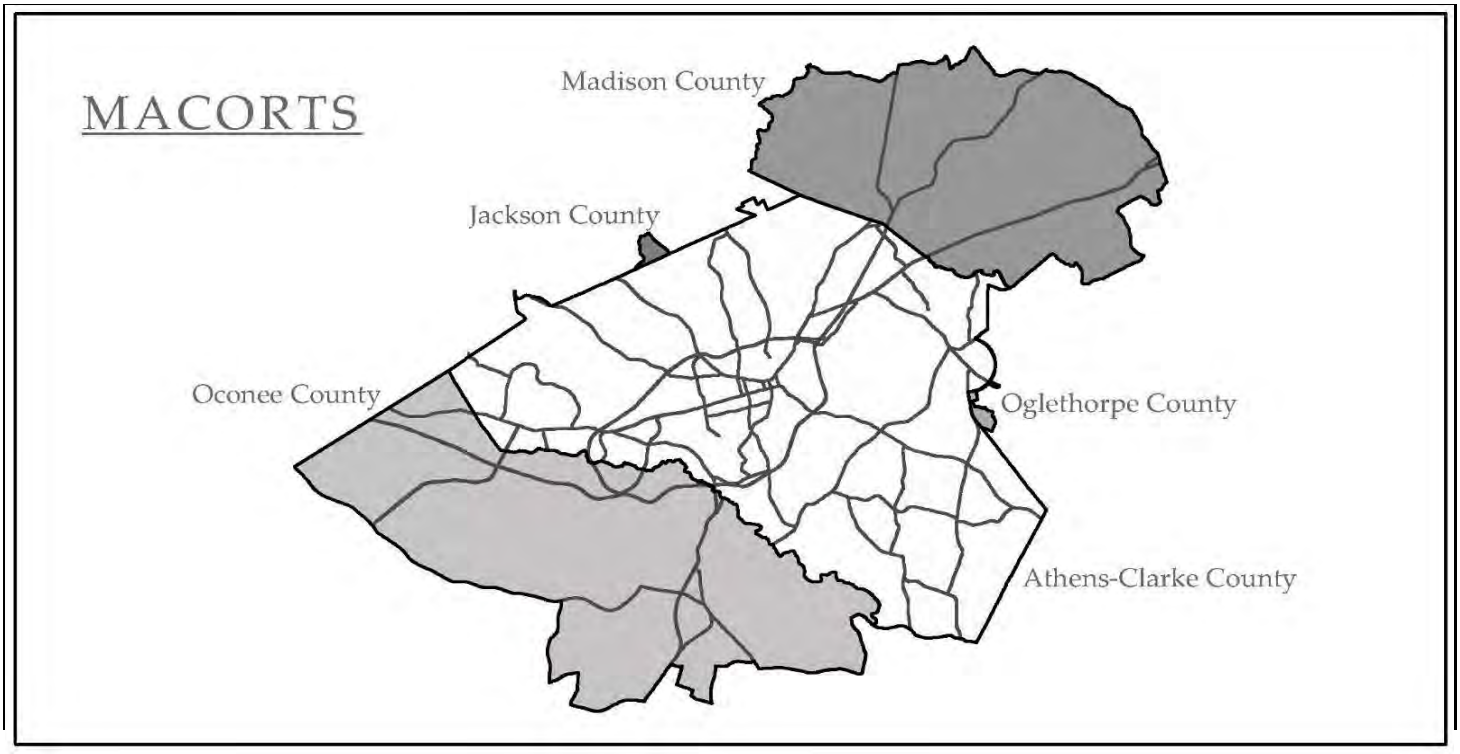


MADISON ATHENS-CLARKE OCONEE REGIONAL TRANSPORTATION STUDY
FY 2021-2024 TRANSPORTATION IMPROVEMENT PROGRAM

PROJECT NAME: Low Impact Bridges		***TIP #: Z240***	***FUND:*** Z240
PROJECT DESCRIPTION: Federal and State funds available for construction of environmentally sensitive bridges in the MACORTS area.		*Estimated Cost:* varies	
		County: Clarke/Oconee/Madison	
		P.I. #: n/a	Prj. #: N/A
		GDOT Prj. #: n/a	
Length (miles): n/a	*# of existing lanes:* n/a	*# of lanes planned:* n/a	
DOT District #: 1	*Congressional Dist. #:* 9,10	*RDC:* Northeast Georgia	
Average Daily Traffic Volume	*2018ADT:* n/a	*2045 (projected):* n/a	
COMMENTS/REMARKS:			

PROJECT PHASE	***SOURCE***	***FY2021***	***FY2022***	***FY2023***	***FY2024***	***TOTAL***
Preliminary Engineering ($)						$0
Right-of-Way ($)						$0
Construction Costs ($)	Federal	$279,000	$279,000	$279,000	$279,000	$1,116,000
PROJECT COST		$279,000	$279,000	$279,000	$279,000	$1,116,000
Federal Cost ($)		$223,200	$223,200	$223,200	$223,200	$892,800
State Cost ($)		$55,800	$55,800	$55,800	$55,800	$223,200
Local Cost ($)		$0	$0	$0	$0	$0

PROJECT LOCATION

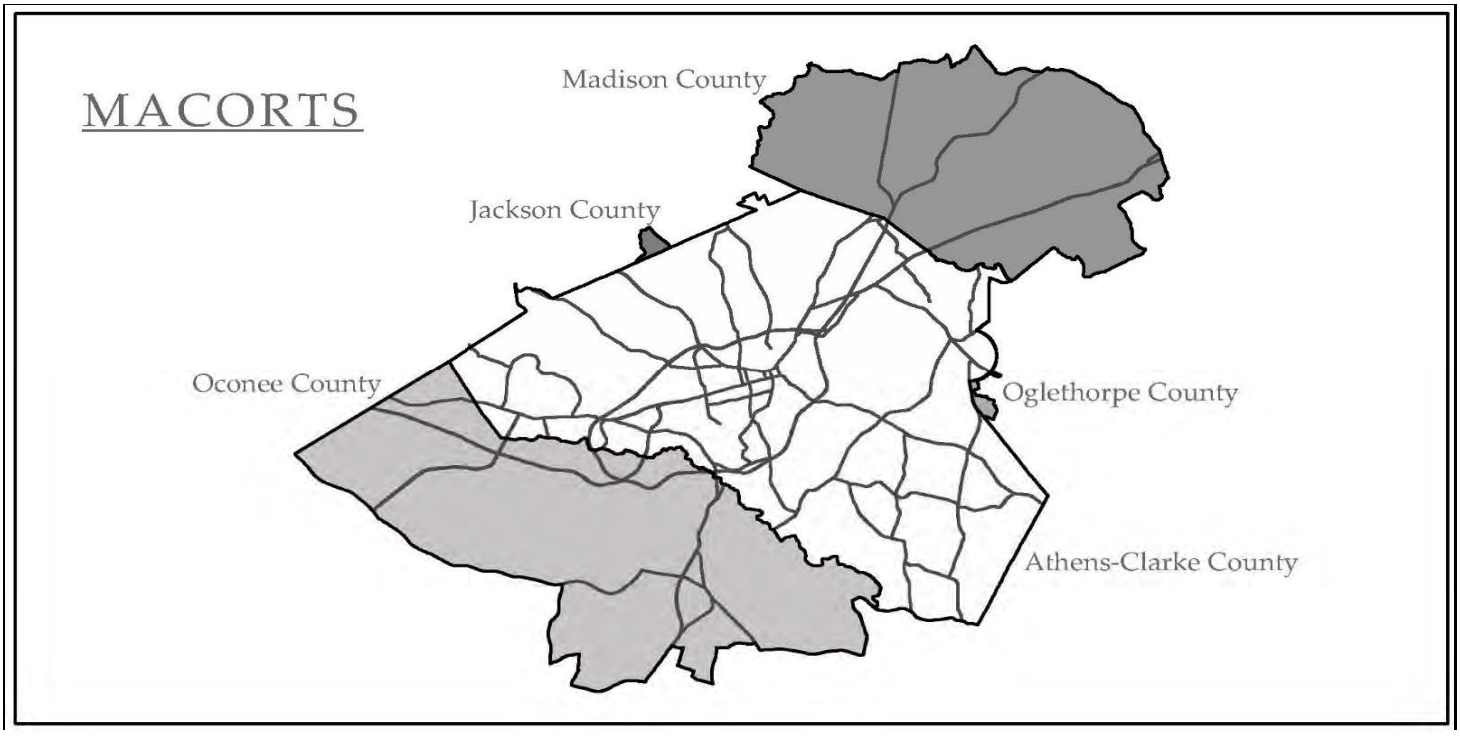


MADISON ATHENS-CLARKE OCONEE REGIONAL TRANSPORTATION STUDY
FY 2021-2024TRANSPORTATION IMPROVEMENT PROGRAM

PROJECT NAME: Wetland Mitigation		***TIP #: Z240***	***FUND:*** Z240
PROJECT DESCRIPTION: Federal and State funds available for wetland mitigation.		*Estimated Cost:*	varies
		County:	Clarke/Oconee/Madison
		P.I. #: n/a	Prj. #: N/A
		GDOT Prj. #:	n/a
Length (miles): n/a	*# of existing lanes:* n/a	*# of lanes planned:*	n/a
DOT District #: 1	*Congressional Dist. #:* 9,10	*RDC:*	Northeast Georgia
Average Daily Traffic Volume	*2018 ADT:* n/a	*2045(projected):*	n/a
COMMENTS/REMARKS:			

PROJECT PHASE	***SOURCE***	***FY2021***	***FY2022***	***FY2023***	***FY2024***	***TOTAL***
Preliminary Engineering ($)						$0
Right-of-Way ($)						$0
Construction Costs ($)	Federal	$16,000	$16,000	$16,000	$16,000	$64,000
PROJECT COST		$16,000	$16,000	$16,000	$16,000	$64,000
Federal Cost ($)		$12,800	$12,800	$12,800	$12,800	$51,200
State Cost ($)		$3,200	$3,200	$3,200	$3,200	$12,800
Local Cost ($)		$0	$0	$0	$0	$0

PROJECT LOCATION



SECTION IV

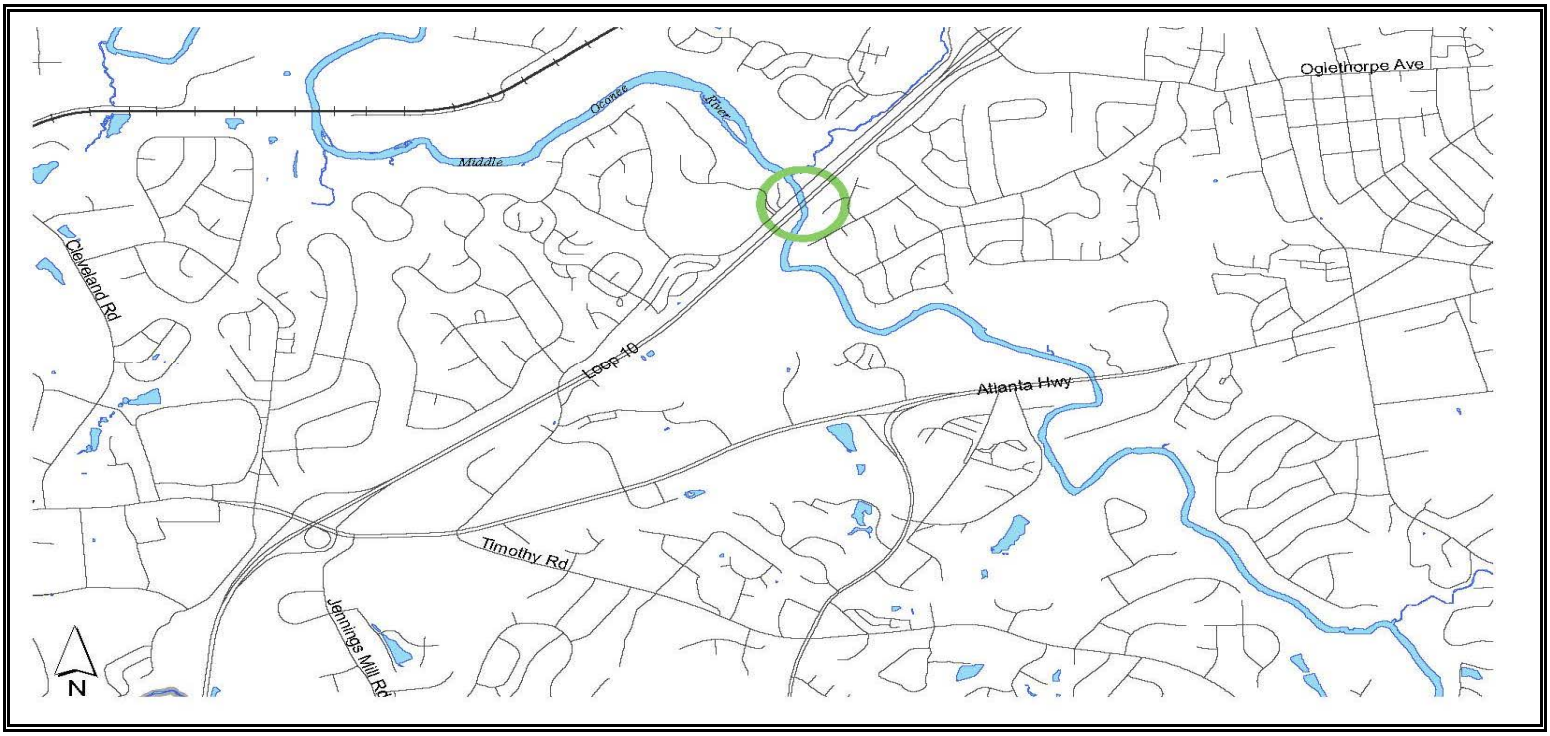
Bridge Projects

MADISON ATHENS-CLARKE OCONEE REGIONAL TRANSPORTATION STUDY
FY 2021-2024 TRANSPORTATION IMPROVEMENT PROGRAM

PROJECT NAME: SR 10 Loop Bridge(s) over Middle Oconee River		***MTP Project / TIP #:*** P-2	***FUND:*** Z001
PROJECT DESCRIPTION: Replace the existing bridges over the Middle Oconee River at the SR 10 Loop.		*Estimated Cost:*	$11,612,454
		County:	Clarke
		P.I. #: 0013715	
		GDOT Prj#:	
Length (miles): 0.8	*# of existing lanes:* 4	*# of lanes planned:*	4
DOT District #: 1	*Congressional Dist. #:* 10	*RDC:*	Northeast Georgia
Average Daily Traffic Volume	*2018:* 44,400	*2045 (projected):*	45,200
COMMENTS/REMARKS:			

PROJECT PHASE	***SOURCE***	***FY2021***	***FY2022***	***FY2023***	***FY2024***	***TOTAL***
Preliminary Engineering ($)	Authorized					$0
Right-of-Way ($)	Fed/State					$0
Construction Costs ($)	Fed/State				$11,612,454	$11,612,454
PROJECT COST		$0	$0	$0	$11,612,454	$11,612,454
Federal Cost ($)		$0	$0	$0	$9,289,963	$9,289,963
State Cost ($)		$0	$0	$0	$2,322,491	$2,322,491
Local Cost ($)		$0	$0	$0	$0	$0

PROJECT LOCATION

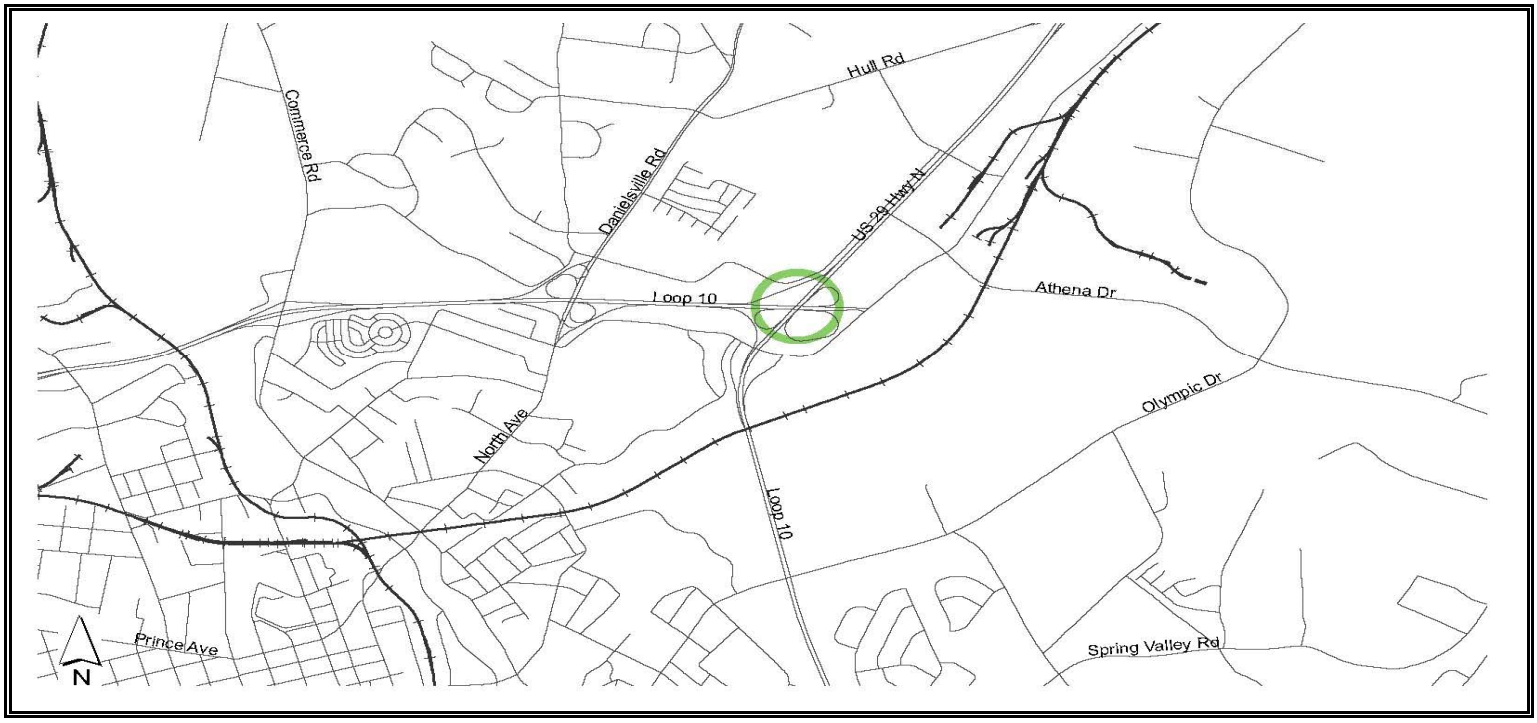


MADISON ATHENS-CLARKE OCONEE REGIONAL TRANSPORTATION STUDY
FY 2021-2024 TRANSPORTATION IMPROVEMENT PROGRAM

PROJECT NAME: SR 10 Loop Bridge(s) at SR 8 / US 29		***MTP Project / TIP #:*** P-3	***FUND:*** Z001
PROJECT DESCRIPTION: Replace the existing bridges at SR 8 / US 29.		*Estimated Cost:*	$9,264,577
		County:	Clarke
		P.I. #: 0013716	
		GDOT Prj#:	
Length (miles): 0.8	*# of existing lanes:* 4	*# of lanes planned:*	4
DOT District #: 1	*Congressional Dist. #:* 9	*RDC:*	Northeast Georgia
Average Daily Traffic Volume	*2018:* 31,910	*2045 (projected):*	34,940
COMMENTS/REMARKS:			

PROJECT PHASE	***SOURCE***	***FY2021***	***FY2022***	***FY2023***	***FY2024***	***TOTAL***
Preliminary Engineering ($)	Authorized					$0
Right-of-Way ($)	Fed/State					$0
Construction Costs ($)	Fed/State	$9,264,577				$9,264,577
PROJECT COST		$9,264,577	$0	$0	$0	$9,264,577
Federal Cost ($)		$7,411,662	$0	$0	$0	$7,411,662
State Cost ($)		$1,852,915	$0	$0	$0	$1,852,915
Local Cost ($)		$0	$0	$0	$0	$0

PROJECT LOCATION

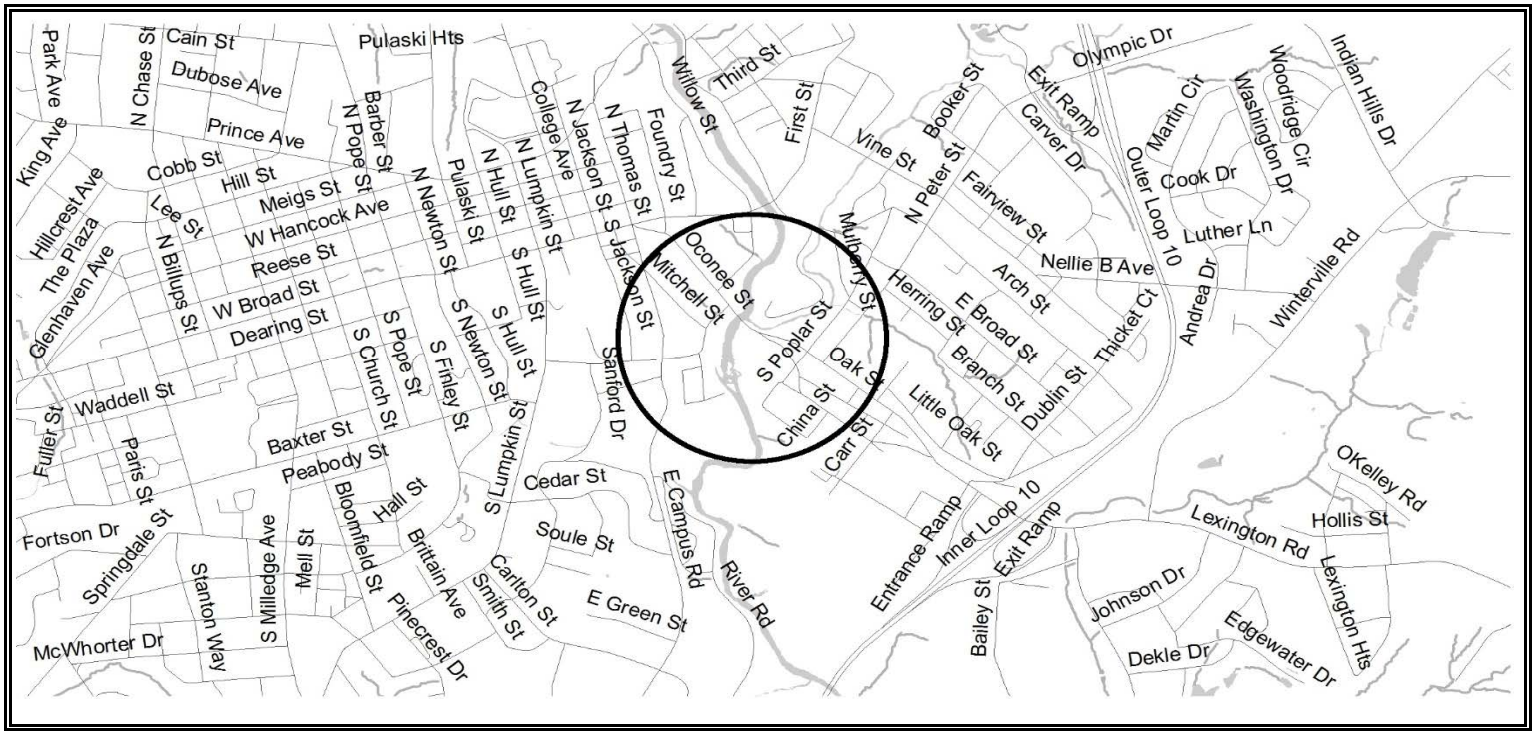


MADISON ATHENS-CLARKE OCONEE REGIONAL TRANSPORTATION STUDY
FY 2021-2024TRANSPORTATION IMPROVEMENT PROGRAM

PROJECT NAME: SR 10 / US 78 Bridge(s) at North Oconee River		***MTP Project / TIP #:*** P-4	***FUND:*** Z231
PROJECT DESCRIPTION: Replace the existing bridge over the North Oconee River along SR10/US78 (Oak / Oconee Street).		*Estimated Cost:*	$10,464,774
		County:	Clarke
		P.I. #: 0013806	
		GDOT Prj#:	
Length (miles): 0.4	*# of existing lanes:* 4	*# of lanes planned:*	4
DOT District #: 1	*Congressional Dist. #:* 10	*RDC:*	Northeast Georgia
Average Daily Traffic Volume	*2018:* 22,500	*2045 (projected):*	26,810
COMMENTS/REMARKS:			

PROJECT PHASE	***SOURCE***	***FY2021***	***FY2022***	***FY2023***	***FY2024***	***TOTAL***
Preliminary Engineering ($)	Authorized					$0
Right-of-Way ($)	Fed/State	$3,437,400				$3,437,400
Construction Costs ($)	Fed/State			$6,436,281		$6,436,281
Utilities Costs ($)	Fed/State			$591,093		$591,093
PROJECT COST		$3,437,400	$0	$7,027,374	$0	$10,464,774
Federal Cost ($)		$3,437,400	$0	$5,621,899	$0	$9,059,299
State Cost ($)		$0	$0	$1,405,475	$0	$1,405,475
Local Cost ($)		$0	$0	$0	$0	$0

PROJECT LOCATION

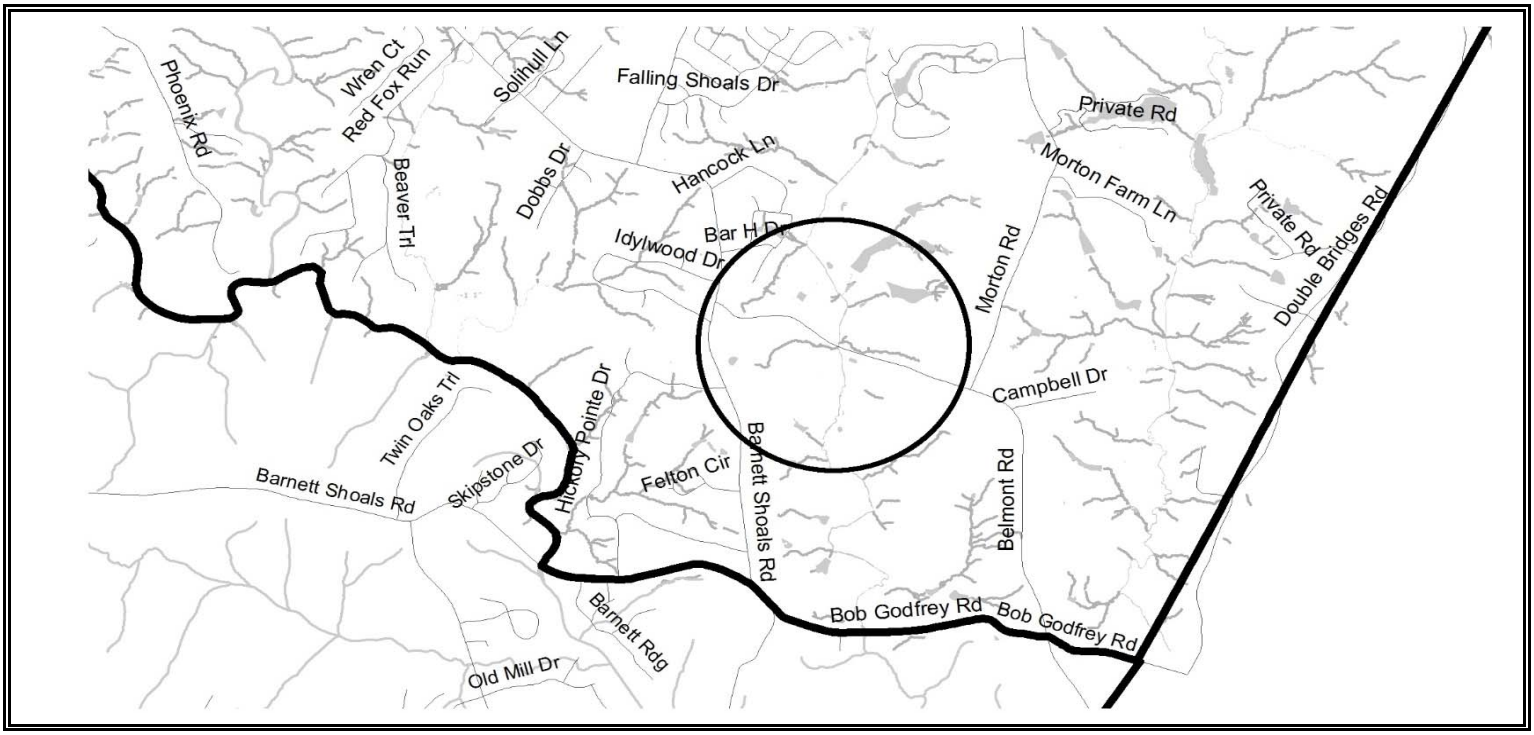


MADISON ATHENS-CLARKE OCONEE REGIONAL TRANSPORTATION STUDY
FY 2021-2024 TRANSPORTATION IMPROVEMENT PROGRAM

PROJECT NAME: Belmont Road Bridge over Shoal Creek		***MTP Project / TIP #:*** P-5	***FUND:*** Z240
PROJECT DESCRIPTION: Replace the existing bridge over Shoal Creek along Belmont Road.		*Estimated Cost:*	
		County:	Clarke
		P.I. #: 0015645	
		GDOT Prj#:	
Length (miles): 0.4	*# of existing lanes:* 2	*# of lanes planned:*	2
DOT District #: 1	*Congressional Dist. #:* 10	*RDC:*	Northeast Georgia
Average Daily Traffic Volume	*2018:* 650	*2045 (projected):*	1,430
COMMENTS/REMARKS:			

PROJECT PHASE	***SOURCE***	***FY2021***	***FY2022***	***FY2023***	***FY2024***	***TOTAL***
Preliminary Engineering ($)	Fed/State					$0
Right-of-Way ($)	Fed/State	$250,000				$250,000
Construction Costs ($)	Fed/State				$1,100,000	$1,100,000
Utilities Costs ($)	Fed/State				$20,000	$20,000
PROJECT COST		$250,000	$0	$0	$1,120,000	$1,370,000
Federal Cost ($)		$100,000	$0	$0	$896,000	$996,000
State Cost ($)		$25,000	$0	$0	$224,000	$249,000
Local Cost ($)		$125,000	$0	$0	$0	$125,000

PROJECT LOCATION



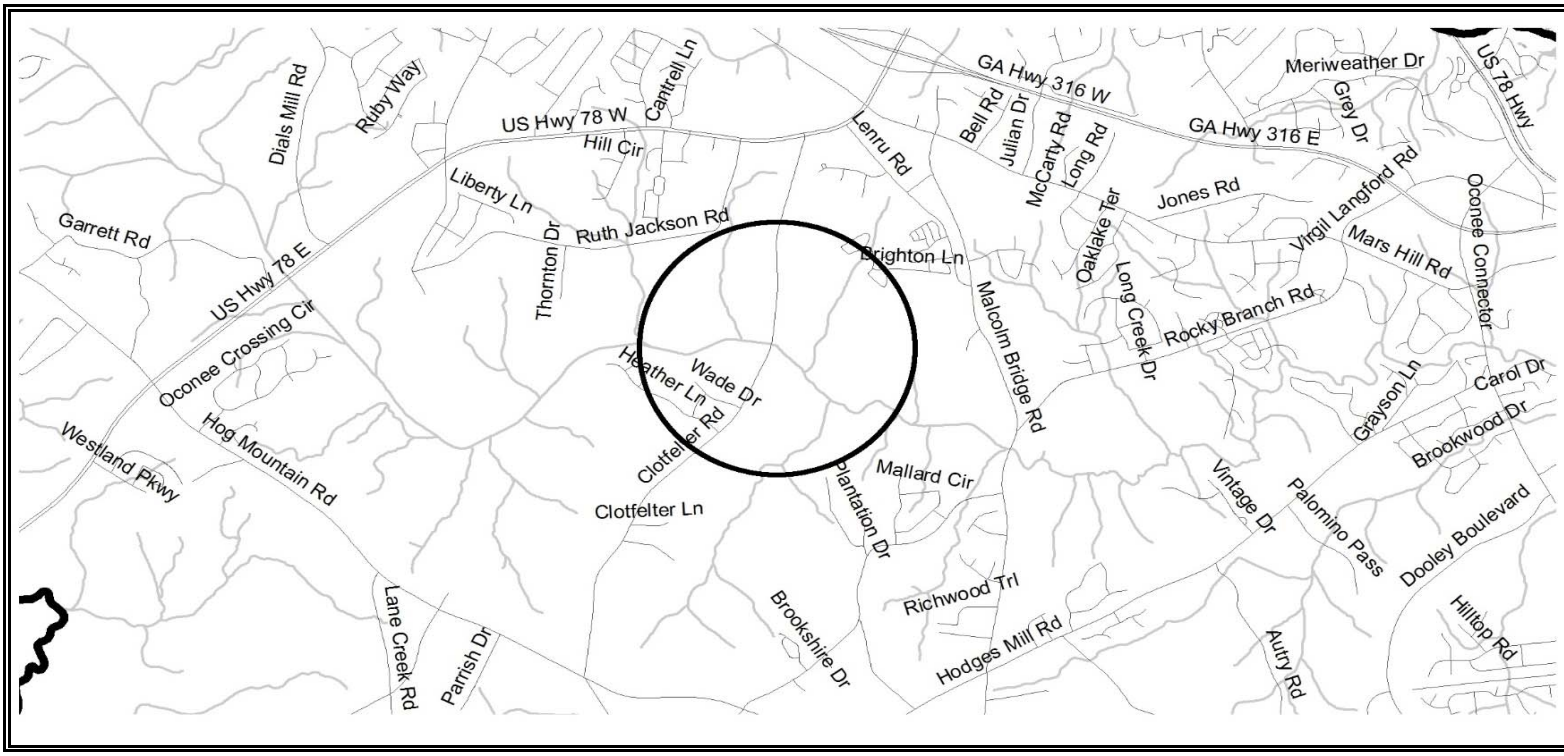
MADISON ATHENS-CLARKE OCONEE REGIONAL TRANSPORTATION STUDY
FY 2021-2024 TRANSPORTATION IMPROVEMENT PROGRAM

PROJECT NAME: Clotfelter Road Bridge over Barber Creek		***MTP Project / TIP #:*** P-6	***FUND:*** Z233
PROJECT DESCRIPTION: Replace the existing bridge over Barber Creek along Clotfelter Road.		*Estimated Cost:*	
		County:	Oconee
		P.I. #: 0015656	
		GDOT Prj#:	
Length (miles): 0.4	*# of existing lanes:* 2	*# of lanes planned:*	2
DOT District #: 1	*Congressional Dist. #:* 10	*RDC:*	Northeast Georgia
Average Daily Traffic Volume	*2018:* 2,010	*2045 (projected):*	N/A

COMMENTS/REMARKS:

PROJECT PHASE	***SOURCE***	***FY2021***	***FY2022***	***FY2023***	***FY2024***	***TOTAL***
Preliminary Engineering ($)	Fed/State					$0
Right-of-Way ($)	Fed/State	$136,000				$136,000
Construction Costs ($)	Fed/State				$1,500,000	$1,500,000
Utilities Costs ($)	Fed/State				$10,000	$10,000
PROJECT COST		$136,000	$0	$0	$1,510,000	$1,646,000
Federal Cost ($)		$108,800	$0	$0	$1,208,000	$1,316,800
State Cost ($)		$27,200	$0	$0	$302,000	$329,200
Local Cost ($)		$0	$0	$0	$0	$0

PROJECT LOCATION



SECTION V

Locally Funded Projects

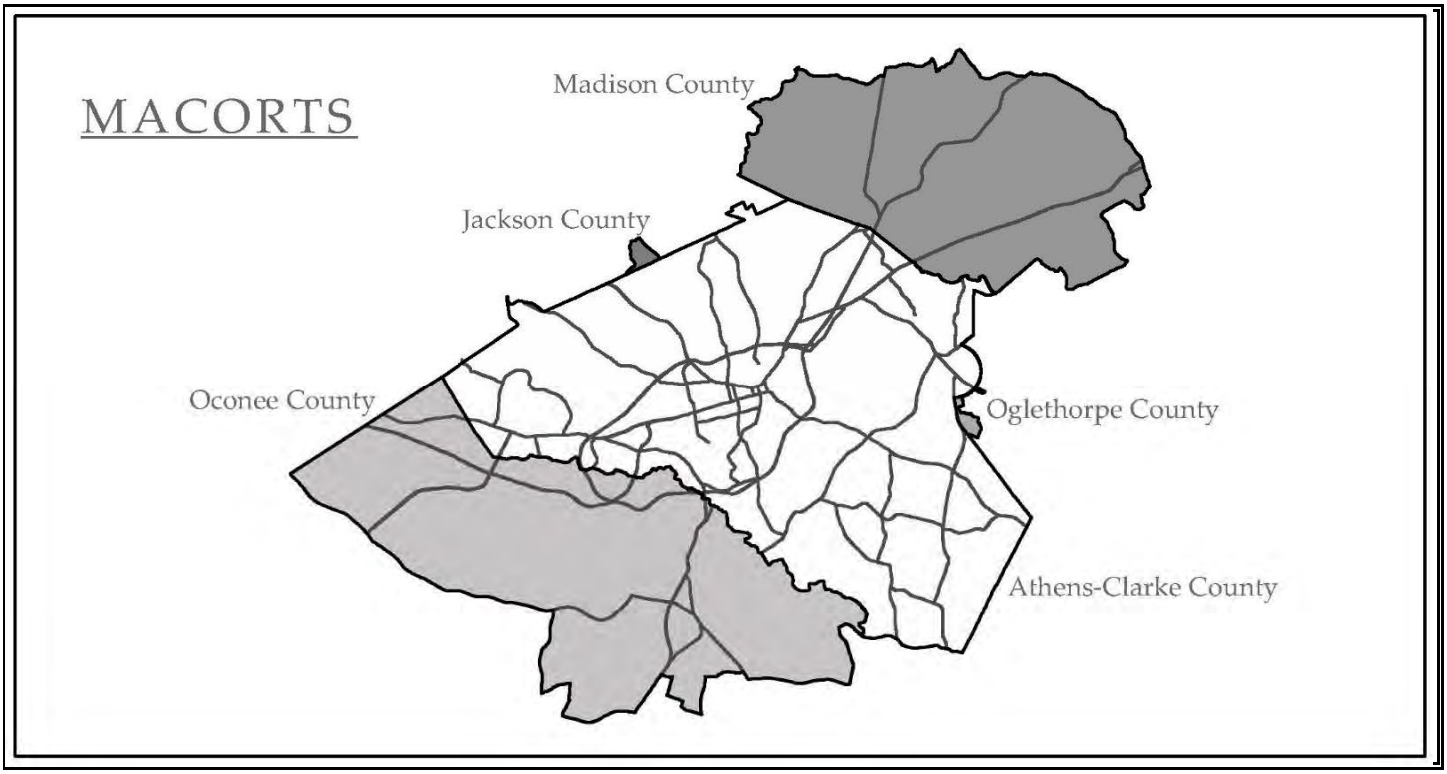
MADISON ATHENS-CLARKE OCONEE REGIONAL TRANSPORTATION STUDY
FY 2021-2024 TRANSPORTATION IMPROVEMENT PROGRAM

PROJECT NAME: Oconee Co. Intersection Improvement Program		***TIP #:***	
PROJECT DESCRIPTION: Oconee Co. program to provide needed intersection improvements (signals, signage, etc.)		*Estimated Cost:*	$0
		County:	Oconee
		P.I. #: n/a	
		GDOT Prj. #:	n/a
Length (miles): n/a	*# of existing lanes:* n/a	*# of lanes planned:*	n/a
DOT District #: 1	*Congressional Dist. #:* 10	*RDC:*	Northeast Georgia
Average Daily Traffic Volume	*2018ADT:* n/a	*2045 (projected):*	n/a

COMMENTS/REMARKS: Funds are available to provide intersection improvements throughout Oconee County. Funding provided by SPLOST, LMIG, and General Fund.

PROJECT PHASE	***SOURCE***	***FY2021***	***FY2022***	***FY2023***	***FY2024***	***TOTAL***
Preliminary Engineering ($)	Local					$0
Right-of-Way ($)	Local					$0
Construction Costs ($)	Local					$0
PROJECT COST		$0	$0	$0	$0	$0
Federal Cost ($)		$0	$0	$0	$0	$0
State Cost ($)		$0	$0	$0	$0	$0
Local Cost ($)		$0	$0	$0	$0	$0

PROJECT LOCATION



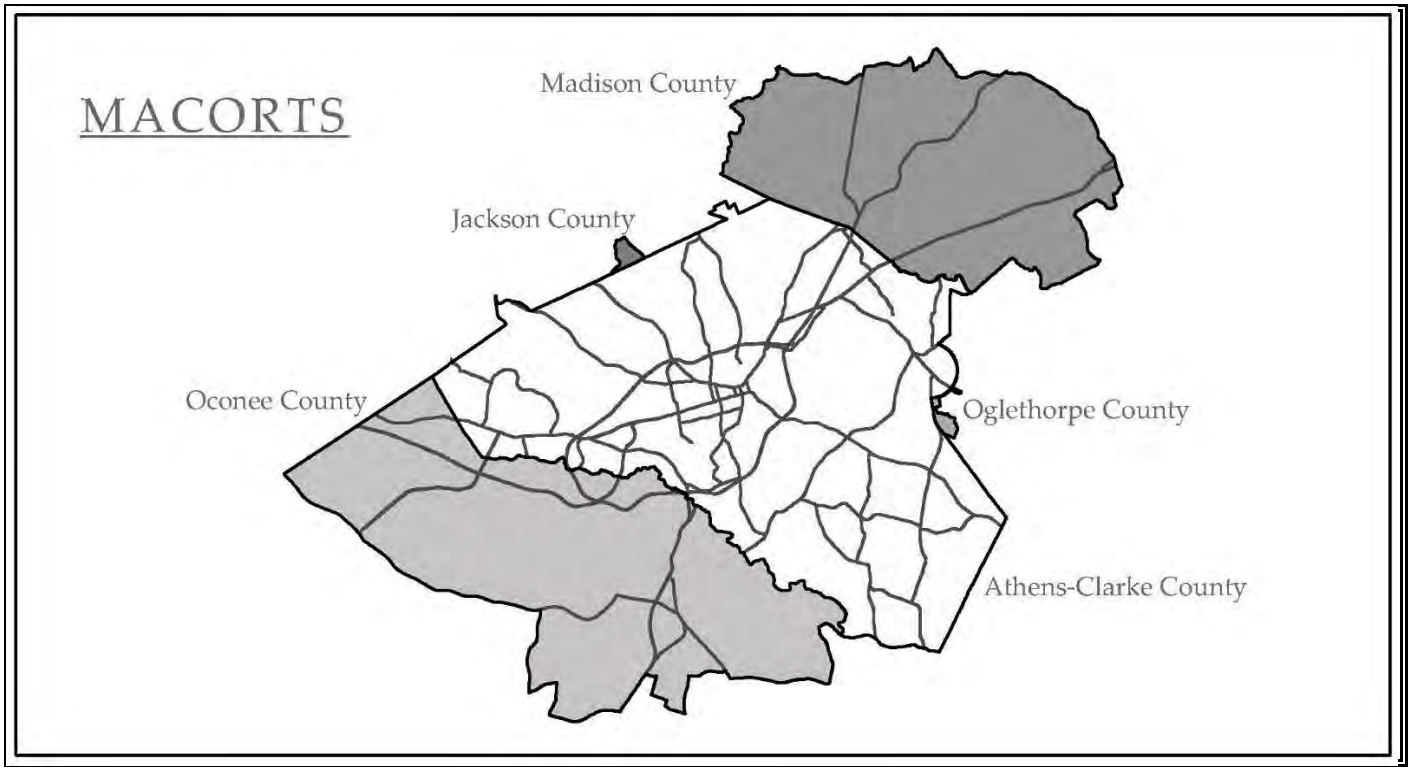
MADISON ATHENS-CLARKE OCONEE REGIONAL TRANSPORTATION STUDY
FY 2021-2024 TRANSPORTATION IMPROVEMENT PROGRAM

PROJECT NAME: Oconee Co. Pavement Management Program		***TIP #:***	
PROJECT DESCRIPTION: Oconee Co. program to manage, rehab and resurface pavement and provide needed improvements on existing dirt roads.		*Estimated Cost:*	$8,800,000
		County:	Oconee
		P.I. #: n/a	
		GDOT Prj. #:	n/a
Length (miles): n/a	*# of existing lanes:* n/a	*# of lanes planned:*	n/a
DOT District #: 1	*Congressional Dist. #:* 10	*RDC:*	Northeast Georgia
Average Daily Traffic Volume	*2018ADT:* n/a	*2045 (projected):*	n/a

COMMENTS/REMARKS: Funded by sales tax referendum. Funds are available to provide pavement management. Activities include resurfacing, milling, patching, crack sealing and other pavement management methods. Funding provided by SPLOST, LMIG and General Fund.

PROJECT PHASE	*SOURCE*	*FY2021*	*FY2022*	*FY2023*	*FY2024*	*TOTAL*
Preliminary Engineering ($)	Local					$0
Right-of-Way ($)	Local					$0
Construction Costs ($)	Local	$2,200,000	$2,200,000	$2,200,000	$2,200,000	$8,800,000
PROJECT COST		$2,200,000	$2,200,000	$2,200,000	$2,200,000	$8,800,000
Federal Cost ($)		$0	$0	$0	$0	$0
State Cost ($)		$0	$0	$0	$0	$0
Local Cost ($)		$2,200,000	$2,200,000	$2,200,000	$2,200,000	$8,800,000

PROJECT LOCATION



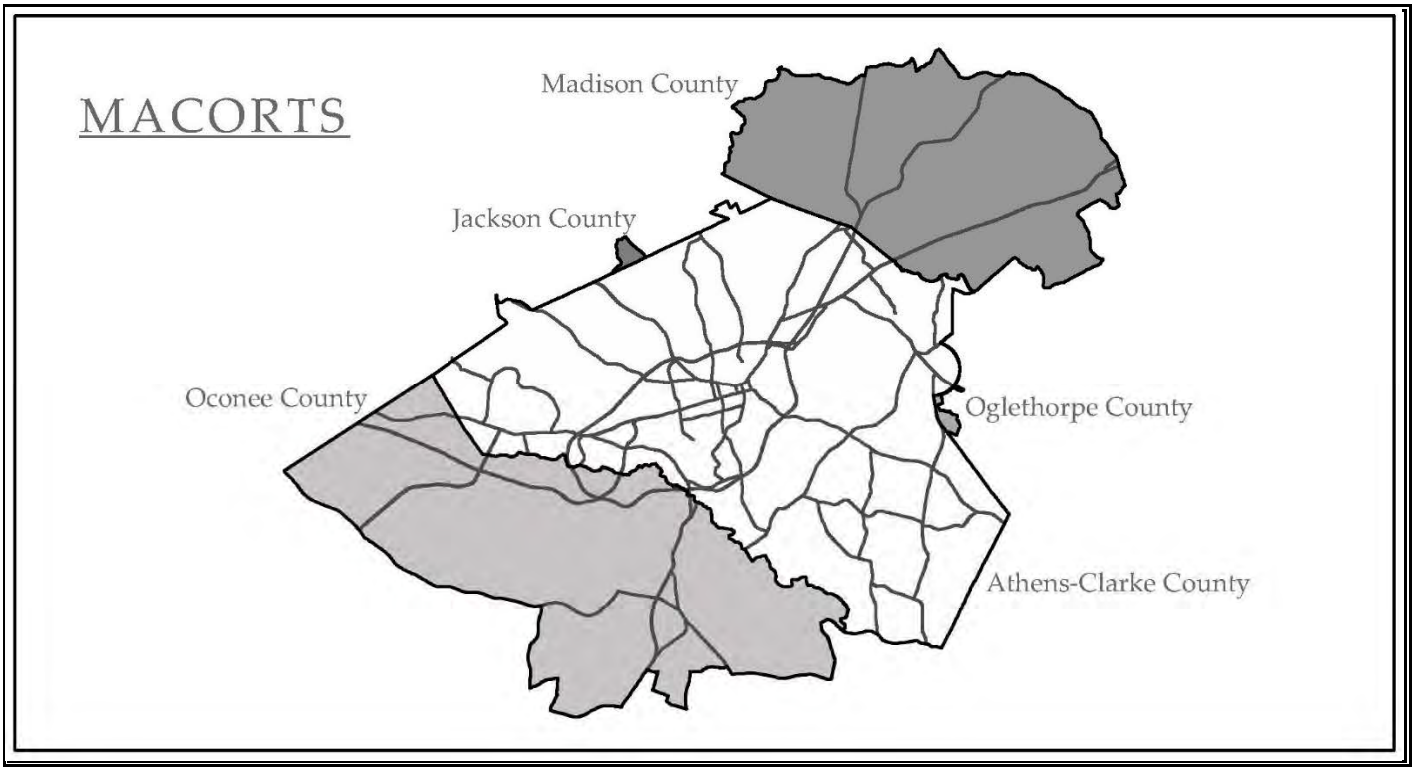
MADISON ATHENS-CLARKE OCONEE REGIONAL TRANSPORTATION STUDY
FY 2021-2024 TRANSPORTATION IMPROVEMENT PROGRAM

PROJECT NAME: Oconee Co. Traffic Signal Replacement Program		***TIP #:***	
PROJECT DESCRIPTION: Replace traffic signals not on state routes in Oconee County; Life-cycle replacement.		*Estimated Cost:*	$0
		County:	Oconee
		P.I. #: n/a	
		GDOT Prj. #:	n/a
Length (miles): n/a	*# of existing lanes:* n/a	*# of lanes planned:*	n/a
DOT District #: 1	*Congressional Dist. #:* 10	*RDC:*	Northeast Georgia
Average Daily Traffic Volume	*2018ADT:* n/a	*2045(projected):*	n/a

COMMENTS/REMARKS: Funding is requested in the Capital Budget. Due to the limited life of traffic signals, funds are allocated to provide traffic signals in the community.

PROJECT PHASE	***SOURCE***	***FY2021***	***FY2022***	***FY2023***	***FY2024***	***TOTAL***
Preliminary Engineering ($)	Local					$0
Right-of-Way ($)	Local					$0
Construction Costs ($)	Local					$0
PROJECT COST		$0	$0	$0	$0	$0
Federal Cost ($)		$0	$0	$0	$0	$0
State Cost ($)		$0	$0	$0	$0	$0
Local Cost ($)		$0	$0	$0	$0	$0

PROJECT LOCATION

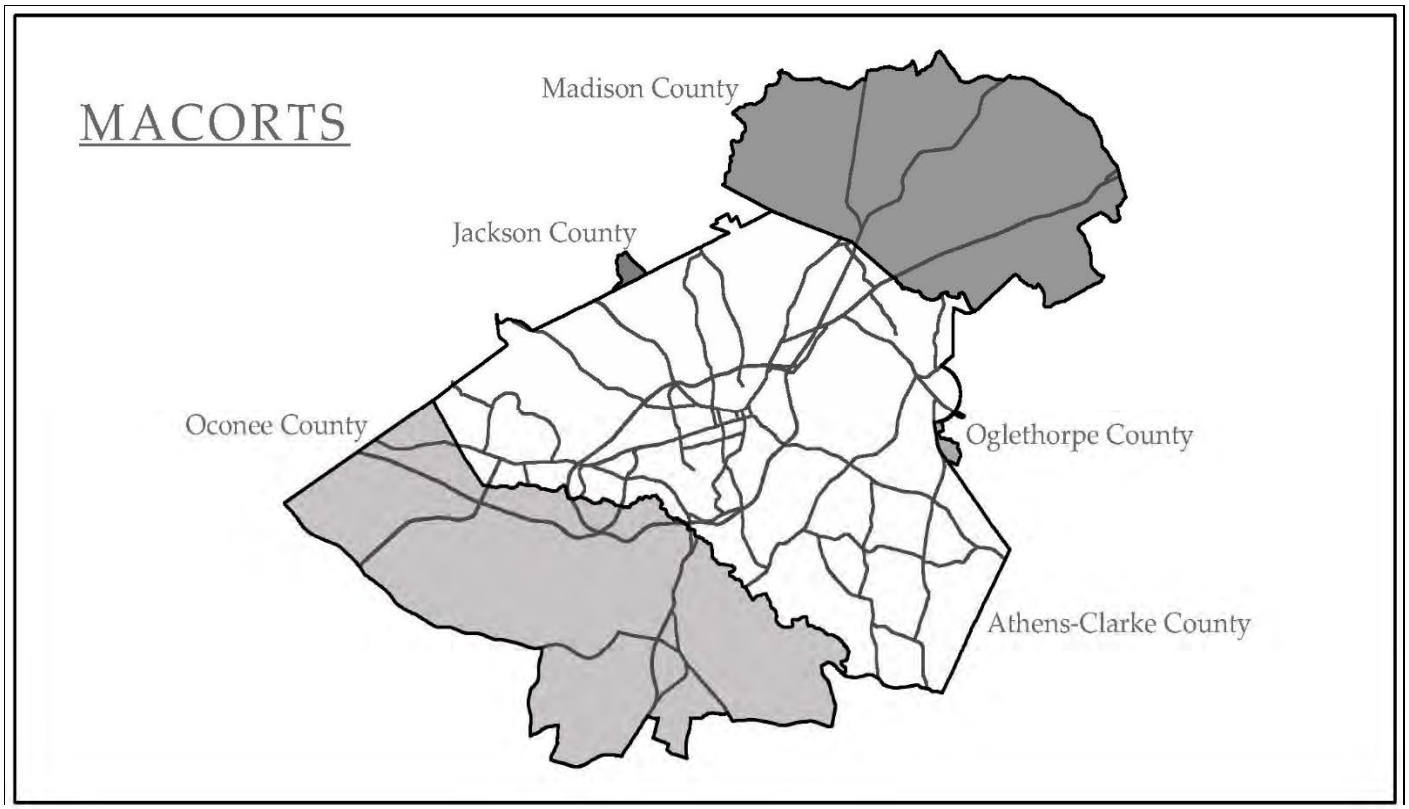


MADISON ATHENS-CLARKE OCONEE REGIONAL TRANSPORTATION STUDY
FY 2021-2024 TRANSPORTATION IMPROVEMENT PROGRAM

PROJECT NAME: Oconee Co. Culvert Improvement & Replacement Program		***TIP #:***	
PROJECT DESCRIPTION: Improve and replace culverts that are or have become substandard.		*Estimated Cost:*	$300,000
		County:	Oconee
		P.I. #: n/a	
		GDOT Prj. #:	n/a
Length (miles): n/a	*# of existing lanes:* n/a	*# of lanes planned:*	n/a
DOT District #: 1	*Congressional Dist. #:* 10	*RDC:*	Northeast Georgia
Average Daily Traffic Volume	*2018ADT:* n/a	*2045 (projected):*	n/a
COMMENTS/REMARKS: Funding is requested in the Capital Budget.			

PROJECT PHASE	***SOURCE***	***FY2021***	***FY2022***	***FY2023***	***FY2024***	***TOTAL***
Preliminary Engineering ($)	Local					$0
Right-of-Way ($)	Local					$0
Construction Costs ($)	Local	$75,000	$75,000	$75,000	$75,000	$300,000
PROJECT COST		$75,000	$75,000	$75,000	$75,000	$300,000
Federal Cost ($)		$0	$0	$0	$0	$0
State Cost ($)		$0	$0	$0	$0	$0
Local Cost ($)		$75,000	$75,000	$75,000	$75,000	$300,000

PROJECT LOCATION

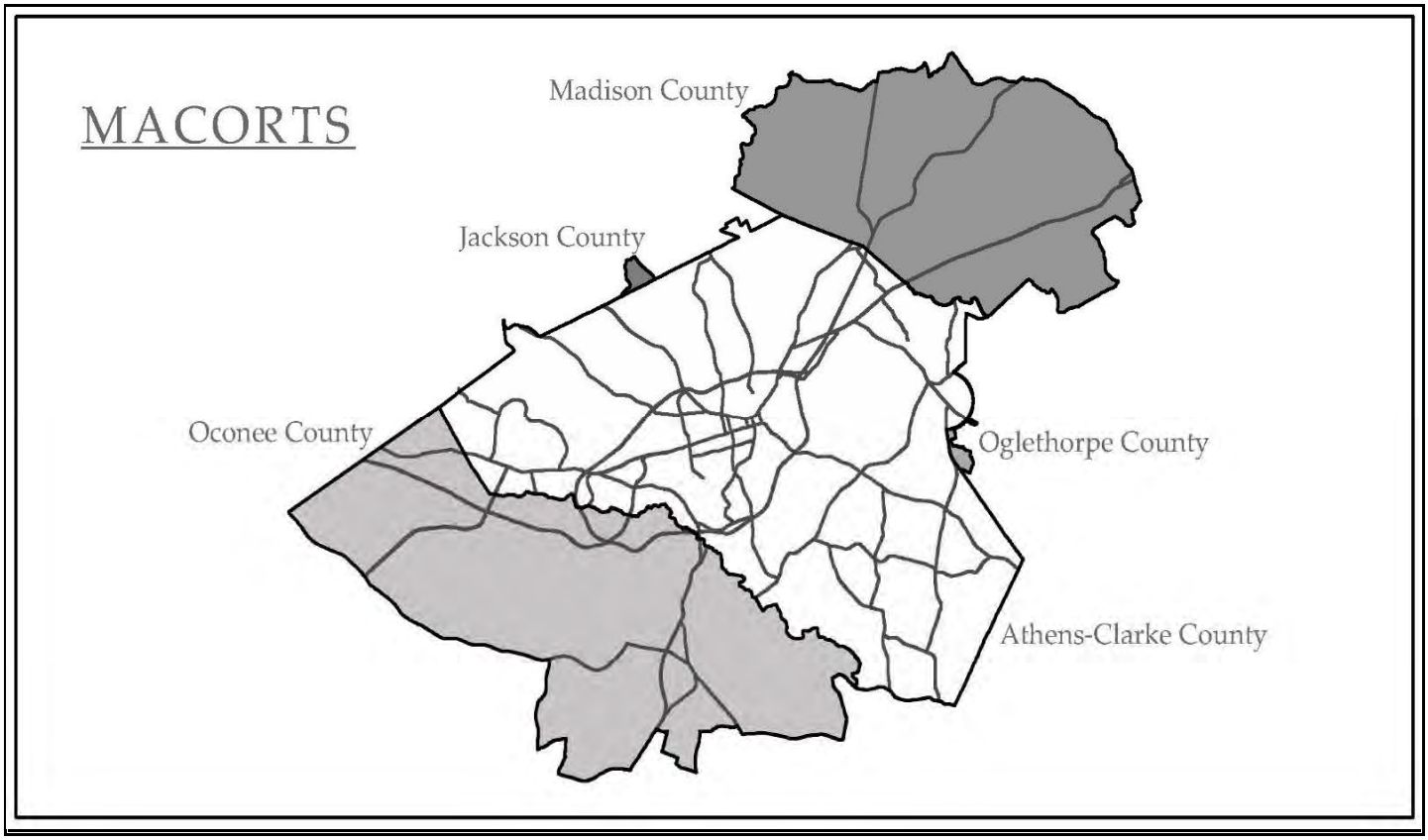


MADISON ATHENS-CLARKE OCONEE REGIONAL TRANSPORTATION STUDY
FY 2021-2024 TRANSPORTATION IMPROVEMENT PROGRAM

PROJECT NAME: Oconee Co. Bridge Maintenance & Improvement Program		***TIP #:***	
PROJECT DESCRIPTION: Maintain and replace bridges that are or have become substandard.		*Estimated Cost:*	$40,000
		County:	Oconee
		P.I. #: n/a	Prj. #:
		GDOT Prj. #:	n/a
Length (miles): n/a	*# of existing lanes:* n/a	*# of lanes planned:*	n/a
DOT District #: 1	*Congressional Dist. #:* 10	*RDC:*	Northeast Georgia
Average Daily Traffic Volume	*2018ADT:* n/a	*2045(projected):*	n/a
COMMENTS/REMARKS: Funding is requested in the Capital Budget.			

PROJECT PHASE	***SOURCE***	***FY2021***	***FY2022***	***FY2023***	***FY2024***	***TOTAL***
Preliminary Engineering ($)	Local					$0
Right-of-Way ($)	Local					$0
Construction Costs ($)	Local	$10,000	$10,000	$10,000	$10,000	$40,000
PROJECT COST		$10,000	$10,000	$10,000	$10,000	$40,000
Federal Cost ($)		$0	$0	$0	$0	$0
State Cost ($)		$0	$0	$0	$0	$0
Local Cost ($)		$10,000	$10,000	$10,000	$10,000	$40,000

PROJECT LOCATION

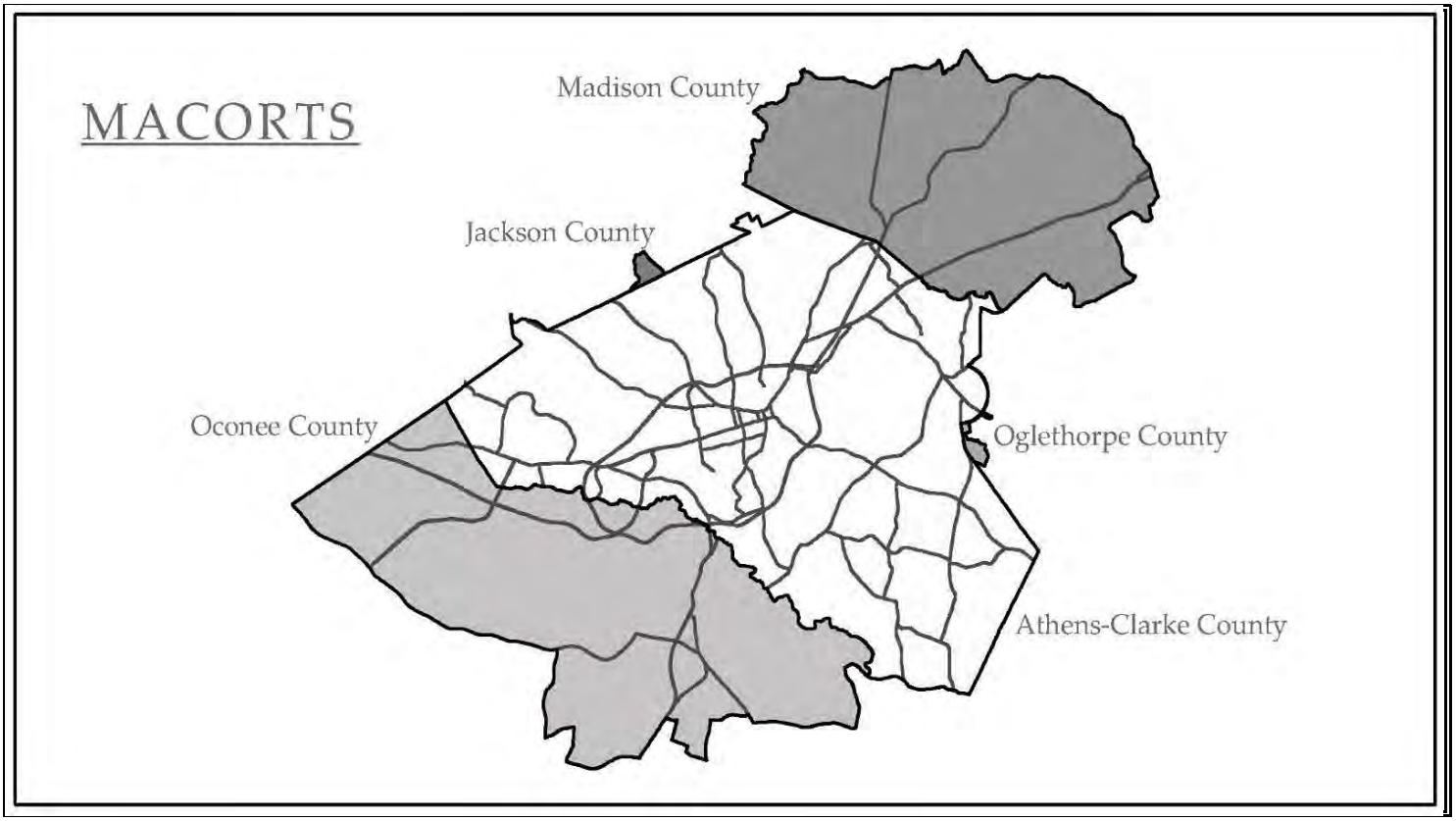


MADISON ATHENS-CLARKE OCONEE REGIONAL TRANSPORTATION STUDY
FY 2021-2024 TRANSPORTATION IMPROVEMENT PROGRAM

PROJECT NAME: Athens-Clarke Co. Traffic Signal Replacement Program					***TIP #:***	
PROJECT DESCRIPTION: Replace traffic signals that are along locally controlled roadways throughout Athens-Clarke County. Life-cycle replacement.					*Estimated Cost:* varies *County:* Clarke *P.I. #:* n/a *GDOT Prj. #:* n/a	
Length (miles): n/a	*# of existing lanes:* n/a			*# of lanes planned:* n/a		
DOT District #: 1	*Congressional Dist. #:* 9,10			*RDC:* Northeast Georgia		
Average Daily Traffic Volume	*2018ADT:* n/a			*2045 (projected):* n/a		
COMMENTS/REMARKS: Funding is requested in the Capital Budget. Due to the limited life of traffic signals, funds are allocated to replace traffic signals in the community that are obsolete. Projects are identified by the Athens-Clarke County Transportation and Public Works Department.						

PROJECT PHASE	***SOURCE***	***FY2021***	***FY2022***	***FY2023***	***FY2024***	***TOTAL***
Preliminary Engineering ($)						$0
Right-of-Way ($)						$0
Construction Costs ($)	Local	$200,000	$200,000	$200,000	$200,000	$800,000
PROJECT COST		$200,000	$200,000	$200,000	$200,000	$800,000
Federal Cost ($)		$0	$0	$0	$0	$0
State Cost ($)		$0	$0	$0	$0	$0
Local Cost ($)	General	$200,000	$200,000	$200,000	$200,000	$800,000

PROJECT LOCATION



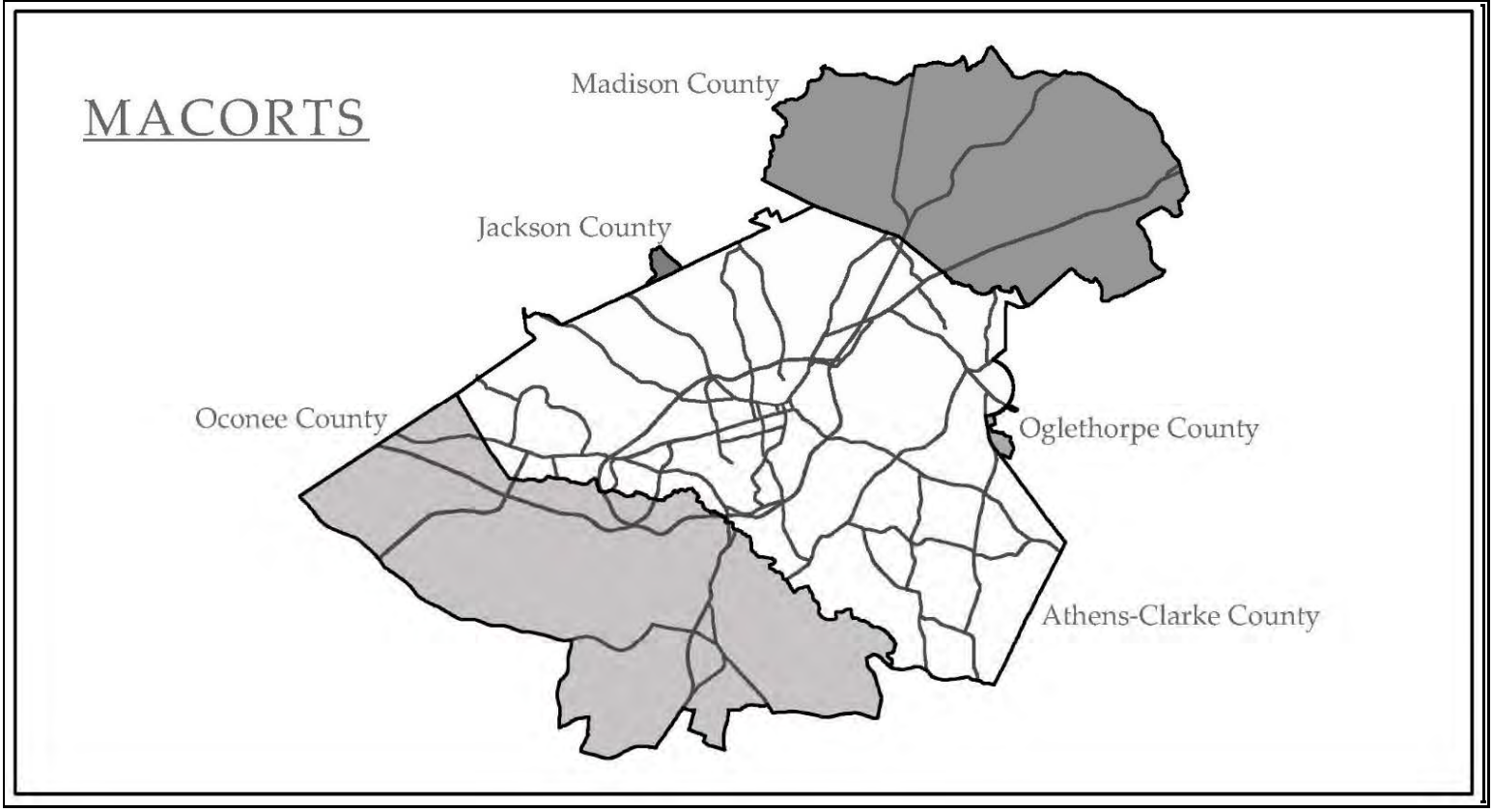
MADISON ATHENS-CLARKE OCONEE REGIONAL TRANSPORTATION STUDY
FY 2021-2024 TRANSPORTATION IMPROVEMENT PROGRAM

PROJECT NAME: Athens-Clarke Co. Pavement Management Program		***TIP #:***	
PROJECT DESCRIPTION: A-CC program to manage pavement and implement needed pavement improvements.		*Estimated Cost:*	$24,083,000
		County:	Clarke
		P.I. #: n/a	
		GDOT Prj. #:	n/a
Length (miles): n/a	*# of existing lanes:* n/a	*# of lanes planned:*	n/a
DOT District #: 1	*Congressional Dist. #:* 9,10	*RDC:*	Northeast Georgia
Average Daily Traffic Volume	*2018ADT:* n/a	*2045 (projected):*	n/a

COMMENTS/REMARKS: Funded by combination of GDOT LMIG, TSPLOST 2018, SPLOST 2011, and general fund. Funds are to provide pavement management. Activities include resurfacing, milling, patching, crack sealing and other pavement management methods.

PROJECT PHASE	***SOURCE***	***FY2021***	***FY2022***	***FY2023***	***FY2024***	***TOTAL***
Preliminary Engineering ($)						$0
Right-of-Way ($)						$0
Construction Costs ($)	State/Local	$6,648,000	$6,475,000	$6,705,000	$4,255,000	$24,083,000
PROJECT COST		$6,648,000	$6,475,000	$6,705,000	$4,255,000	$24,083,000
Federal Cost ($)		$0	$0	$0	$0	$0
State Cost ($) LMIG		$1,480,000	$1,480,000	$1,480,000	$1,480,000	$5,920,000
Local Cost ($) SPLOST, General Fund		$5,168,000	$4,995,000	$5,225,000	$2,775,000	$18,163,000

PROJECT LOCATION



MADISON ATHENS-CLARKE OCONEE REGIONAL TRANSPORTATION STUDY
FY 2021-2024 TRANSPORTATION IMPROVEMENT PROGRAM

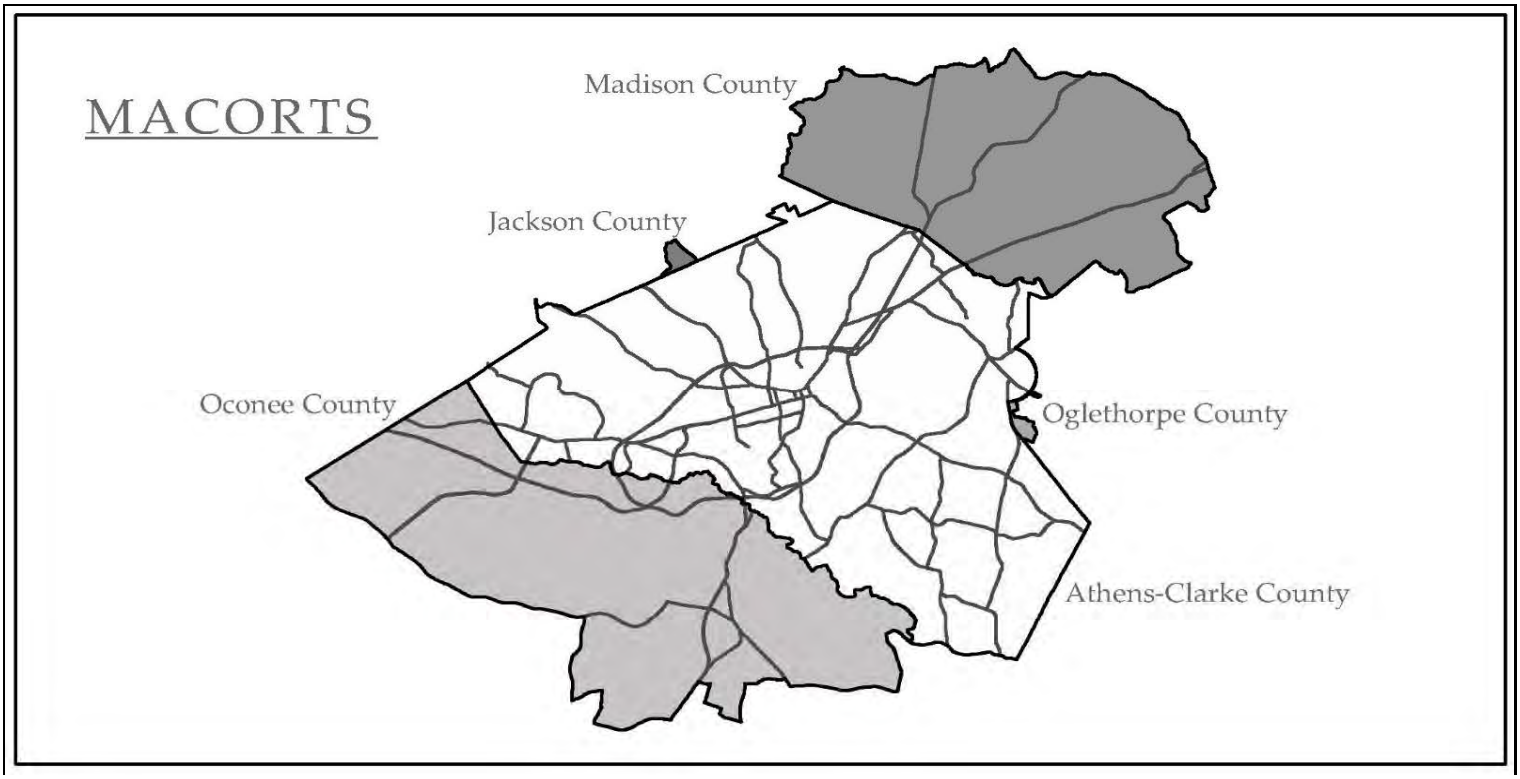
PROJECT NAME: ATMS Expansion		***TIP #:***	
PROJECT DESCRIPTION: Expand the transportation communication management system in Athens-Clarke County. Currently, ACC is in the process of linking traffic signals to the Traffic Engineering office so that they can be remotely controlled from that location.		*Estimated Cost:*	$120,000
		County:	Clarke
		P.I. #: n/a	
		GDOT Prj. #:	not assigned
Length (miles): varies	*# of existing lanes:* varies	*# of lanes planned:*	varies
DOT District #: 1	*Congressional Dist. #:* 9,10	*RDC:*	Northeast Georgia
Average Daily Traffic Volume	2018 ADT: varies	*2045 (projected):*	varies

COMMENTS/REMARKS:

A-CC has programmed funds in the local CIP (general fund) for this project.

PROJECT PHASE	***SOURCE***	***FY2021***	***FY2022***	***FY2023***	***FY2024***	***TOTAL***
Preliminary Engineering ($)						$0
Right-of-Way ($)						$0
Construction Costs ($)	Local	$0	$60,000	$30,000	$30,000	$120,000
PROJECT COST		$0	$60,000	$30,000	$30,000	$120,000
Federal Cost ($)		$0	$0	$0	$0	$0
State Cost ($)		$0	$0	$0	$0	$0
Local Cost ($)	General	$0	$60,000	$30,000	$30,000	$120,000

PROJECT LOCATION



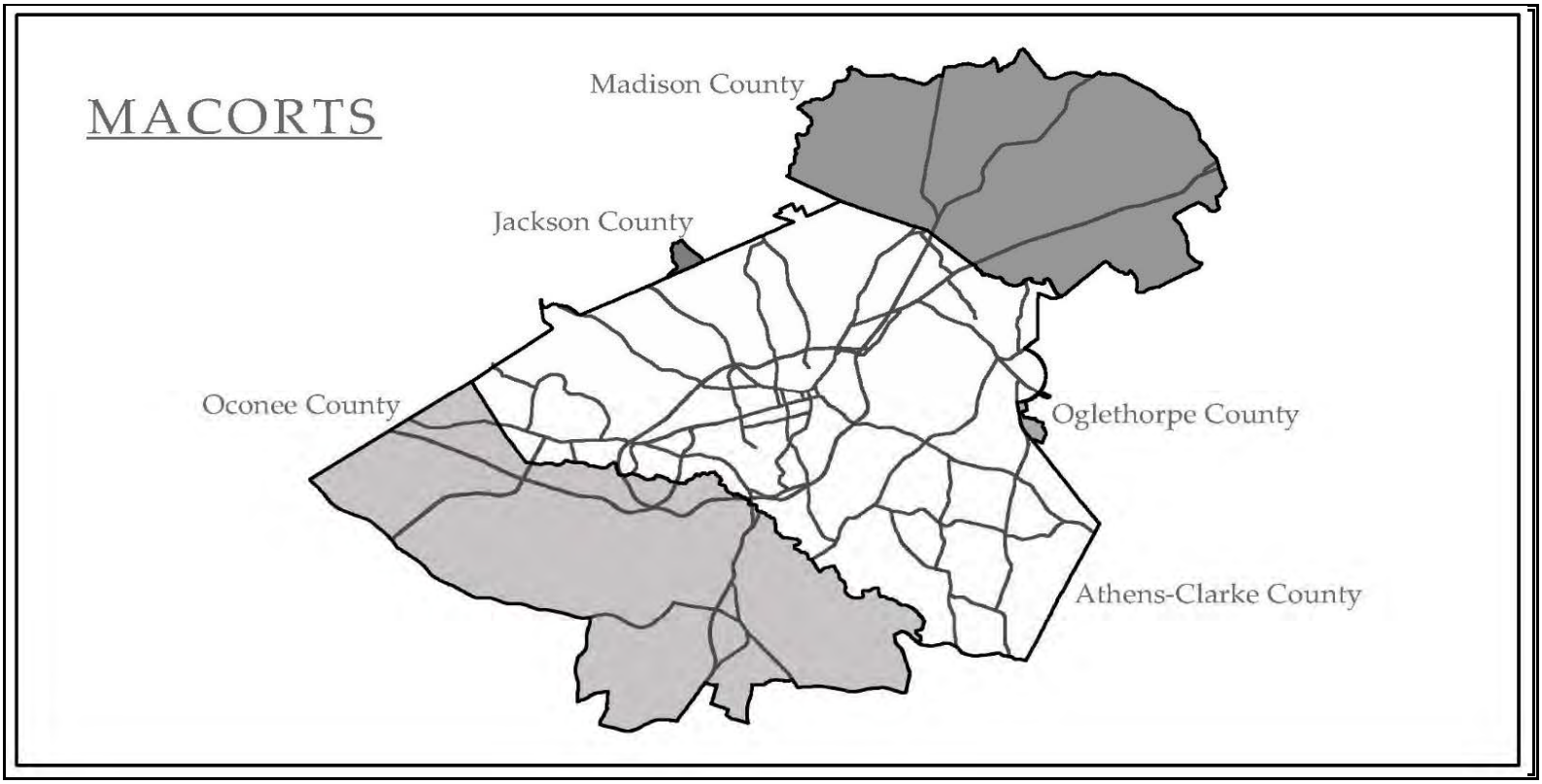
MADISON ATHENS-CLARKE OCONEE REGIONAL TRANSPORTATION STUDY
FY 2021-2024 TRANSPORTATION IMPROVEMENT PROGRAM

PROJECT NAME: Athens-Clarke County Sidewalk Improvement Program		***TIP #:***	
PROJECT DESCRIPTION: Continuing program to construct additional sidewalks at needed locations throughout Athens-Clarke County, consistent with the recommendation of the Athens in Motion (AiM) Bicycle and Pedestrian Master Plan.		*Estimated Cost:*	varies
		County:	Clarke
		P.I. #: n/a	
		GDOT Prj. #:	n/a
Length (miles): n/a	*# of existing lanes:* n/a	*# of lanes planned:*	n/a
DOT District #: 1	*Congressional Dist. #:* 9,10	*RDC:*	Northeast Georgia
Average Daily Traffic Volume	*2018ADT:* n/a	*2045projected):*	n/a

COMMENTS/REMARKS: Funding is requested in the A-CC Capital Budget. Funds will be from TSPLOST, SPLOST and General Fund. Due to the large amount of pedestrian traffic in Athens-Clarke Co., providing a safe walking environment is a key component in transportation planning efforts. Projects will be identified by the AiM Master Plan and approved by the ACC Mayor and Commission.

PROJECT PHASE	***SOURCE***	***FY2021***	***FY2022***	***FY2023***	***FY2024***	***TOTAL***
Preliminary Engineering ($)	Local	$30,000	$400,000	$400,000	$400,000	$1,230,000
Right-of-Way ($)	Local	$18,000	$200,000	$200,000	$200,000	$618,000
Construction Costs ($)	Local	$855,000	$2,035,000	$1,400,000	$1,400,000	$5,690,000
PROJECT COST		$903,000	$2,635,000	$2,000,000	$2,000,000	$7,538,000
Federal Cost ($)		$0	$0	$0	$0	$0
State Cost ($)		$0	$0	$0	$0	$0
Local Cost ($)	SPLOST 2005, General	$903,000	$2,635,000	$2,000,000	$2,000,000	$7,538,000

PROJECT LOCATION



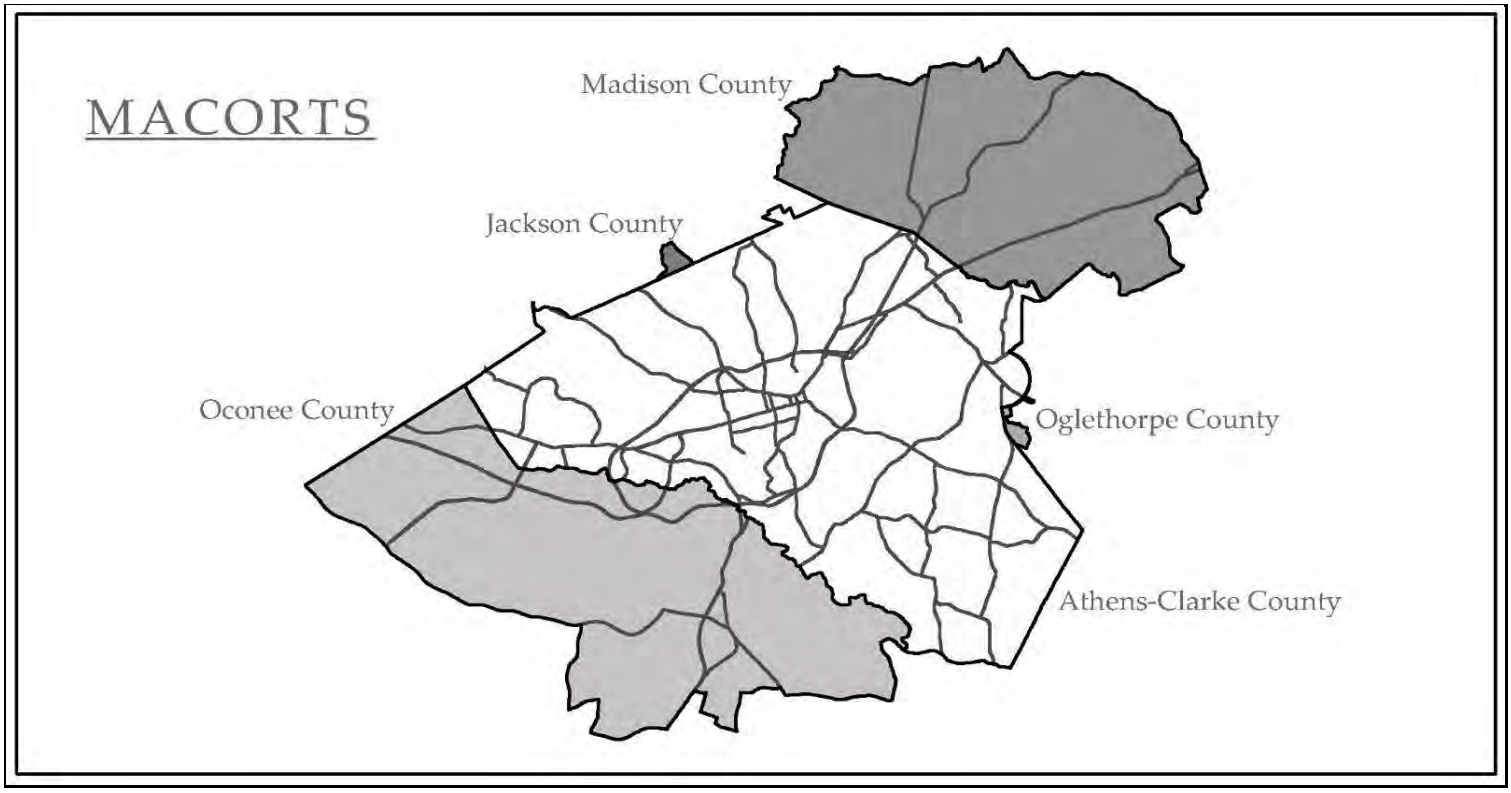
MADISON ATHENS-CLARKE OCONEE REGIONAL TRANSPORTATION STUDY
FY 2021-2024 TRANSPORTATION IMPROVEMENT PROGRAM

PROJECT NAME: Athens-Clarke Co. Bicycle Fac. System Improvements		***TIP #:***	
PROJECT DESCRIPTION: Continue to develop the bicycle facilities network within Athens-Clarke County, consistent with the recommendation of the Athens in Motion(AiM) Bicycle and Pedestrian Master Plan.		*Estimated Cost:*	varies
		County:	Clarke
		P.I. #: n/a	
		GDOT Prj.#:	n/a
Length (miles): n/a	*# of existing lanes:* n/a	*# of lanes planned:*	n/a
DOT District #: 1	*Congressional Dist. #* 9,10	*RDC:*	Northeast Georgia
Average Daily Traffic Volume	*2018ADT:* n/a	*2045 (projected):*	n/a

COMMENTS/REMARKS: Funding is supported in the TSPLOST. Due to the large amount of bicycle traffic in Athens-Clarke County, providing safe bicycle facilities is a key component in transportation planning efforts. Projects will be identified by the AiM Master Plan and approved by ACC Mayor and Commission.

PROJECT PHASE	***SOURCE***	***FY2021***	***FY2022***	***FY2023***	***FY2024***	***TOTAL***
Preliminary Engineering ($)	Local	$150,000	$400,000	$400,000	$400,000	$1,350,000
Right-of-Way ($)	Local	$0	$200,000	$200,000	$200,000	$600,000
Construction Costs ($)	Local	$200,000	$1,575,000	$1,575,000	$1,575,000	$4,925,000
PROJECT COST		$350,000	$2,175,000	$2,175,000	$2,175,000	$6,875,000
Federal Cost ($)		$0	$0	$0	$0	$0
State Cost ($)		$0	$0	$0	$0	$0
Local Cost ($)	General Fund, SPLOST 2005	$350,000	$2,175,000	$2,175,000	$2,175,000	$6,875,000

PROJECT LOCATION



MADISON ATHENS-CLARKE OCONEE REGIONAL TRANSPORTATION STUDY
FY 2021-2024 TRANSPORTATION IMPROVEMENT PROGRAM

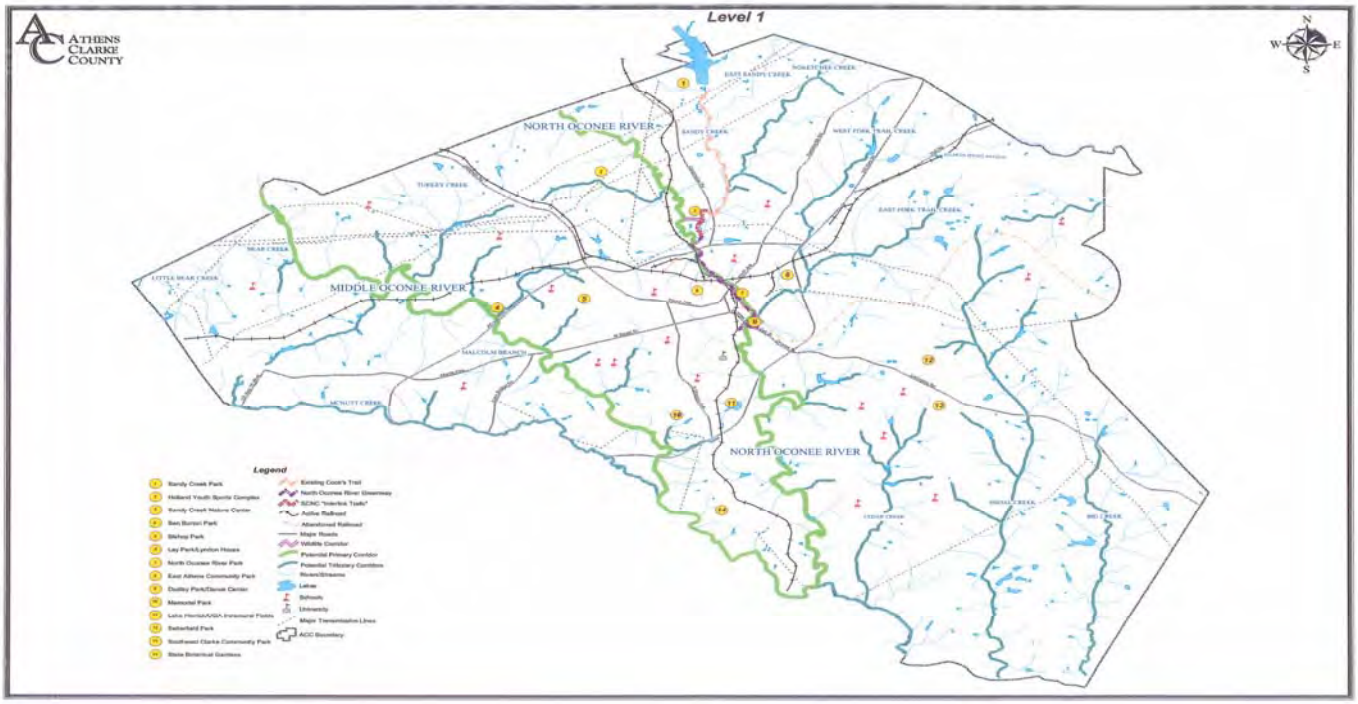
PROJECT NAME: Oconee Rivers Greenway Network Plan			***TIP #:***
PROJECT DESCRIPTION: This plan provides for a network of multi-use corridors that will provide opportunities for conservation, preservation, education, transportation, and recreation along the Oconee River system.			*Estimated Cost:* $1,342,000 *County:* Clarke *P.I. #:* n/a *GDOT Prj.#:* n/a
Length (miles): N/A	*# of existing lanes:* N/A	*# of lanes planned:* N/A	
DOT District #: 1	*Congressional Dist. #:* 9,10	*RDC:* Northeast Georgia	
Average Daily Traffic Volume	*2018ADT:* N/A	*2045 (projected):* N/A	

COMMENTS/REMARKS:

Funding is available through TSPLOST (2018) in the amount of $10,000,000. Sub-projects include Oconee Hill Cemetery segment, Research Drive segment, Carr's Creek/Barnett Shoals Road, and Oak/Oconee Bridge Underpass.

PROJECT PHASE	***SOURCE***	***FY2021***	***FY2022***	***FY2023***	***FY2024***	***TOTAL***
Preliminary Engineering ($)	Local					$0
Land Acquisition ($)	Local					$0
Construction Costs ($)	Local					$0
PROJECT COST		$0	$0	$0	$0	$0
Federal Cost ($)		$0	$0	$0	$0	$0
State Cost ($)		$0	$0	$0	$0	$0
Local Cost ($) SPLOST 2005		$0	$0	$0	$0	$0

PROJECT LOCATION

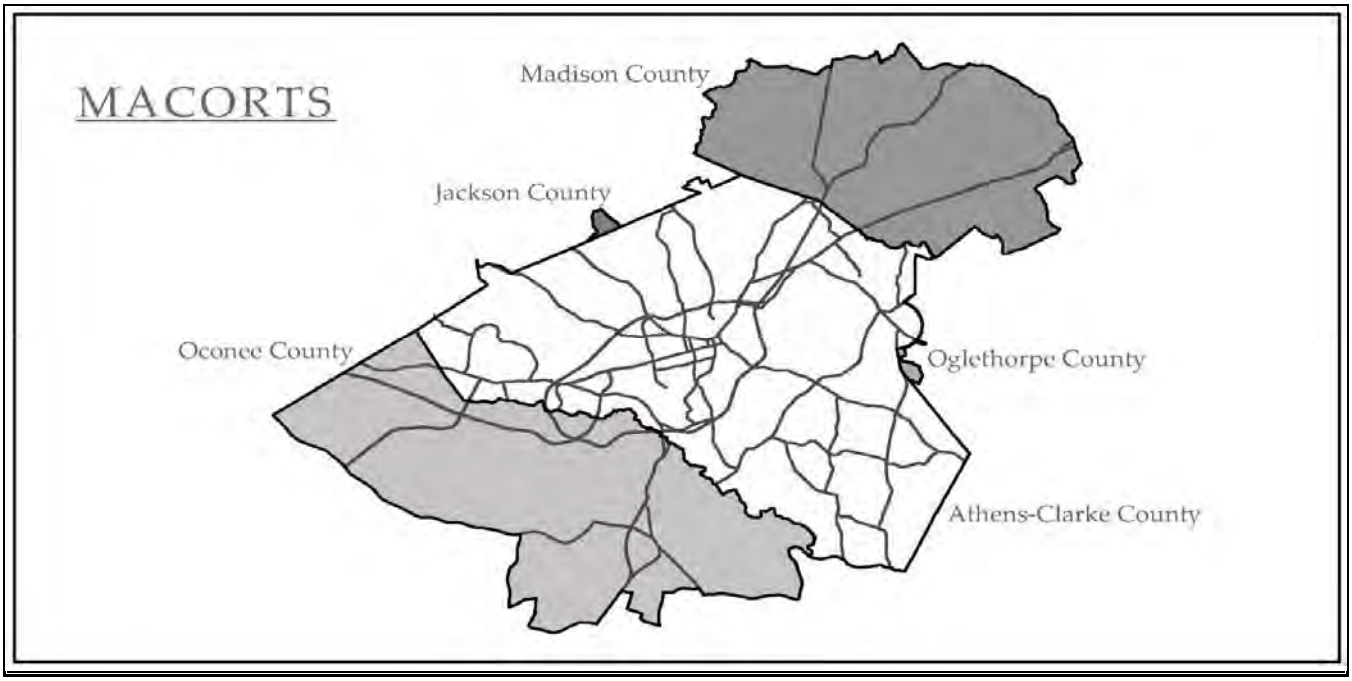


PROJECT NAME: ACC Intersection Improvement Program					***TIP #***	
PROJECT DESCRIPTION: Continuing program to improve intersections within Athens-Clarke County, as identified through on-going Level of Service and safety rating matrix.					*Estimated Cost:* $2,500,000 *County:* Clarke *P.I. #:* n/a *GDOT Prj.#:* n/a	
Length (miles): N/A	*# of existing lanes:* 2			*# of lanes planned:* 2		
DOT District #: 1	*Congressional Dist. #:* 9,10			*RDC:* Northeast Georgia		
Average Daily Traffic Volume *2018ADT:* N/A				*2045(projected):* N/A		

COMMENTS/REMARKS: Project added to TIP in July 2018. Intersection Improvement Program Ranking Matrix approved by M&C in October 2018. Initial intersections include: Oglethorpe Ave at Hawthorne Ave, SR 10LP at Chase Street, Tallassee Road at Mitchell Bridge Road, Hawthorne Ave at Old Epps Bridge Rd., Alps Rd at Baxter St, Lumpkin St at West Lake Dr, North Ave at MLK Jr Pkwy, Timothy Road at US 441, College Station Rd at Barnett Shoals Rd, and SR 10 LP at College Station Rd.

PROJECT PHASE	***SOURCE***	***FY2021***	***FY2022***	***FY2023***	***FY2024***	***TOTAL***
Preliminary Engineering ($)	Local	$140,000	$360,000	$200,000	$200,000	$900,000
Right-of-Way ($)	Local	$150,000	$150,000	$150,000	$150,000	$600,000
Construction Costs ($)	Local	$200,000	$1,500,000	$800,000	$800,000	$3,300,000
PROJECT COST		$490,000	$2,010,000	$1,150,000	$1,150,000	$4,800,000
Federal Cost ($)		$0	$0	$0	$0	$0
State Cost ($)		$0	$0	$0	$0	$0
Local Cost ($) SPLOST 2011		$490,000	$2,010,000	$1,150,000	$1,150,000	$4,800,000

PROJECT LOCATION



MADISON ATHENS-CLARKE OCONEE REGIONAL TRANSPORTATION STUDY
FY 2021-2024 TRANSPORTATION IMPROVEMENT PROGRAM

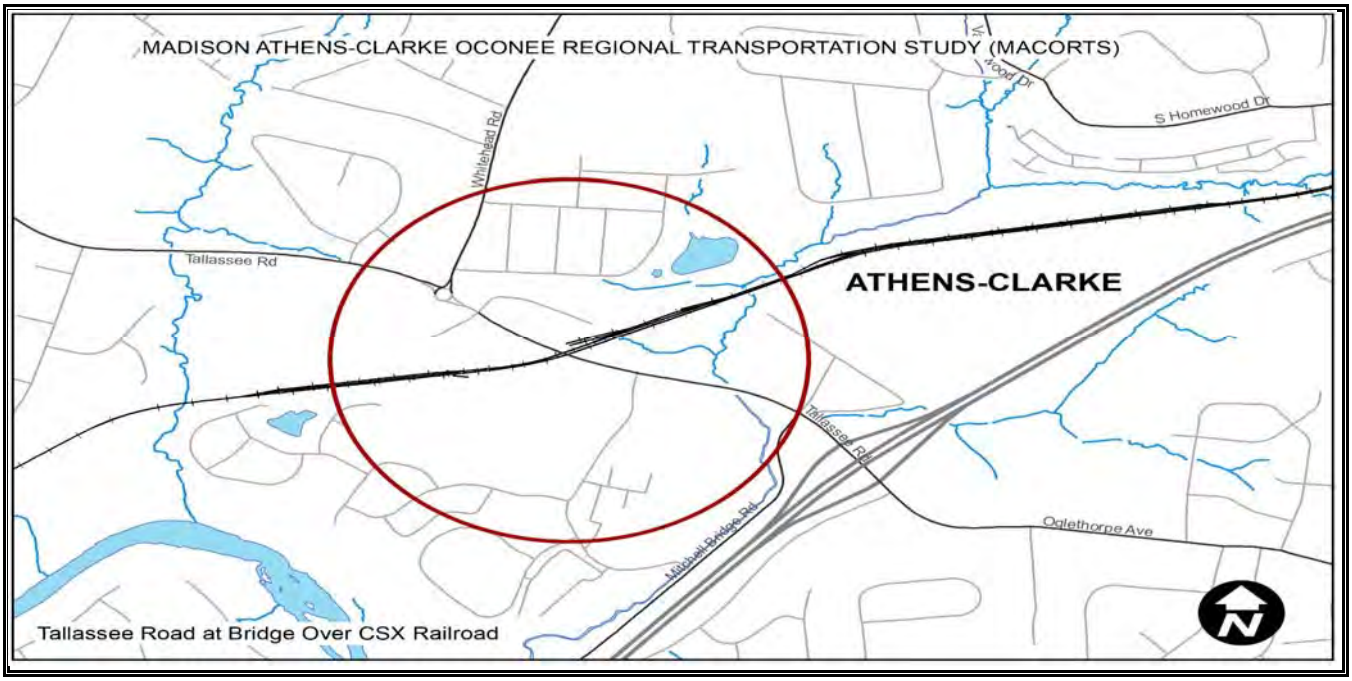
PROJECT NAME: Tallassee Road Bridge Replacement Project			***TIP #***
PROJECT DESCRIPTION:			*Estimated Cost:* varies
			County: Clarke
			P.I. #: n/a
			GDOT Prj.#: n/a
Length (miles): 0.5	*# of existing lanes:* 2		*# of lanes planned:* 2
DOT District #: 1	*Congressional Dist. #:* 9,10		*RDC:* Northeast Georgia
Average Daily Traffic Volume	*2018ADT:* 8,040		*2045(projected):* 14,260

COMMENTS/REMARKS:

SPLOST and potential TSPLOST-funded project

PROJECT PHASE	***SOURCE***	***FY2021***	***FY2022***	***FY2023***	***FY2024***	***TOTAL***
Preliminary Engineering ($)	Local	$100,000				$100,000
Right-of-Way ($)	Local					$0
Construction Costs ($)	Local	$2,790,000	$2,790,000			$5,580,000
PROJECT COST		$2,890,000	$2,790,000	$0	$0	$5,680,000
Federal Cost ($)		$0	$0	$0	$0	$0
State Cost ($)		$0	$0	$0	$0	$0
Local Cost ($) SPLOST 2011		$2,890,000	$2,790,000	$0	$0	$5,680,000

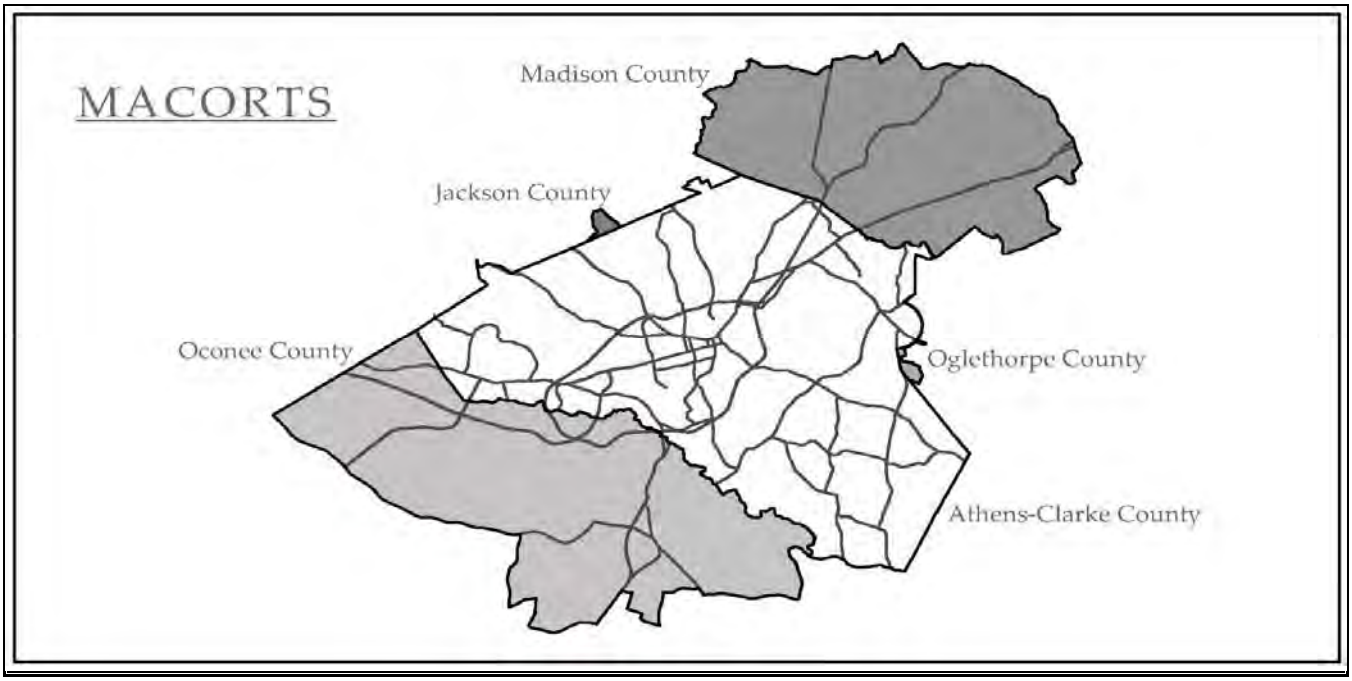
PROJECT LOCATION



PROJECT NAME: ACC Bridge Maintenance & Improvement Program						***TIP #***
PROJECT DESCRIPTION: Maintain and replace bridges that are or have become substandard, as evaluated through the biennial GDOT Bridge Report.						*Estimated Cost:* Varies *County:* Clarke *P.I. #:* n/a *GDOT Prj.#:* n/a
Length (miles): N/A	*# of existing lanes:* N/A			*# of lanes planned:* N/A		
DOT District #: 1	*Congressional Dist. #:* 9,10			*RDC:* Northeast Georgia		
Average Daily Traffic Volume	*2018ADT:* N/A			*2045 (projected):* N/A		
COMMENTS/REMARKS: Funding provided by the General Fund						

PROJECT PHASE	***SOURCE***	***FY2021***	***FY2022***	***FY2023***	***FY2024***	***TOTAL***
Preliminary Engineering ($)	Local	$0	$0	$0	$0	$0
Right-of-Way ($)	Local	$0	$0	$0	$0	$0
Construction Costs ($)	Local	$50,000	$50,000	$50,000	$50,000	$200,000
PROJECT COST		$50,000	$50,000	$50,000	$50,000	$200,000
Federal Cost ($)		$0	$0	$0	$0	$0
State Cost ($)		$0	$0	$0	$0	$0
Local Cost ($) SPLOST 2011		$50,000	$50,000	$50,000	$50,000	$200,000

PROJECT LOCATION



SECTION VI

Rail Projects

MADISON ATHENS-CLARKE OCONEE REGIONAL TRANSPORTATION STUDY
FY 2021-2024 TRANSPORTATION IMPROVEMENT PROGRAM

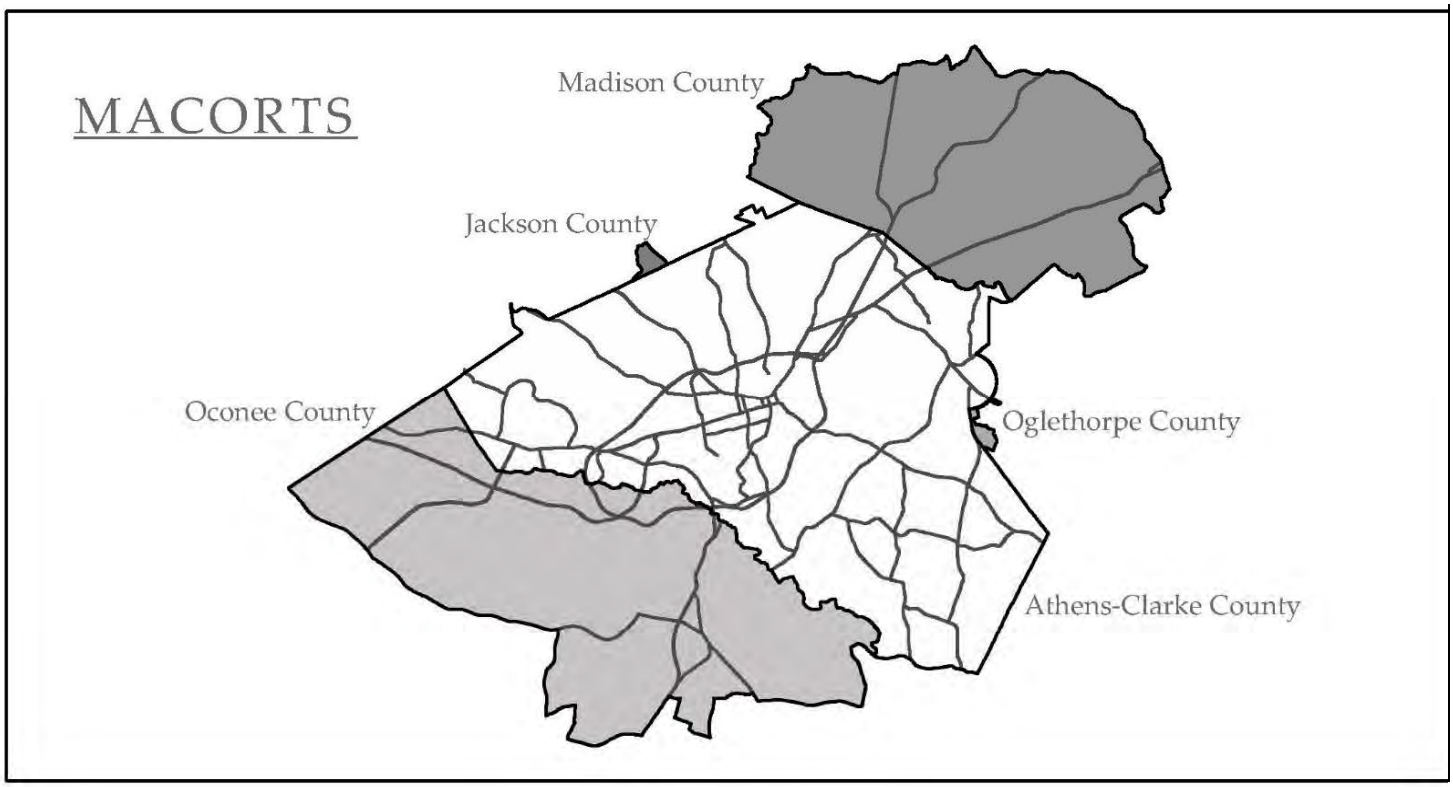
PROJECT NAME: Lump Sum, Surface Transportation Program - ZS50		***TIP #:*** RR-1	***FUND:*** ZS50
PROJECT DESCRIPTION: Federal and state funds are available for railroad protection devices.		*Estimated Cost:* varies	
		County: Clarke	
		P.I. #: n/a	*Prj. #:* n/a
		GDOT Prj. #: n/a	
Length (miles): n/a	*# of existing lanes:* n/a	*# of lanes planned:* n/a	
DOT District #: 1	*Congressional Dist. #:* 9,10	*RDC:* Northeast Georgia	
Average Daily Traffic Volume	*2018ADT:* n/a	*2045(projected):* n/a	

COMMENTS/REMARKS:

Funds from this lump sum were used to install Train Activated Warning Devices at the intersection of Riverbend Rd. and the Northfolk Southern Railroad line in Athens-Clarke County.

PROJECT PHASE	***SOURCE***	***FY2021***	***FY2022***	***FY2023***	***FY2024***	***TOTAL***
Preliminary Engineering ($)						$0
Right-of-Way ($)						$0
Construction Costs ($)	Federal/State	$70,000	$70,000	$70,000	$70,000	$280,000
PROJECT COST		$70,000	$70,000	$70,000	$70,000	$280,000
Federal Cost ($)		$56,000	$56,000	$56,000	$56,000	$224,000
State Cost ($)		$14,000	$14,000	$14,000	$14,000	$56,000
Local Cost ($)		$0	$0	$0	$0	$0

PROJECT LOCATION

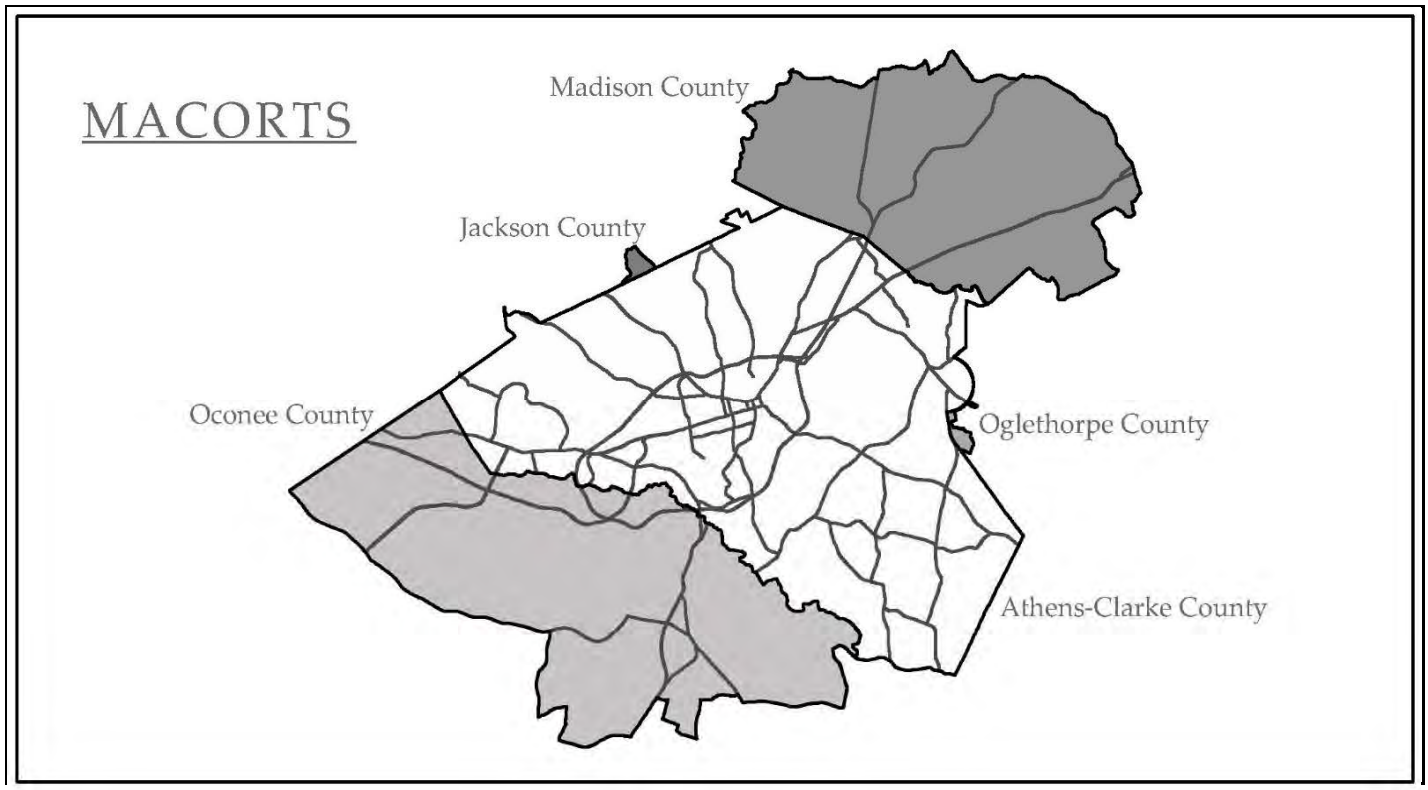


MADISON ATHENS-CLARKE OCONEE REGIONAL TRANSPORTATION STUDY
FY 2021-2024 TRANSPORTATION IMPROVEMENT PROGRAM

PROJECT NAME: Lump Sum, Surface Transportation Program - ZS40		***TIP #:*** RR-02	***FUND:*** ZS40
PROJECT DESCRIPTION: Federal and state funds are available for railroad hazard elimination.		*Estimated Cost:* varies	
		County: Clarke	
		P.I. #: n/a	Prj. #: n/a
		GDOT Prj. #: n/a	
Length (miles): n/a	*# of existing lanes:* n/a	*# of lanes planned:* n/a	
DOT District #: 1	*Congressional Dist. #:* 9,10	*RDC:* Northeast Georgia	
Average Daily Traffic Volume	*2018ADT:* n/a	*2045 (projected):* n/a	
COMMENTS/REMARKS:			

PROJECT PHASE	***SOURCE***	***FY2021***	***FY2022***	***FY2023***	***FY2024***	***TOTAL***
Preliminary Engineering ($)						$0
Right-of-Way ($)						$0
Construction Costs ($)	Federal/State	$83,000	$83,000	$83,000	$83,000	$332,000
PROJECT COST		$83,000	$83,000	$83,000	$83,000	$332,000
Federal Cost ($)		$66,400	$66,400	$66,400	$66,400	$265,600
State Cost ($)		$16,600	$16,600	$16,600	$16,600	$66,400
Local Cost ($)		$0	$0	$0	$0	$0

PROJECT LOCATION



SECTION VII

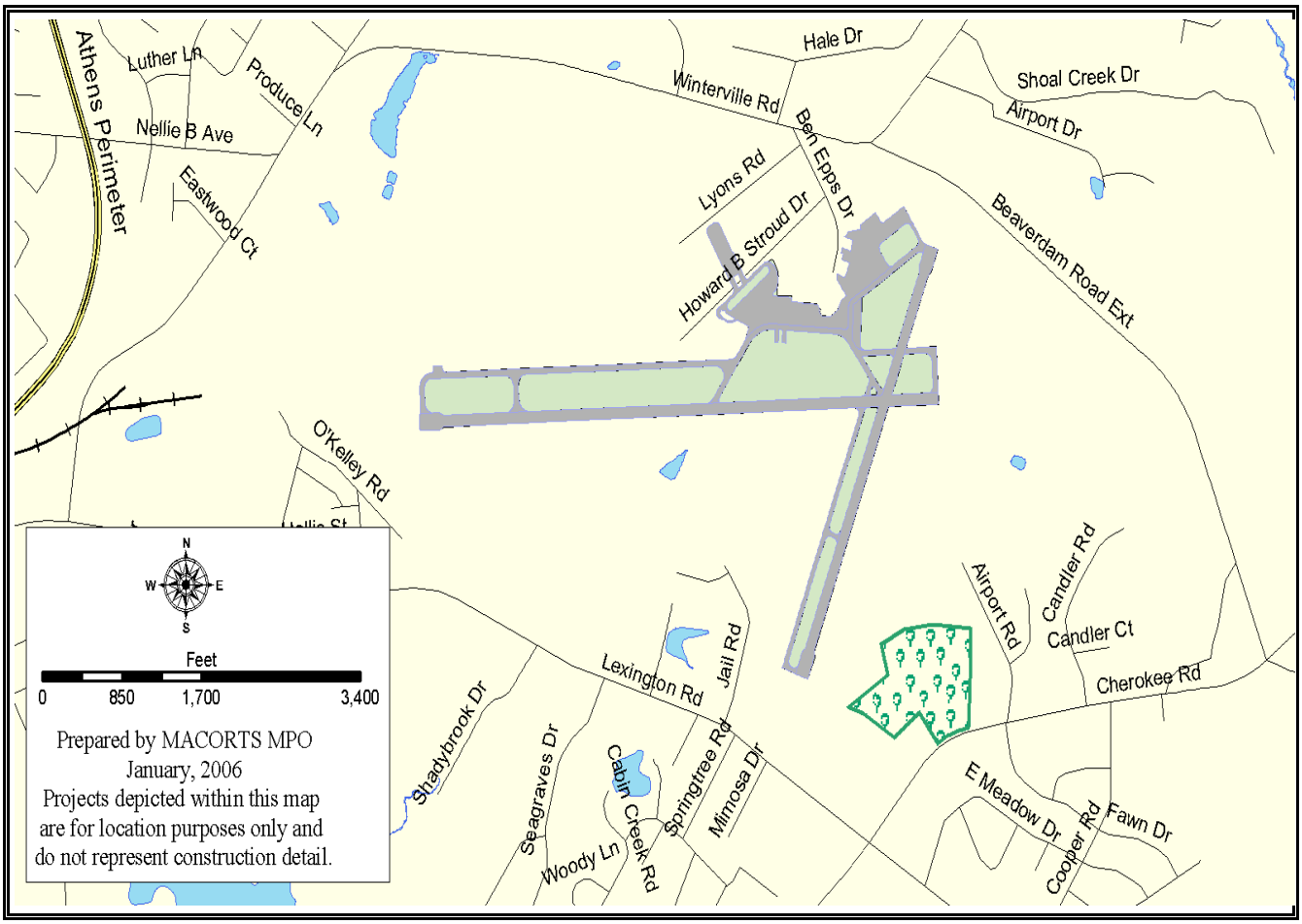
Athens-Ben Epps Airport Projects

MADISON ATHENS-CLARKE OCONEE REGIONAL TRANSPORTATION STUDY
FY 2021-2024 TRANSPORTATION IMPROVEMENT PROGRAM

PROJECT NAME: Runway 9/27 ROFA Clearing & Fencing Project		***TIP #:***	
COMMENTS/REMARKS: Runway 9/27 ROFA Clearing and fencing.		*Estimated Cost:*	$1,890,000
		County:	Clarke
		P.I. #: n/a	
		GDOT Prj. #: n/a	
DOT District #: 1	*Congressional Dist.* 9,10	*RDC:*	Northeast Georgia

AIRPORT PROJECT COST	***FY2021***	***FY2022***	***FY2023***	***FY2024***	***TOTAL***
PROJECT COST	$1,890,000	$0	$0	$0	$1,890,000
SOURCE OF FUNDS:					
Federal cost	$1,701,000	$0	$0	$0	$1,701,000
State Cost	$94,500	$0	$0	$0	$94,500
Passenger Facility Charge	$0	$0	$0	$0	$0
Local Cost	$94,500	$0	$0	$0	$94,500

PROJECT LOCATION

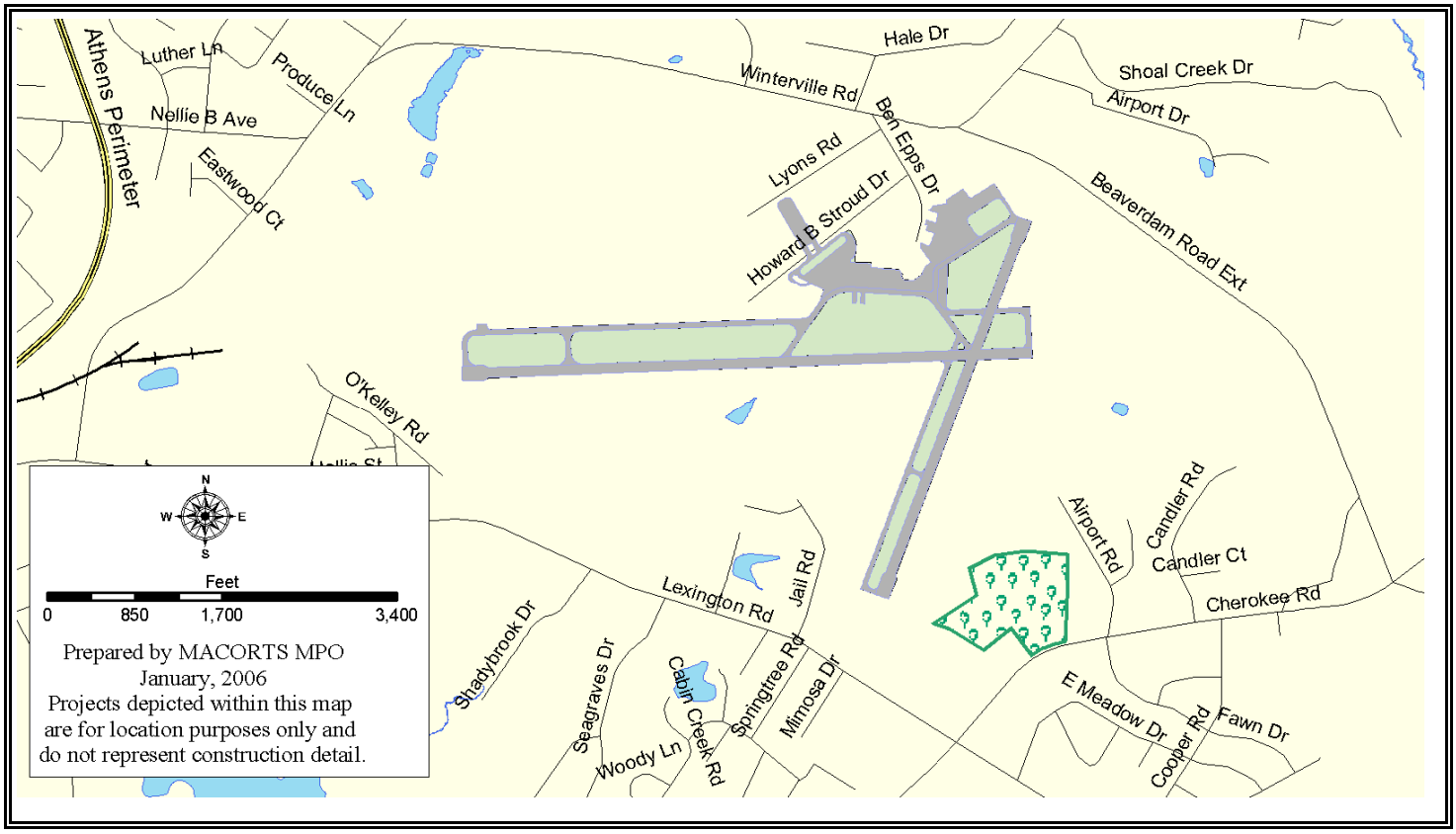


MADISON ATHENS-CLARKE OCONEE REGIONAL TRANSPORTATION STUDY
FY 2021-2024 TRANSPORTATION IMPROVEMENT PROGRAM

PROJECT NAME: Master Plan Update			***TIP #:***
COMMENTS/REMARKS:			*Estimated Cost:* $400,000
			County: Clarke
			P.I. #: n/a
			GDOT Prj. #: n/a
DOT District #: 1	*Congressional Dist.* 9,10	*RDC:*	Northeast Georgia

AIRPORT PROJECT COST	***FY2021***	***FY2022***	***FY2023***	***FY2024***	***TOTAL***
PROJECT COST	$0	$400,000	$0	$0	$400,000
SOURCE OF FUNDS:					
Federal cost	$0	$360,000	$0	$0	$360,000
State Cost	$0	$20,000	$0	$0	$20,000
Passenger Facility Charge	$0	$0	$0	$0	$0
Local Cost	$0	$20,000	$0	$0	$20,000

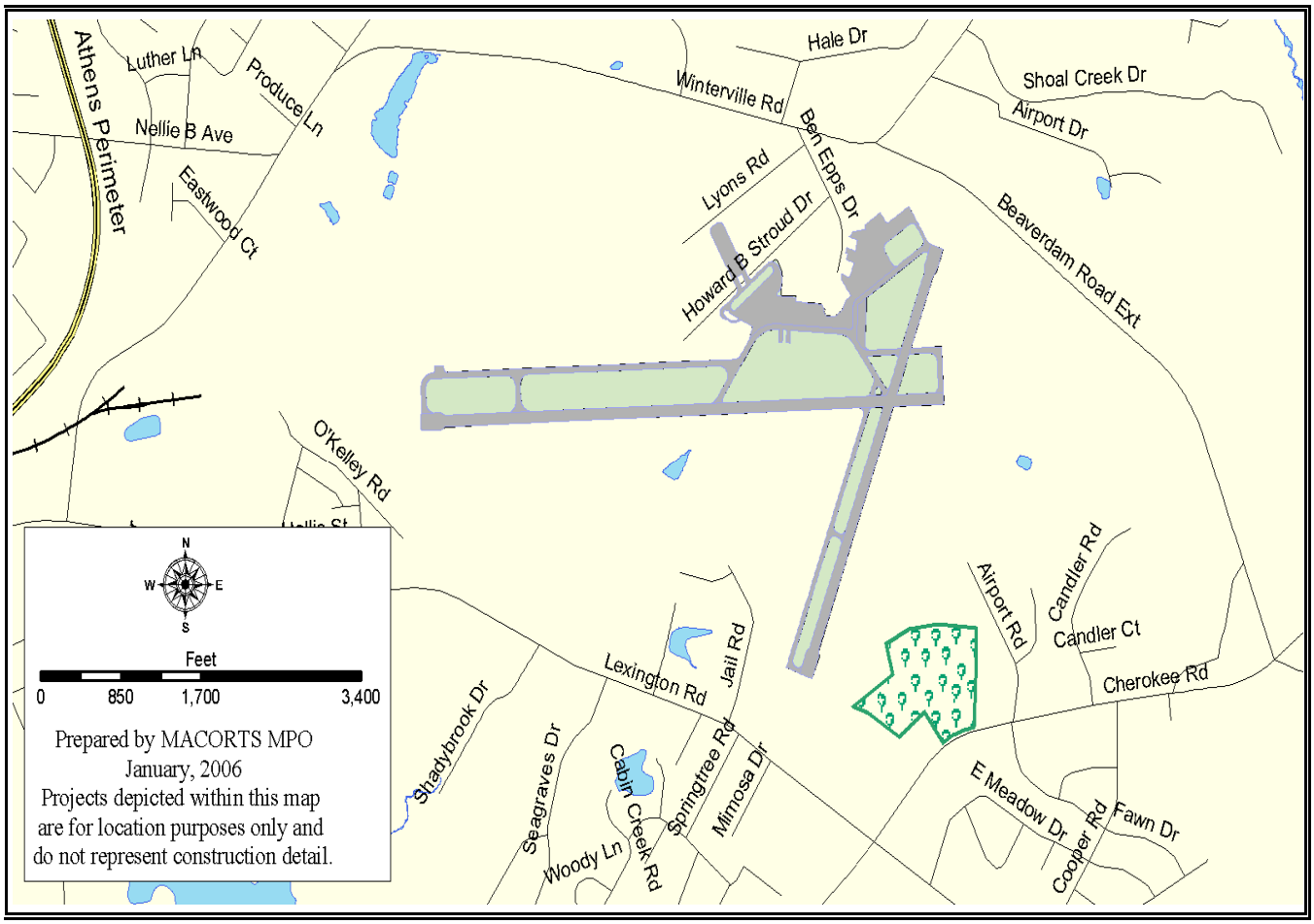
PROJECT LOCATION



PROJECT NAME: New Parking Lot Construction				***TIP #:***	
COMMENTS/REMARKS:				*Estimated Cost:*	$930,000
				County:	Clarke
				P.I. #:	n/a
				GDOT Prj. #:	n/a
DOT District #: 1	*Congressional Dist* 9,10		*RDC:*	Northeast Georgia	

AIRPORT PROJECT COST	***FY2021***	***FY2022***	***FY2023***	***FY2024***	***TOTAL***
Design	$115,000				
Construction		$930,000			
PROJECT COST	$115,000	$930,000	$0	$0	$1,045,000
SOURCE OF FUNDS:					
Federal cost	$103,500	$837,000	$0	$0	$940,500
State Cost	$5,750	$46,500	$0	$0	$52,250
Passenger Facility Charge	$0	$0	$0	$0	$0
Local Cost	$5,750	$46,500	$0	$0	$52,250

PROJECT LOCATION

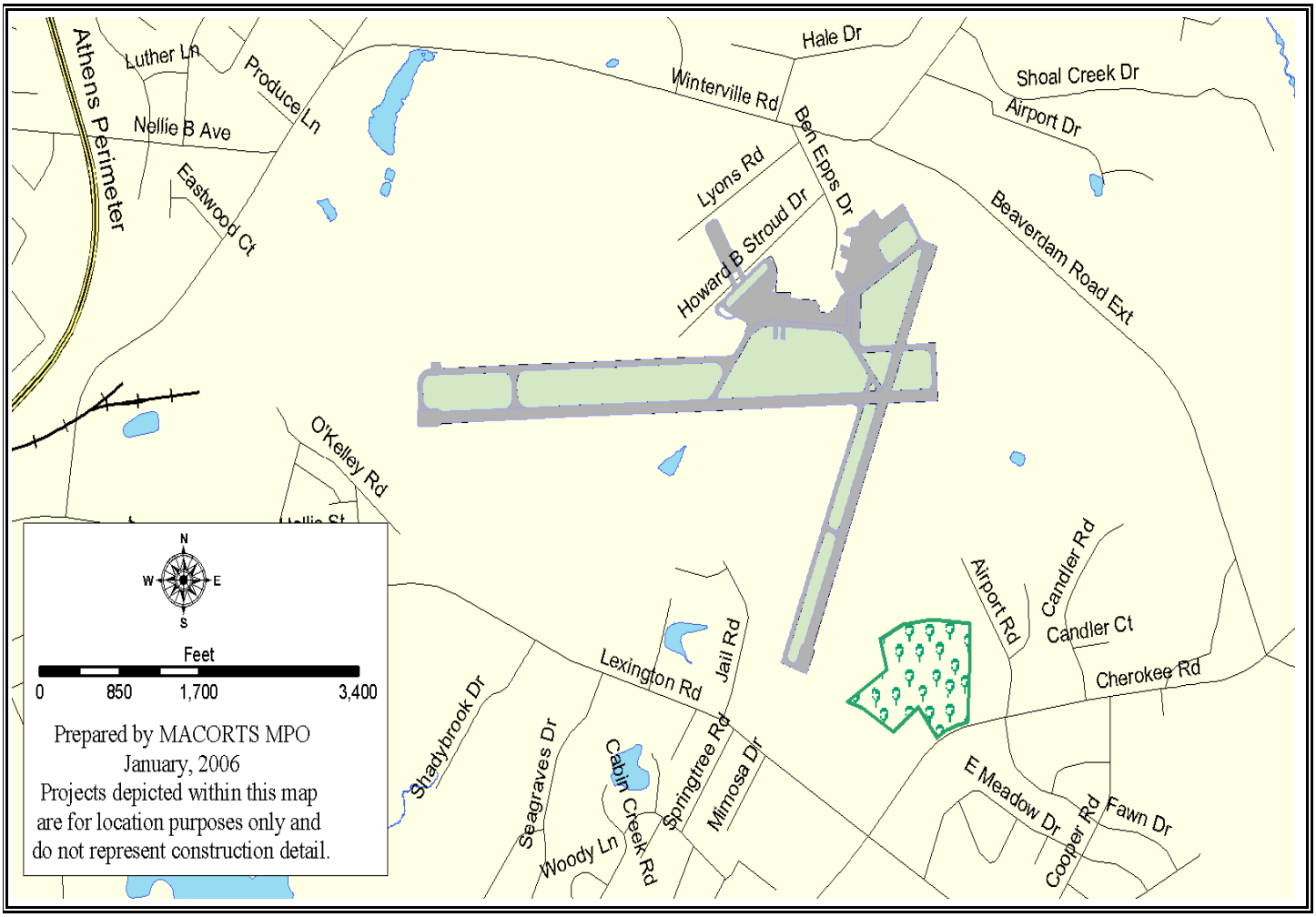


MADISON ATHENS-CLARKE OCONEE REGIONAL TRANSPORTATION STUDY
FY 2021-2024 TRANSPORTATION IMPROVEMENT PROGRAM

PROJECT NAME: Commercial Terminal - Baggage Claim Build Out			***TIP #:***
COMMENTS/REMARKS:			*Estimated Cost:* $1,000,000
			County: Clarke
			P.I. #: n/a
			GDOT Prj. #: n/a
DOT District #: 1	*Congressional Dist.* 9,10	*RDC:*	Northeast Georgia

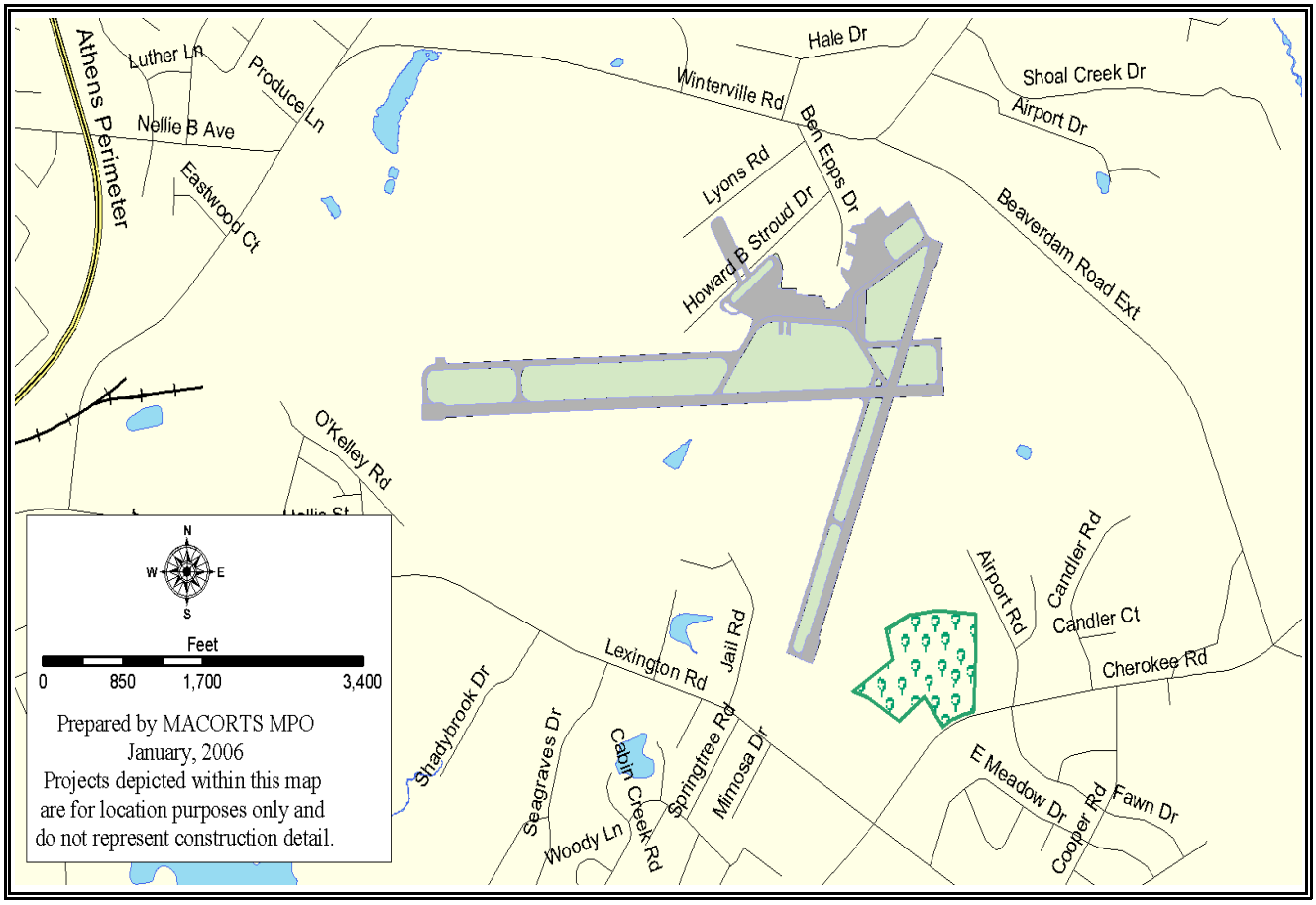
AIRPORT PROJECT COST	***FY2021***	***FY2022***	***FY2023***	***FY2024***	***TOTAL***
PROJECT COST	$0	$1,000,000	$0	$0	$1,000,000
SOURCE OF FUNDS:					
Federal cost	$0	$0	$0	$0	$0
State Cost	$0	$0	$0	$0	$0
Passenger Facility Charge	$0	$0	$0	$0	$0
Local Cost	$0	$1,000,000	$0	$0	$1,000,000

PROJECT LOCATION



PROJECT NAME: Rehabilitate & Overlay Taxiway A					***TIP #:***	
COMMENTS/REMARKS: Rehab and Overlay Taxiway A and connecting taxiways. Project includes construction of additional terminal area apron.					*Estimated Cost:*	$9,105,000
					County:	Clarke
					P.I. #:	n/a
					GDOT Prj. #:	n/a
DOT District #: 1		*Congressional Dist.* 9,10		*RDC:*	Northeast Georgia	
AIRPORT PROJECT COST	***FY2021***	***FY2022***	***FY2023***	***FY2024***	***TOTAL***	
DESIGN	$9,105,000	$0	$0	$0	$9,105,000	
CONSTRUCTION	$0	$0	$0	$0	$0	
PROJECT COST	$9,105,000	$0	$0	$0	$9,105,000	
SOURCE OF FUNDS:						
Federal cost	$8,194,500	$0	$0	$0	$8,194,500	
State Cost	$455,250	$0	$0	$0	$455,250	
Passenger Facility Charge	$0	$0	$0	$0	$0	
Local Cost	$455,250	$0	$0	$0	$455,250	

PROJECT LOCATION

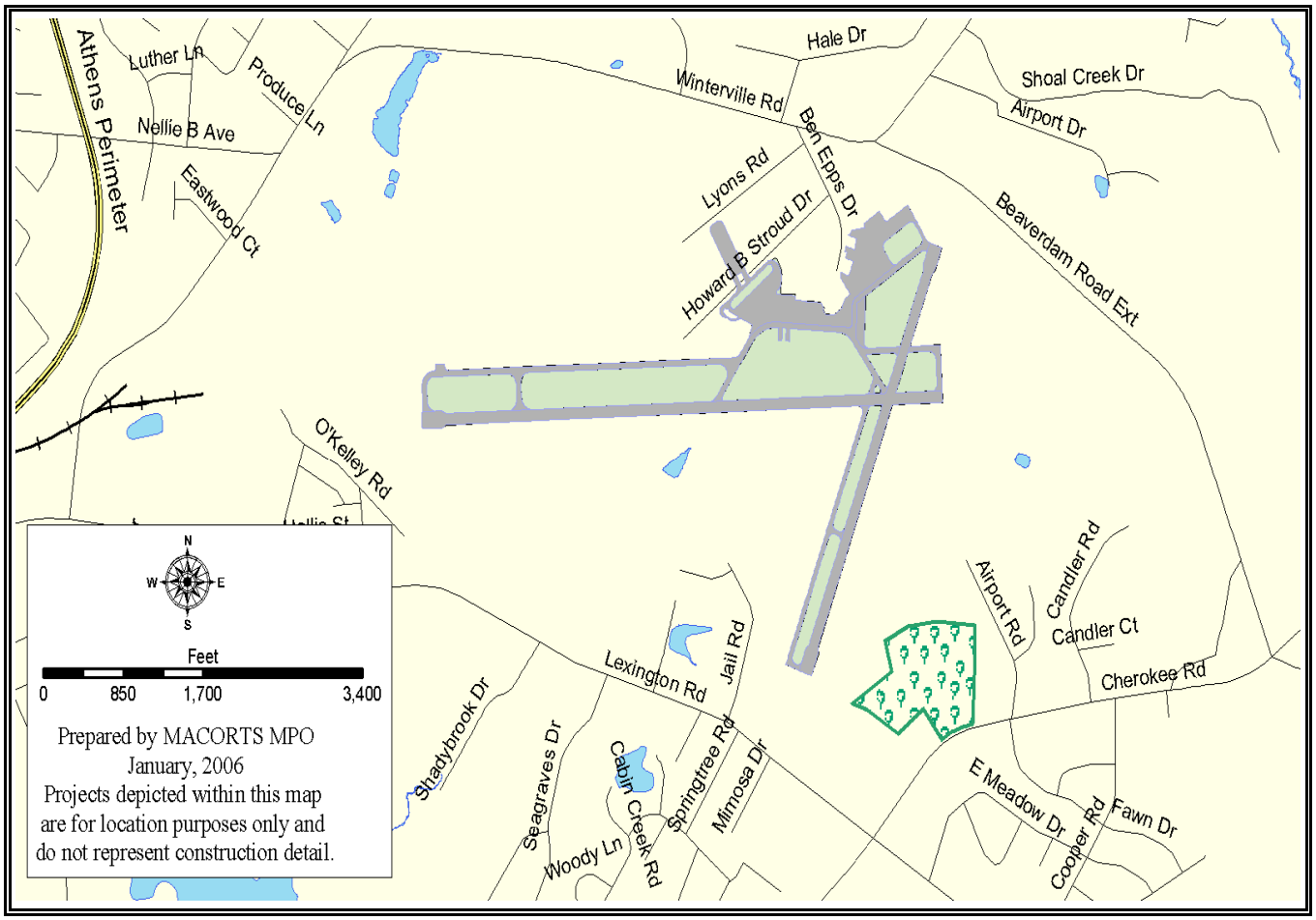


PROJECT NAME: Rehabilitate & Overlay Runway 2/20	***TIP #:***
COMMENTS/REMARKS: Rehab and overlay Runway 2/20 and associate taxiway system	*Estimated Cost:* $3,850,000
	County: Clarke
	P.I. #: n/a
	GDOT Prj. #: n/a

DOT District #: 1	*Congressional Dist. #:* 9,10	*RDC:* Northeast Georgia

AIRPORT PROJECT COST	***FY2021***	***FY2022***	***FY2023***	***FY2024***	***TOTAL***
DESIGN	$0	$0	$0	$0	$0
CONSTRUCTION	$3,850,000	$0	$0	$0	$3,850,000
PROJECT COST	$3,850,000	$0	$0	$0	$3,850,000
SOURCE OF FUNDS:					
Federal cost	$0	$0	$0	$0	$0
State Cost	$2,887,500	$0	$0	$0	$2,887,500
Passenger Facility Charge	$0	$0	$0	$0	$0
Local Cost	$962,500	$0	$0	$0	$962,500

PROJECT LOCATION

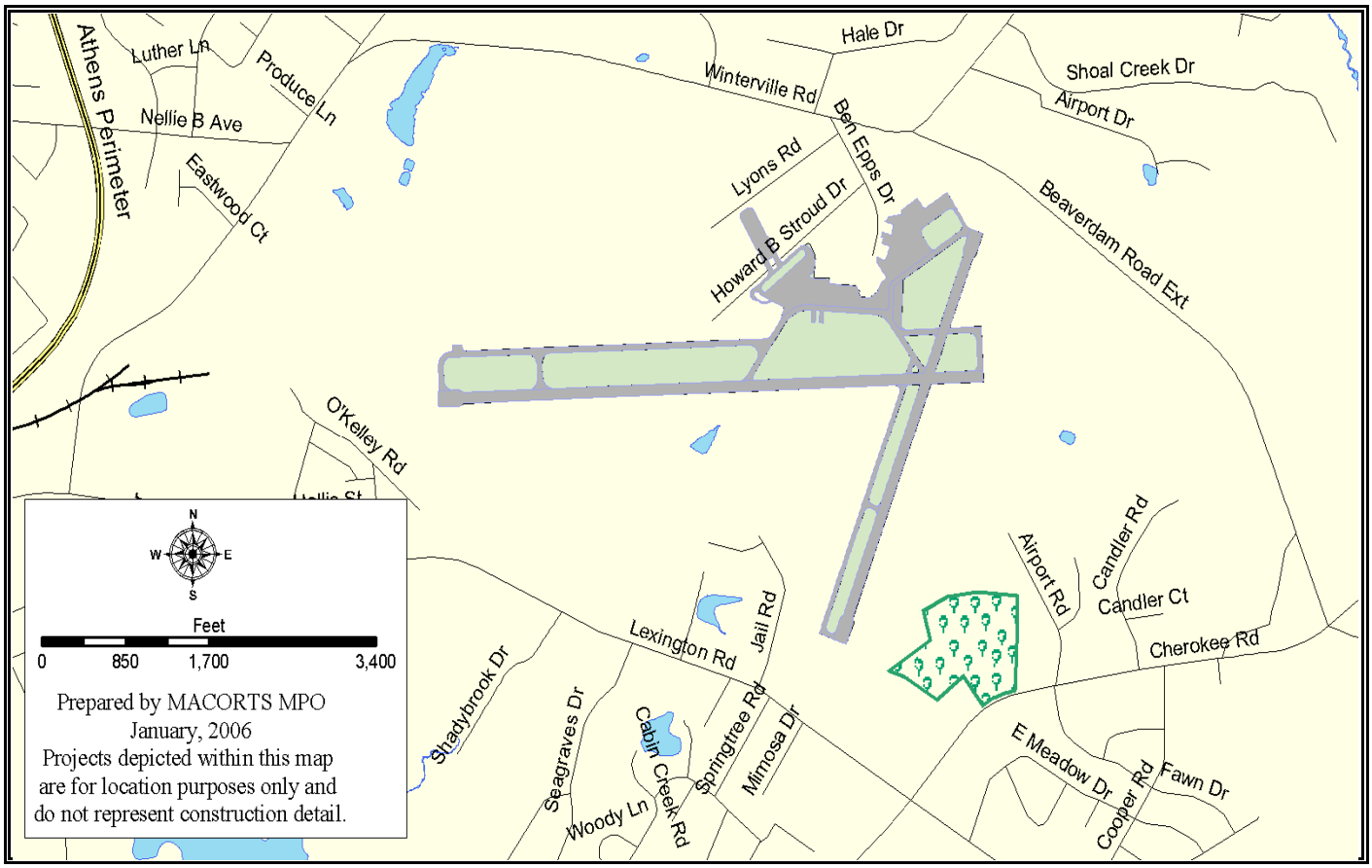


MADISON ATHENS-CLARKE OCONEE REGIONAL TRANSPORTATION STUDY
FY 2021-2024 TRANSPORTATION IMPROVEMENT PROGRAM

PROJECT NAME:	Runway 9 Displaced Threshold Improvements	***TIP#:***	
COMMENTS/REMARKS:		*Estimated Cost:*	$4,875,000
		County:	Clarke
		P.I. #:	n/a
		GDOT Prj. #:	n/a
DOT District #:	1	*Congressional Dist. #:*	9,10
RDC:	Northeast Georgia		

AIRPORT PROJECT COST	***FY2021***	***FY2022***	***FY2023***	***FY2024***	***TOTAL***
DESIGN	$0	$0	$125,000	$0	$125,000
CONSTRUCTION	$0	$0	$0	$4,750,000	$4,750,000
PROJECT COST	$0	$0	$125,000	$4,750,000	$4,875,000
SOURCE OF FUNDS:					
Federal cost	$0	$0	$112,500	$4,275,000	$4,387,500
State Cost	$0	$0	$6,250	$237,500	$243,750
Passenger Facility Charge	$0	$0	$0	$0	$0
Local Cost	$0	$0	$6,250	$237,500	$243,750

PROJECT LOCATION

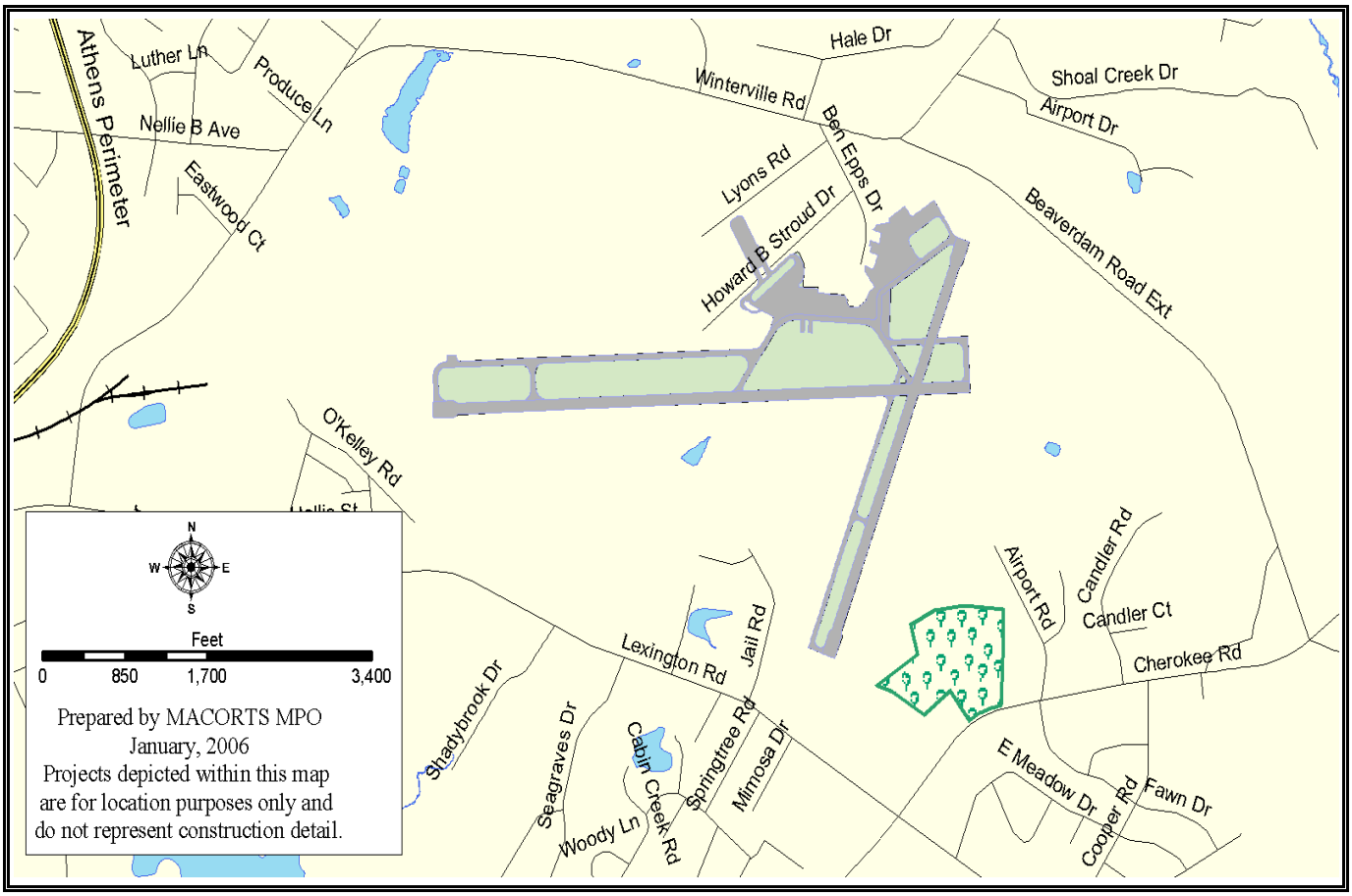


MADISON ATHENS-CLARKE OCONEE REGIONAL TRANSPORTATION STUDY
FY 2021-2024 TRANSPORTATION IMPROVEMENT PROGRAM

PROJECT NAME: Expand East Terminal Apron			***TIP #:***
COMMENTS/REMARKS: This portion of the project is for Design. Construction is scheduled for FY 2023.			*Estimated Cost:* $975,000
			County: Clarke
			P.I. #: n/a
			GDOT Prj. #: n/a
DOT District #: 1	*Congressional Dist.* 9,10	*RDC:* Northeast Georgia	

AIRPORT PROJECT COST	***FY2021***	***FY2022***	***FY2023***	***FY2024***	***TOTAL***
Design	$225,000				
Construction					
PROJECT COST	$225,000	$0	$750,000	$0	$975,000
SOURCE OF FUNDS:					
Federal cost	$202,500	$0	$675,000	$0	$877,500
State Cost	$11,250	$0	$37,500	$0	$48,750
Passenger Facility Charge	$0	$0	$0	$0	$0
Local Cost	$11,250	$0	$37,500	$0	$48,750

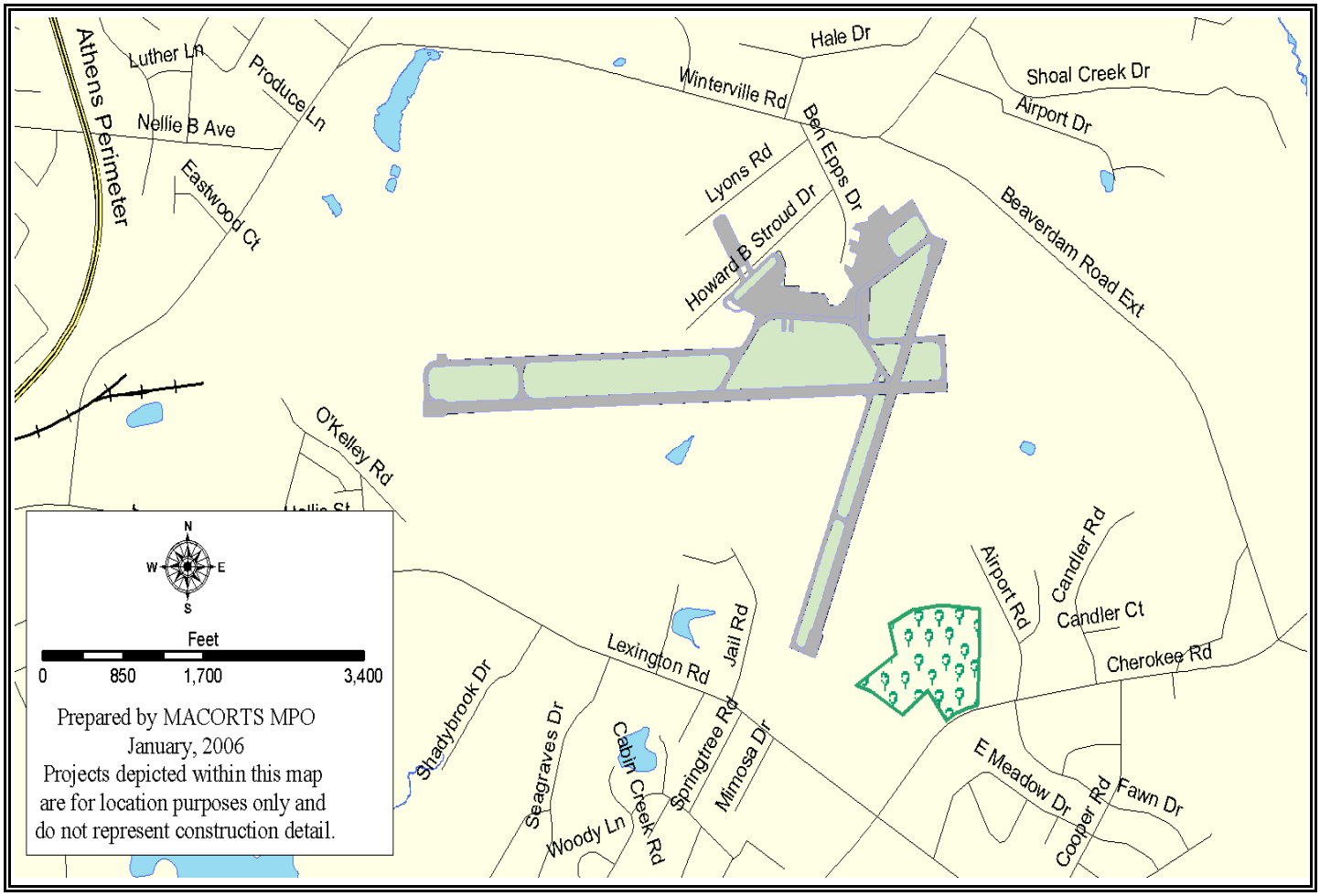
PROJECT LOCATION



PROJECT NAME: Avigation Easement - Runway 2/27			***TIP #:***
COMMENTS/REMARKS: This project involves the acquisition of an avigation easement and obstruction mitigation for Runway 2-27 (32 parcels in FY 24 & 16 parcels in FY 25).			*Estimated Cost:* $650,000
			County: Clarke
			P.I. #: n/a
			GDOT Prj. #: n/a
DOT District #: 1	*Congressional Dist. #:* 9,10	*RDC:* Northeast Georgia	

AIRPORT PROJECT COST	***FY2021***	***FY2022***	***FY2023***	***FY2024***	***TOTAL***
PROJECT COST	$0	$0	$0	$650,000	$0
SOURCE OF FUNDS:					
Federal cost	$0	$0	$0	$585,000	$585,000
State Cost	$0	$0	$0	$32,500	$32,500
Passenger Facility Charge	$0	$0	$0	$0	$0
Local Cost	$0	$0	$0	$32,500	$32,500

PROJECT LOCATION

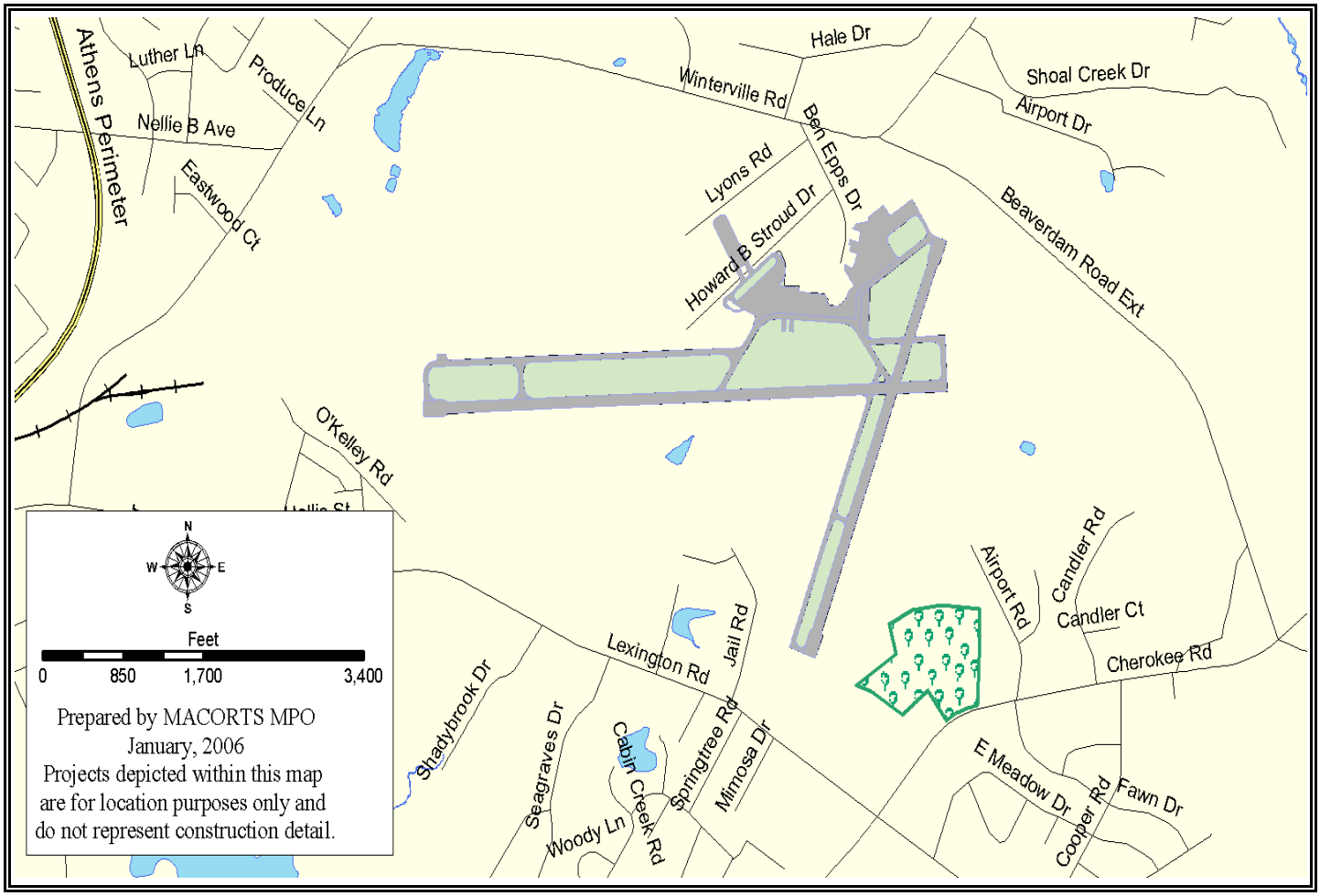


MADISON ATHENS-CLARKE OCONEE REGIONAL TRANSPORTATION STUDY
FY 2021-2024 TRANSPORTATION IMPROVEMENT PROGRAM

PROJECT NAME: Transient Aircraft Hangar			***TIP #:***
COMMENTS/REMARKS:			*Estimated Cost:* $1,500,000
			County: Clarke
			P.I. #: n/a
			GDOT Prj. #: n/a
DOT District #: 1	*Congressional Dist. #:* 9,10	*RDC:* Northeast Georgia	

AIRPORT PROJECT COST	***FY2021***	***FY2022***	***FY2023***	***FY2024***	***TOTAL***
PROJECT COST	$1,500,000	$0	$0	$0	$1,500,000
SOURCE OF FUNDS:					
Federal cost	$0	$0	$0	$0	$0
State Cost	$0	$0	$0	$0	$0
Passenger Facility Charge	$0	$0	$0	$0	$0
Local Cost	$1,500,000	$0	$0	$0	$1,500,000

PROJECT LOCATION

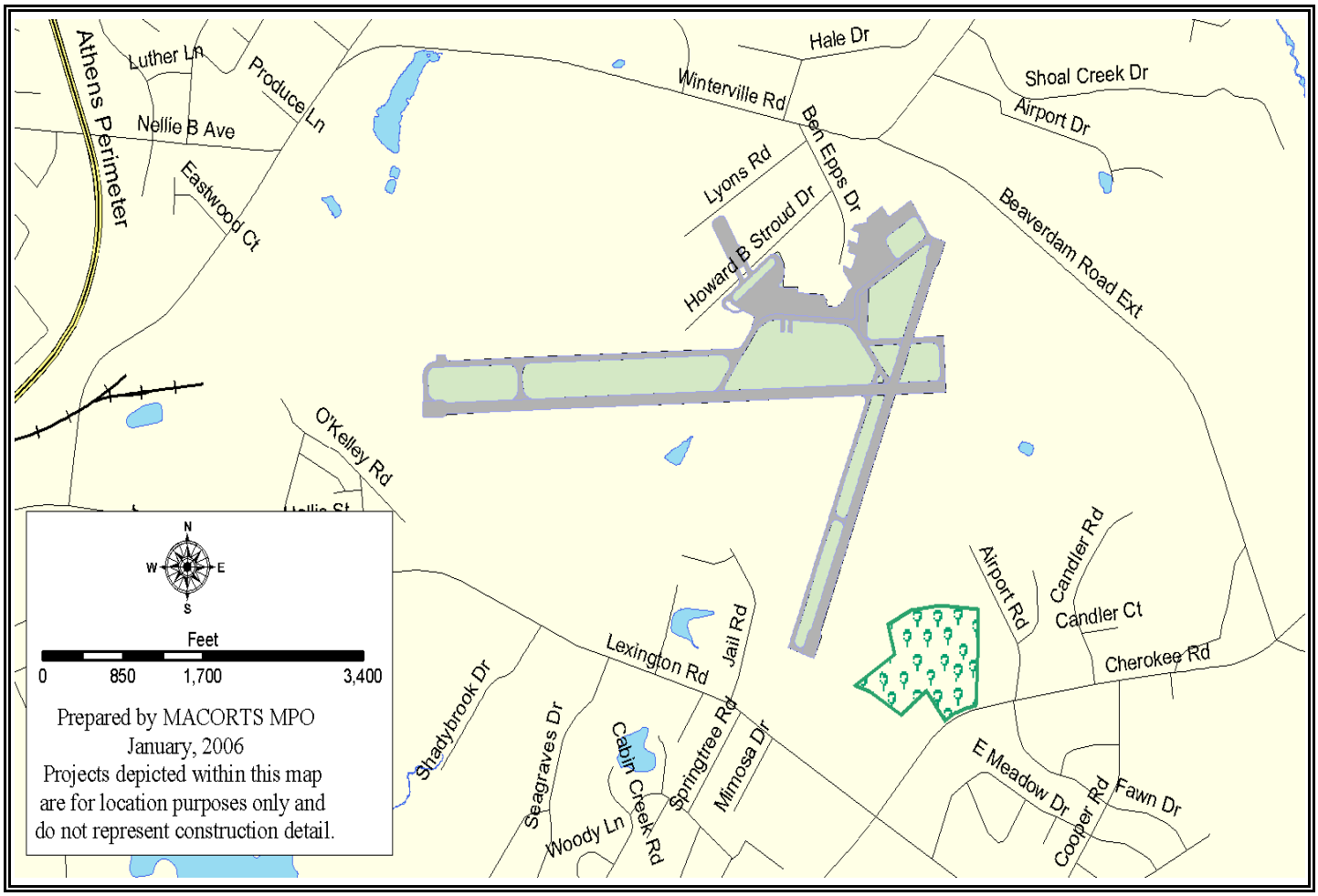


MADISON ATHENS-CLARKE OCONEE REGIONAL TRANSPORTATION STUDY
FY 2021-2024 TRANSPORTATION IMPROVEMENT PROGRAM

PROJECT NAME: Partial Parallel Taxiway B			***TIP #:***
COMMENTS/REMARKS: This project would include improvements to Taxiway B and additional terminal area apron.			*Estimated Cost:* $3,675,000
			County: Clarke
			P.I. #: n/a
			GDOT Prj. #: n/a
DOT District #: 1	*Congressional Dist. #:* 9,10	*RDC:* Northeast Georgia	

AIRPORT PROJECT COST	***FY2021***	***FY2022***	***FY2023***	***FY2024***	***TOTAL***
Design		$225,000			
Construction			$3,450,000		
PROJECT COST	$0	$225,000	$3,450,000	$0	$3,675,000
SOURCE OF FUNDS:					
Federal cost	$0	$202,500	$3,105,000	$0	$3,307,500
State Cost	$0	$11,250	$172,500	$0	$183,750
Passenger Facility Charge	$0	$0	$0	$0	$0
Local Cost	$0	$11,250	$172,500	$0	$183,750

PROJECT LOCATION

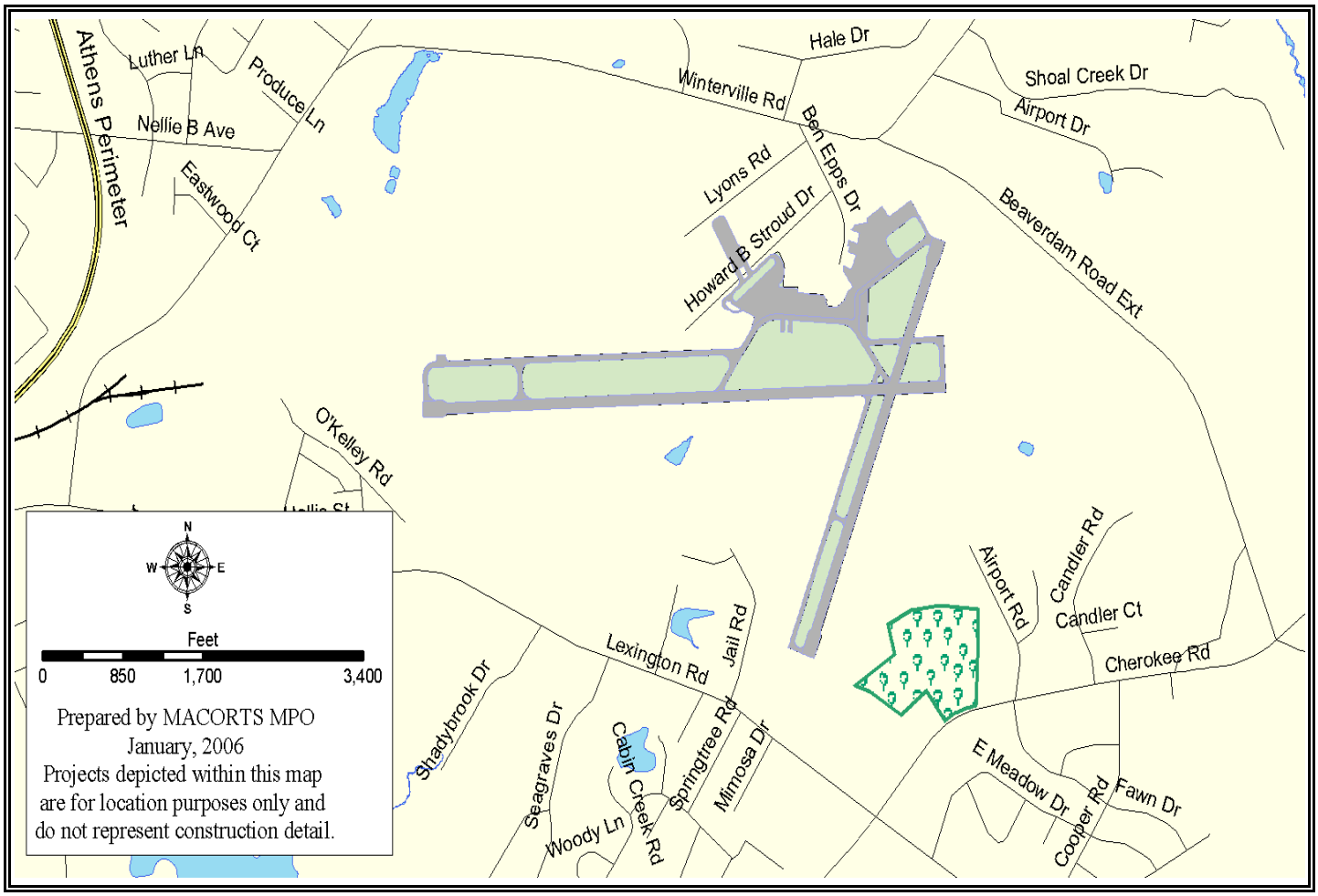


MADISON ATHENS-CLARKE OCONEE REGIONAL TRANSPORTATION STUDY
FY 2021-2024 TRANSPORTATION IMPROVEMENT PROGRAM

PROJECT NAME: Commercial Terminal Pavement Improvements			***TIP #:***
COMMENTS/REMARKS: This project would include improvements to the terminal apron and taxiways.			*Estimated Cost:* $1,600,000
			County: Clarke
			P.I. #: n/a
			GDOT Prj. #: n/a
DOT District #: 1	*Congressional Dist. #:* 9,10	*RDC:* Northeast Georgia	

AIRPORT PROJECT COST	***FY2021***	***FY2022***	***FY2023***	***FY2024***	***TOTAL***
Design					
Construction			$1,600,000		
PROJECT COST	$0	$0	$1,600,000	$0	$1,600,000
SOURCE OF FUNDS:					
Federal cost	$0	$0	$1,440,000	$0	$1,440,000
State Cost	$0	$0	$80,000	$0	$80,000
Passenger Facility Charge	$0	$0	$0	$0	$0
Local Cost	$0	$0	$80,000	$0	$80,000

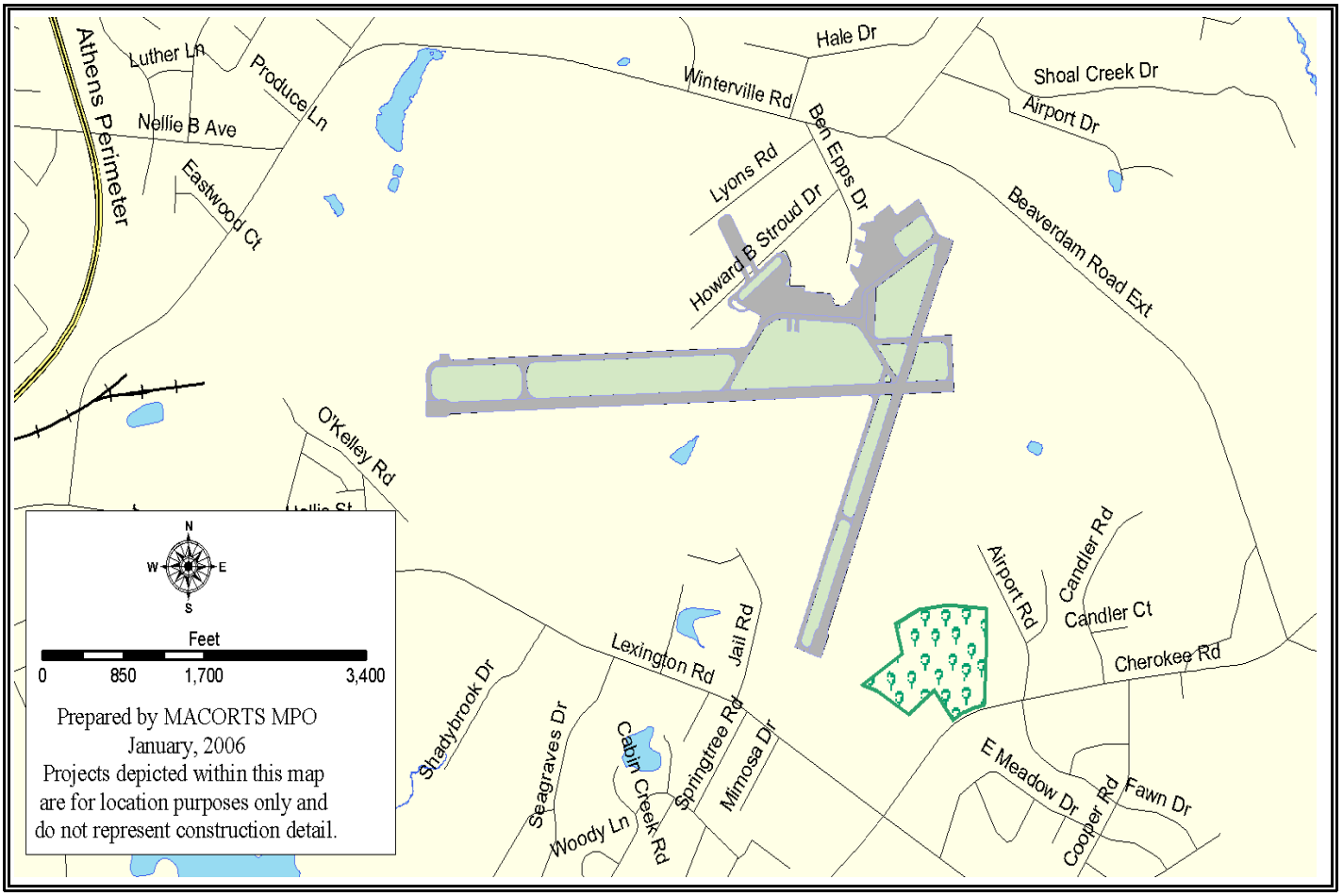
PROJECT LOCATION



PROJECT NAME: Apron Paving Project					***TIP #:***
COMMENTS/REMARKS:					*Estimated Cost:* $0
					County: Clarke
					P.I. #: n/a
					GDOT Prj. #: n/a
DOT District #: 1	*Congressional Dist. #:* 9,10		*RDC:* Northeast Georgia		

AIRPORT PROJECT COST	***FY2021***	***FY2022***	***FY2023***	***FY2024***	***TOTAL***
Design					
Construction					
PROJECT COST	$0	$0	$0	$1,000,000	$0
SOURCE OF FUNDS:					
Federal cost	$0	$0	$0	$900,000	$900,000
State Cost	$0	$0	$0	$50,000	$50,000
Passenger Facility Charge	$0	$0	$0	$0	$0
Local Cost	$0	$0	$0	$50,000	$50,000

PROJECT LOCATION



SECTION VIII

Transit Systems Projects

TRANSIT FINANCIAL SUMMARY
Athens Transit Department & University of Georgia Campus Transit System
FY 2021-2024 Transportation Improvement Program

FUNDING SOURCE	FY 21	FY 22	FY 23	FY 24
Capital 49 U.S.C. 5307	$ 2,683,926	$ 1,735,900	$ 2,485,900	$ 2,485,900
Capital 49 U.S.C. 5339 - Bus/Bus Facilities	$ 500,000	$ 1,500,000	$ 1,500,000	$ 26,000,000
Capital 49 U.S.C. 5310	$ 52,129	$ 52,129	$ 52,129	$ 52,129
Operating Estimated Local Share	$ 890,000	$ 3,725,644	$ 3,791,257	$ 3,858,182
Operating Estimated Federal Share (5307)	$ 5,542,635	$ 2,835,644	$ 2,901,257	$ 2,968,182
FEDERAL TOTALS	$ 8,668,264	$ 4,666,067	$ 5,331,680	$ 24,998,605
STATE TOTALS	$ 10,426	$ 10,426	$ 10,426	$ 10,426
LOCAL TOTALS	$ 990,000	$ 3,999,234	$ 4,139,847	$ 9,106,772
GRAND TOTALS	$ 9,668,690	$ 8,675,727	$ 9,481,953	$ 34,115,803

OPERATING SCHEDULE FOR ATHENS TRANSIT DEPARTMENT
SECTION 5307
FY 2021 - 2024 Transportation Improvement Program

		FY 21***	FY 22	FY 23	FY 24	Total Cost
OPERATING ITEM DESCRIPTION	**STIP #**	**T006122**	**T006835**	**T006836**	**T007051**	
FY 2021 Operating Program		$ 6,432,635				$ 6,432,635
FY 2022 Operating Program			$ 6,561,288			$ 6,561,288
FY 2023 Operating Program				$ 6,692,514		$ 6,692,514
FY 2024 Operating Program					$ 6,826,364	$ 6,826,364
TOTAL PROJECT COST		$ 6,432,635	$ 6,561,288	$ 6,692,514	$ 6,826,364	$ 26,512,801
FEDERAL COST		$ 5,542,635	$ 2,835,644	$ 2,901,257	$ 2,968,182	$ 14,247,718
STATE COST		$ -	$ -	$ -	$ -	$ -
LOCAL COST		$ 890,000	$ 3,725,644	$ 3,791,257	$ 3,858,182	$ 12,265,083

*** Includes Federal Operating Assistance from the Coronavirus Aid, Relief, and Economic Security (CARES) Act. GDOT issued a supplemental contract that extended and increased the FY 20 operating contract to cover the period of January 20, 2020 - June 30, 2020 in the amount of $1,746,310 and all of FY 21 in the amount of $7,288,945. Operating expenses for this period will be covered at 100%.

OPERATING ASSISTANCE SCHEDULE FOR ATHENS TRANSIT DEPARTMENT
SECTION 5307
FY 2021 - 2024 Transportation Improvement Program

	FY 21***	FY 22*	FY 23*	FY 24*	Total Cost
STIP #	T006122	T006835	T006836	T007051	
TOTAL PROJECT COST	$ 6,432,635	$ 6,561,288	$ 6,692,514	$ 6,826,364	$ 26,512,801
TOTAL FEDERAL COST	$ 5,542,635	$ 2,835,644	$ 2,901,257	$ 2,968,182	$ 14,247,718
FARE REVENUE	$ 890,000	$ 890,000	$ 890,000	$ 890,000	$ 3,560,000
LOCAL COST	$ -	$ 2,835,644	$ 2,901,257	$ 2,968,182	$ 8,705,083

~ NOTES: The Federal funding source for each fiscal year is Title 49 USC 5307.
This page is for informational purposes only to assist the local government and MACORTS with policy and funding issues.

* Includes Federal Operating Assistance Supplemental Funds (federal funds not utilized by other transit systems in Georgia). These funds will be requested by The Unified Government of Athens-Clarke County. Supplemental funding is not guaranteed and, should it not be available, service cuts or local funding would be needed.

*** Includes Federal Operating Assistance from the Coronavirus Aid, Relief, and Economic Security (CARES) Act. GDOT issued a supplemental contract that extended and increased the FY 20 operating contract to cover the period of January 20, 2020 - June 30, 2020 in the amount of $1,746,310 and all of FY 21 in the amount of $7,288,945. Operating expenses for this period will be covered at 100%.

CAPITAL SCHEDULE FOR ATHENS TRANSIT DEPARTMENT
Section 5307
FY 2021 - 2024 Transportation Improvement Program

	FY	2021***	2022**	2023**	2024**	TOTAL
	TIP#	T006122	T006835	T006836	T007051	
CAPITAL ITEM / DESCRIPTION	UNIT COST					
Transit Bus Vehicles	$700 - 750,000	$ 1,400,000	$ 750,000	$ 1,500,000	$ 1,500,000	$ 5,150,000
Transit Vehicle-Van	$ 100,000	$ 300,000	$ 200,000	$ 200,000	$ 200,000	$ 900,000
Capital Maintenance	n/a	$ 300,000	$ 300,000	$ 300,000	$ 300,000	$ 1,200,000
Spare Parts/Assoc. Capital Maintenance Equipment	n/a	$ 200,000	$ 150,000	$ 150,000	$ 150,000	$ 650,000
Capital Support Equipment	n/a	$ 100,000	$ 65,900	$ 65,900	$ 65,900	$ 297,700
IT Equipment - Rehab/Renovate	n/a	$ 100,000	$ 50,000	$ 50,000	$ 50,000	$ 250,000
Supervisor Vehicle	$ 45,000	$ -	$ 45,000	$ 45,000	$ 45,000	$ 135,000
Bus/Bus Stop Facilities Maint/Upgrade	n/a	$ 133,926	$ 50,000	$ 50,000	$ 50,000	$ 283,926
Facility Renovation	n/a	$ 75,000	$ 50,000	$ 50,000	$ 50,000	$ 225,000
Training	n/a	$ 25,000	$ 25,000	$ 25,000	$ 25,000	$ 100,000
Safety / Security	n/a	$ 50,000	$ 50,000	$ 50,000	$ 50,000	$ 200,000
TOTAL PROJECT COST		$ 2,683,926	$ 1,735,900	$ 2,485,900	$ 2,485,900	$ 9,391,626
FEDERAL COST(80%)		$ 2,683,926	$ 1,388,720	$ 1,988,720	$ 1,988,720	$ 8,050,086
STATE COST (10%)*		$ -	$ 173,590	$ 248,590	$ 248,590	$ 670,770
LOCAL COST (10%)		$ -	$ 173,590	$ 248,590	$ 248,590	$ 670,770

*When funding is available at the State level
** Based on projected capital needs

CAPITAL SCHEDULE FOR ATHENS TRANSIT DEPARTMENT
SECTION 5339 - Bus & Bus Facilities
FY 2021 - 2024 Transportation Improvement Program

	FY	2021	2022	2023	2024	TOTAL
	TIP #	T007021 - ACC				
CAPITAL ITEM DESCRIPTION						
Bus and Bus Facilities		$ 500,000				$ 500,000
Bus and Bus Facilities			$ 500,000			$ 500,000
Bus and Bus Facilities				$ 500,000		$ 500,000
Bus and Bus Facilities - New Maintenance Facility					$ 25,000,000	$ 25,000,000
GRAND TOTAL COST OF PROJECTS		$ 500,000	$ 500,000	$ 500,000	$ 25,000,000	$ 26,500,000

FEDERAL COST		$ 400,000	$ 400,000	$ 400,000	$ 20,000,000	$ 21,200,000
STATE COST		$ -	$ -	$ -	$ -	$ -
LOCAL COST		$ 100,000	$ 100,000	$ 100,000	$ 5,000,000	$ 5,300,000

CAPITAL SCHEDULE FOR UNIVERSITY OF GEORGIA CAMPUS TRANSIT SYSTEM
SECTION 5339 - Bus & Bus Facilities
FY 2021 - 2024 Transportation Improvement Program

	FY	2021	2022	2023	2024	TOTAL
	TIP #					
CAPITAL ITEM DESCRIPTION						
Bus and Bus Facilities		$ -				$ -
Bus and Bus Facilities			$ 1,000,000			$ 1,000,000
Bus and Bus Facilities				$ 1,000,000		$ 1,000,000
Bus and Bus Facilities					$ 1,000,000	$ 1,000,000
GRAND TOTAL COST OF PROJECTS		$ -	$ 1,000,000	$ 1,000,000	$ 1,000,000	$ 3,000,000

FEDERAL COST		$ -	$ 800,000	$ 800,000	$ 800,000	$ 2,400,000
STATE COST		$ -	$ -	$ -	$ -	$ -
LOCAL COST		$ -	$ 200,000	$ 200,000	$ 200,000	$ 600,000

OPERATING SCHEDULE FOR DEPARTMENT OF HUMAN SERVICES - CLARKE COUNTY
SECTION 5310 - Enhanced Mobility of Seniors & Individuals with Disabilities
FY 2021 - 2024 Transportation Improvement Program

		FY21	FY 22	FY 23	FY 24	Total Cost
OPERATING ITEM DESCRIPTION	STIP #					
FY 2021 Program		$ 52,129				$ 52,129
FY 2022 Program			$ 52,129			$ 52,129
FY 2023 Program				$ 52,129		$ 52,129
FY 2024 Program					$ 52,129	$ 52,129
TOTAL PROJECT COST		$ 52,129	$ 52,129	$ 52,129	$ 52,129	$ 208,516
FEDERAL COST (80%)		$ 41,703	$ 41,703	$ 41,703	$ 41,703	$ 166,813
STATE COST (20%)		$ 10,426	$ 10,426	$ 10,426	$ 10,426	$ 41,703
LOCAL COST		$ -	$ -	$ -	$ -	$ -

ATHENS-CLARKE COUNTY TRANSIT DEPARTMENT - VEHICLE REPLACEMENT SCHEDULE - BUSES

	Vehicle Serial Number	Vehicle No.	Length of Bus (ft)	Bike Rack Equipped	Manufacturer	Model Year	Life Years	Life Mileage	Policy Year Replacement	Expected Year Replacement
1	15GGD291751074116	741	40	Yes	Gillig	2005	12	500,000	2017	2020
2	15GGD291951074117	742	40	Yes	Gillig	2005	12	500,000	2017	2020
3	15GGD211071079575	743	40	Yes	Gillig	2008	12	500,000	2020	2021
4	15GGD211271079576	744	40	Yes	Gillig	2008	12	500,000	2020	2021
5	15GGD271791177013	745	40	Yes	Gillig	2009	12	500,000	2021	2022
5	15GGD2715B1178540	746	40	Yes	Gillig	2011	12	500,000	2023	2023
6	15GGD2717B1178541	747	40	Yes	Gillig	2011	12	500,000	2023	2023
7	15GGD2719B1178542	748	40	Yes	Gillig	2011	12	500,000	2023	2024
8	15GGD2710B11785473	749	40	Yes	Gillig	2011	12	500,000	2023	2024
9	15GGD2710B1181722	750	40	Yes	Gillig	2013	12	500,000	2025	2025
10	15GGD2710B1181723	751	40	Yes	Gillig	2013	12	500,000	2025	2025
11	15GGD2710B1181724	752	40	Yes	Gillig	2013	12	500,000	2025	2026
12	15GGD2710B1181725	753	40	Yes	Gillig	2013	12	500,000	2025	2026
13	15GGD2712F1186567	754	40	Yes	Gillig	2016	12	500,000	2028	2028
14	15GGD2714F1186568	755	40	Yes	Gillig	2016	12	500,000	2028	2028
15	15GGD3014J3189676	756	40	Yes	Gillig	2018	12	500,000	2030	2030
16	15GGD3016J3189677	757	40	Yes	Gillig	2018	12	500,000	2030	2030
17	15GGD3018J3189678	758	40	Yes	Gillig	2018	12	500,000	2030	2031
18	15GGD301XJ3189679	759	40	Yes	Gillig	2018	12	500,000	2030	2031
19	15GGD3016J3189680	760	40	Yes	Gillig	2018	12	500,000	2030	2032
20	15GGD3018J3189681	761	40	Yes	Gillig	2018	12	500,000	2030	2032
21	15GGD301XJ3189682	762	40	Yes	Gillig	2018	12	500,000	2030	2033
22	15GGD3011J3189683	763	40	Yes	Gillig	2018	12	500,000	2030	2033
23	15GGD3013J3189684	764	40	Yes	Gillig	2018	12	500,000	2030	2034
24	15GGD3015J3189685	765	40	Yes	Gillig	2018	12	500,000	2030	2034
25	15GGD3017J3189686	766	40	Yes	Gillig	2018	12	500,000	2030	2035
26	15GGD3019J3189687	767	40	Yes	Gillig	2018	12	500,000	2030	2035
27	15GGD3017K3192198	768	40	Yes	Gillig	2019	12	500,000	2031	2036
28	15GGD3019K3192199	769	40	Yes	Gillig	2019	12	500,000	2031	2036
30	15GGD3011K3192200	770	40	Yes	Gillig	2019	12	500,000	2031	2037
31	15GGD3019L3194049	771	40	Yes	Gillig	2020	12	500,000	2032	2037
32	15GGD3015L3194050	772	40	Yes	Gillig	2020	12	500,000	2032	2038

FY 2021 - 2024 TRANSPORTATION IMPROVEMENT PROGRAM
BUS REPLACEMENT SCHEDULE FOR ATHENS TRANSIT DEPARTMENT

BUS	12 YEAR SCHEDULE												
MODEL	2020	2021	2022	2023	2024	2025	2026	2027	2028	2029	2030	2031	2032
2004													
2005	2												
2006													
2007													
2008	2	2	1										
2009	1	1	1										
2010													
2011	4	4	4	4	2								
2012													
2013	4	4	4	4	4	4	2	2					
2014													
2015													
2016	2	2	2	2	2	2	2	2	2	2			
2017													
2018	12	12	12	12	12	12	12	12	12	12	12	10	8
2019	3	3	3	3	3	3	3	3	3	3	3	3	3
2020	2	2	2	2	2	2	2	2	2	2	2	2	2
2021		2	2	2	2	2	2	2	2	2	2	2	2
2022			1	1	1	1	1	1	1	1	1	1	1
2023				2	2	2	2	2	2	2	2	2	2
2024					2	2	2	2	2	2	2	2	2
2025						2	2	2	2	2	2	2	2
2026							2	2	2	2	2	2	2
2027													
2028									2	2	2	2	2
2029													
2030											2	2	2
2031												2	2
2032													2
TOTAL	**32**	**32**	**32**	**32**	**32**	**32**	**32**	**32**	**32**	**32**	**32**	**32**	**32**
PEAK USAGE		24	24	24	24	24	24	24	24	24	24	24	24
SPARES		8	8	8	8	8	8	8	8	8	8	8	8
SPARE RATIO		33%	33%	33%	33%	33%	33%	33%	33%	33%	33%	33%	33%
RETIRED VEH.		2	1	2	2	2	2	0	2	0	2	2	2
VEH. PURCHASED		2	1	2	2	2	2	0	2	0	2	2	2

UNIVERSITY OF GEORGIA CAMPUS TRANSIT - VEHICLE REPLACEMENT SCHEDULE - BUSES

	Vehicle Serial Number	Vehicle No.	Purchase Funding	Bike Rack Equipped	Manufacturer	Model Year	Life Years	Life Mileage	Policy Year Replacement	Expected Year Replacement
1	1VHFH3A2056701666	94523	Local	Yes	Orion Vii	2005	12	500,000	2017	2021
2	1VHFH3A2256701667	94524	Local	Yes	Orion Vii	2005	12	500,000	2017	2021
3	1VHFH3G2066702325	94613	Local	Yes	Orion Vii	2006	12	500,000	2018	2021
4	1VHFH3G2266702326	94614	Local	Yes	Orion Vii	2006	12	500,000	2018	2021
5	1VHFH3G2466702327	94615	Local	Yes	Orion Vii	2006	12	500,000	2018	2021
6	1VHFH3G2666702328	94616	Local	Yes	Orion Vii	2006	12	500,000	2018	2021
7	1VHFH3G2876703398	94740	Local	Yes	Orion Vii	2007	12	500,000	2019	2021
8	1VHFH3G2776703523	94742	Local	Yes	Orion Vii	2007	12	500,000	2019	2021
9	1VHFH3G2976703524	94743	Local	Yes	Orion Vii	2007	12	500,000	2019	2021
10	1VHFH3G2576703553	94760	Local	Yes	Orion Vii	2007	12	500,000	2019	2021
11	1VHFH3G2776703554	94761	Local	Yes	Orion Vii	2007	12	500,000	2019	2021
12	1N94046199A140046	94911	Local	Yes	NABI 40LFW-46.01	2009	12	500,000	2021	2021
13	1N94046109A140047	94912	Local	Yes	NABI 40LFW-46.01	2009	12	500,000	2021	2021
14	1N94046129A140048	94913	Local	Yes	NABI 40LFW-46.01	2009	12	500,000	2021	2021
15	1N94046149A140049	94914	Local	Yes	NABI 40LFW-46.01	2009	12	500,000	2021	2021
16	1VHFH3G24A6707066	94916	Local	Yes	Orion Vii	2010	12	500,000	2022	2022
17	1VHFH3G21A6707073	94917	Local	Yes	Orion Vii	2010	12	500,000	2022	2022
18	1VHFH3G23A6707074	94918	Local	Yes	Orion Vii	2010	12	500,000	2022	2022
19	1VHFH3G27A6707076	94919	Local	Yes	Orion Vii	2010	12	500,000	2022	2022
20	1VHFH3G5XB6707911	95122	Local	Yes	Orion Vii	2011	12	500,000	2023	2023
21	1VHFH3G51B6707912	95123	Local	Yes	Orion Vii	2011	12	500,000	2023	2023
22	1VHFH3G53B6707913	95124	Local	Yes	Orion Vii	2011	12	500,000	2023	2023
23	1VHFH3G55B6707914	95125	Local	Yes	Orion Vii	2011	12	500,000	2023	2023
24	1VHFH3G5XC6708008	95127	Local	Yes	Orion Vii	2012	12	500,000	2024	2024
25	1VHFH3G51C6708009	95128	Local	Yes	Orion Vii	2012	12	500,000	2024	2024
26	1VHFH3G58C6708010	95129	Local	Yes	Orion Vii	2012	12	500,000	2024	2024
27	1VHFH3G5XC6708011	95130	Local	Yes	Orion Vii	2012	12	500,000	2024	2024
28	5FYD8FV12EC044411	F95404	FTA	Yes	New Flyer Xd40	2014	12	500,000	2026	2026
29	5FYD8FV14EC044412	F95405	FTA	Yes	New Flyer Xd40	2014	12	500,000	2026	2026
30	5FYD8FV16EC044413	F95406	FTA	Yes	New Flyer Xd40	2014	12	500,000	2026	2026
31	5FYD8FV18EC044414	F95407	FTA	Yes	New Flyer Xd40	2014	12	500,000	2026	2026

UNIVERSITY OF GEORGIA CAMPUS TRANSIT - VEHICLE REPLACEMENT SCHEDULE - BUSES

	Vehicle Serial Number	Vehicle No.	Purchase Funding	Bike Rack Equipped	Manufacturer	Model Year	Life Years	Life Mileage	Policy Year Replacement	Expected Year Replacement
32	5FYD8FV1XEC044415	95416	Local	Yes	New Flyer Xd40	2014	12	500,000	2026	2026
33	5FYD8FV11EC044416	95417	Local	Yes	New Flyer Xd40	2014	12	500,000	2026	2026
34	5FYD8FV13EC044417	95418	Local	Yes	New Flyer Xd40	2014	12	500,000	2026	2026
35	5FYD8FV15EC044418	95419	Local	Yes	New Flyer Xd40	2014	12	500,000	2026	2026
36	5FYD8FV17EC044419	95420	Local	Yes	New Flyer Xd40	2014	12	500,000	2026	2026
37	5FYD8FV13EC044420	95421	Local	Yes	New Flyer Xd40	2014	12	500,000	2026	2026
38	5FYD8FV15EC044421	95422	Local	Yes	New Flyer Xd40	2014	12	500,000	2026	2026
39	5FYD8FV17EC044422	95423	Local	Yes	New Flyer Xd40	2014	12	500,000	2026	2026
40	5FYD8FV17EC045912	95504	Local	Yes	New Flyer Xd40	2014	12	500,000	2026	2026
41	5FYD8FV19EC045913	95505	Local	Yes	New Flyer Xd40	2014	12	500,000	2026	2026
42	5FYD8FV17EC045914	95506	Local	Yes	New Flyer Xd40	2014	12	500,000	2026	2026
43	5FYD8FV12EC045915	95507	Local	Yes	New Flyer Xd40	2014	12	500,000	2026	2026
44	5WEASAAN1EH761706	95439	Local	Yes	IHC/El Dorado (TC)	2015	12	500,000	2027	2028
45	5FYD8FV18FF048172	95601	Local	Yes	New Flyer Xd40	2016	12	500,000	2028	2028
46	5FYD8FV1XFF048173	95602	Local	Yes	New Flyer Xd40	2016	12	500,000	2028	2028
47	5FYD8FV11FF048174	95603	Local	Yes	New Flyer Xd40	2016	12	500,000	2028	2028
48	5FYD8FV13FF048175	95604	Local	Yes	New Flyer Xd40	2016	12	500,000	2028	2028
49	4RKENTGA71R835291	94104	Local	Yes	RTS	2001	10	350,000	2011	2020
50	4RKENTGA91R835292	94105	Local	Yes	RTS	2001	10	350,000	2011	2020
51	4RKENTGA21R835294	94107	Local	Yes	RTS	2001	10	350,000	2011	2020
52	1VHF2A2146701216	94410	Local	Yes	Orion Vii	2004	12	500,000	2016	2020
53	1VHF3A2X46701253	94411	Local	Yes	Orion Vii	2004	12	500,000	2016	2020
54	1VHF3A2146701254	94412	Local	Yes	Orion Vii	2004	12	500,000	2016	2020
55	1VHF3A2746701257	94413	Local	Yes	Orion Vii	2004	12	500,000	2016	2020
56	1VHF3A2946701258	94414	Local	Yes	Orion Vii	2004	12	500,000	2016	2020
57	1VHF3A2746701259	94415	Local	Yes	Orion Vii	2004	12	500,000	2016	2020
58	1VHF3A2556701663	94521	Local	Yes	Orion Vii	2005	12	500,000	2017	2020
59										
60										

FY 2021 - 2024 TRANSPORTATION IMPROVEMENT PROGRAM
BUS REPLACEMENT SCHEDULE FOR UNIVERSITY OF GEORGIA CAMPUS TRANSIT SYSTEM

BUS	12 YEAR SCHEDULE												
MODEL	2020	2021	2022	2023	2024	2025	2026	2027	2028	2029	2030	2030	2031
2004													
2005	2												
2006	4												
2007	5												
2008													
2009	4												
2010	4	4											
2011	4	4	4										
2012	4	4	4	4									
2013													
2014	16	16	16	16	16	16							
2015	1	1	1	1	1	1	1	1					
2016	4	4	4	4	4	4	4	4					
2017													
2018													
2019													
2020	20	20	20	20	20	20	20	20	20	20	20	20	20
2021		13	13	13	13	13	13	13	13	13	13	13	13
2022			4	4	4	4	4	4	4	4	4	4	4
2023				4	4	4	4	4	4	4	4	4	4
2024					4	4	4	4	4	4	4	4	4
2025						4	4	4	4	4	4	4	4
2026							16	16	16	16	16	16	16
2027													
2028									5	5	5	5	5
2029													
2030													
2031													
TOTAL	**68**	**66**	**66**	**66**	**66**	**70**	**70**	**70**	**70**	**70**	**70**	**70**	**70**
PEAK USAGE		58	58	58	58	59	59	59	59	59	59	59	59
SPARES		8	8	8	8	11	11	11	11	11	11	11	11
SPARE RATIO		14%	14%	14%	14%	19%	19%	19%	19%	19%	19%	19%	19%
RETIRED VEH.		15	4	4	4	0	16	0	5	0	0	0	0
VEH. PURCHASED		13	4	4	4	4	16	0	5	0	0	0	0

CAPITAL IMPROVEMENT JUSTIFICATION
ATHENS TRANSIT DEPARTMENT & UNIVERSITY OF GEORGIA CAMPUS TRANSIT SYTEM
(FY 2021- FY 2024)

CATEGORY I: VEHICLES

TRANSIT VEHICLES: The purchase of these vehicles will continue the fleet replacement program for buses which are approaching the end of their useful life. This vehicle will meet all Clean Air Act and Americans with Disabilities Act provisions.

ELDERLY/DISABLED VEHICLE-VAN: The purchase of these vehicles will replace vehicles in the paratransit fleet already in existence.

CATEGORY II: PARTS, TOOLS, AND EQUIPMENT

CAPITAL MAINTENANCE ITEMS: This project includes the rebuilding of engines and transmissions, the leasing of tires, and paint and body repair. Also included will be the procurement of A/C equipment, suspension system, brakes, air system, tools and equipment, and other capital maintenance items that may occur during the year.

FINANCIAL CAPACITY OF THE ATHENS TRANSIT DEPARTMENT & UNIVERSITY OF GEORGIA CAMPUS TRANSIT SYSTEM

PURPOSE

The purpose of this document is to address the Athens Transit Department's and the University of Georgia Campus Transit System financial capacity to implement its four-year (Tier 1) program of projects as outlined in the Transportation Improvement Program (TIP). The FTA requires this analysis to insure that the local transit entity possesses the financial capacity to complete the TIP projects for which federal assistance is being requested.

SCOPE

The FTA circular provides that this assessment address two specific aspects of financial capacity. These are (1) the financial condition of Athens Transit Department and the University of Georgia Campus Transit System and (2) the financial capability of the Athens Transit Department and the University of Georgia Campus Transit System. This assessment is to include all of the funding sources which support the Athens Transit Department and the University of Georgia Campus Transit System. The following sections address these areas.

FINANCIAL CONDITION

Athens Transit Department was established in 1976 and has received federal financial assistance since that time to provide public transportation services in the Athens community. It is a department of the Unified Government of Athens-Clarke County and is subsidized through the general fund. Additional non-federal financial support is provided through system revenues, (including a University of Georgia student transportation fee), and the Georgia Department of Transportation.

NON-FEDERAL OPERATING FUNDS – ATHENS TRANSIT DEPARTMENT

ENTITY	2021
State of Georgia	$0
Local Contribution	$0
System Revenues	$890,000
TOTAL	$0

NON-FEDERAL CAPITAL FUNDS – ATHENS TRANSIT DEPARTMENT

ENTITY	2020
State of Georgia	$248,300
Local Contribution	$248,300
System Revenues	$0
TOTAL	$496,600

The aforementioned funding through the local general fund, state and federal sources and system revenues, covers all operating and capital costs of Athens Transit Department.

The University of Georgia Campus Transit System is a division of the University of Georgia Auxiliary Services Department. Non-federal financial support is provided through student transportation fees and charter revenues (external and internal UGA customers).

NON-FEDERAL OPERATING FUNDS – UNIVERSITY OF GEORGIA CAMPUS TRANSIT SYSTEM

ENTITY	2021
State of Georgia	$0
Student Fees (Local)	$8,896,993
Charters (Local)	$1,469,834
TOTAL	$10,366,827

NON-FEDERAL CAPITAL FUNDS

ENTITY	2020
State of Georgia	$0
Local Contribution	$4,173,080
TOTAL	$4,173,080

The aforementioned funding through the student transportation fees, charter revenue, state and federal sources covers all operating and capital costs of the University of Georgia Campus Transit Department.

FINANCIAL CAPABILITY

The financial capability of Athens Transit Department and the University of Georgia Campus Transit System will remain stable for the next four-year (TIP) period. Athens Transit Department plans to purchase one or two buses per year, when possible, thereby eliminating large bus purchases in a single year. SPLOST funding will be utilized in the Bus Stop Improvement Program in the next three years. Based on these facts it is expected that Athens Transit Department will continue to be a vital source of public transportation and receive revenue increases for the TIP period.

SUMMARY

Athens Transit Department and the University of Georgia Campus Transit System will continue to have the financial resources necessary to operate, based on expected revenues, and the commitment of the Athens-Clarke County community to provide public transportation.

SECTION IX

Financial Plan

Madison Athens-Clarke Oconee Regional Transportation Study (MACORTS)
Total Expected Revenue for Highway STIP Funds (Matched)
FY 2021 - 2024

Fund	Code	Lump Description	2021	2022	2023	2024	Total
NHPP	Z001		$ 9,264,577	$ -	$ 2,228,537	$ 11,612,454	$ 23,105,568
STP	Z231		$ 3,437,400	$ -	$ 50,133,230	$ -	$ 53,570,630
STP	Z233		$ 136,000	$ -	$ -	$ 1,510,000	$ 1,646,000
STP	Z240		$ 125,000	$ -	$ -	$ 1,120,000	$ 1,245,000
State	HB170		$ 16,095,981	$ -	$ -	$ -	$ 16,095,981
Local	LOC		$ 453,000	$ 1,164,000	$ 2,700,000	$ 4,400,000	$ 8,717,000
Transit	5303		$ 88,205	$ 92,836	$ 92,836	$ 88,205	$ 362,082
Transit	5304		$ 2,172	$ -	$ -	$ -	$ 2,172
Transit	5307		$ 2,785,403	$ 4,760,694	$ 4,760,694	$ 4,760,694	$ 17,067,485
Transit	5339		$ 500,000	$ -	$ -	$ -	$ 500,000
Enhance	L220	ENHANCEMENT	$ 117,000	$ -	$ -	$ -	$ 117,000
NHPP	Z001	ROADWAY LIGHTING	$ 13,000	$ 13,000	$ 13,000	$ 13,000	$ 52,000
NHPP/STP	MULTI	ROAD MAINT - NAT'L HWY	$ 3,057,000	$ 3,057,000	$ 3,057,000	$ 3,057,000	$ 12,228,000
STP	Z240	CST MGMT	$ 691,000	$ 691,000	$ 691,000	$ 691,000	$ 2,764,000
STP	Z240	OPERATIONS	$ 159,000	$ 159,000	$ 159,000	$ 159,000	$ 636,000
STP	Z240	BRIDGE PAINTING	$ 133,000	$ 133,000	$ 133,000	$ 133,000	$ 532,000
STP	Z240	LOW IMPACT BRIDGES	$ 279,000	$ 279,000	$ 279,000	$ 279,000	$ 1,116,000
STP	Z240	TRAF CONTROL DEVICES	$ 399,000	$ 399,000	$ 399,000	$ 399,000	$ 1,596,000
STP	Z240	RW PROTECTIVE BUY	$ 20,000	$ 20,000	$ 20,000	$ 20,000	$ 80,000
STP	Z240	WETLAND MITIGATION	$ 16,000	$ 16,000	$ 16,000	$ 16,000	$ 64,000
HSIP	ZS30	SAFETY	$ 1,329,000	$ 1,329,000	$ 1,329,000	$ 1,329,000	$ 5,316,000
HSIP	ZS40	RRX HAZARD ELIM	$ 83,000	$ 83,000	$ 83,000	$ 83,000	$ 332,000
HSIP	ZS50	RRX PROTECTION DEV	$ 70,000	$ 70,000	$ 70,000	$ 70,000	$ 280,000
TOTAL			**$ 39,253,738**	**$ 12,266,530**	**$ 66,164,297**	**$ 29,740,353**	**$ 147,424,918**

MADISON ATHENS-CLARKE OCONEE REGIONAL TRANSPORTATION STUDY
EXPENDITURES FOR FEDERAL-AID AND EDS TRANSPORTATION PROJECTS
FY 2021 - 2024

NATIONAL HIGHWAY SYSTEM - Z001

PI#	PROJECT DESCRIPTION	21-'24 TIP PROJ. #	TIP											
			FY '21			FY '22			FY '23			FY '24		
			PE	RW	CST	PE	RW	CST	PE	RW	CST	PE	RW	CST
13715	SR 10 Loop Bridges over Middle Oconee	P-2												$ 11,612,454
13716	SR 10 Loop Bridges at SR 8 / US 29	P-3			$ 9,264,577									
13767	SR 316 @ Jimmie Daniel Rd Interchange	P-77							$ 2,228,537					
TOTAL COSTS BY PHASE			$ -	$ -	$ 9,264,577	$ -	$ -	$ -	$ 2,228,537	$ -	$ -	$ -	$ -	$ 11,612,454
TOTAL COSTS BY FISCAL YEAR					$ 9,264,577			$ -			$ 2,228,537			$ 11,612,454
AVAILABLE FUNDS FOR FY 21-24														**$ 23,105,568**

NATIONAL HIGHWAY SYSTEM - Z001 Lump Sum

PI#	PROJECT DESCRIPTION	21-'24 TIP PROJ. #	TIP											
			FY '21			FY '22			FY '23			FY '24		
			PE	RW	CST	PE	RW	CST	PE	RW	CST	PE	RW	CST
N/A	Lump Sum (R & M)	Z001			$ 3,057,000			$ 3,057,000			$ 3,057,000			$ 3,057,000
N/A	Lump Sum (Roadway Lighting)	Z001			$ 13,000			$ 13,000			$ 13,000			$ 13,000
N/A	Traffic Control Devices - NHS	Z001			$ -			$ -			$ -			$ -
TOTAL COSTS BY PHASE			$ -	$ -	$ 3,070,000	$ -	$ -	$ 3,070,000	$ -	$ -	$ 3,070,000	$ -	$ -	$ 3,070,000
TOTAL COSTS BY FISCAL YEAR					$ 3,070,000			$ 3,070,000			$ 3,070,000			$ 3,070,000
AVAILABLE FUNDS FOR FY 21-24														**$ 12,280,000**

BRIDGE PROGRAM: ON-SYSTEM - Z240, Z233

PI#	PROJECT DESCRIPTION	21-'24 TIP PROJ. #	TIP											
			FY '21			FY '22			FY '23			FY '24		
			PE	RW	CST	PE	RW	CST	PE	RW	CST	PE	RW	CST
15656	Clotfelter Road Bridge over Barber Creek	P-6	$ 136,000											$ 1,510,000
0015645	Belmont Road Bridge over Shoal Creek	P-5	$ 250,000											$ 1,120,000
TOTAL COSTS BY PHASE			$ 250,000	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ 1,120,000
TOTAL COSTS BY FISCAL YEAR					$ 250,000			$ -			$ -			$ 1,120,000
AVAILABLE FUNDS FOR FY 21-24														**$ 1,370,000**

STP FUNDING FOR NON TMA URBAN AREAS - Z231

PI#	PROJECT DESCRIPTION	21-'24 TIP PROJ. #	TIP											
			FY '21			FY '22			FY '23			FY '24		
			PE	RW	CST	PE	RW	CST	PE	RW	CST	PE	RW	CST
122890	SR10Lp @ Atlanta Highway	P-78									$ 43,105,856			
122600	SR10Lp @ Lexington Road	P-1			$ 24,870,848									
0013806	SR10 Bridges at North Oconee River	P-4		$ 3,437,400							$ 7,027,475			
TOTAL COSTS BY PHASE			$ -	$ 3,437,400	$ 24,870,848	$ -	$ -	$ -	$ -	$ -	$ 50,133,331	$ -	$ -	$ -
TOTAL COSTS BY FISCAL YEAR					$ 28,308,248			$ -			$ 50,133,331			$ -
AVAILABLE FUNDS FOR FY 21-24														**$ 78,441,579**

STP SAFETY FUNDS - ZS30

PI#	PROJECT DESCRIPTION	21-'24 TIP PROJ. #	TIP											
			FY '21			FY '22			FY '23			FY '24		
			PE	RW	CST	PE	RW	CST	PE	RW	CST	PE	RW	CST
N/A	LUMP SUM Q21 - Safety	ZS30			$ 1,329,000			$ 1,329,000			$ 1,329,000			$ 1,329,000
TOTAL COSTS BY PHASE			$ -	$ -	$ 1,329,000	$ -	$ -	$ 1,329,000	$ -	$ -	$ 1,329,000	$ -	$ -	$ 1,329,000
TOTAL COSTS BY FISCAL YEAR					$ 1,329,000			$ 1,329,000			$ 1,329,000			$ 1,329,000
AVAILABLE FUNDS FOR FY 21-24														**$ 5,316,000**

STP FUNDING FOR ENHANCEMENTS - L220

PI#	PROJECT DESCRIPTION	21-'24 TIP PROJ. #	TIP											
			FY '21			FY '22			FY '23			FY '24		
			PE	RW	CST	PE	RW	CST	PE	RW	CST	PE	RW	CST
N/A	LUMP SUM Q22 - Enhancements	L220	$ 117,000		$ -	$ 117,000		$ -	$ 117,000		$ -	$ 117,000		
TOTAL COSTS BY PHASE			$ 117,000	$ -	$ -	$ 117,000	$ -	$ -	$ 117,000	$ -	$ -	$ 117,000	$ -	$ -
TOTAL COSTS BY FISCAL YEAR					$ 117,000			$ 117,000			$ 117,000			$ 117,000
AVAILABLE FUNDS FOR FY 21-24														**$ 468,000**

STP FUNDING FOR ANY AREA - Z240 LUMP SUM)

PI#	PROJECT DESCRIPTION	21-'24 TIP PROJ. #	TIP											
			FY '21			FY '22			FY '23			FY '24		
			PE	RW	CST	PE	RW	CST	PE	RW	CST	PE	RW	CST
N/A	CST MGMT				$ 691,000			$ 691,000			$ 691,000			$ 691,000
N/A	OPERATIONS				$ 159,000			$ 159,000			$ 159,000			$ 159,000
N/A	BRIDGE PAINTING				$ 133,000			$ 133,000			$ 133,000			$ 133,000
N/A	LOW IMPACT BRIDGES				$ 279,000			$ 279,000			$ 279,000			$ 279,000
N/A	TRAF CONTROL DEVICES				$ 399,000			$ 399,000			$ 399,000			$ 399,000
N/A	RW PROTECTIVE BUY				$ 20,000			$ 20,000			$ 20,000			$ 20,000
N/A	WETLAND MITIGATION				$ 16,000			$ 16,000			$ 16,000			$ 16,000
TOTAL COSTS BY PHASE			$ -	$ -	$ 1,697,000	$ -	$ -	$ 1,697,000	$ -	$ -	$ 1,697,000	$ -	$ -	$ 1,697,000
TOTAL COSTS BY FISCAL YEAR					$ 1,697,000			$ 1,697,000			$ 1,697,000			$ 1,697,000
AVAILABLE FUNDS FOR FY 21-24														**$ 6,788,000**

STP RAILROAD PROTECTION DEVICES FUNDS - ZS50

PI#	PROJECT DESCRIPTION	21-'24 TIP PROJ. #	TIP											
			FY '21			FY '22			FY '23			FY '24		
			PE	RW	CST	PE	RW	CST	PE	RW	CST	PE	RW	CST
N/A	Lump Sum (ZS50) - Railroad Protection Devices	RR-1			$ 70,000			$ 70,000			$ 70,000			$ 70,000
TOTAL COSTS BY PHASE			$ -	$ -	$ 70,000	$ -	$ -	$ 70,000	$ -	$ -	$ 70,000	$ -	$ -	$ 70,000
TOTAL COSTS BY FISCAL YEAR					$ 70,000			$ 70,000			$ 70,000			$ 70,000
AVAILABLE FUNDS FOR FY 21-24														**$ 280,000**

STP RAILROAD HAZARD ELIMINATION FUNDS - ZS40

PI#	PROJECT DESCRIPTION	21-'24 TIP PROJ. #	TIP											
			FY '21			FY '22			FY '23			FY '24		
			PE	RW	CST	PE	RW	CST	PE	RW	CST	PE	RW	CST
N/A	Lump Sum (ZS40) - Railroad Hazard Elimination	RR-2			$ 83,000			$ 83,000			$ 83,000			$ 83,000
TOTAL COSTS BY PHASE			$ -	$ -	$ 83,000	$ -	$ -	$ 83,000	$ -	$ -	$ 83,000	$ -	$ -	$ 83,000
TOTAL COSTS BY FISCAL YEAR					$ 83,000			$ 83,000			$ 83,000			$ 83,000
AVAILABLE FUNDS FOR FY 21-24														**$ 332,000**

DNR RECREATIONAL TRAILS - Z940

PI#	PROJECT DESCRIPTION	21-'24 TIP PROJ. #	TIP											
			FY '21			FY '22			FY '23			FY '24		
			PE	RW	CST	PE	RW	CST	PE	RW	CST	PE	RW	CST
N/A	DNR Trails - Lump Sum	Z940	$ -		$ -	$ -		$ -	$ -		$ -			$ -
TOTAL COSTS BY PHASE			$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -
TOTAL COSTS BY FISCAL YEAR					$ -			$ -			$ -			$ -
AVAILABLE FUNDS FOR FY 21-24														**$ -**

Grand Total Programmed Funds **$ 124,943,747**

LOCALLY FUNDED PROJECTS

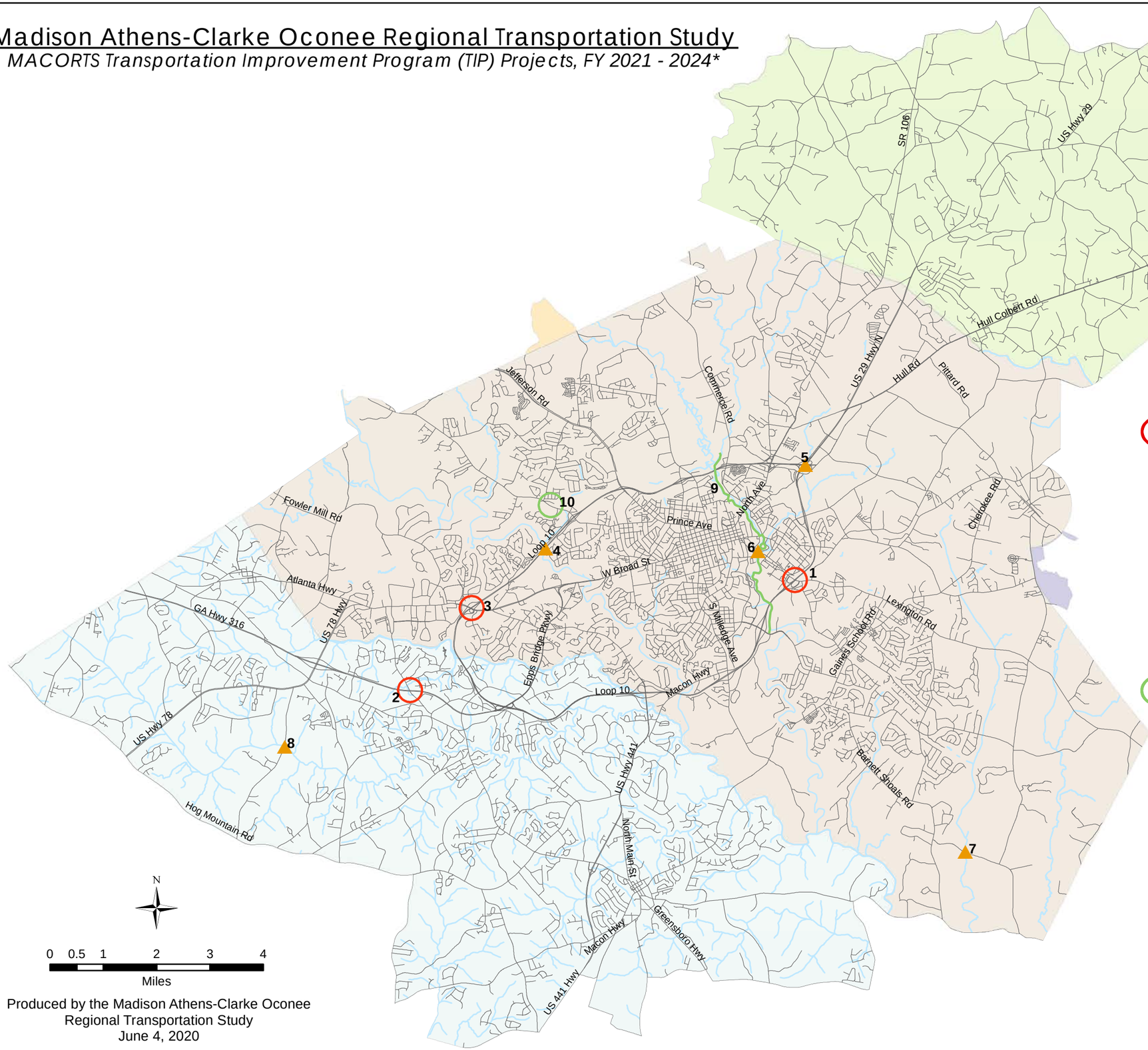
PI#	PROJECT DESCRIPTION	21-'24 TIP PROJ. #	TIP											
			FY '21			FY '22			FY '23			FY '18		
			PE	RW	CST	PE	RW	CST	PE	RW	CST	PE	RW	CST
N/A	A-CC Traffic Signal Replacement Program				$ 200,000			$ 200,000			$ 200,000			$ 200,000
N/A	A-CC Pavement Management Program				$ 6,648,000			$ 6,475,000			$ 6,705,000			$ 4,255,000
N/A	ATMS Expansion							$ 60,000			$ 30,000			$ 30,000
N/A	Oconee Co. Intersection Improvement Program													
N/A	Oconee Co. Pavement Management				$ 2,200,000			$ 2,200,000			$ 2,200,000			$ 2,200,000
N/A	Oconee Co. Traffic Signal Replacement Program													
N/A	Oconee Co. Culvert Improv. & Replacement Prog.				$ 75,000			$ 75,000			$ 75,000			$ 75,000
N/A	Oconee Co. Bridge Maint. & Improv. Program				$ 10,000			$ 10,000			$ 10,000			$ 10,000
N/A	A-CC Sidewalk Improvement Program		$ 30,000	$ 18,000	$ 855,000	$ 400,000	$ 200,000	$ 2,035,000	$ 400,000	$ 200,000	$ 1,400,000	$ 400,000	$ 200,000	$ 1,400,000
N/A	A-CC Bicycle Facilities System Improvements		$ 150,000	$ -	$ 200,000	$ 400,000	$ 200,000	$ 1,575,000	$ 400,000	$ 200,000	$ 1,575,000	$ 400,000	$ 200,000	$ 1,575,000
N/A	A-CC Bridge Maintenance & Improvement Program				$ 50,000			$ 50,000			$ 50,000			$ 50,000
N/A	Oconee Rivers Greenway Network Plan													
N/A	ACC Intersection Improvement Program		$ 140,000	$ 150,000	$ 200,000	$ 360,000	$ 150,000	$ 1,500,000	$ 200,000	$ 150,000	$ 800,000	$ 200,000	$ 150,000	$ 800,000
N/A	Tallassee Road Bridge Replacement Project		$ 100,000	$ -	$ 2,790,000	$ -	$ -	$ 2,790,000	$ -	$ -	$ -	$ -	$ -	$ -
TOTAL COSTS BY PHASE			$ 420,000	$ 168,000	$ 13,228,000	$ 1,160,000	$ 550,000	$ 16,970,000	$ 1,000,000	$ 550,000	$ 13,045,000	$ 1,000,000	$ 550,000	$ 10,595,000
TOTAL COSTS BY FISCAL YEAR					$ 13,816,000			$ 18,680,000			$ 14,595,000			$ 12,145,000
AVAILABLE FUNDS FOR FY 21-24														**$ 59,236,000**

SECTION X

Map of TIP Projects

Madison Athens-Clarke Oconee Regional Transportation Study

*MACORTS Transportation Improvement Program (TIP) Projects, FY 2021 - 2024**



- Madison County (portion)
- Athens-Clarke County
- Oconee County (portion)
- Jackson County (portion)
- Oglethorpe County (portion)

Proposed Road and Highway Projects

1. SR 10Lp at Lexington Road (II-1)
2. SR 316 at Jimmie Daniel Road Interchange (II-2)
3. SR 10Lp at Atlanta Highway (II-3)

Proposed Bridge Projects

4. SR 10Lp Bridge over Middle Oconee River (IV-1)
5. SR10Lp Bridge at US 29 (IV-2)
6. SR10/US78 Bridge over N. Oconee River (IV-3)
7. Belmont Road Bridge over Shoal Creek (IV-4)
8. Clotfelter Road Bridge over Barber Creek (IV-5)

Proposed Locally-Funded Projects

9. Oconee Rivers Greenway Network Plan (V-11)
10. Tallassee Road Bridge Replacement (V-13)

N

0 0.5 1 2 3 4

Miles

Produced by the Madison Athens-Clarke Oconee Regional Transportation Study
June 4, 2020

The projects shown on this map are part of the MACORTS Transportation Improvement Program for FY 2021 - 2024. TIP Documents are available from:
Athens-Clarke County Planning Department
120 W Dougherty St, Athens, GA 30601
706.613.3515 or macorts@athensclarkecounty.com

**This map depicts general project locations, not specific design details.*

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APPENDICES

APPENDIX A

MACORTS SECOND TIER OF PROJECTS

FY 2025 - 2026

APPENDIX A:
2ND TIER OF PROJECTS - TABLE OF CONTENTS

ENGINEERING, RIGHT-OF-WAY, AND CONSTRUCTION ACTIVITY FOR SECOND TIER HIGHWAY AND BRIDGE PROJECTS FY 2025 - 2026

PROJECT #	PROJECT TITLE	PAGE #	PRE. ENG.	R.O.W	CONST.
P-77	SR 316 at Jimmie Daniel Road Interchange	II-A1	2023	**2025**	**Long Range (2027)**
P-32	Mars Hill Rd / Experiment Station Rd. Widening – Phase 3	II-A2	**Long Range**	**Long Range**	**Long Range**

Years shown in the above table indicate the fiscal year during which the activity is projected to begin. See individual project pages for complete project descriptions.
* Project not currently in the GDOT Work Program.

SECTION I
Introduction

INTRODUCTION
FY 2025 - 2026 2ND TIER OF PROJECTS

The FY 2025 - 2026 Second Tier of Projects lists transportation projects that the Georgia Department of Transportation (GDOT) has programmed for the period from FY 2025 - 2026. Also, projects that are priority projects from a local standpoint but not currently programmed by the GDOT are listed in the FY 2025 - 2026 Second Tier of Projects.

It should be noted that potential projects for which federal-aid or state-aid funding is sought but which are not currently programmed by the GDOT cannot be included in the FY 2021 – 2024 Transportation Improvement Program. These unprogrammed projects can be listed in the FY 2025 – 2026 Second Tier of Projects. One of the purposes of the Second Tier of Projects is that it gives the GDOT a listing of priority, but unfunded, projects from the perspective of the local government. However, the total amount of projects that is included in the Second Tier of Projects should be reasonable from a funding standpoint.

SECTION II

Road and Highway Projects

MADISON ATHENS-CLARKE OCONEE REGIONAL TRANSPORTATION STUDY
FY 2025-2026 SECOND TIER OF PROJECTS

PROJECT NAME: SR 316 @ Jimmie Daniel Road Interchange		***MTP Project / TIP#:*** *P-77*	***FUND:*** Z001
PROJECT DESCRIPTION: This project would create an interchange at the SR 316 intersection with Jimmie Daniel Road.		*Est. Const Cost:* $993,673	
		County: Oconee	
		P.I. #: 0013767	
		GDOT Prj.#:	

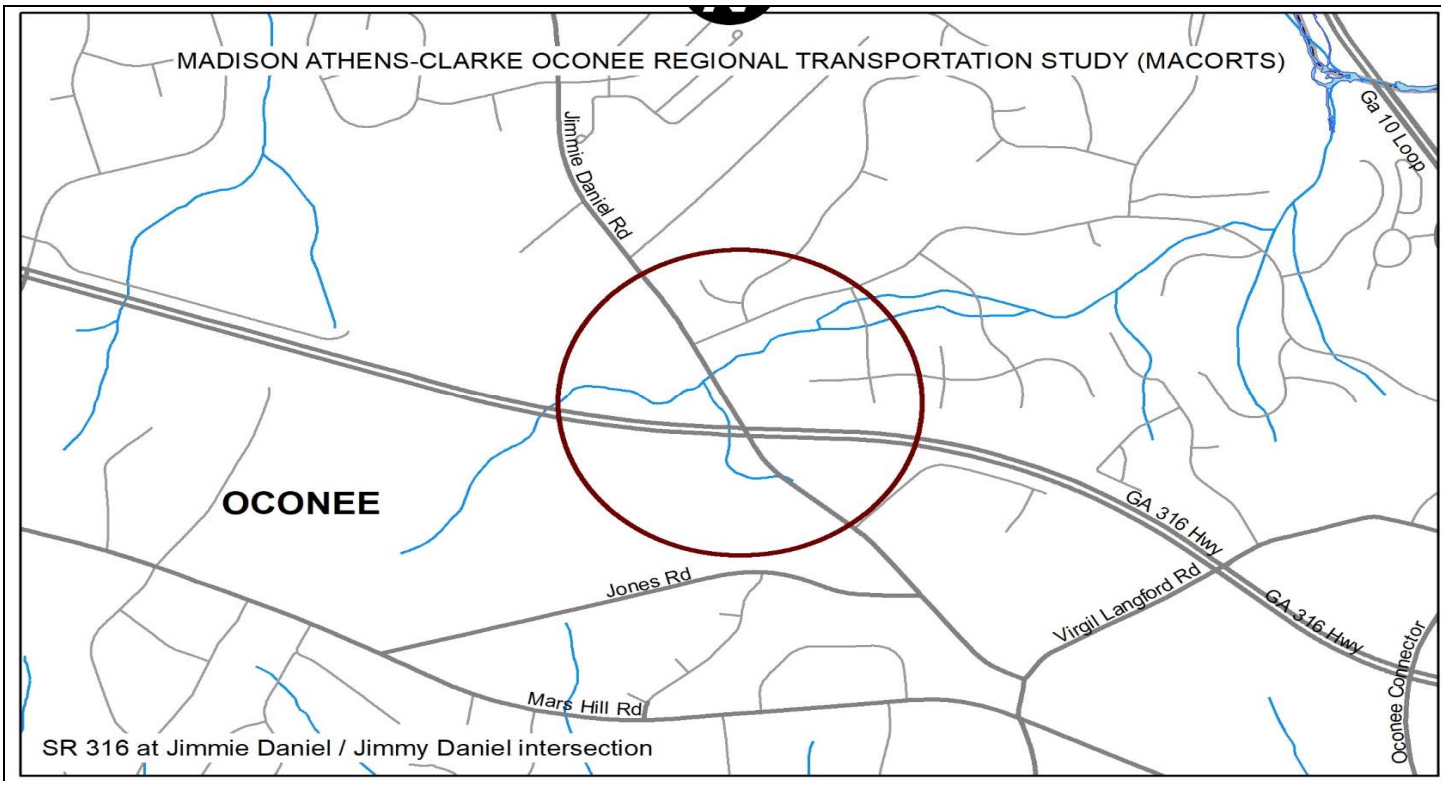
Length (miles):	0.4	*# of existing lanes:*	2	*# of lanes planned:*	2
DOT District #:	1	*Congressional Dist. #:*	10	*RDC:*	Northeast Georgia
Average Daily Traffic Volume		*2018ADT:*	4,830	*2045 (projected):*	12,800

COMMENTS/REMARKS:

PE is scheduled in FY 2023. ROW is scheduled in FY 2025. Construction tentatively scheduled for Long Range (2027).

PROJECT PHASE	***SOURCE***	***FY2025***	***FY2026***	***TOTAL***
Preliminary Engineering ($)	Fed/State			$0
Right-of-Way ($)	Fed/State	$993,673		$993,673
Utilities ($)	Fed/State			$0
Construction Costs ($)	Fed/State			$0
PROJECT COST		$993,673	$0	$993,673
Federal Cost ($)		$794,938	$0	$794,938
State Cost ($)		$198,735	$0	$198,735
Local Cost ($)		$0	$0	$0

PROJECT LOCATION



MADISON ATHENS-CLARKE OCONEE REGIONAL TRANSPORTATION STUDY
FY 2025-2026 SECOND TIER OF PROJECTS

PROJECT NAME: Mars Hill Rd/Experiment Station Road/SR53 Widening-Phase 3		***MTP Project / TIP#:*** P-32	***FUND:*** Z231
PROJECT DESCRIPTION: Widen to four lanes and construct turn lanes as needed from US 441/Watkinsville Bypass to US 441 Bus in Watkinsville. Sidewalks and bicycle lanes are planned for this corridor. Sidewalks at Butler's Crossing are included in the project.		*Est. Const Cost:*	$10,850,000
		County:	Oconee
		P.I. #: 0009012	
		GDOT Prj.#: *CSSTP-009-00(012)*	

Length (miles): 0.73	*# of existing lanes:*	2	4
DOT District #: 1	*Congressional Dist. #:*	10	Northeast Georgia
Average Daily Traffic Volume	*2018 ADT:*	12,900	16,230

COMMENTS/REMARKS: Project is needed to accommodate additional traffic in this rapid growth area. Right-of-way and construction are currently programmed for Long Range (2051).

PROJECT PHASE	***SOURCE***	***FY2025***	***FY2026***	***TOTAL***
Preliminary Engineering ($)	Fed/State			$0
Right-of-Way ($)	Fed/State			$0
Construction Costs ($)	Fed/State			$0
PROJECT COST		$0	$0	$0
Federal Cost ($)		$0	$0	$0
State Cost ($)		$0	$0	$0
Local Cost ($)		$0	$0	$0

PROJECT LOCATION

Federal or State funding to be spent within the MACORTS area must be reported in the TIP. Projects that utilize Lump Sum funding originate with and are administered by the Georgia Department of Transportation. Local governments cannot allocate Lump Sum funds to specific projects. Lump Sum funding is shown for informational purposes only.

SECTION III

Lump Sum Projects

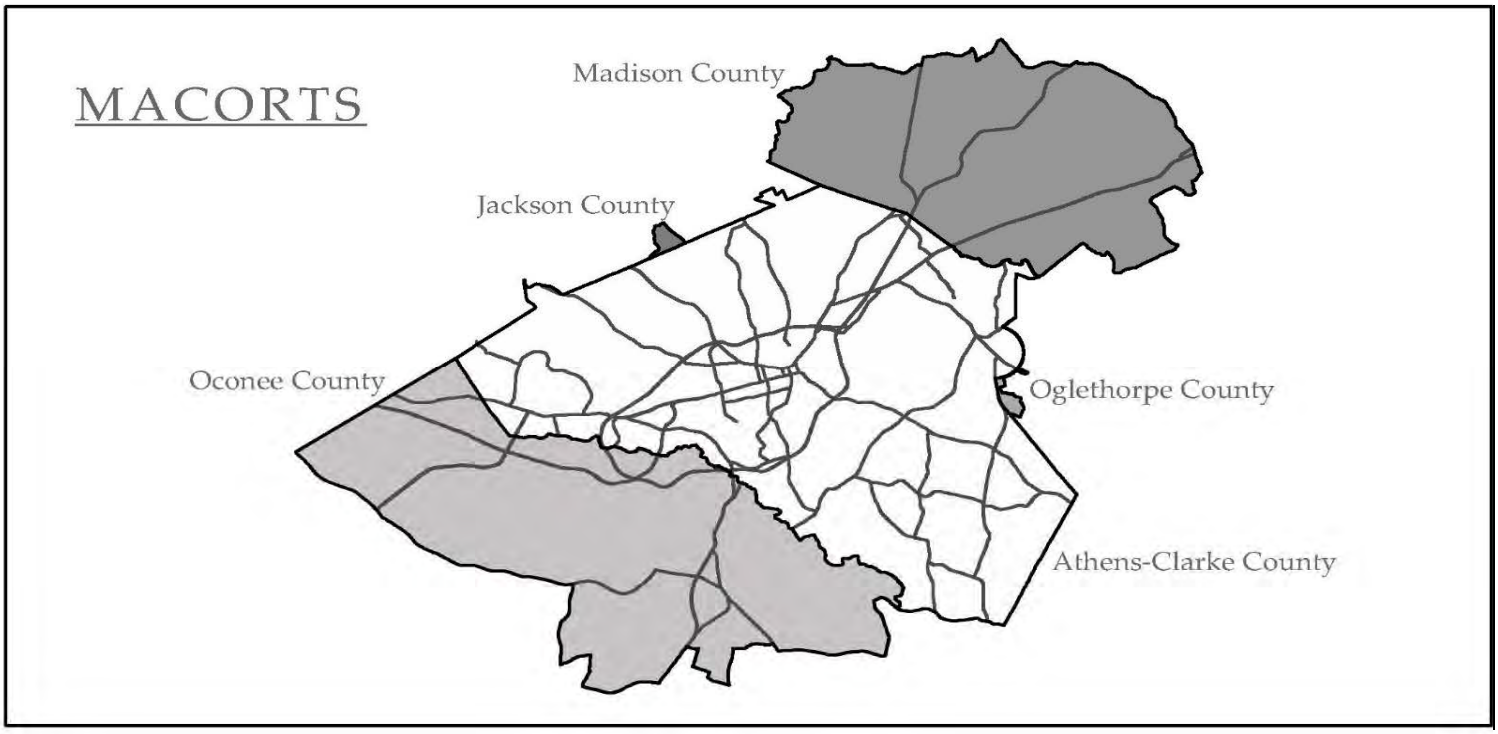
MADISON ATHENS-CLARKE OCONEE REGIONAL TRANSPORTATION STUDY
FY 2025-2026 SECOND TIER OF PROJECTS

PROJECT NAME: Lump Sum, National Highway System - Z001		***2nd Tier #:*** LumpZ001	***FUND:*** Z001
PROJECT DESCRIPTION: Federal and state funds are available for resurfacing and maintenance of eligible roads in the National Highway System (NHS) and Surface Transportation Program (STP).		*Estimated Cost:* varies	
		County: Clarke/Oconee/Madison	
		P.I. #: n/a	
		GDOT Prj. #: n/a	
Length (miles): n/a	*# of existing lanes:* n/a	*# of lanes planned:* n/a	
DOT District #: 1	*Congressional Dist. #:* 9, 10	*RDC:* Northeast Georgia	
Average Daily Traffic Volume	*2018ADT:* n/a	*2045 (projected):* n/a	

COMMENTS/REMARKS:
These funds are used to resurface and maintain State Routes in the MACORTS area.

PROJECT PHASE	***SOURCE***	***FY2025***	***FY2026***	***TOTAL***
Preliminary Engineering ($)				$0
Right-of-Way ($)				$0
Construction Costs ($)	Federal/State	$3,057,000	$3,057,000	$6,114,000
PROJECT COST		$3,057,000	$3,057,000	$6,114,000
Federal Cost ($)		$2,445,600	$2,445,600	$4,891,200
State Cost ($)		$611,400	$611,400	$1,222,800
Local Cost ($)		$0	$0	$0

PROJECT LOCATION



MADISON ATHENS-CLARKE OCONEE REGIONAL TRANSPORTATION STUDY
FY 2025-2026 SECOND TIER OF PROJECTS

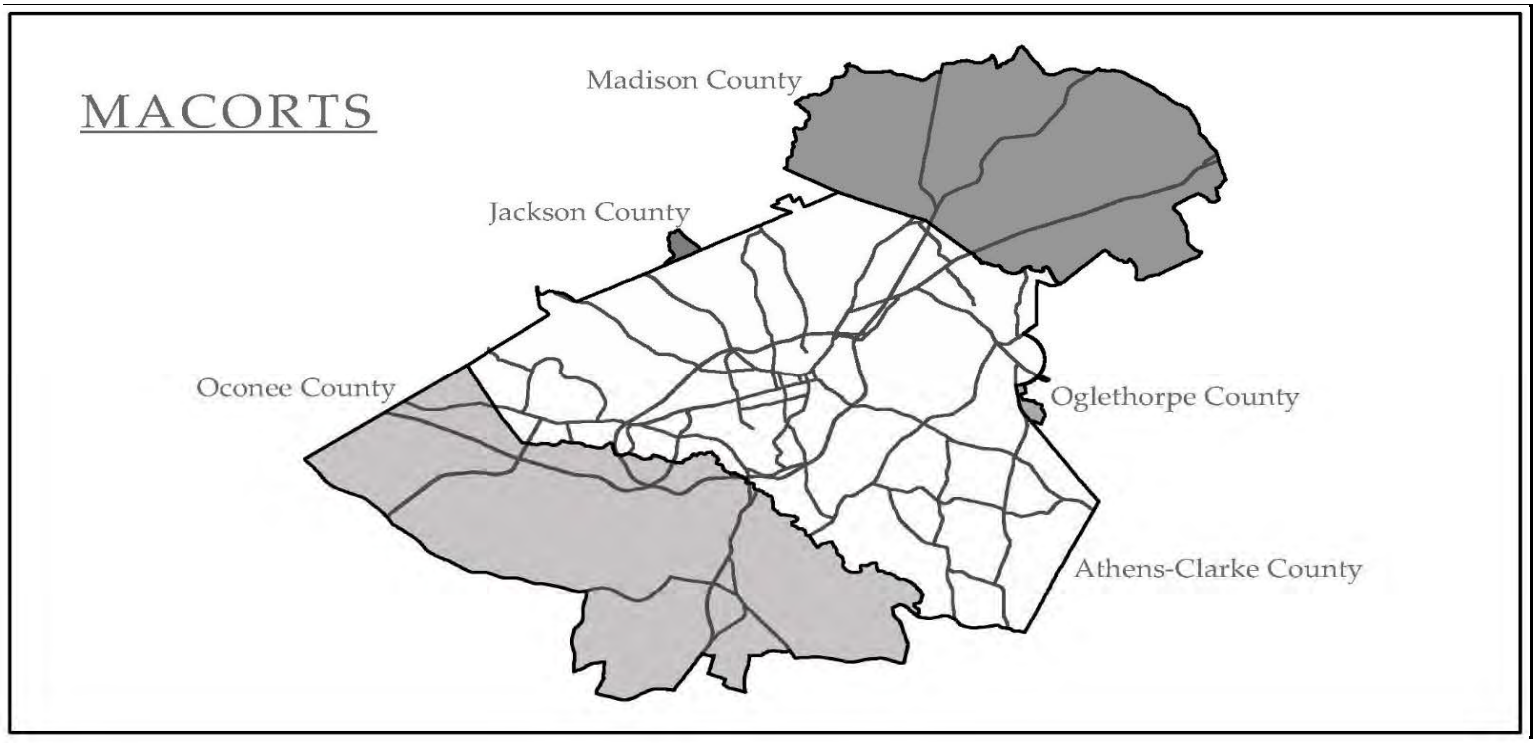
PROJECT NAME: Lump Sum, National Highway System - Z001		***2nd Tier #:*** LumpZ001	***FUND:*** Z001
PROJECT DESCRIPTION: Federal and state funds are available for roadway lighting of eligible roads in the National Highway System (NHS).		*Estimated Cost:* varies	
		County: Clarke/Oconee/Madison	
		P.I. #: n/a	
		GDOT Prj. #: n/a	

Length (miles):	n/a	*# of existing lanes:*	n/a	*# of lanes planned:*	n/a
DOT District #:	1	*Congressional Dist. #:*	9, 10	*RDC:*	Northeast Georgia
Average Daily Traffic Volume		*2018ADT:*	n/a	*2045 (projected):*	n/a

COMMENTS/REMARKS:
These funds are provided lighting along State Routes in the MACORTS area.

PROJECT PHASE	***SOURCE***	***FY2025***	***FY2026***	***TOTAL***
Preliminary Engineering ($)				$0
Right-of-Way ($)				$0
Construction Costs ($)	Federal/State	$13,000	$13,000	$26,000
PROJECT COST		$13,000	$13,000	$26,000
Federal Cost ($)		$10,400	$10,400	$20,800
State Cost ($)		$2,600	$2,600	$5,200
Local Cost ($)		$0	$0	$0

PROJECT LOCATION



MADISON ATHENS-CLARKE OCONEE REGIONAL TRANSPORTATION STUDY
FY 2025-2026 SECOND TIER OF PROJECTS

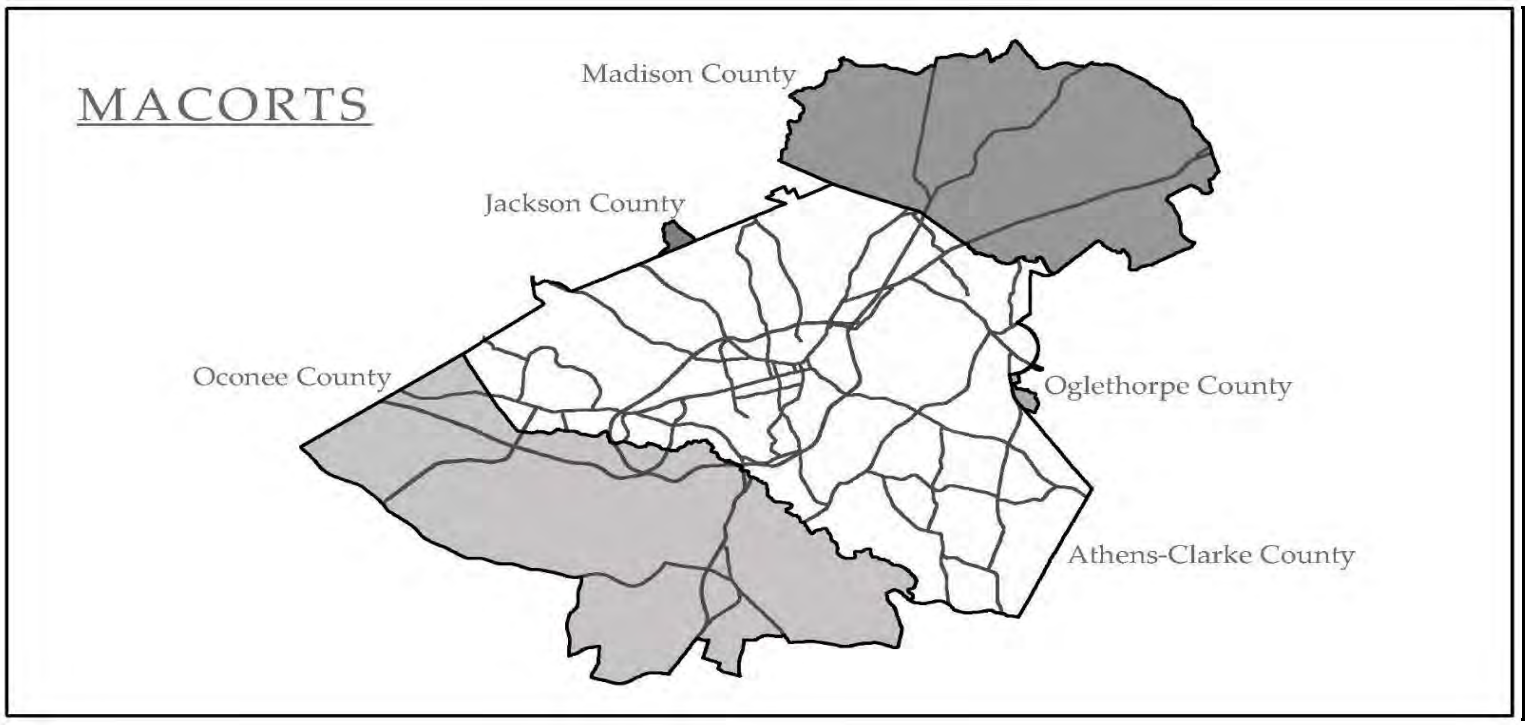
PROJECT NAME: Lump Sum, Surface Transportation Program - ZS30		***2nd Tier #:*** LumpZS30	***FUND:*** ZS30
PROJECT DESCRIPTION: Federal and state funds are available for safety projects.		*Estimated Cost:*	varies
		County:	Clarke/Oconee/Madison
		P.I. #: n/a	
		GDOT Prj. #:	n/a

Length (miles):	n/a	*# of existing lanes:*	n/a	*# of lanes planned:*	n/a
DOT District #:	1	*Congressional Dist. #:*	9, 10	*RDC:*	Northeast Georgia
Average Daily Traffic Volume		*2018ADT:*	n/a	*2045 (projected):*	n/a

COMMENTS/REMARKS:
These funds are expended on safety projects along State Routes within the MACORTS area.

PROJECT PHASE	***SOURCE***	***FY2025***	***FY2026***	***TOTAL***
Preliminary Engineering ($)				$0
Right-of-Way ($)				$0
Construction Costs ($)	Federal/State	$1,329,000	$1,329,000	$2,658,000
PROJECT COST		$1,329,000	$1,329,000	$2,658,000
Federal Cost ($)		$1,063,200	$1,063,200	$2,126,400
State Cost ($)		$265,800	$265,800	$531,600
Local Cost ($)		$0	$0	$0

PROJECT LOCATION



MADISON ATHENS-CLARKE OCONEE REGIONAL TRANSPORTATION STUDY
FY 2025-2026 SECOND TIER OF PROJECTS

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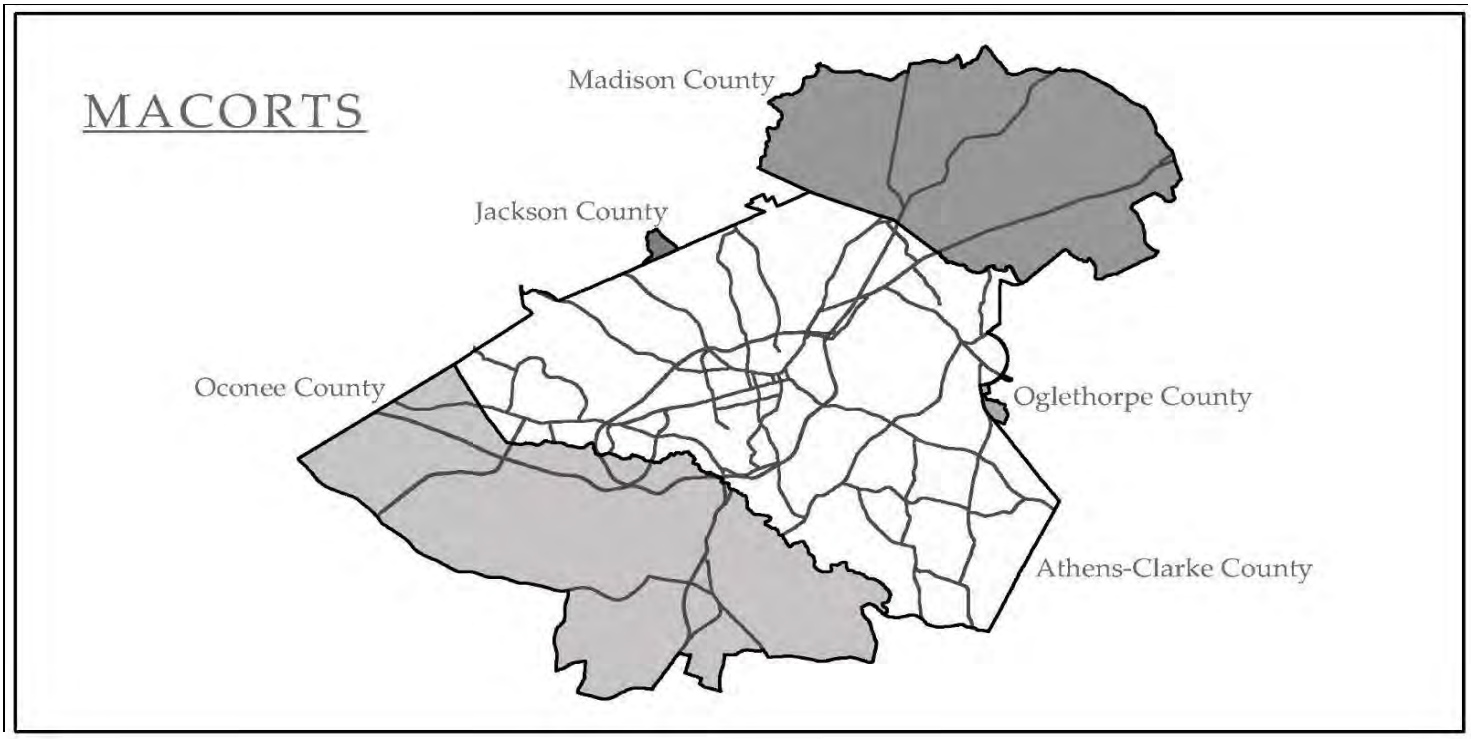
PROJECT NAME: Lump Sum, ENHAN		***2nd Tier #:*** L220	***FUND:*** L220
PROJECT DESCRIPTION: Federal funds are available for STP Enhancement projects.		*Estimated Cost:* varies	
		County: Clarke/Oconee/Madison	
		P.I. #: n/a	
		GDOT Prj. #: n/a	
Length (miles): n/a	*# of existing lanes:* n/a	*# of lanes planned:* n/a	
DOT District #: 1	*Congressional Dist. #:* 9, 10	*RDC:* Northeast Georgia	
Average Daily Traffic Volume	*2018ADT:* n/a	*2045(projected):* n/a	

COMMENTS/REMARKS:

These funds are distributed through the Transportation Enhancement (TE) program - a competitive grant program that accepts applications biannually.

PROJECT PHASE	***SOURCE***	***FY2025***	***FY2026***	***TOTAL***
Preliminary Engineering ($)				$0
Right-of-Way ($)				$0
Construction Costs ($)	Federal	$0	$0	$0
PROJECT COST		$0	$0	$0
Federal Cost ($)		$0	$0	$0
State Cost ($)		$0	$0	$0
Local Cost ($)		$0	$0	$0

PROJECT LOCATION



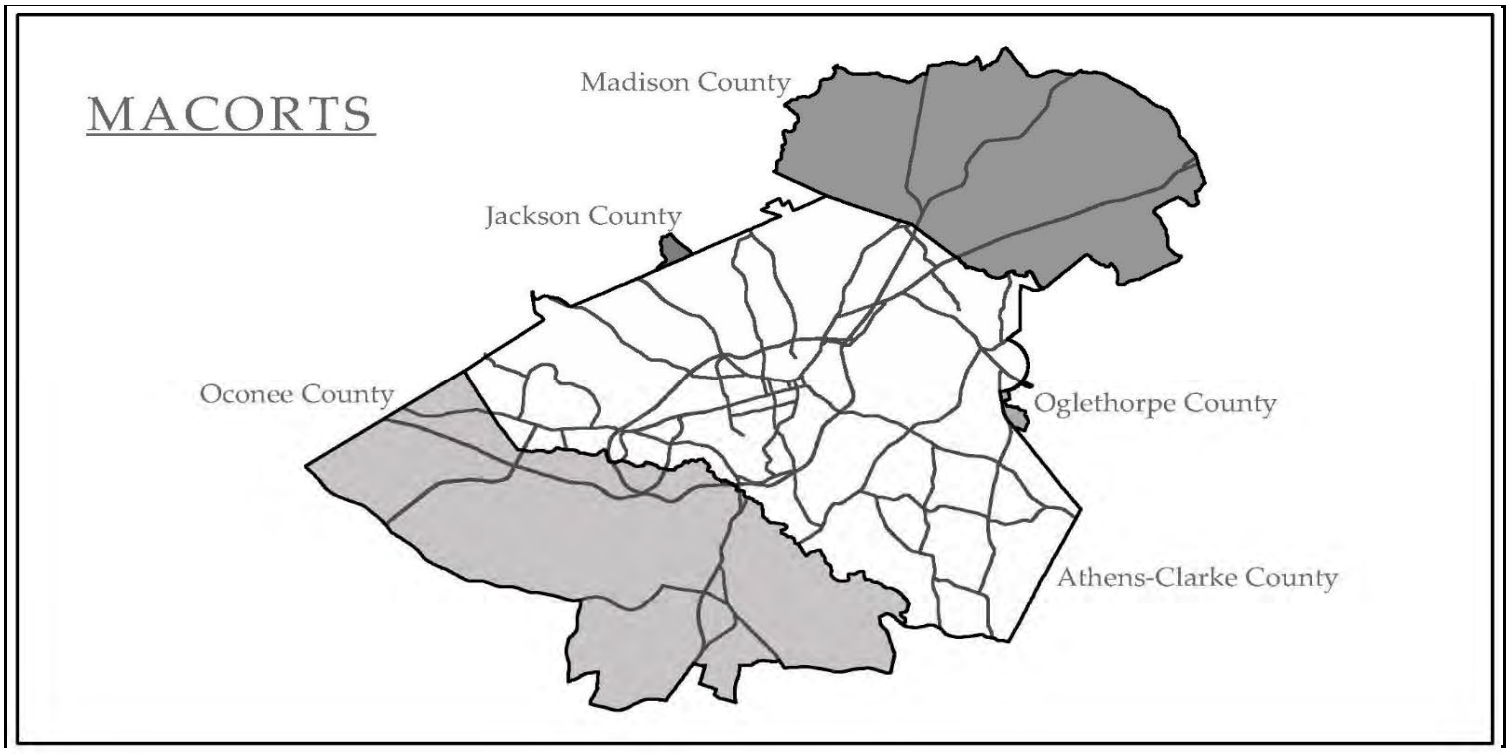
MADISON ATHENS-CLARKE OCONEE REGIONAL TRANSPORTATION STUDY
FY 2025-2026 SECOND TIER OF PROJECTS

PROJECT NAME: Lump Sum, Surface Transportation Program - Z240		***2nd Tier #:*** LumpZ240	***FUND:*** Z240
PROJECT DESCRIPTION: Federal and state funds are available for bridge painting.		*Estimated Cost:* varies	
		County: Clarke/Oconee/Madison	
		P.I. #: n/a	
		GDOT Prj. #: n/a	
Length (miles): n/a	*# of existing lanes:* n/a	*# of lanes planned:* n/a	
DOT District #: 1	*Congressional Dist. #:* 9, 10	*RDC:* Northeast Georgia	
Average Daily Traffic Volume	*2018ADT:* n/a	*2045(projected):* n/a	

COMMENTS/REMARKS:
These funds are used to paint bridges along State Routes as necessary in the MACORTS area.

PROJECT PHASE	***SOURCE***	***FY2025***	***FY2026***	***TOTAL***
Preliminary Engineering ($)				$0
Right-of-Way ($)				$0
Construction Costs ($)	Federal/State	$133,000	$133,000	$266,000
PROJECT COST		$133,000	$133,000	$266,000
Federal Cost ($)		$106,400	$106,400	$212,800
State Cost ($)		$26,600	$26,600	$53,200
Local Cost ($)		$0	$0	$0

PROJECT LOCATION



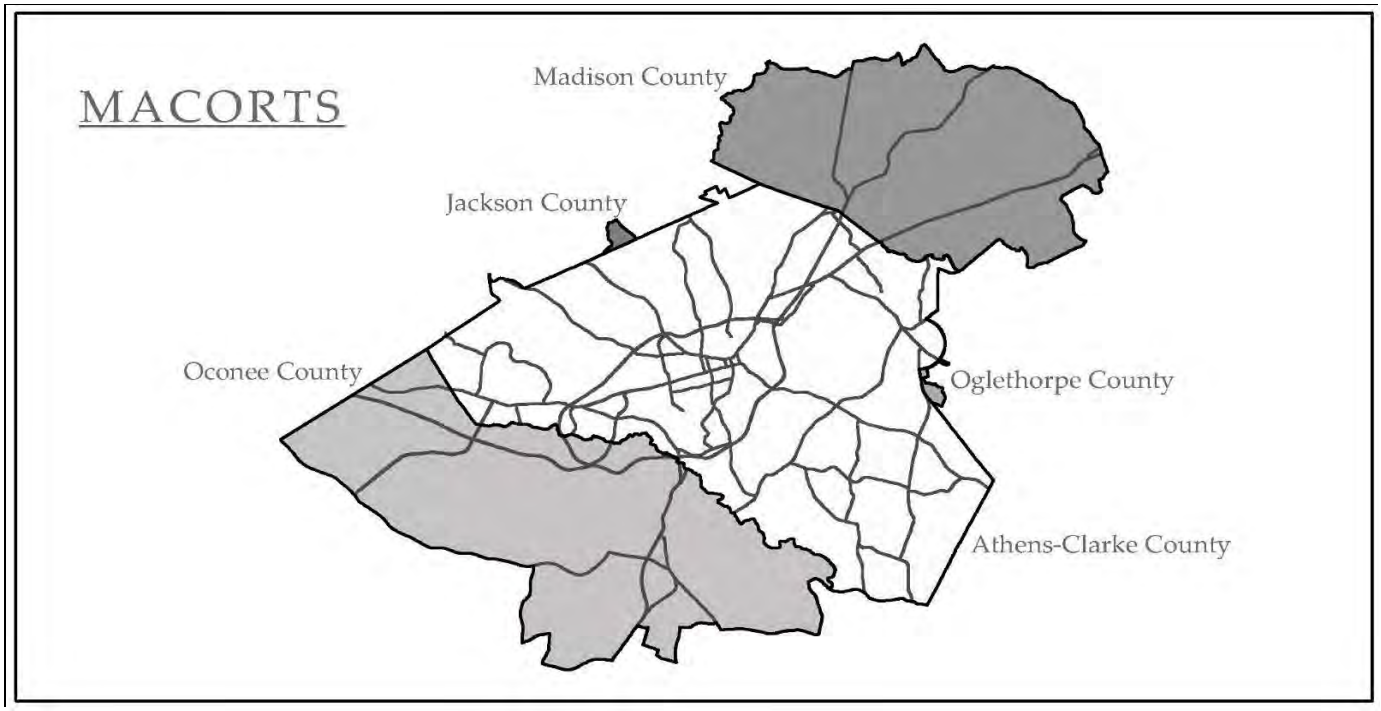
MADISON ATHENS-CLARKE OCONEE REGIONAL TRANSPORTATION STUDY
FY 2025-2026 SECOND TIER OF PROJECTS

PROJECT NAME: Lump Sum, Surface Transportation Program - Z240		***2nd Tier #:*** Z240	***FUND:*** Z240
PROJECT DESCRIPTION: Federal and state funds are available for traffic signals.		*Estimated Cost:* varies	
		County: Clarke/Oconee/Madison	
		P.I. #: n/a	
		GDOT Prj. #: n/a	
Length (miles): n/a	*# of existing lanes:* n/a	*# of lanes planned:* n/a	
DOT District #: 1	*Congressional Dist. #:* 9, 10	*RDC:* Northeast Georgia	
Average Daily Traffic Volume	*2018ADT:* n/a	*2045 (projected):* n/a	

COMMENTS/REMARKS:
These funds are used to provide traffic signals along State Routes in the MACORTS area.

PROJECT PHASE	***SOURCE***	***FY2025***	***FY2026***	***TOTAL***
Preliminary Engineering ($)				$0
Right-of-Way ($)				$0
Construction Costs ($)	Federal/State	$399,000	$399,000	$798,000
PROJECT COST		$399,000	$399,000	$798,000
Federal Cost ($)		$319,200	$319,200	$638,400
State Cost ($)		$79,800	$79,800	$159,600
Local Cost ($)		$0	$0	$0

PROJECT LOCATION

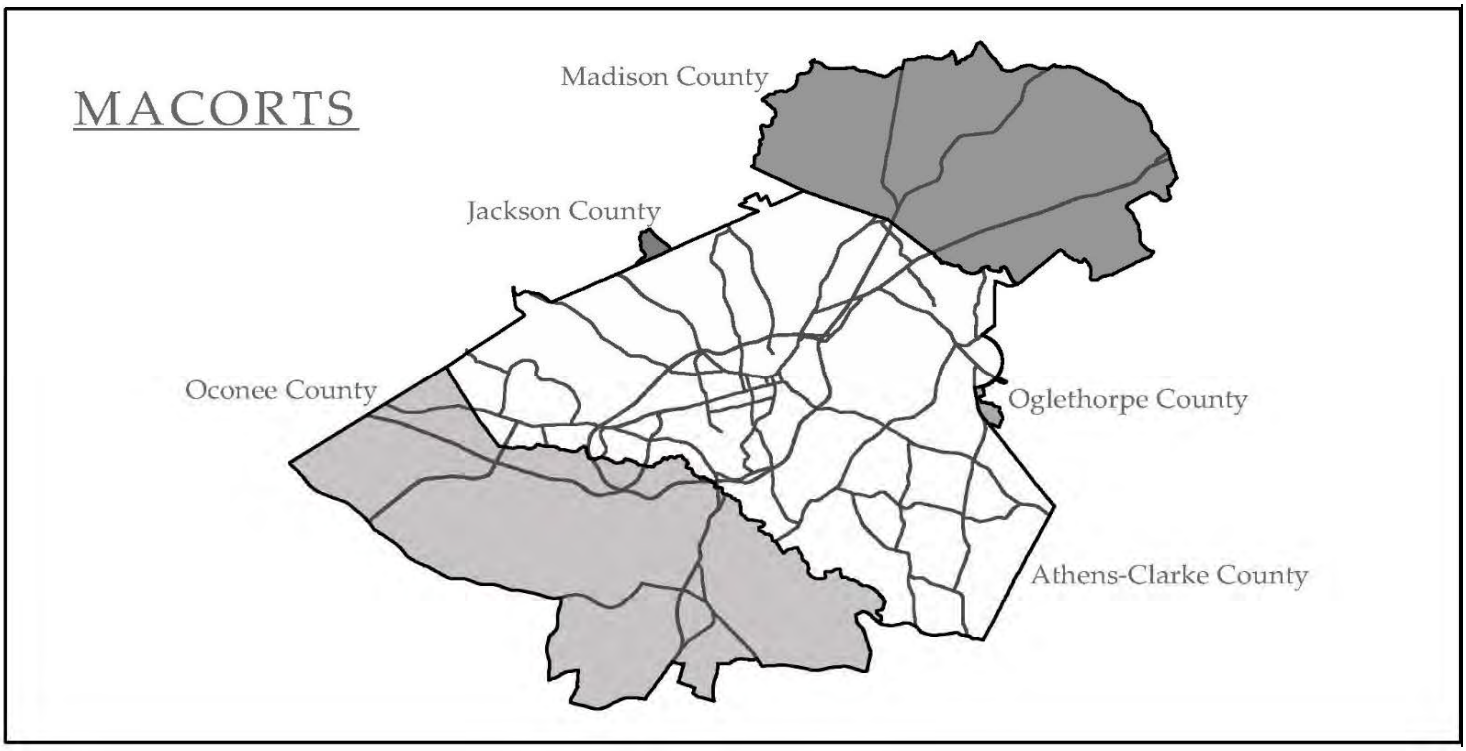


MADISON ATHENS-CLARKE OCONEE REGIONAL TRANSPORTATION STUDY
FY 2025-2026 SECOND TIER OF PROJECTS

PROJECT NAME: Lump Sum, Surface Transportation Program - Z001		***2nd Tier #:*** LumpZ001	***FUND*** Z001
PROJECT DESCRIPTION: Federal and state funds are available for Traffic Control Devices in the National Highway System.		*Estimated Cost:* varies	
		County: Clarke/Oconee/Madison	
		P.I. #: n/a	
		GDOT Prj. #: n/a	
Length (miles): n/a	*# of existing lanes:* n/a	*# of lanes planned:* n/a	
DOT District #: 1	*Congressional Dist. #:* 9, 10	*RDC:* Northeast Georgia	
Average Daily Traffic Volume	*2016ADT:* n/a	*2040 (projected):* n/a	
COMMENTS/REMARKS:			

PROJECT PHASE	***SOURCE***	***FY2025***	***FY2026***	***TOTAL***
Preliminary Engineering ($)				$0
Right-of-Way ($)				$0
Construction Costs ($)	Federal/State	$0	$0	$0
PROJECT COST		$0	$0	$0
Federal Cost ($)		$0	$0	$0
State Cost ($)		$0	$0	$0
Local Cost ($)		$0	$0	$0

PROJECT LOCATION



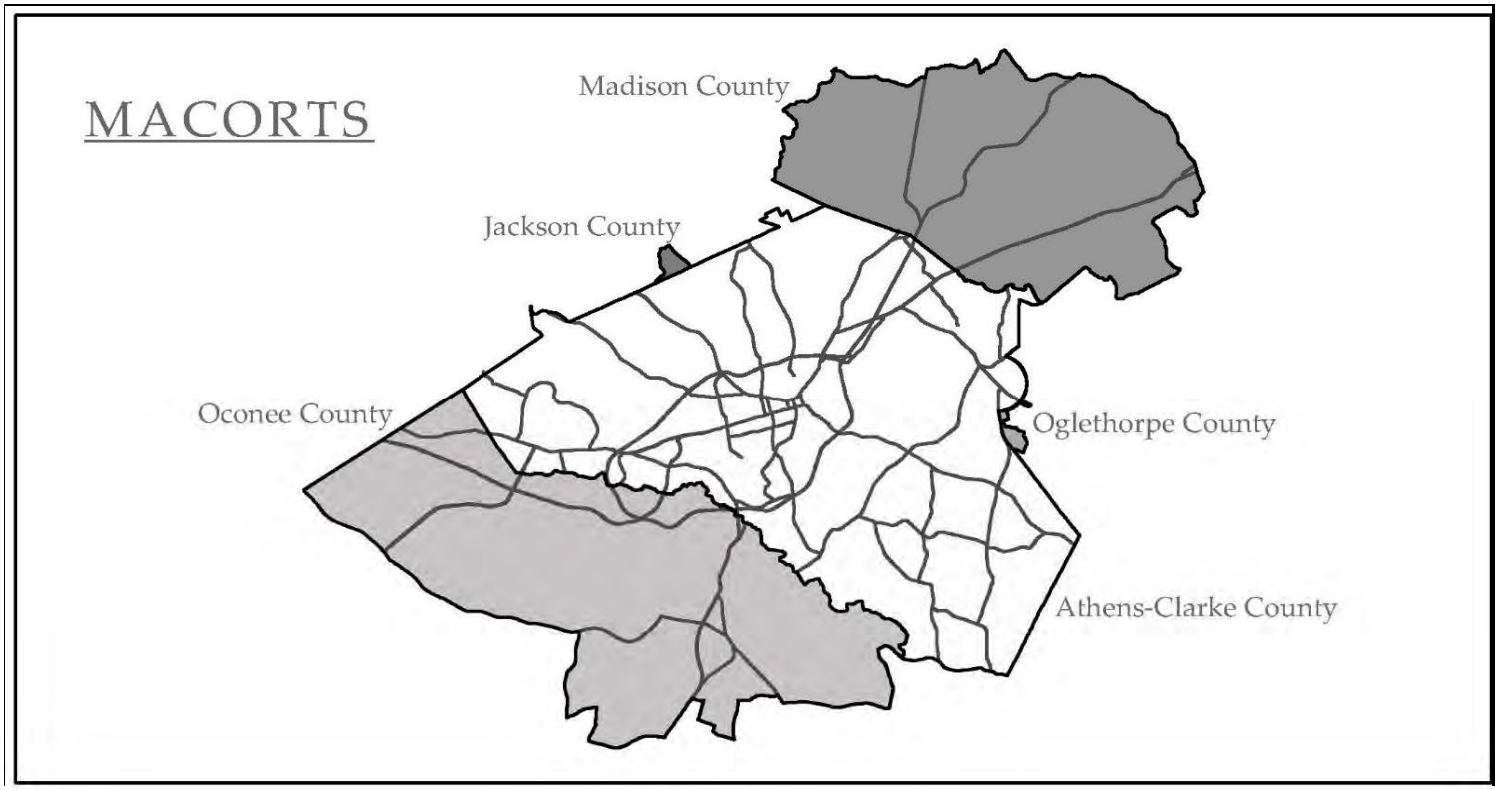
MADISON ATHENS-CLARKE OCONEE REGIONAL TRANSPORTATION STUDY
FY 2025-2026 SECOND TIER OF PROJECTS

PROJECT NAME: Lump Sum, Surface Transportation Program - Z240		***2nd Tier #:*** LumpZ240	***FUND:*** Z240
PROJECT DESCRIPTION: Federal and state funds are available for construction management.		*Estimated Cost:* varies	
		County: Clarke/Oconee/Madison	
		P.I. #: n/a	
		GDOT Prj. #: n/a	
Length (miles): n/a	*# of existing lanes:* n/a	*# of lanes planned:* n/a	
DOT District #: 1	*Congressional Dist. #:* 9, 10	*RDC:* Northeast Georgia	
Average Daily Traffic Volume	*2018ADT:* n/a	*2045 (projected):* n/a	

COMMENTS/REMARKS:
These funds are used to maintain US highways and state routes in emergency situations as needed in the MACORTS area.

PROJECT PHASE	***SOURCE***	***FY2025***	***FY2026***	***TOTAL***
Preliminary Engineering ($)				$0
Right-of-Way ($)				$0
Construction Costs ($)	Federal/State	$691,000	$691,000	$1,382,000
PROJECT COST		$691,000	$691,000	$1,382,000
Federal Cost ($)		$552,800	$552,800	$1,105,600
State Cost ($)		$138,200	$138,200	$276,400
Local Cost ($)		$0	$0	$0

PROJECT LOCATION



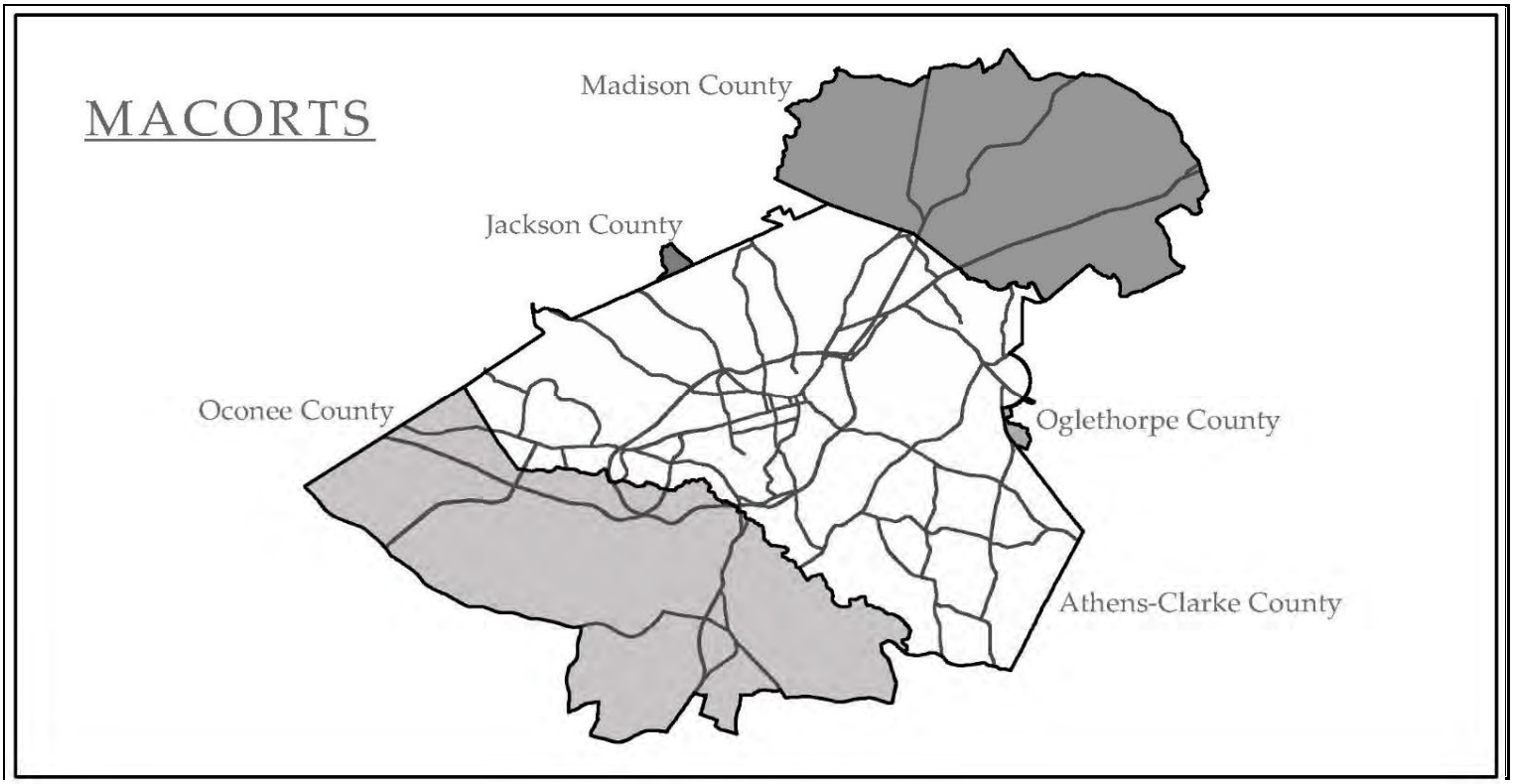
MADISON ATHENS-CLARKE OCONEE REGIONAL TRANSPORTATION STUDY
FY 2025-2026 SECOND TIER OF PROJECTS

PROJECT NAME: Lump Sum, Surface Transportation Program - Z240		***2nd Tier #:*** LumpZ240	***FUND:*** Z240
PROJECT DESCRIPTION: Federal and state funds are available for protective R/W purchase.		*Estimated Cost:* varies	
		County: Clarke/Oconee/Madison	
		P.I. #: n/a	
		GDOT Prj. #: n/a	
Length (miles): n/a	*# of existing lanes:* n/a	*# of lanes planned:* n/a	
DOT District #: 1	*Congressional Dist. #:* 9, 10	*RDC:* Northeast Georgia	
Average Daily Traffic Volume	*2018ADT:* n/a	*2050 (projected):* n/a	

COMMENTS/REMARKS:
These funds are available to purchase rights-of-way along State Routes in the MACORTS area.

PROJECT PHASE	***SOURCE***	***FY2025***	***FY2026***	***TOTAL***
Preliminary Engineering ($)				$0
Right-of-Way ($)				$0
Construction Costs ($)	Federal/State	$20,000	$20,000	$40,000
PROJECT COST		$20,000	$20,000	$40,000
Federal Cost ($)		$16,000	$16,000	$32,000
State Cost ($)		$4,000	$4,000	$8,000
Local Cost ($)		$0	$0	$0

PROJECT LOCATION



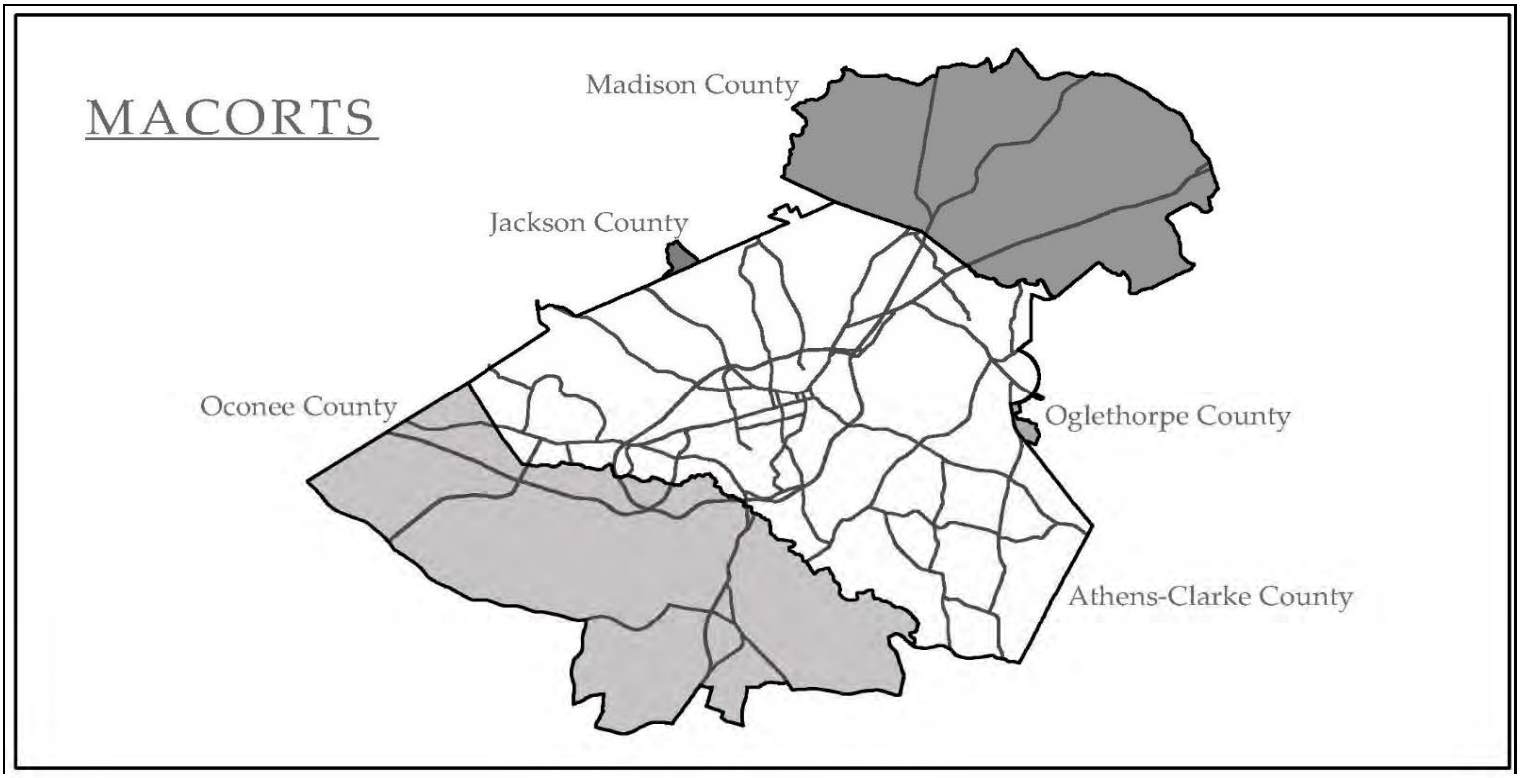
MADISON ATHENS-CLARKE OCONEE REGIONAL TRANSPORTATION STUDY
FY 2025-2026 SECOND TIER OF PROJECTS

PROJECT NAME: DNR TRAILS - Z940		***2nd Tier #:*** LumpZ940	***FUND:*** Z940
PROJECT DESCRIPTION: State funds are available for recreational trails. These funds pass through GDOT to the Dept. of Natural Resources and are distributed through a competitive grant program.		*Estimated Cost:* varies	
		County: Clarke/Oconee/Madison	
		P.I. #: n/a	
		GDOT Prj. #: n/a	
Length (miles): n/a	*# of existing lanes:* n/a	*# of lanes planned:* n/a	
DOT District #: 1	*Congressional Dist. #:* 9, 10	*RDC:* Northeast Georgia	
Average Daily Traffic Volume	*2018ADT:* n/a	*2045 (projected):* n/a	

COMMENTS/REMARKS:
In ACC, typically these funds are applied for through Leisure Services. Only one application is accepted per community.

PROJECT PHASE	***SOURCE***	***FY2025***	***FY2026***	***TOTAL***
Preliminary Engineering ($)				$0
Right-of-Way ($)				$0
Construction Costs ($)	State			$0
PROJECT COST		$0	$0	$0
Federal Cost ($)		$0	$0	$0
State Cost ($)		$0	$0	$0
Local Cost ($)		$0	$0	$0

PROJECT LOCATION

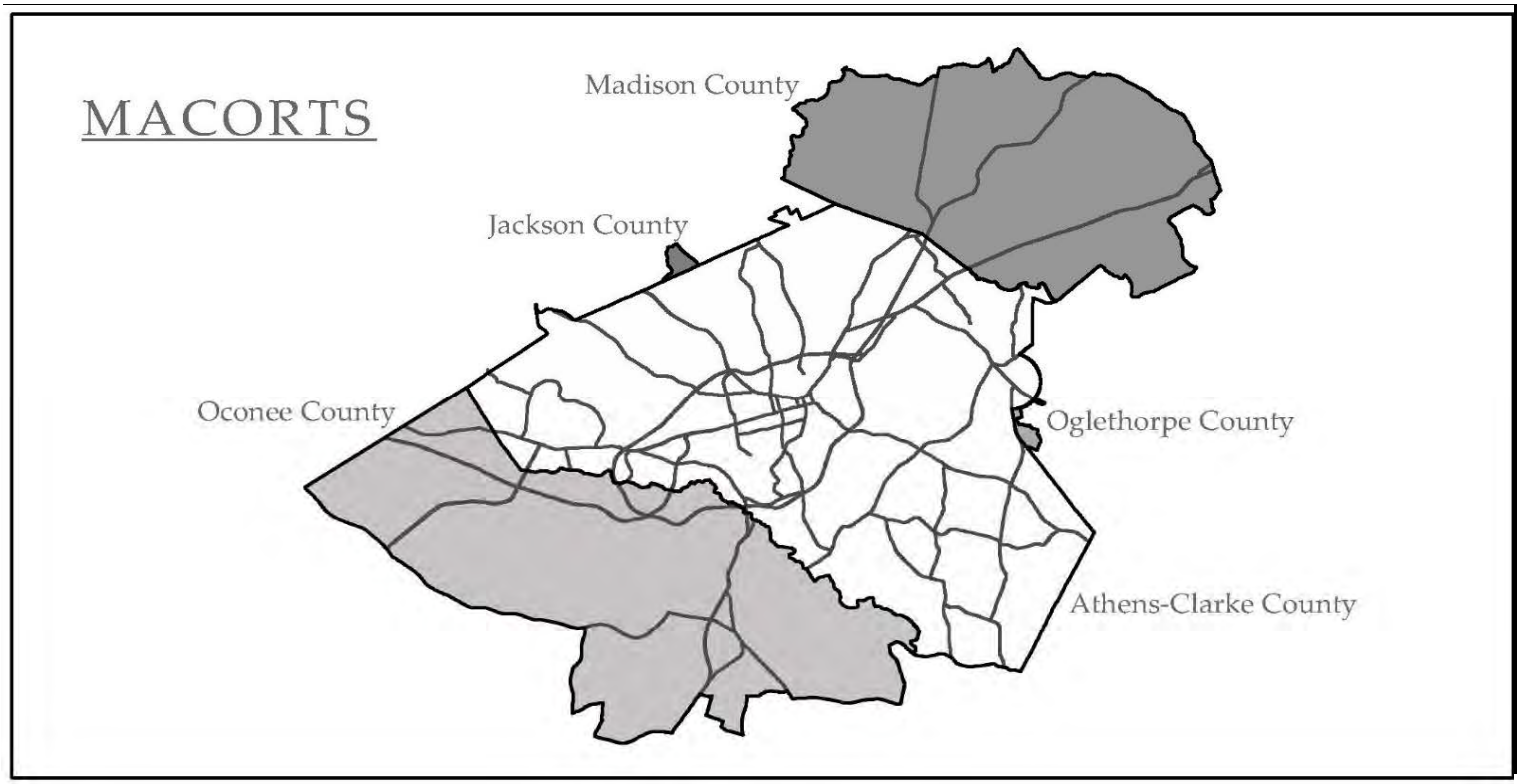


MADISON ATHENS-CLARKE OCONEE REGIONAL TRANSPORTATION STUDY
FY 2025-2026 SECOND TIER OF PROJECTS

PROJECT NAME: OPERATIONAL		***2nd Tier #:*** Z240	***FUND:*** Z240
PROJECT DESCRIPTION: Federal and State funds available for capital and operating costs for traffic monitoring, management, control facilities, and programs in MACORTS area.		*Estimated Cost:* varies	
		County: Clarke/Oconee/Madison	
		P.I. #: n/a	
		GDOT Prj. #: n/a	
Length (miles): n/a	*# of existing lanes:* n/a	*# of lanes planned:* n/a	
DOT District #: 1	*Congressional Dist. #:* 9, 10	*RDC:* Northeast Georgia	
Average Daily Traffic Volume	*2018ADT:* n/a	*2045 (projected):* n/a	
COMMENTS/REMARKS:			

PROJECT PHASE	***SOURCE***	***FY2025***	***FY2026***	***TOTAL***
Preliminary Engineering ($)				$0
Right-of-Way ($)				$0
Construction Costs ($)	Federal/State	$159,000	$159,000	$318,000
PROJECT COST		$159,000	$159,000	$318,000
Federal Cost ($)		$127,200	$127,200	$254,400
State Cost ($)		$31,800	$31,800	$63,600
Local Cost ($)		$0	$0	$0

PROJECT LOCATION

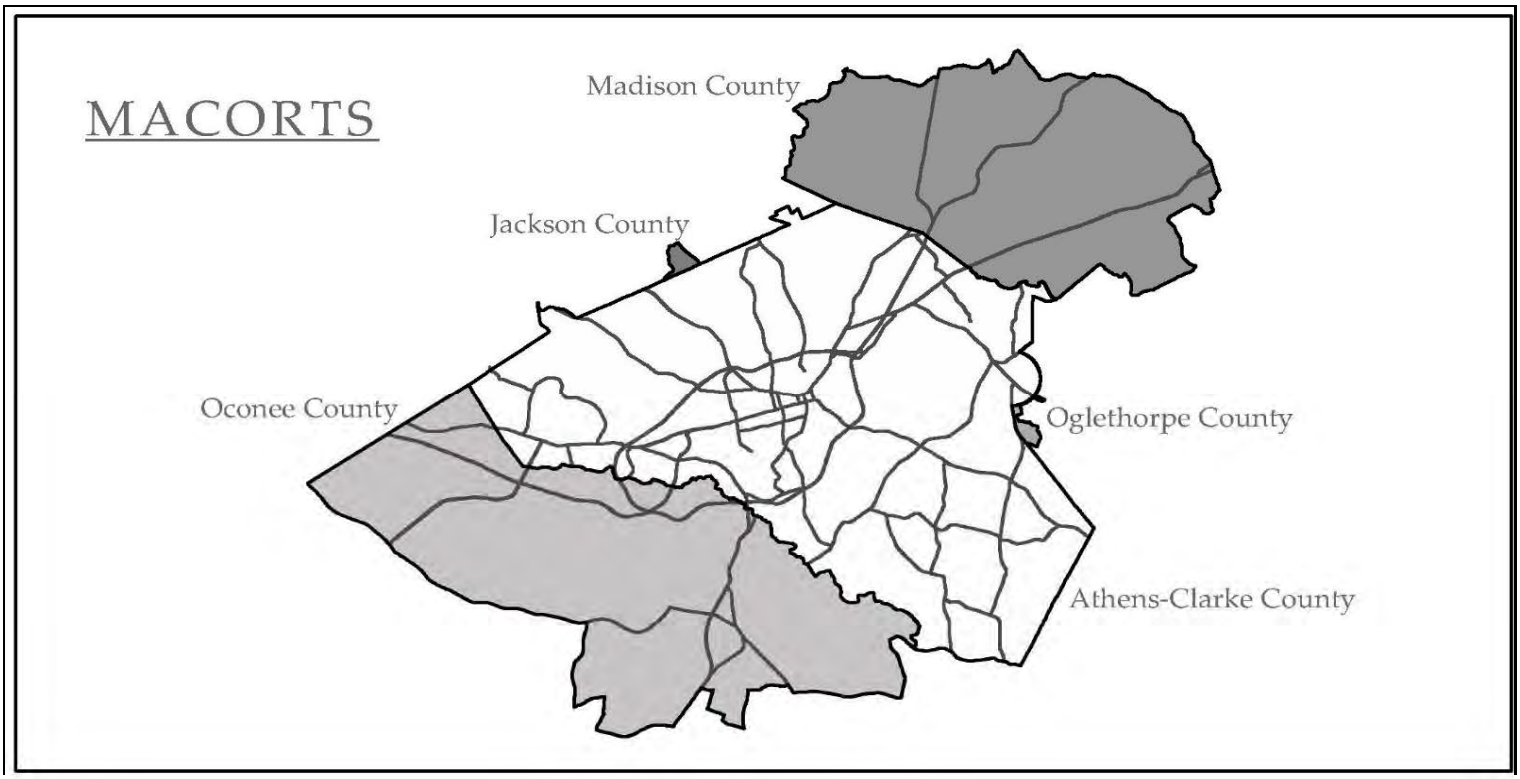


MADISON ATHENS-CLARKE OCONEE REGIONAL TRANSPORTATION STUDY
FY 2025-2026 SECOND TIER OF PROJECTS

PROJECT NAME: Low Impact Bridges		***2nd Tier #:*** Z240	***FUND:*** Z240
PROJECT DESCRIPTION: Federal and State funds available for construction of environmentally sensitive bridges in the MACORTS area.		*Estimated Cost:* varies	
		County: Clarke/Oconee/Madison	
		P.I. #: n/a	
		GDOT Prj. #: n/a	
Length (miles): n/a	*# of existing lanes:* n/a	*# of lanes planned:* n/a	
DOT District #: 1	*Congressional Dist. #:* 9, 10	*RDC:* Northeast Georgia	
Average Daily Traffic Volume	*2018ADT:* n/a	*2045 (projected):* n/a	
COMMENTS/REMARKS:			

PROJECT PHASE	***SOURCE***	***FY2025***	***FY2026***	***TOTAL***
Preliminary Engineering ($)				$0
Right-of-Way ($)				$0
Construction Costs ($)	Federal	$279,000	$279,000	$558,000
PROJECT COST		$279,000	$279,000	$558,000
Federal Cost ($)		$223,200	$223,200	$446,400
State Cost ($)		$55,800	$55,800	$111,600
Local Cost ($)		$0	$0	$0

PROJECT LOCATION

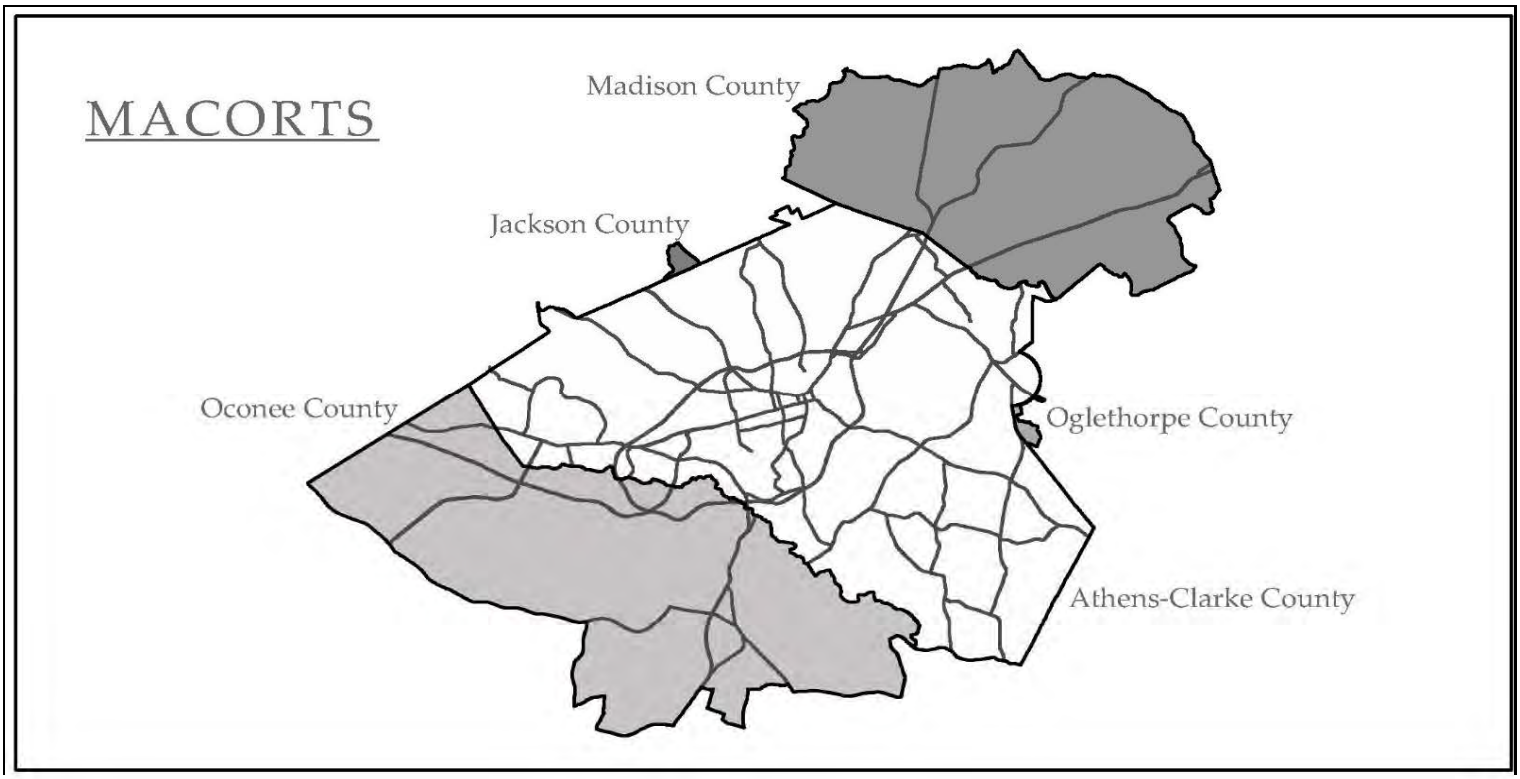


MADISON ATHENS-CLARKE OCONEE REGIONAL TRANSPORTATION STUDY
FY 2025-2026 SECOND TIER OF PROJECTS

PROJECT NAME: Wetland Mitigation		***2nd Tier #:*** Z240	***FUND:*** Z240
PROJECT DESCRIPTION: Federal and State funds available for wetland mitigation.		*Estimated Cost:* varies	
		County: Clarke/Oconee/Madison	
		P.I. #: n/a	
		GDOT Prj. #: n/a	
Length (miles): n/a	*# of existing lanes:* n/a	*# of lanes planned:* n/a	
DOT District #: 1	*Congressional Dist. #:* 9, 10	*RDC:* Northeast Georgia	
Average Daily Traffic Volume	*2018ADT:* n/a	*2045 (projected):* n/a	
COMMENTS/REMARKS:			

PROJECT PHASE	***SOURCE***	***FY2024***	***FY2025***	***TOTAL***
Preliminary Engineering ($)				$0
Right-of-Way ($)				$0
Construction Costs ($)	Federal	$16,000	$16,000	$32,000
PROJECT COST		$16,000	$16,000	$32,000
Federal Cost ($)		$12,800	$12,800	$25,600
State Cost ($)		$3,200	$3,200	$6,400
Local Cost ($)		$0	$0	$0

PROJECT LOCATION



SECTION IV

Bridge Projects

There are no bridges in the 2nd
Tier at this time.

SECTION V

Local Projects

MADISON ATHENS-CLARKE-OCONEE REGIONAL TRANSPORTATION STUDY
FY 2025-2026 SECOND TIER OF PROJECTS

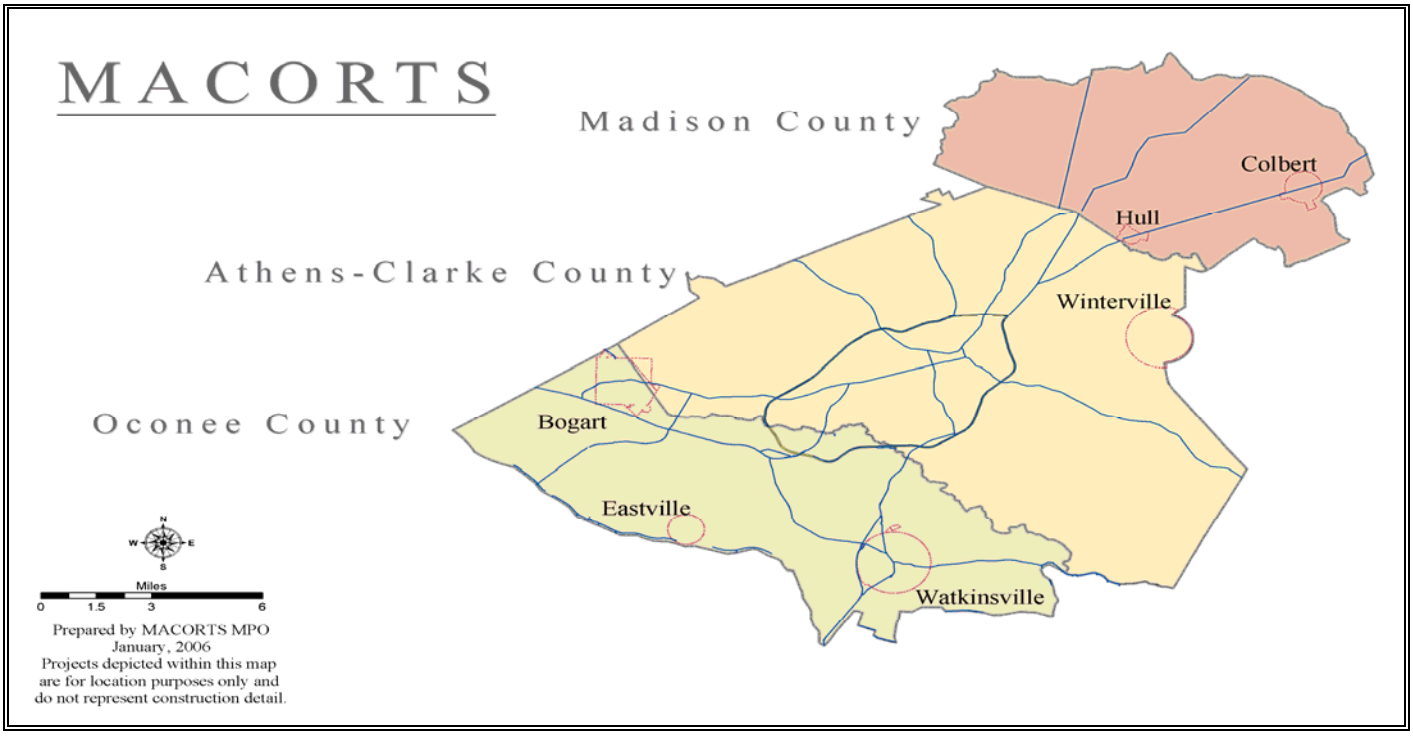
PROJECT NAME: Oconee Co. Intersection Improvement Program		***2nd TIER#:***	
PROJECT DESCRIPTION: Oconee Co. program to provide needed intersection improvements (signals, signage, etc.).		*Estimated Cost:*	$0
		County:	Oconee
		P.I. #: n/a	
		GDOT Prj. #:	n/a
Length (miles): n/a	*# of existing lanes:* n/a	*# of lanes planned:*	n/a
DOT District #: 1	*Congressional Dist. #:* 10	*RDC:*	Northeast Georgia
Average Daily Traffic Volume	*2018ADT:* n/a	*2045 (projected):*	n/a

COMMENTS/REMARKS: Funded by sales tax referendum.

Funds are available to provide pavement management. Activities include resurfacing, milling, patching, crack sealing and other pavement pavement management methods. Funding provided by SPLOST, LMIG and General Fund.

PROJECT PHASE	***SOURCE***	***FY2025***	***FY2026***	***TOTAL***
Preliminary Engineering ($)	Local			$0
Right-of-Way ($)	Local			$0
Construction Costs ($)	Local			$0
PROJECT COST		$0	$0	$0
Federal Cost ($)		$0	$0	$0
State Cost ($)		$0	$0	$0
Local Cost ($)		$0	$0	$0

PROJECT LOCATION



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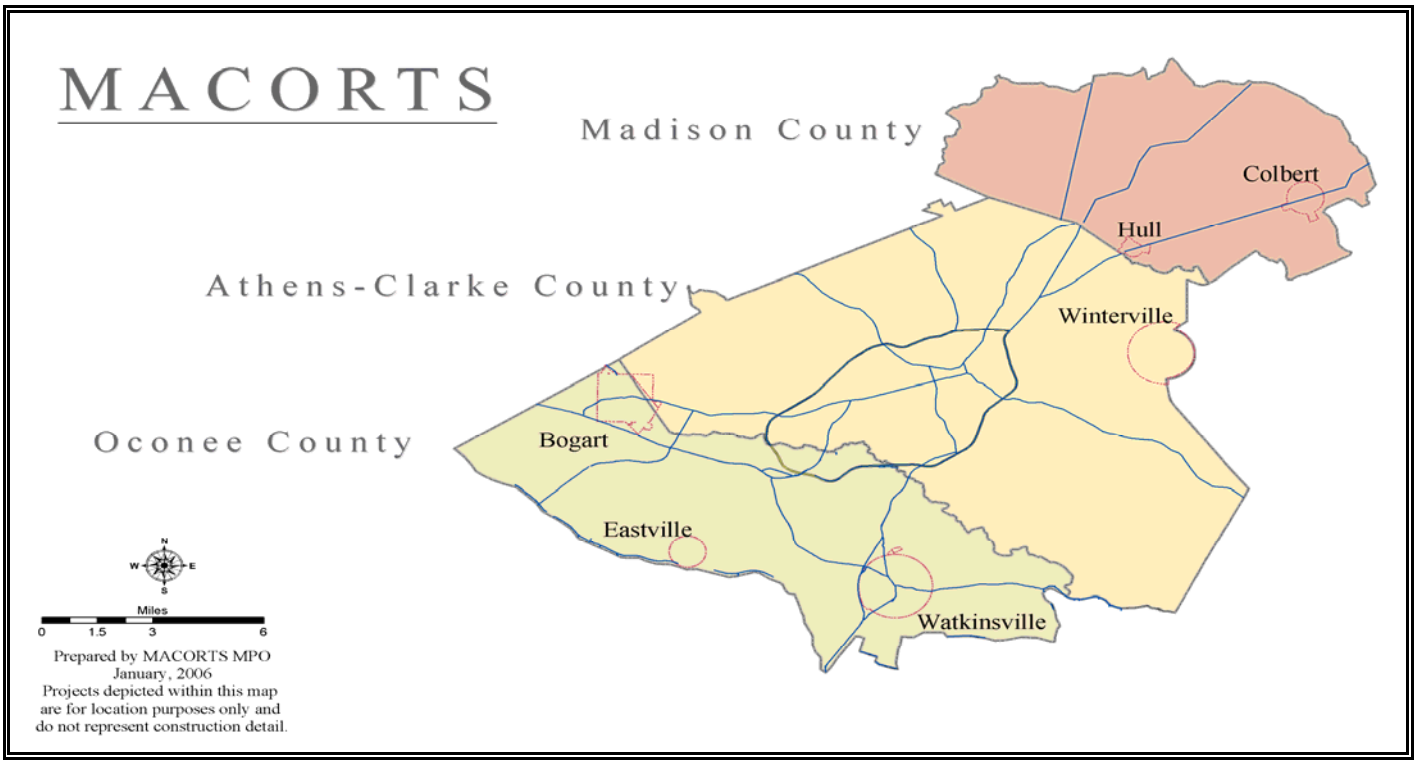
MADISON ATHENS-CLARKE-OCONEE REGIONAL TRANSPORTATION STUDY
FY 2025-2026 SECOND TIER OF PROJECTS

PROJECT NAME: Oconee Co. Pavement Management Program		***2nd TIER#:***	
PROJECT DESCRIPTION: Oconee Co. program to manage, rehab and resurface pavement and provide needed improvements on existing dirt roads.		*Estimated Cost:*	$2,300,000
		County:	Oconee
		P.I. #: n/a	
		GDOT Prj. #:	n/a
Length (miles): n/a	*# of existing lanes:* n/a	*# of lanes planned:*	n/a
DOT District #: 1	*Congressional Dist. #:* 10	*RDC:*	Northeast Georgia
Average Daily Traffic Volume	*2018ADT:* n/a	*2045(projected):*	n/a

COMMENTS/REMARKS: Funded by sales tax referendum.
Funds are available to provide pavement management. Activities include resurfacing, milling, patching, crack sealing and other pavement management methods. Funding provided by SPLOST, LMIG and General Fund.

PROJECT PHASE	***SOURCE***	***FY2025***	***FY2026***	***TOTAL***
Preliminary Engineering ($)	Local			$0
Right-of-Way ($)	Local			$0
Construction Costs ($)	Local	$2,200,000	$2,200,000	$4,400,000
PROJECT COST		$2,200,000	$2,200,000	$4,400,000
Federal Cost ($)		$0	$0	$0
State Cost ($)		$0	$0	$0
Local Cost ($)		$2,200,000	$2,200,000	$4,400,000

PROJECT LOCATION



MADISON ATHENS-CLARKE OCONEE REGIONAL TRANSPORTATION STUDY
FY 2025-2026 SECOND TIER OF PROJECTS

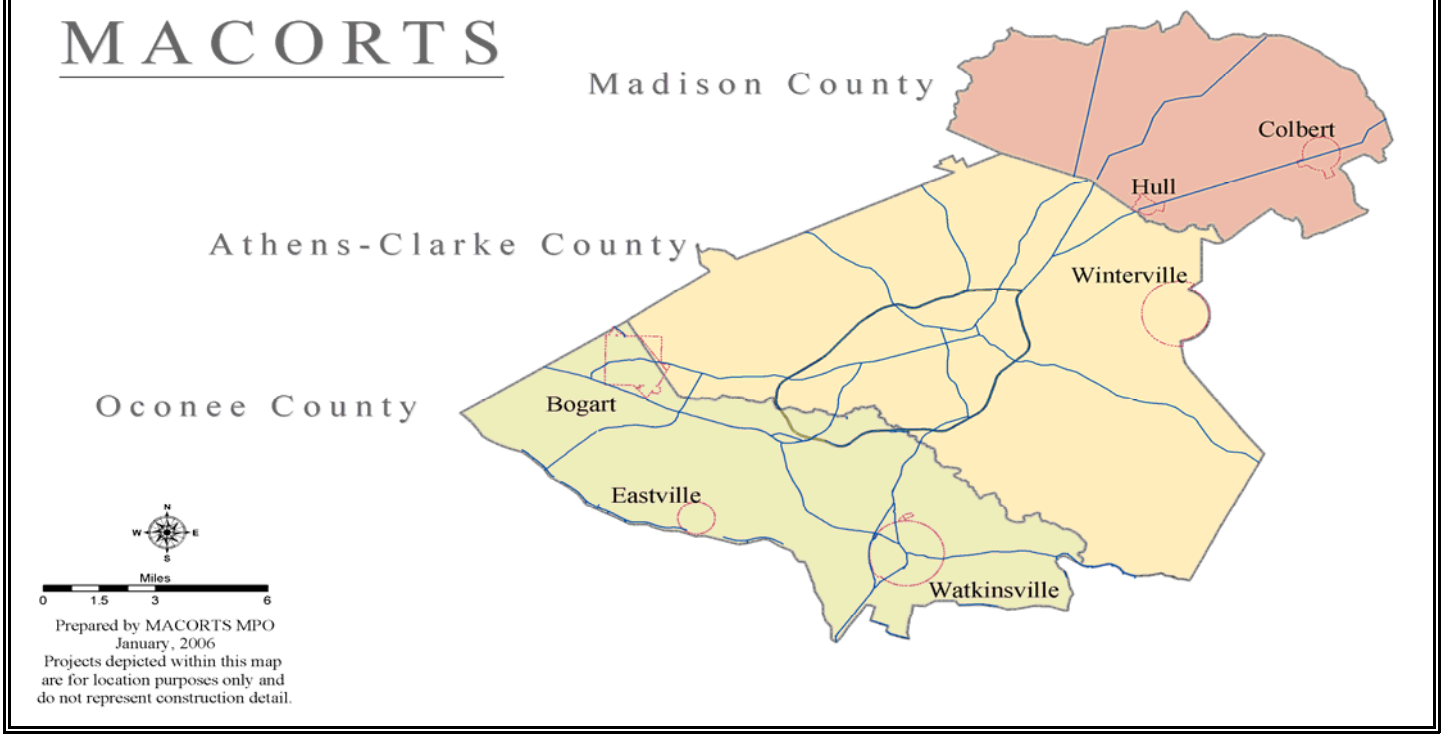
PROJECT NAME: Oconee Co. Traffic Signal Replacement Program		***2nd TIER#:***	
PROJECT DESCRIPTION: Replace traffic signals not on state routes in Oconee County; life cycle replacement.		*Estimated Cost:*	varies
		County:	Oconee
		P.I. #: n/a	
		GDOT Prj. #:	n/a
Length (miles): n/a	*# of existing lanes:* n/a	*# of lanes planned:*	n/a
DOT District #: 1	*Congressional Dist. #:* 10	*RDC:*	Northeast Georgia
Average Daily Traffic Volume	*2018ADT:* n/a	*2045 (projected):*	n/a

COMMENTS/REMARKS: Funding is requested in the Capital Budget.

Due to the limited life of traffic signals, funds are allocated to provide traffic signals in the community.

PROJECT PHASE	***SOURCE***	***FY2025***	***FY2026***	***TOTAL***
Preliminary Engineering ($)	Local			$0
Right-of-Way ($)	Local			$0
Construction Costs ($)	Local			$0
PROJECT COST		$0	$0	$0
Federal Cost ($)		$0	$0	$0
State Cost ($)		$0	$0	$0
Local Cost ($)		$0	$0	$0

PROJECT LOCATION

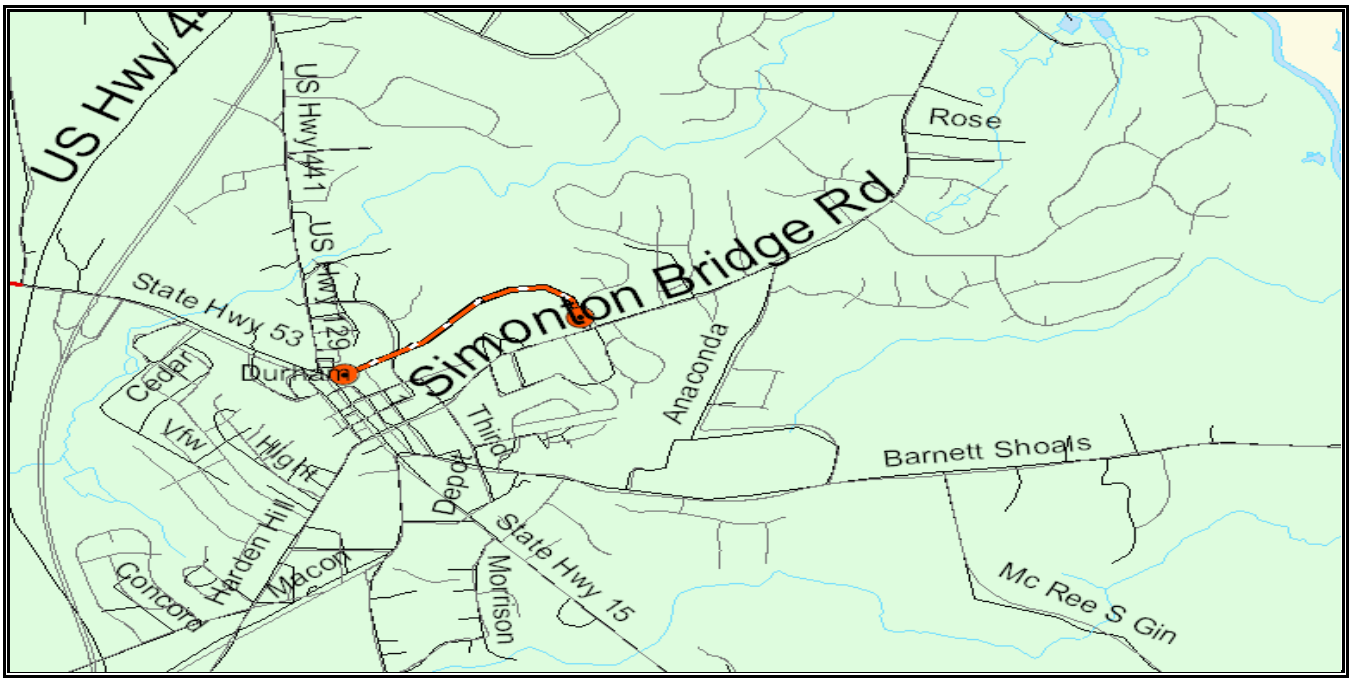


MADISON ATHENS-CLARKE OCONEE REGIONAL TRANSPORTATION STUDY
FY 2025-2026 SECOND TIER OF PROJECTS

PROJECT NAME: Simonton Bridge Road Extension		
PROJECT DESCRIPTION: This project will consist of the construction of a new 2-lane roadway connecting Simonton Bridge Road to Experiment Station Road in Watkinsville. Bicycle facilities are included in the design.		*Estimated Cost:* $3,886,000 *County:* Oconee *P.I. #:* n/a *GDOT Prj.#:* n/a
Length (miles): 0.83	*# of existing lanes:* 0	*# of lanes planned:* 2
DOT District #: 1	*Congressional Dist. #:* 10	*RDC:* Northeast Georgia
Average Daily Traffic Volume	*2018 ADT:* N/A	*2045 (projected):* N/A
COMMENTS/REMARKS: This is a locally funded project of the city of Watkinsville with funding anticipated in Long Range.		

PROJECT PHASE	***SOURCE***	***FY2025***	***FY2026***	***TOTAL***
Preliminary Engineering ($)	Local			$0
Right-of-Way ($)	Local			$0
Utilities ($)	Local			$0
Construction Costs ($)	Local			$0
PROJECT COST		$0	$0	$0
Federal Cost ($)		$0	$0	$0
State Cost ($)		$0	$0	$0
Local Cost ($)		$0	$0	$0

PROJECT LOCATION



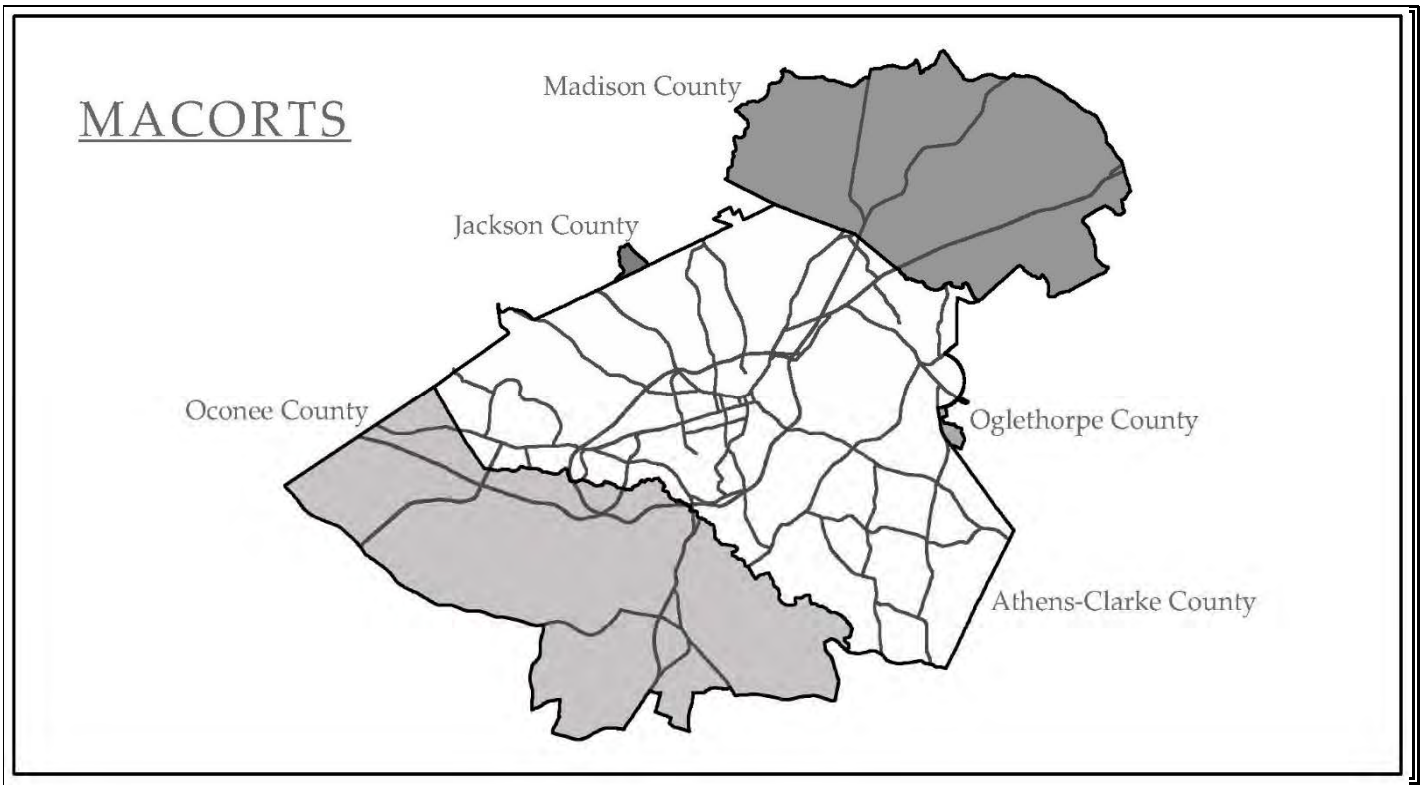
MADISON ATHENS-CLARKE OCONEE REGIONAL TRANSPORTATION STUDY
FY 2025-2026 SECOND TIER OF PROJECTS

PROJECT NAME: Athens-Clarke Co. Intersection Improvement Program			***2nd TIER#:***
PROJECT DESCRIPTION: Continuing program to improve intersections within Athens-Clarke County, as identified through on-going Level of Service and safety rating matrix.			*Estimated Cost:* varies
			County: Clarke
			P.I. #: n/a
			GDOT Prj. #: n/a
Length (miles): n/a	*# of existing lanes:* n/a		*# of lanes planned:* n/a
DOT District #: 1	*Congressional Dist. #:* 9, 10		*RDC:* Northeast Georgia
Average Daily Traffic Volume	*2018ADT:* n/a		*2045 (projected):* n/a

COMMENTS/REMARKS: To be funded through future TSPLOST. Project added to TIP in July 2018. Intersection Improvement Program Ranking Matrix approved by M&C in Oct. 2018. Initial intersections include: Oglethorpe Ave at Hawthorne Ave, SR 10 LP at Chase St, Tallassee Rd at Mitchell Bridge Rd, Hawthorne Ave at Old Epps Bridge Rd, Alps Rd at Baxter St, Lumpkin St at West Lake Dr, North Ave at MLK Jr Pkwy, Timothy Rd at US 441, College Station Rd at Barnett Shoals Rd, and SR 10Lp at College Station Rd

PROJECT PHASE	***SOURCE***	***FY2025***	***FY2026***	***TOTAL***
Preliminary Engineering ($)				$0
Right-of-Way ($)				$0
Construction Costs ($)	Local	$0	$0	$0
PROJECT COST		$0	$0	$0
Federal Cost ($)		$0	$0	$0
State Cost ($)		$0	$0	$0
Local Cost ($)	General	$0	$0	$0

PROJECT LOCATION



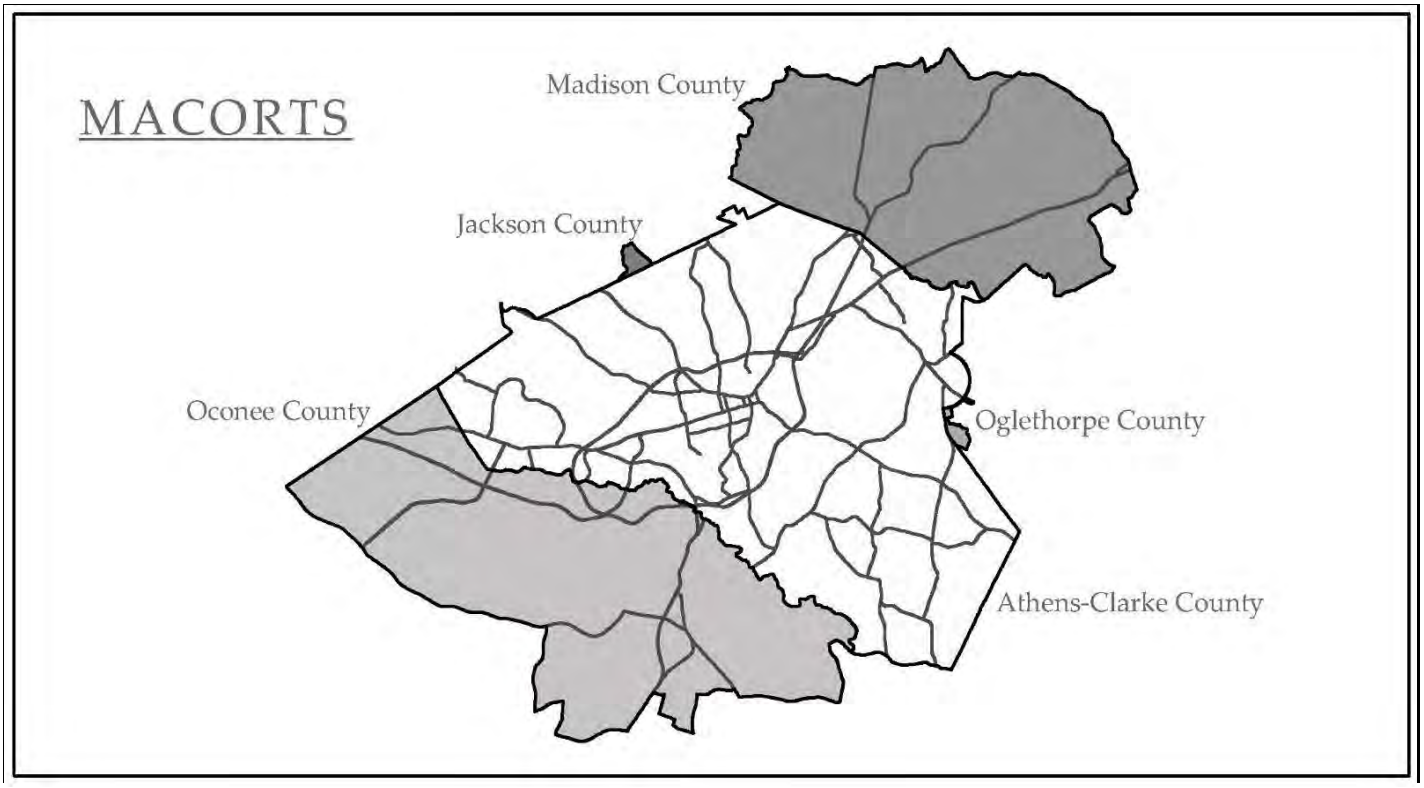
MADISON ATHENS-CLARKE OCONEE REGIONAL TRANSPORTATION STUDY
FY 2025-2026 SECOND TIER OF PROJECTS

PROJECT NAME: Athens-Clarke Co. Traffic Signal Replacement Program			***2nd TIER#:***
PROJECT DESCRIPTION: Replace traffic signals that are along locally controlled roadways throughout Athens-Clarke County.			*Estimated Cost:* varies
			County: Clarke
			P.I. #: n/a
			GDOT Prj. #: n/a
Length (miles): n/a	*# of existing lanes:* n/a		*# of lanes planned:* n/a
DOT District #: 1	*Congressional Dist. #:* 9, 10		*RDC:* Northeast Georgia
Average Daily Traffic Volume	*2018ADT:* n/a		*2045 (projected):* n/a

COMMENTS/REMARKS: Funding is requested in the Capital Budget.
Due to the limited life of traffic signals, funds are allocated to replace traffic signals in the community that are obsolescent. Projects are identified by the Athens-Clarke County Transportation and Public Works Department.

PROJECT PHASE	***SOURCE***	***FY2025***	***FY2026***	***TOTAL***
Preliminary Engineering ($)				$0
Right-of-Way ($)				$0
Construction Costs ($)	Local	$200,000	$200,000	$400,000
PROJECT COST		$200,000	$200,000	$400,000
Federal Cost ($)		$0	$0	$0
State Cost ($)		$0	$0	$0
Local Cost ($) General		$200,000	$200,000	$400,000

PROJECT LOCATION



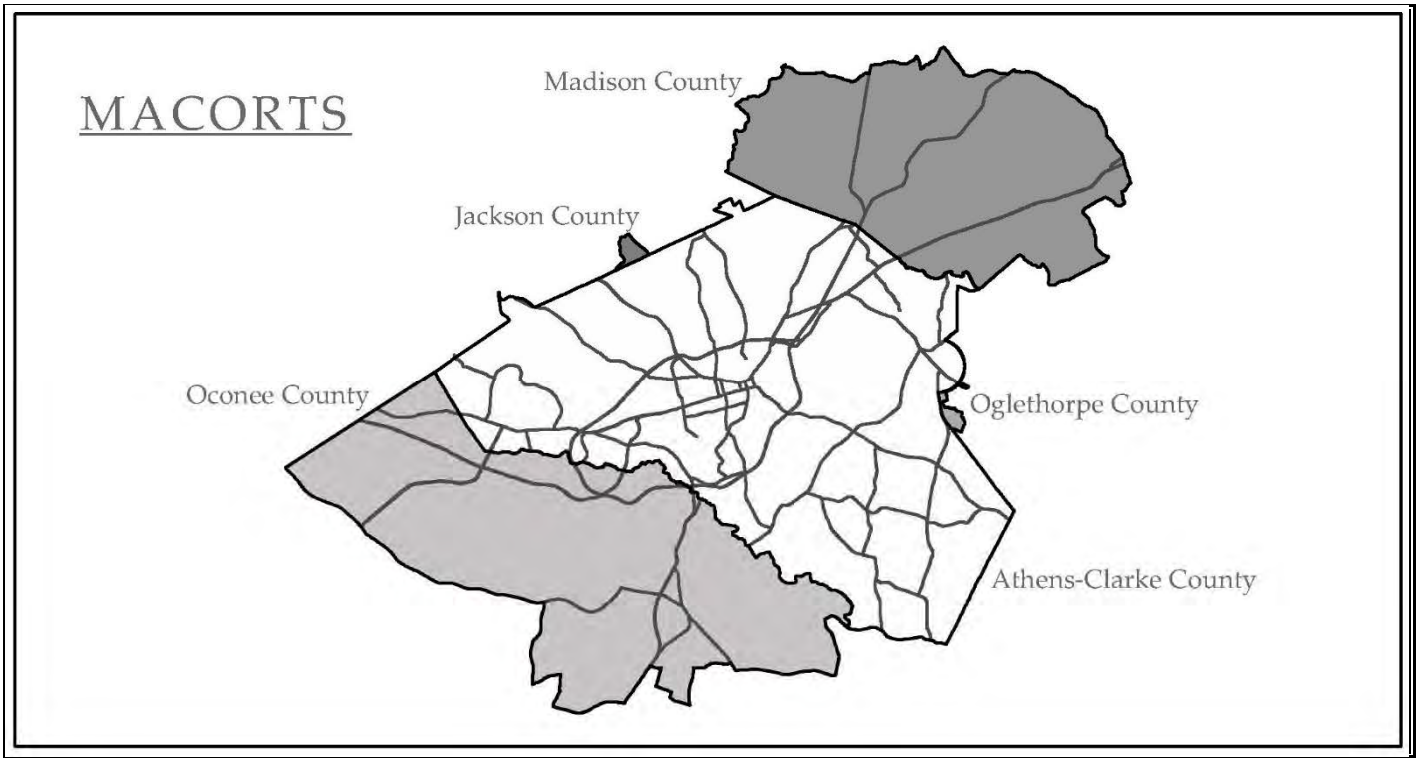
MADISON ATHENS-CLARKE OCONEE REGIONAL TRANSPORTATION STUDY
FY 2025-2026 SECOND TIER OF PROJECTS

PROJECT NAME: Athens-Clarke Co. Pavement Management Program		***2nd TIER#:*** R-69	
PROJECT DESCRIPTION: A-CC program to manage pavement and provide needed improvements.		*Estimated Cost:*	$4,000,000
		County:	Clarke
		P.I. #: n/a	
		GDOT Prj. #:	n/a
Length (miles): n/a	*# of existing lanes:* n/a	*# of lanes planned:*	n/a
DOT District #: 1	*Congressional Dist. #:* 9, 10	*RDC:*	Northeast Georgia
Average Daily Traffic Volume	*2018ADT:* n/a	*2045 (projected):*	n/a

COMMENTS/REMARKS: Funded by combination of GDOT LMIG, general fund, and future SPLOST dollars. Funds are to provide pavement management. Activities include resurfacing, milling, patching, crack sealing, and other pavement management methods.

PROJECT PHASE	*SOURCE*	*FY2025*	*FY2026*	*TOTAL*
Preliminary Engineering ($)	Local			$0
Right-of-Way ($)				$0
Construction Costs ($)	State/Local	$2,000,000	$2,000,000	$4,000,000
PROJECT COST		$2,000,000	$2,000,000	$4,000,000
Federal Cost ($)		$0	$0	$0
State Cost ($) LMIG		$1,480,000	$1,480,000	$2,960,000
Local Cost ($) SPLOST, General Fund		$520,000	$520,000	$1,040,000

PROJECT LOCATION



MADISON ATHENS-CLARKE OCONEE REGIONAL TRANSPORTATION STUDY
FY 2025-2026 SECOND TIER OF PROJECTS

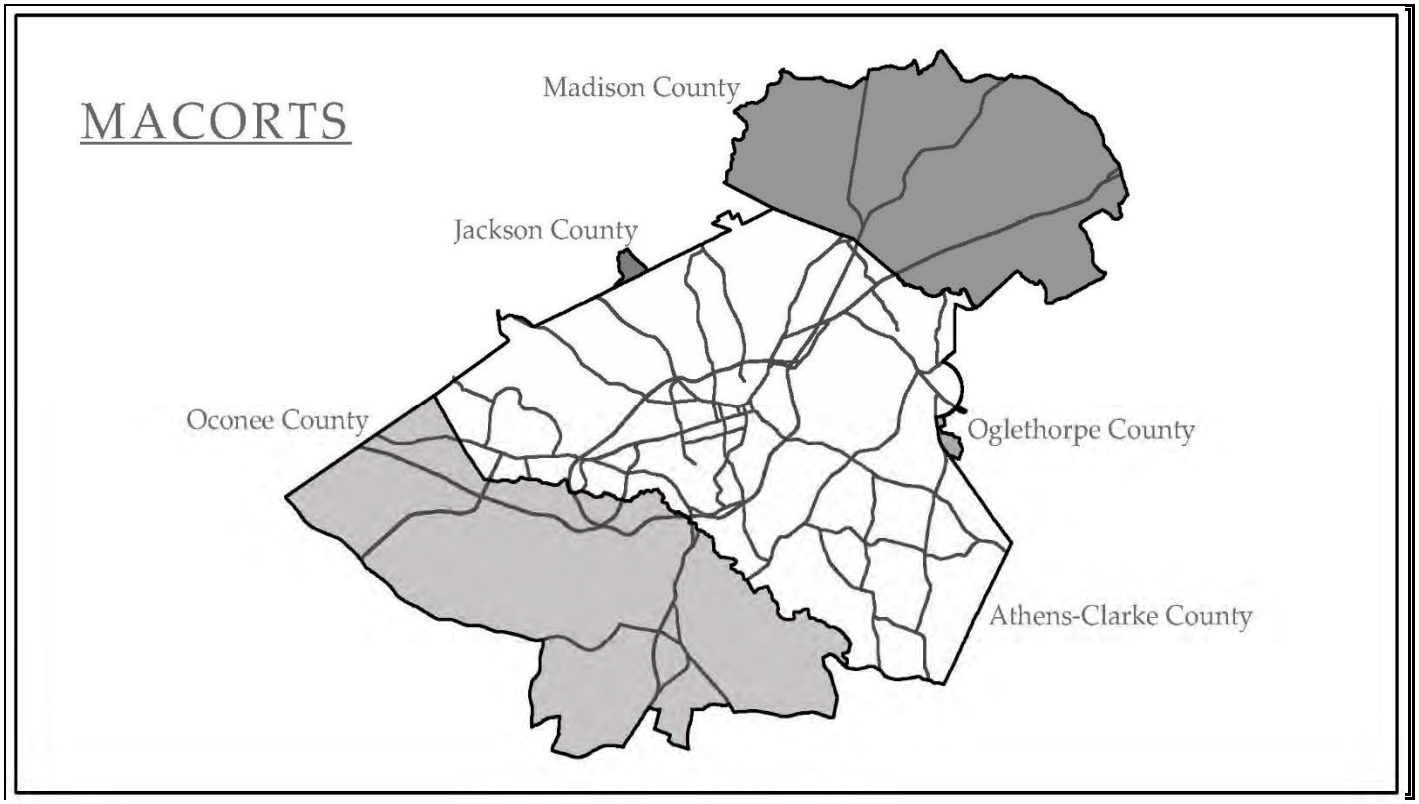
PROJECT NAME: ATMS Expansion			***2nd TIER#:***
PROJECT DESCRIPTION: Expand the transportation management communication system in Athens-Clarke County. ACC is in the process of linking traffic signals to the Traffic Engineering office through fiber optic cable so that they can be remotely controlled from that location.			*Estimated Cost:* varies *County:* Clarke *P.I. #:* n/a *GDOT Prj. #:* not assigned
Length (miles): varies	*# of existing lanes:* varies	*# of lanes planned:* varies	
DOT District #: 1	*Congressional Dist. #:* 9, 10	*RDC:* Northeast Georgia	
Average Daily Traffic Volume	*2018ADT:* varies	*2045 (projected):* varies	

COMMENTS/REMARKS:

A-CC has programmed funds in the local CIP for this project.

PROJECT PHASE	***SOURCE***	***FY2025***	***FY2026***	***TOTAL***
Preliminary Engineering ($)				$0
Right-of-Way ($)				$0
Construction Costs ($)	Local	$30,000	$30,000	$60,000
PROJECT COST		$30,000	$30,000	$60,000
Federal Cost ($)		$0	$0	$0
State Cost ($)		$0	$0	$0
Local Cost ($)	General	$30,000	$30,000	$60,000

PROJECT LOCATION



MADISON ATHENS-CLARKE OCONEE REGIONAL TRANSPORTATION STUDY
FY 2025-2026 SECOND TIER OF PROJECTS

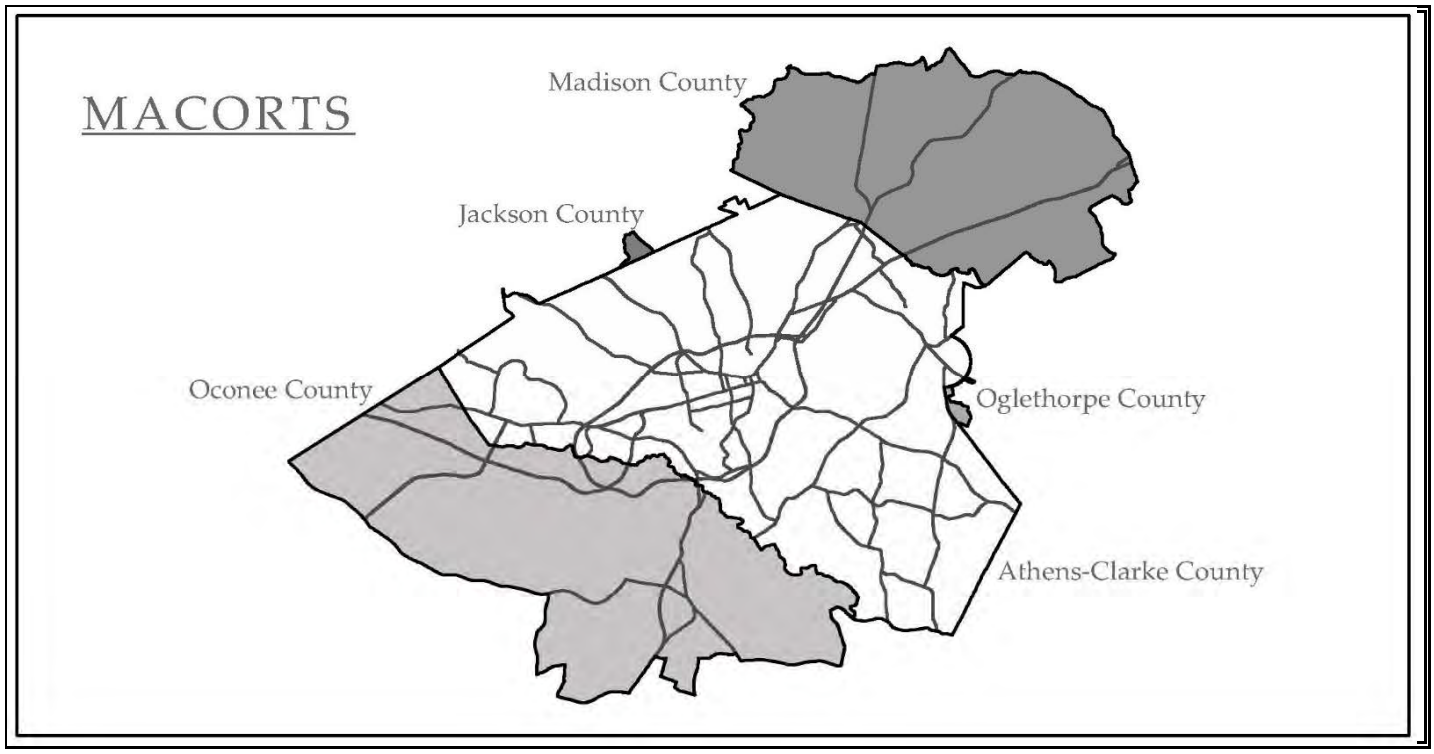
PROJECT NAME: Athens-Clarke County Sidewalk Improvement Program		***2nd TIER#:***	
PROJECT DESCRIPTION: Continuing program to construct additional sidewalks at needed locations throughout Athens-Clarke County.		*Estimated Cost:*	varies
		County:	Clarke
		P.I. #: n/a	
		GDOT Prj. #:	n/a

Length (miles):	n/a	*# of existing lanes:*	n/a	*# of lanes planned:*	n/a
DOT District #:	1	*Congressional Dist. #:*	9, 10	*RDC:*	Northeast Georgia
Average Daily Traffic Volume		*2018ADT:*	n/a	*2045(projected):*	n/a

COMMENTS/REMARKS: Funding is requested in the A-CC Capital Budget. Some funds will be from TSPLOST 2018 and General Fund. Due to the large amount of pedestrian traffic in Athens-Clarke Co., providing a safe walking environment is a key component in transportation planning efforts. Projects will be identified by the AiM Master Plan and approved by the ACC Mayor and Commission.

PROJECT PHASE	***SOURCE***	***FY2025***	***FY2026***	***TOTAL***
Preliminary Engineering ($)	Local	$400,000	$400,000	$800,000
Right-of-Way ($)	Local	$200,000	$200,000	$400,000
Construction Costs ($)	Local	$1,400,000	$1,400,000	$2,800,000
PROJECT COST		$2,000,000	$2,000,000	$4,000,000
Federal Cost ($)		$0	$0	$0
State Cost ($)		$0	$0	$0
Local Cost ($)	*General & SPLOST*	$2,000,000	$2,000,000	$4,000,000

PROJECT LOCATION



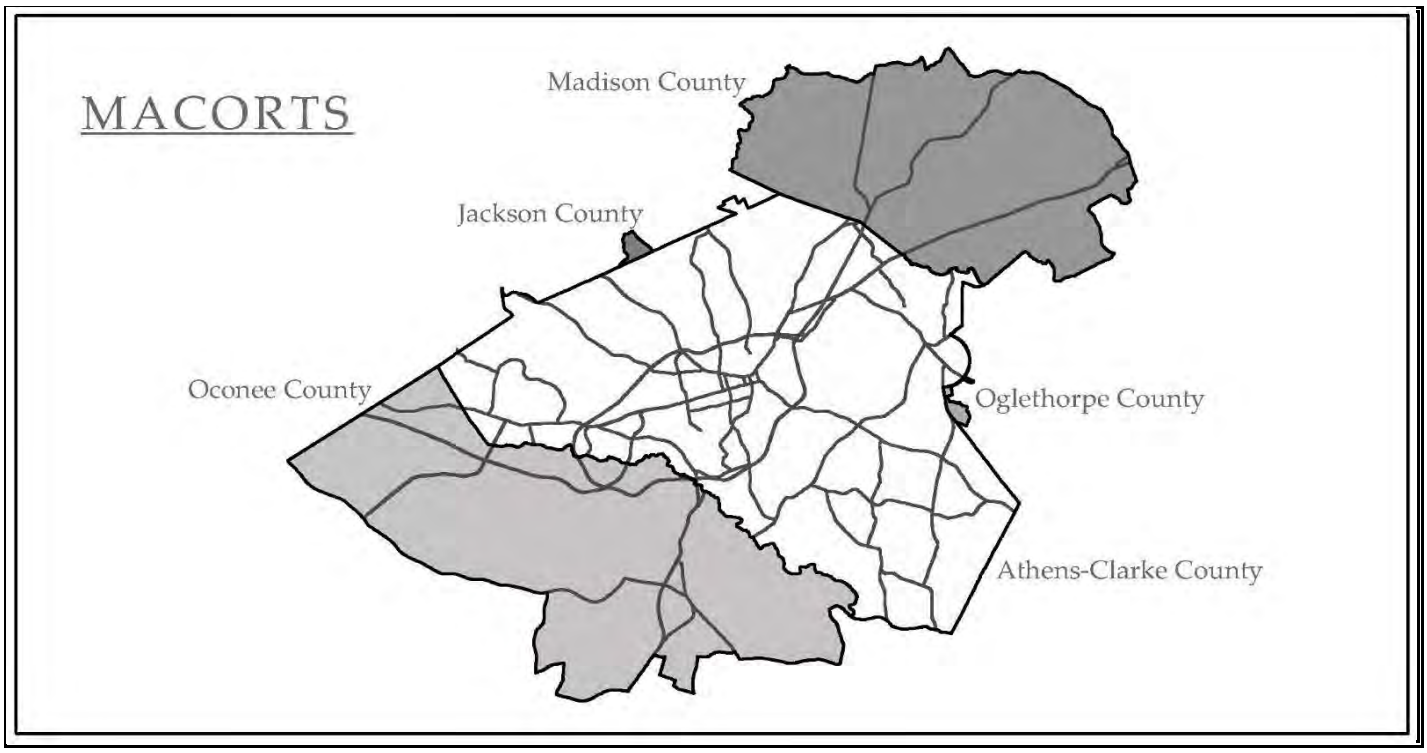
MADISON ATHENS-CLARKE OCONEE REGIONAL TRANSPORTATION STUDY
FY 2025-2026 SECOND TIER OF PROJECTS

PROJECT NAME: Bicycle Facilities System Improvements		***2nd TIER#:***	
PROJECT DESCRIPTION: Continue to develop a bicycle facilities network within Athens-Clarke County, consistent with the recommendation of the Athens in Motion (AiM) Bicycle and Pedestrian Master Plan.		*Estimated Cost:*	varies
		County:	Clarke
		P.I. #: n/a	
		GDOT Prj.#:	n/a
Length (miles): n/a	*# of existing lanes:* n/a	*# of lanes planned:*	n/a
DOT District #: 1	*Congressional Dist. #:* 9, 10	*RDC:*	Northeast Georgia
Average Daily Traffic Volume	*2018ADT:* n/a	*2045 (projected):*	n/a

COMMENTS/REMARKS: Funding is requested in the A-CC Capital Budget. Due to the large amount of bicycle traffic in Athens-Clarke County, providing safe bicycle facilities is a key component in transportation planning efforts. Projects will be identified by the AiM Master Plan and approved by the ACC Mayor and Commission.

PROJECT PHASE	***SOURCE***	***FY2025***	***FY2026***	***TOTAL***
Preliminary Engineering ($)	Local	$400,000	$400,000	$800,000
Right-of-Way ($)	Local	$200,000	$200,000	$400,000
Construction Costs ($)	Local	$1,500,000	$1,500,000	$3,000,000
PROJECT COST		$2,100,000	$2,100,000	$4,200,000
Federal Cost ($)		$0	$0	$0
State Cost ($)		$0	$0	$0
Local Cost ($)	*General & SPLOST*	$2,100,000	$2,100,000	$4,200,000

PROJECT LOCATION



SECTION VI

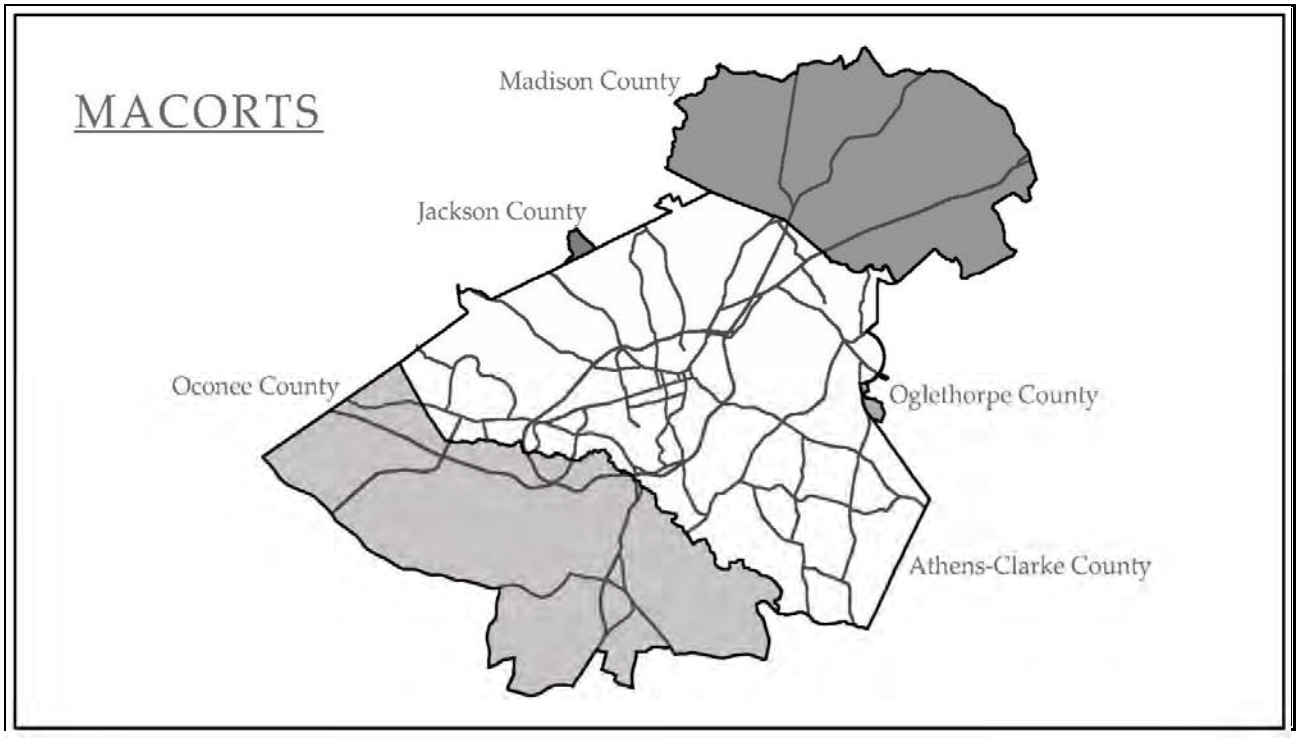
Rail Projects

MADISON ATHENS-CLARKE OCONEE REGIONAL TRANSPORTATION STUDY
FY 2025-2026 SECOND TIER OF PROJECTS

PROJECT NAME: Lump Sum, Surface Transportation Program -ZS50		***2nd TIER#:*** RR-1	***FUND:*** ZS50
PROJECT DESCRIPTION: Federal and state funds are available for railroad protection devices.		*Estimated Cost:* varies	
		County: Clarke	
		P.I. #: n/a	
		GDOT Prj. #: n/a	
Length (miles): n/a	*# of existing lanes:* n/a	*# of lanes planned:* n/a	
DOT District #: 1	*Congressional Dist. #* 9, 10	*RDC:* Northeast Georgia	
Average Daily Traffic Volume	*2018ADT:* n/a	*2045 (projected):* n/a	
COMMENTS/REMARKS:			

PROJECT PHASE	***SOURCE***	***FY2025***	***FY2026***	***TOTAL***
Preliminary Engineering ($)				$0
Right-of-Way ($)				$0
Construction Costs ($)	Federal/State	$70,000	$70,000	$140,000
PROJECT COST		$70,000	$70,000	$140,000
Federal Cost ($)		$56,000	$56,000	$112,000
State Cost ($)		$14,000	$14,000	$28,000
Local Cost ($)		$0	$0	$0

PROJECT LOCATION



MADISON ATHENS-CLARKE OCONEE REGIONAL TRANSPORTATION STUDY
FY 2025-2026 SECOND TIER OF PROJECTS

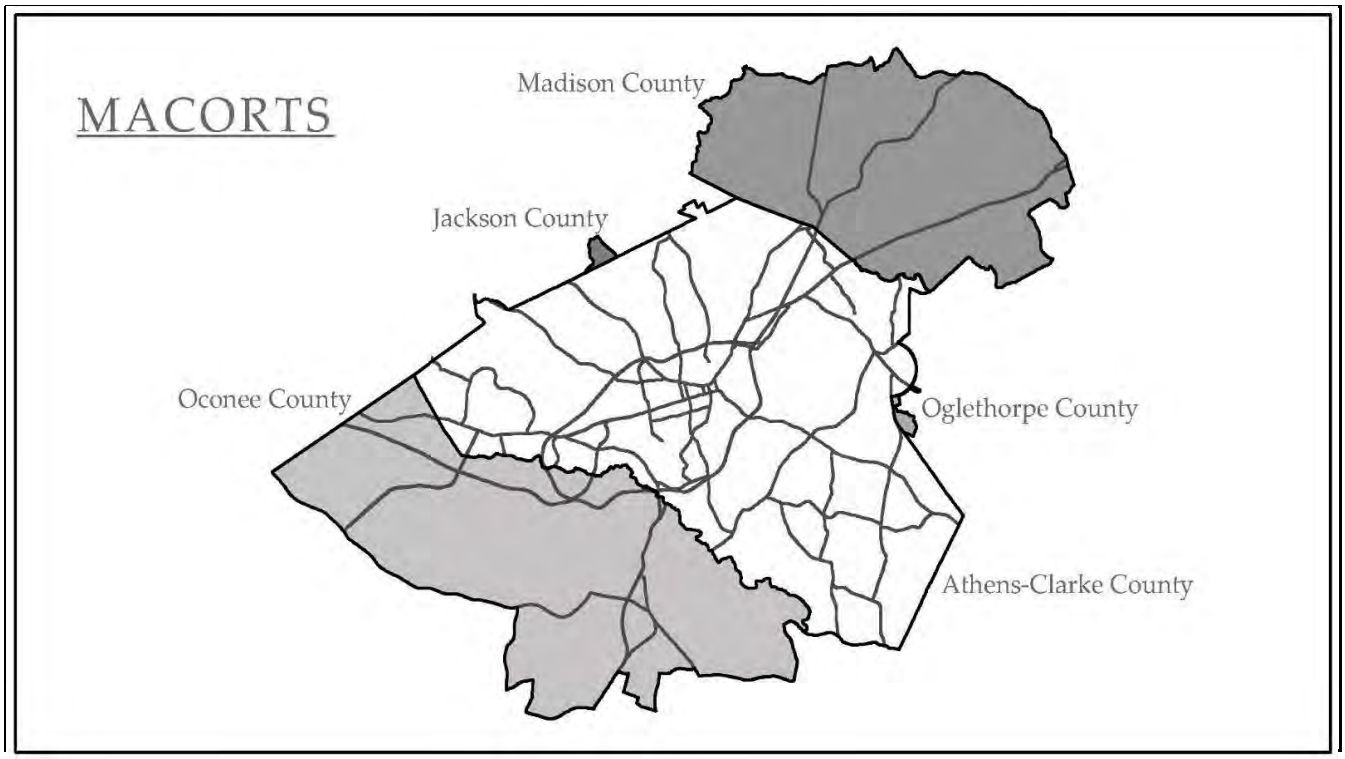
PROJECT NAME: Lump Sum, Surface Transportation Program -ZS40		***2nd TIER#:*** RR-02	***FUND:*** ZS40
PROJECT DESCRIPTION: Federal and state funds are available for railroad hazard elimination.		*Estimated Cost:* varies	
		County: Clarke	
		P.I. #: n/a	
		GDOT Prj. #: n/a	

Length (miles): n/a	*# of existing lanes:* n/a	*# of lanes planned:* n/a
DOT District #: 1	*Congressional Dist. #:* 9, 10	*RDC:* Northeast Georgia
Average Daily Traffic Volume	*2018ADT:* n/a	*2045 (projected):* n/a

COMMENTS/REMARKS:

PROJECT PHASE	***SOURCE***	***FY2025***	***FY2026***	***TOTAL***
Preliminary Engineering ($)				$0
Right-of-Way ($)				$0
Construction Costs ($)	Federal/State	$83,000	$83,000	$166,000
PROJECT COST		$83,000	$83,000	$166,000
Federal Cost ($)		$66,400	$66,400	$132,800
State Cost ($)		$16,600	$16,600	$33,200
Local Cost ($)		$0	$0	$0

PROJECT LOCATION



SECTION VII

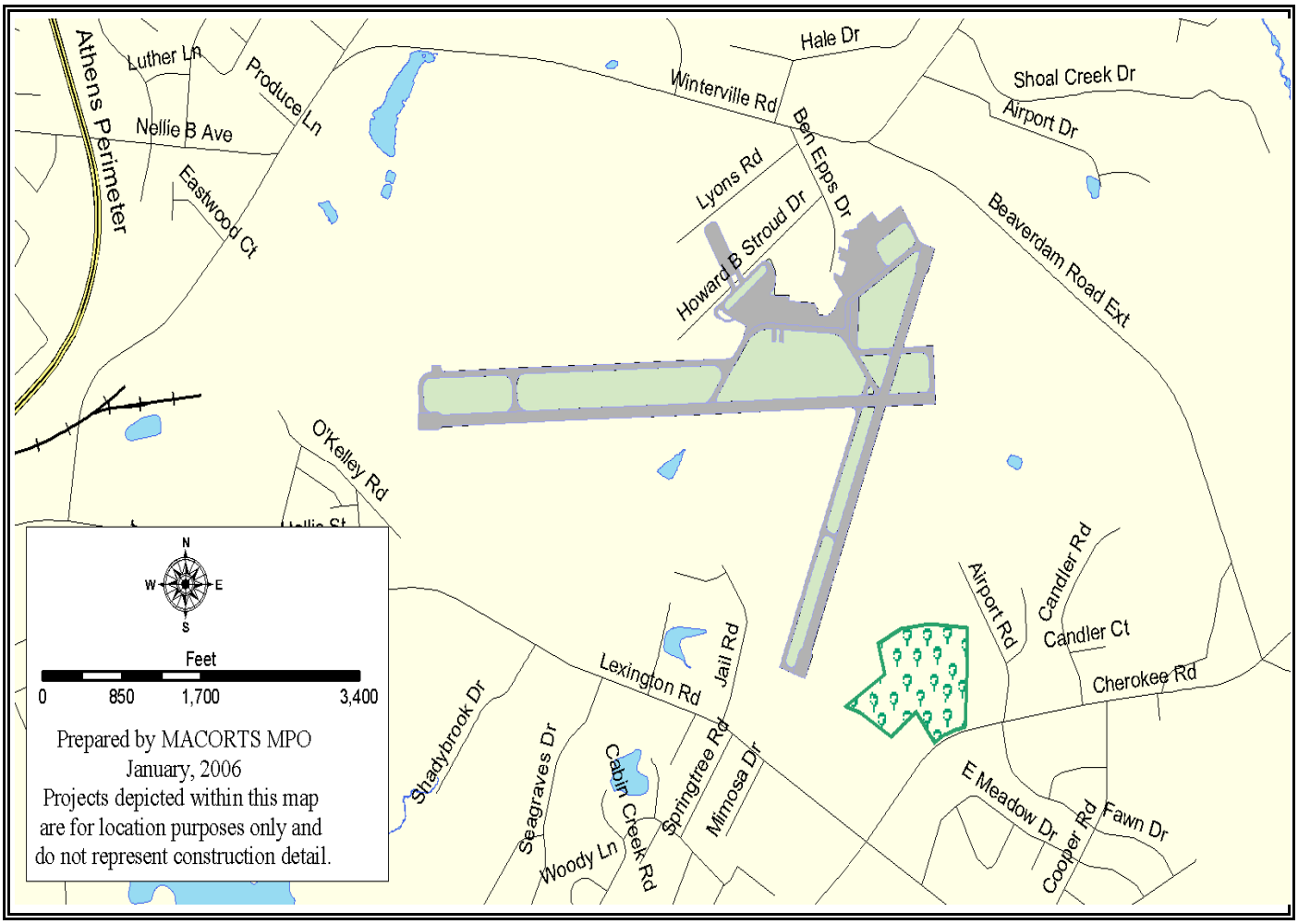
Athens-Ben Epps Airport Projects

MADISON ATHENS-CLARKE OCONEE REGIONAL TRANSPORTATION STUDY
FY 2025-2026 SECOND TIER OF PROJECTS

PROJECT NAME: Avigation Easement Acquisition			***2nd Tier #:***
COMMENTS/REMARKS: This project will involve the acquisition of an avigation easement and obstruction mitigation for Runway 2-20 (16 parcels).			*Estimated Cost:* $500,000 *County:* Clarke *P.I. #:* n/a *GDOT Prj. #:* n/a
DOT District #: 1	*Congressional Dist.* 9, 10		Northeast Georgia

AIRPORT PROJECT COST	***FY2025***	***FY2026***	***TOTAL***
PROJECT COST	$500,000	$0	$500,000
SOURCE OF FUNDS:			
Federal cost	$0	$0	$0
State Cost	$375,000	$0	$375,000
Local Cost	$125,000	$0	$125,000
Other	$0	$0	$0

PROJECT LOCATION



SECTION VIII

Transit Systems Projects

TRANSIT FINANCIAL SUMMARY
Transit Systems and Other Mass Transit
FY 2025 - 2026 2nd Tier of Projects

FUNDING SOURCE	FY 25	FY 26
Capital 49 U.S.C. 5307/5339	$ 3,425,000	$ 3,425,000
Surface Transportation Program	$ -	$ -
Operating Estimated Local Share	$ 3,926,446	$ 3,996,075
Operating Estimated Federal Share (49 U.S.C. 5307)	$ 3,036,445	$ 3,106,074
FEDERAL TOTALS	$ 5,776,445	$ 5,846,074
STATE TOTALS	$ -	$ -
LOCAL TOTALS	$ 4,611,446	$ 4,681,075
GRAND TOTALS	$ 10,387,891	$ 10,527,149

OPERATING SCHEDULE FOR ATHENS TRANSIT DEPARTMENT
SECTION 5307
FY 2025-2026 Second Tier of Projects

	FY 25	FY 26	Total Cost
OPERATING ITEM DESCRIPTION			
FY 2025 Operating Program	$ 6,962,891		$ 6,962,891
FY 2026 Operating Program		$ 7,102,149	$ 7,102,149
TOTAL PROJECT COST	$ 6,962,891	$ 7,102,149	$ 14,065,040
FEDERAL COST	$ 3,036,445	$ 3,106,074	$ 6,142,519
STATE COST	$ -	$ -	$ -
LOCAL COST	$ 3,926,446	$ 3,996,075	$ 7,922,521

OPERATING ASSISTANCE SCHEDULE FOR ATHENS TRANSIT DEPARTMENT
SECTION 5307
FY 2025 - 2026 SECOND TIER OF PROJECTS

	FY 25*	FY 26*	Total Cost
STIP #			
TOTAL PROJECT COST	$ 6,962,891	$ 7,102,149	$ 14,065,040
TOTAL FEDERAL COST	$ 3,036,445	$ 3,106,074	$ 6,142,519
FARE REVENUE	$ 890,000	$ 890,000	$ 1,780,000
LOCAL COST	$ 3,036,446	$ 3,106,075	$ 6,142,521

~ NOTES: The Federal funding source for each fiscal year is Title 49 USC 5307.
This page is for informational purposes only to assist the local government and MACORTS with policy and funding issues.

* Includes Federal Operating Assistance Supplemental Funds (federal funds not utilized by other transit systems in Georgia). These funds will be requested by The Unified Government of Athens-Clarke County. Supplemental funding is not guaranteed and, should it not be available, service cuts or local funding would be needed.

CAPITAL SCHEDULE FOR ATHENS TRANSIT DEPARTMENT
Section 5307/5339
FY 2025 - 2026 SECOND TIER OF PROJECTS

	FY	2025**	2026**	TOTAL
CAPITAL ITEM / DESCRIPTION	**UNIT COST**			
Transit Bus Vehicles	$ 775,000	$ 1,550,000	$ 1,550,000	$ 3,100,000
Transit Vehicle-Van	$ 120,000	$ 125,000	$ 125,000	$ 250,000
Capital Maintenance	VARIES	$ 325,000	$ 325,000	$ 650,000
Spare Parts/Assoc. Capital Maintenance Items	VARIES	$ 150,000	$ 150,000	$ 300,000
Capital Support Equipment	VARIES	$ 50,000	$ 50,000	$ 100,000
ITS Equipment - Rehab/Renovate	VARIES	$ 50,000	$ 50,000	$ 100,000
Supervisor Vehicle	$ 45,000	$ 50,000	$ 50,000	$ 100,000
Bus/Bus Stop Facilities Maint/Upgrade	VARIES	$ 50,000	$ 50,000	$ 100,000
Training	VARIES	$ 25,000	$ 25,000	$ 50,000
Safety / Security	VARIES	$ 50,000	$ 50,000	$ 100,000
TOTAL PROJECT COST		$ 2,425,000	$ 2,425,000	$ 4,850,000
FEDERAL COST		$ 1,940,000	$ 1,940,000	$ 3,880,000
STATE COST		$ 242,500	$ 242,500	$ 485,000
LOCAL COST		$ 242,500	$ 242,500	$ 485,000

** Based on projected capital needs

CAPITAL SCHEDULE FOR UNIVERSITY OF GEORGIA CAMPUS TRANSIT SYSTEM
Section 5307/5339
FY 2025 - 2026 SECOND TIER OF PROJECTS

	FY	2025**	2026**	TOTAL
CAPITAL ITEM / DESCRIPTION	**UNIT COST**			
40 ft. Transit Bus Vehicles - Electric	$ 500,000	$ 1,000,000	$ 1,000,000	$ 2,000,000
Transit Vehicle-Van	N/A	$ -	$ -	$ -
Capital Maintenance	VARIES	$ -	$ -	$ -
Spare Parts/Assoc. Capital Maintenance Items	VARIES	$ -	$ -	$ -
Capital Support Equipment	VARIES	$ -	$ -	$ -
ITS Equipment - Rehab/Renovate	VARIES	$ -	$ -	$ -
Supervisor Vehicle	N/A	$ -	$ -	$ -
Bus/Bus Stop Facilities Maint/Upgrade	VARIES	$ -	$ -	$ -
GFI Upgrade / Maintenance	VARIES	$ -	$ -	$ -
Transit Parking Facility Construction	VARIES	$ -	$ -	$ -
Training	VARIES	$ -	$ -	$ -
Safety / Security	VARIES	$ -	$ -	$ -
Transit Enhancements - Signage	VARIES	$ -	$ -	$ -
TOTAL PROJECT COST		$ 1,000,000	$ 1,000,000	$ 2,000,000
FEDERAL COST		$ 800,000	$ 800,000	$ 1,600,000
STATE COST		$ 100,000	$ 100,000	$ 200,000
LOCAL COST		$ 100,000	$ 100,000	$ 200,000

** Based on projected capital needs

APPENDIX B

MACORTS
PUBLIC INVOLVEMENT
PROCESS

PUBLIC NOTICE

Madison Athens-Clarke Oconee Regional Transportation Study (MACORTS) is the cooperative transportation planning body for the urbanized area including Athens-Clarke County, portions of southern Madison County and northern Oconee County. MACORTS has scheduled a public informational meeting to provide opportunity for the public to review and comment upon the Draft FY 2021 - 2024 Transportation Improvement Program (TIP) and the FY 2025 - 2026 Second Tier of Projects & associated amendments to the 2045 Metropolitan Transportation Plan (MTP). These documents outline federally funded transportation improvements in the region. This notice of public involvement activities and time established for public review and comment on the TIP will satisfy the Program of Projects (POP) requirements of the Federal Transit Administration (FTA) Section 5307 Program. Public comment will be accepted **August 24 – September 22, 2020.**

Due to the current pandemic and the associated guidelines against gatherings, MACORTS will hold a virtual public meeting associated with the public comment period. The public information meeting will be held using the WebEx platform on Thursday, August 27, 5:30 – 6:30pm. Staff will be online and available to provide information and answer questions about the documents at the meeting.

Link to the Meeting:
https://macorts.my.webex.com/macorts.my/j.php?MTID=m28cf5fc2fb6444f9c19c4d9903d8e735
Meeting ID: 132 557 5344 Password: **
Call-in Number: 1-408-418-9388 Access Code: 132 557 5344 Password: **

**If you are planning to attend the virtual meeting, please email Sherry McDuffie at macorts@accgov.com to receive the password for the meeting. This will help us keep a count of how many seats are needed in the virtual meeting space.

Copies of the draft amendments and all meeting materials will be posted for review on the MACORTS website (www.macorts.org). Comments can be submitted directly through the website.

Public comment will be accepted from **August 24 – September 22, 2020**. Comments can also be e-mailed to MACORTS Staff at macorts@accgov.com, faxed to 706-613-3844, or sent by US mail to the Athens-Clarke County Planning Department, Attn: MACORTS, 120 W. Dougherty Street, Athens, GA 30601.

Additional information can be attained by calling Sherry McDuffie or Cherie Varnum in the Athens-Clarke County Planning Department at (706) 613-3515 or by email at macorts@accgov.com.

A transcription of the meeting for the hearing impaired or those with limited English proficiency is available upon request at least three (3) days in advance of the meeting. Please call (706) 613-3110, [TDD (706) 613-3114] to request an interpreter or contact the Planning Department directly at (706) 613-3515.

By: Brad Griffin, Director
Athens-Clarke County Planning Department

Proposed Timeline:
FY 2021 – 2024 Transportation Improvement Program Update & Amendments to 2045 Metropolitan Transportation Plan

As of May 27, 2020

May 27, 2020 TCC Meeting: Discussion of MTP Amendment to bring 2 projects into Plan and identify $45,334,393 million of projects to take out of the MTP so the new projects can be included in the Draft 21-24 TIP & Recommendation to PC (mailout: May 18)

June 10, 2020 Policy Committee Meeting: Discussion & Approval to amend MTP to bring 2 projects into Plan and identify $45,334,393 of projects to take out of the MTP so the new projects can be included in the Draft 21-24 TIP (mailout: June 1)

June 22, 2020 Send Draft FY 21-24 TIP & MTP Amendment to FHWA/GDOT for Initial Review

July 22, 2020 Draft FY 21-24 TIP & MTP Amendment to TCC (Mailout: July 13)

August 12, 2020 Draft FY 21-24 TIP & MTP Amendment to PC (Mailout: August 3)

August 19 – Draft FY 21-24 TIP & MTP Amendment Information Sent to Resource Agencies & Consultation Contacts for Review & Comment

August 20 – Draft FY 21-24 Information Posted on Website

August 20 - Madison Co. Journal Public Notice (Ad Due: August 13)

August 20 - Oconee Enterprise Public Notice (Ad Due: August 13)

August 21, 23 – Athens Banner Herald Public Notice (Ad Due: August 19)

August 21 - La Vision Public Notice in Spanish (Ad Due: August 19)

Public Comment Period: August 24 – September 22, 2020 (30 days)

Virtual Public Meeting – Thursday, August 27, 2020; 5:30-6:30pm

September 23, 2020 Final FY 21-24 TIP & MTP Amendment to TCC
(Mailout: September 14) – mailout with partial public comment, rest delivered at TCC meeting

October 14, 2020 Final FY 21-24 TIP & MTP Amendment to Policy Committee (Mailout: October 5)

DRAFT FY 2021 – 2024 TRANSPORTATION IMPROVEMENT PROGRAM
FY 2025 – 2026 SECOND TIER OF PROJECTS
&
AMENDMENTS TO 2045 METROPOLITAN TRANSPORTATION PLAN
PUBLIC COMMENT RECEIVED AUGUST 24 – SEPTEMBER 22, 2020
SUMMARY

Draft TIP and Amendments to 2045 Metropolitan Transportation Plan were posted on the MACORTS website in their entirety on August 19, 2020 along with a public comment form that could be printed or e-mailed and a comment form that could be e-mailed directly from the website. All materials were available on the MACORTS website including the presentation from the public meeting.

Note: The number shown within the parenthesis (#) below indicates the frequency at which that particular comment was expressed.

Virtual Public Meeting (August 27, 2020; 5:30 – 6:30 pm) Attendance: 0

Written Comments:

E-mailed Comments:	1
Comments Sent Through Website:	0
Phone Calls:	1
Forms Turned In At Public Meetings:	0
Comments Mailed In:	0
Comments Faxed In:	0
Other Comments:	0
Total Comments:	2

Organizations / Groups that Submitted Comments Included: (See attachment for exact comments)
Mayor of Watkinsville

Comments Specific to TIP / 1st Tier Projects: (See attachment for exact comments)

SR10Lp at Lexington Road Interchange

SR 316 at Jimmie Daniel Interchange

SR10Lp at Atlanta Highway Interchange

SR 10 Loop Bridges over Middle Oconee River

SR 10 Loop Bridges at SR 8 / US 29

SR 10 / US 78 Bridge over North Oconee River

Belmont Road Bridge over Shoal Creek

Clotfelter Road Bridge over Barber Creek

Other Projects:

- Watkinsville would like to see a "truck bypass route" from US 441 south of Watkinsville to SR 15 to alleviate most of the truck traffic flowing through downtown Watkinsville move forward. (1)
- The Bishop Bypass project should be revisited. (1)

Comments Specific to 2nd Tier Projects: (See attachment for exact comments)

Comments Specific to 2045 MTP Amendments: (See attachment for exact comments)

General / Other Comments : (See attachment for exact comments)

- Watkinsville would like to see a "truck bypass route" from US 441 south of Watkinsville to SR 15 to alleviate most of the truck traffic flowing through downtown Watkinsville. (1)
- The Bishop Bypass project should be revisited. (1)
- Do not bring back the East-West Connector. It will destroy the Greenspace of the county.(1)

Comments About Public Involvement Process: (see attachments for exact comments on public involvement survey form)

APPENDIX C

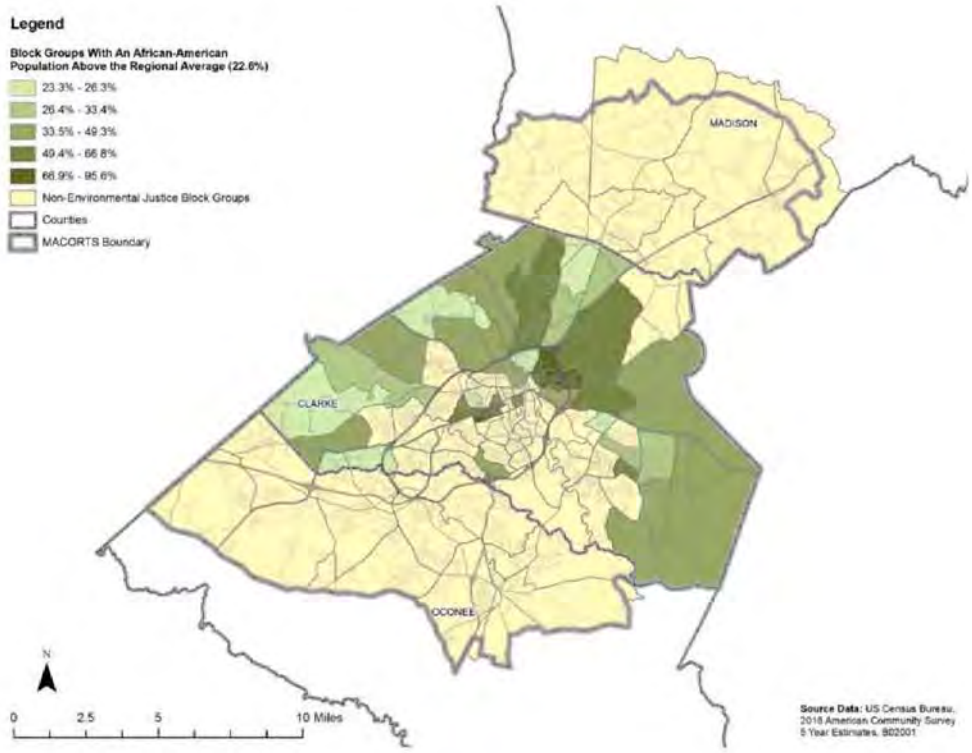
SOCIO-ECONOMIC MAPS OF

MACORTS AREA

- **African-American**

  The block groups with an African American population above the regional average of 22.6% are located only in Athens-Clarke County, with concentrations of populations occurring primarily north and east of the downtown area, along with several block groups found in the downtown area.

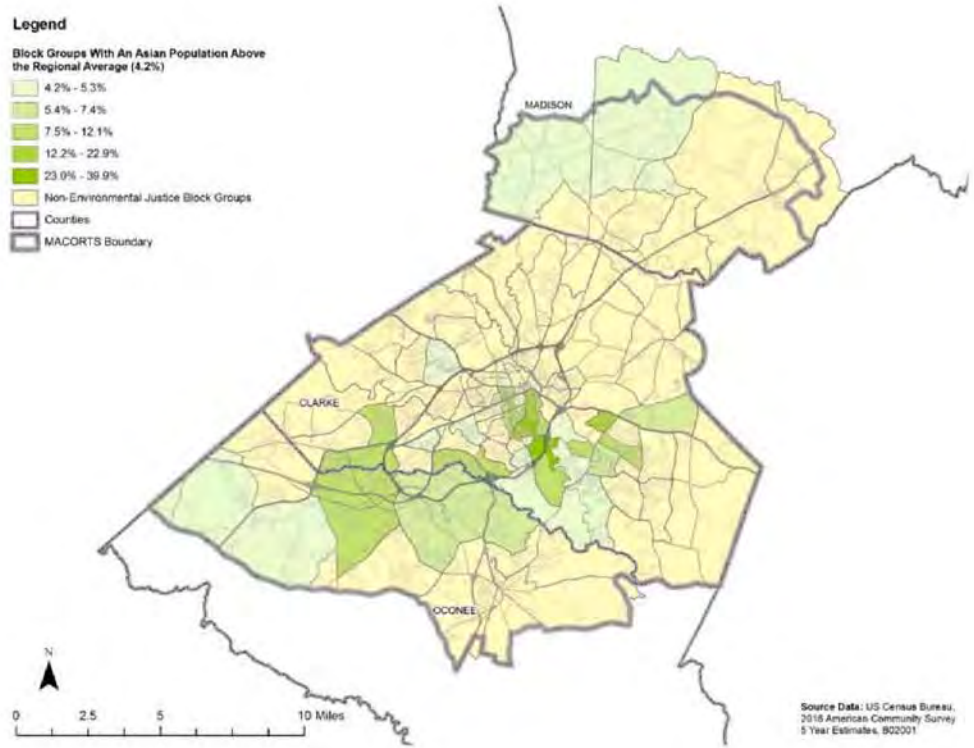
FIGURE 6. AFRICAN AMERICAN POPULATONS ABOVE REGIONAL AVERAGE



- **Asian**

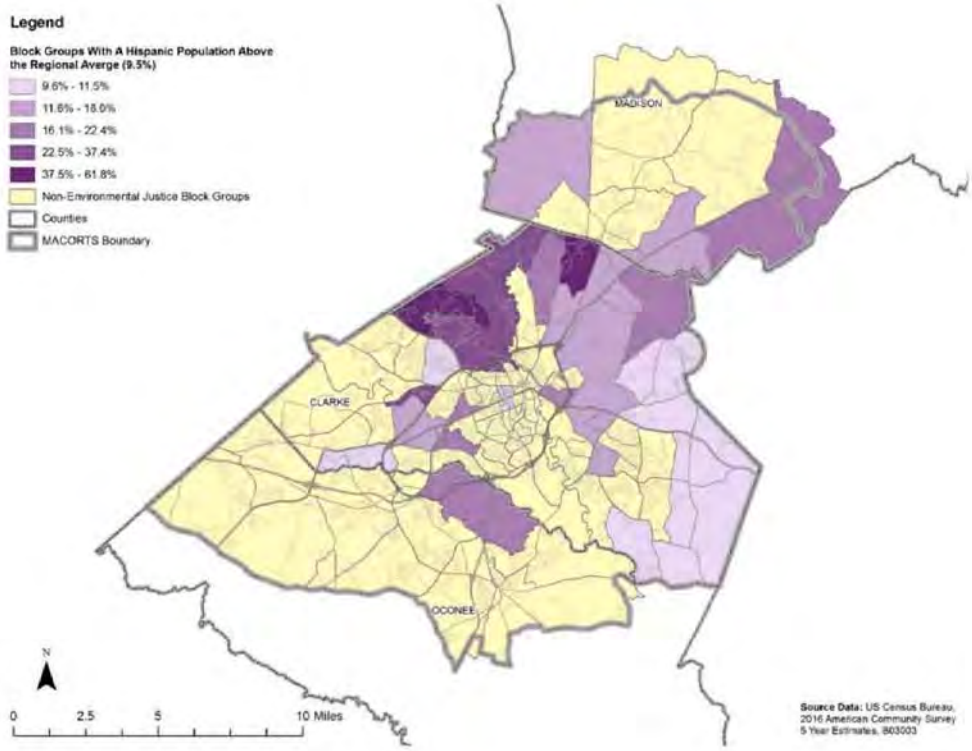
  Block groups with an Asian population above the regional average of 4.2% are concentrated in Athens-Clarke County, primarily in the central area and south and east of the center. Block groups are also located along the Oconee County line.

FIGURE 7. ASIAN POPULATIONS ABOVE REGIONAL AVERAGE



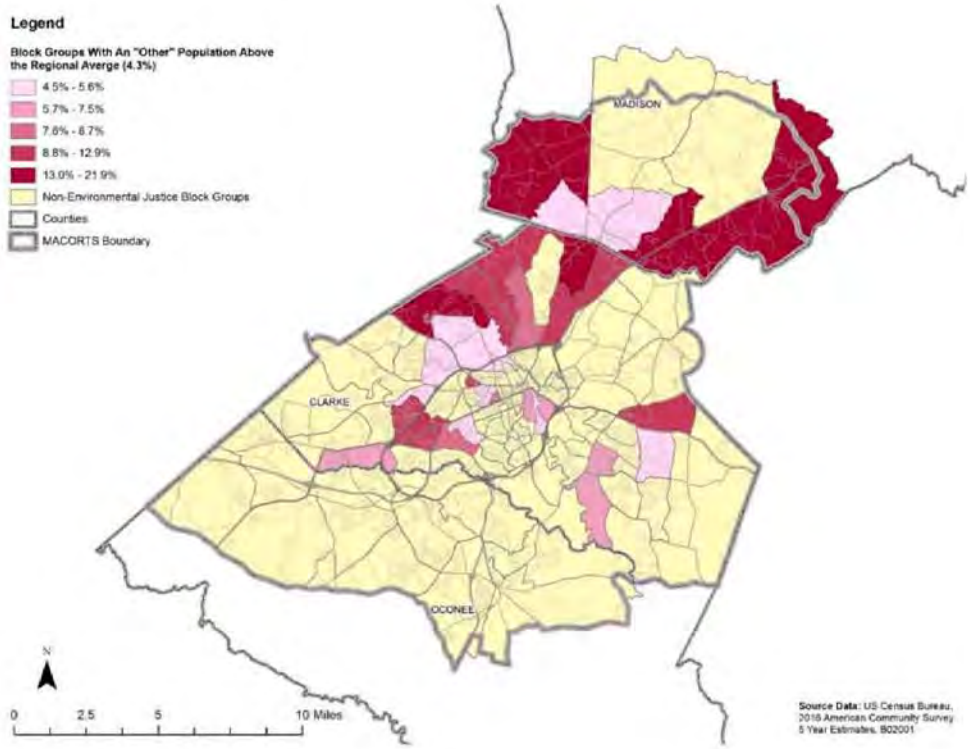
- **Hispanic**
  The largest concentrations of the Hispanic populations occur in northeastern Athens-Clarke County at the Madison County line and in the northern portions of the county near the Jackson County line.

FIGURE 8. HISPANIC POPULATION ABOVE REGIONAL AVERAGE



- **Other Race not Caucasian, African American or Asian**
  The block groups with the heaviest concentrations occur in southern Madison County adjacent to Oglethorpe and Athens-Clarke Counties and in western Madison County adjacent to Jackson County. Concentrations in Athens-Clarke County are found primarily in the northern areas adjacent to Madison and Jackson Counties. In addition, there are smaller concentrations found west of the downtown area.

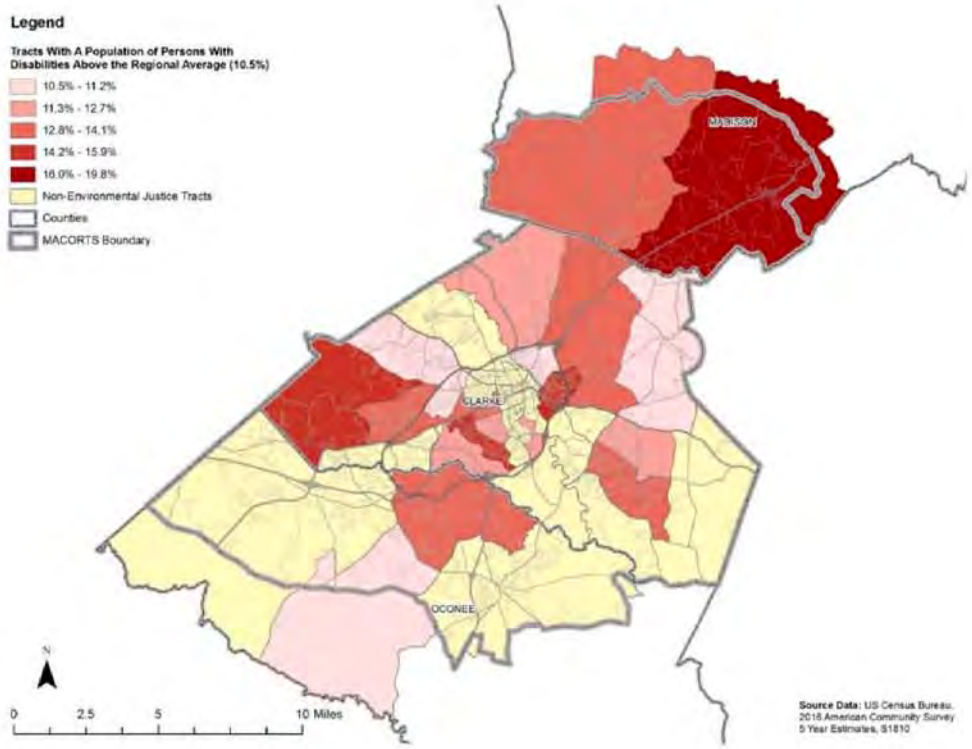
FIGURE 9. OTHER POPULATIONS ABOVE REGIONAL AVERAGE



- **Persons with Disabilities**

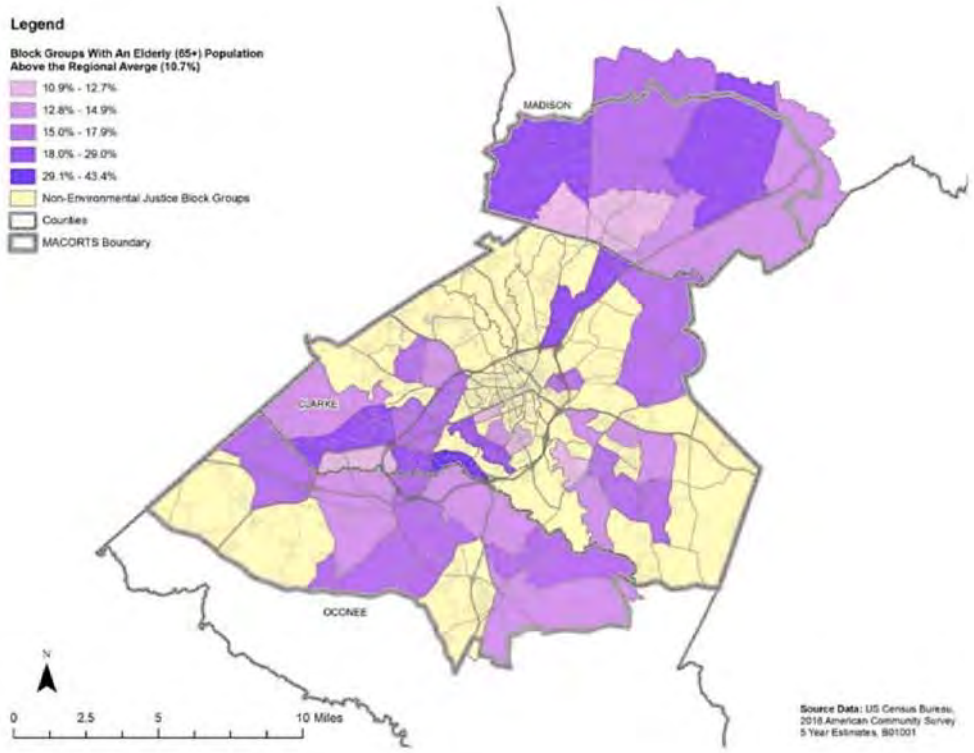
  The largest population is found in eastern Madison County, with a concentration of between 16% and 20% above the regional average. The western portion of Madison County also exhibits populations above the regional average. Those areas in Athens-Clarke County are found west of the downtown area, and northwest of the downtown area towards Madison County.

FIGURE 10. POPULATIONS OF PERSONS WITH DISABILITIES ABOVE REGIONAL AVERAGE



- **Elderly (Age 65 and Over)**
  Elderly populations, or those over 65 years of age, above the regional average of 10.7% were found primarily in Madison County and in Athens-Clarke County adjacent to Madison County and in the western portion of the county. There were no block groups over the regional average in Oconee County.

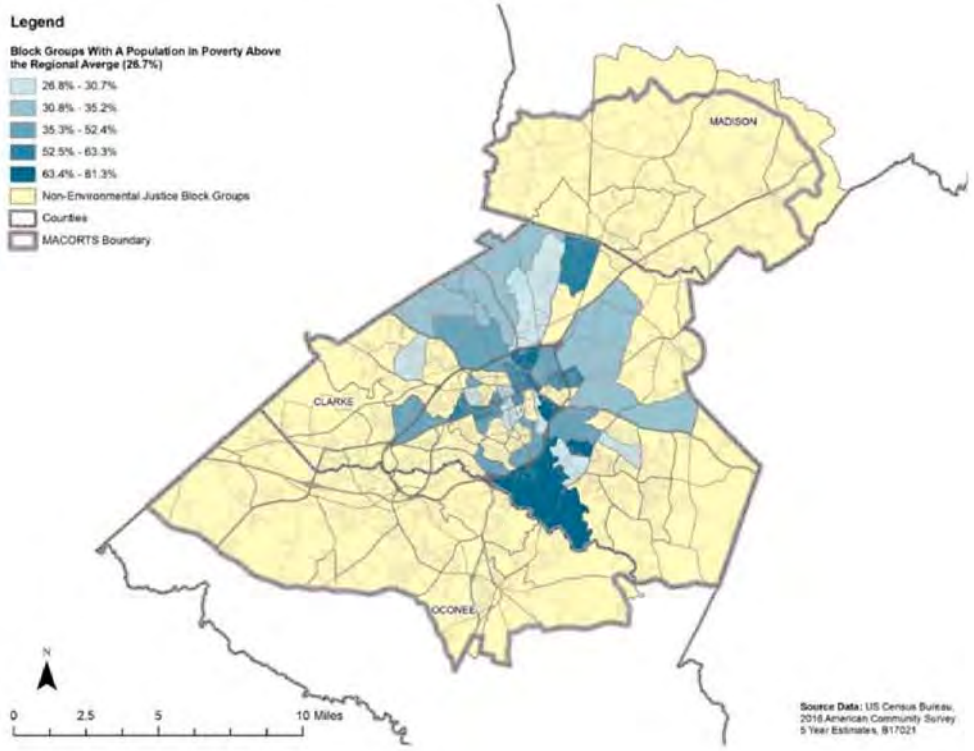
FIGURE 11. ELDERLY POPULATIONS ABOVE REGIONAL AVERAGE



- **Poverty**

  The average of populations living in poverty in the counties of Athens-Clarke, Madison, and Oconee is 26.7%. Those areas with populations above the regional average are found in Athens-Clarke County, with none found in Madison and Oconee Counties. These populations primarily surround the downtown area except to the west.

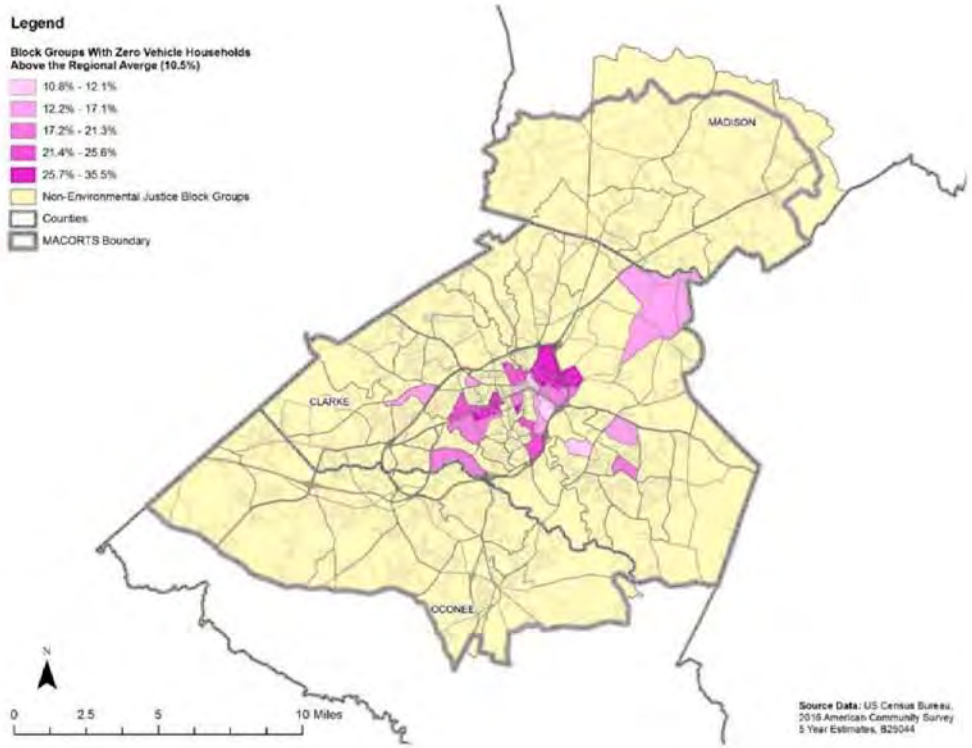
FIGURE 12. POPULATIONS IN POVERTY ABOVE REGIONAL AVERAGE



- **Households without Access to an automobile**

  Populations with no access to a vehicle, or Zero Vehicle Households, are found only in Athens-Clarke County. The regional average for these populations is 10.5% and the block groups with populations higher than this average are found primarily in the central area of the county, near the downtown. There is one block group adjacent to Madison County that is also above the regional average.

FIGURE 13. ZERO VEHICLE HOUSEHOLDS ABOVE REGIONAL AVERAGE



APPENDIX D

PERFORMANCE MANAGEMENT AGREEMENTS

GEORGIA PERFORMANCE MANAGEMENT AGREEMENT
Per 23 CFR 450.314(h)

WHEREAS, the United States Department of Transportation promulgated transportation planning regulations in 23 CFR 450.314, and

WHEREAS, Metropolitan Planning Organizations (MPO(s)), State(s), and providers of public transportation are required by 23 CFR 450.314 to cooperatively determine their mutual responsibilities in carrying out the performance-based planning and programming requirements established by federal law, and

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

NOW, THEREFORE, BE IT RESOLVED, that the parties do hereby agree to adhere to the following coordination mechanisms to meet performance-based planning and programming requirements for highways in accordance with 23 CFR 450.314(h) and established federal guidance.

1. Development of transportation performance data

    a. The Georgia Department of Transportation (GDOT) will collect data used in developing statewide targets to meet the federal performance management requirements for highways[1] to include the following:

        - Targets for assessing the **Highway Safety Improvement Program (PM1)** for the following measures[2]:

            1. Number of fatalities;
            2. Rate of fatalities per 100 million Vehicle Miles Traveled (VMT);
            3. Number of serious injuries;
            4. Rate of serious injuries per 100 million VMT; and
            5. Number of combined non-motorized fatalities and non-motorized serious injuries.

        - Targets for assessing **Pavement and Bridge Condition for the National Highway Performance Program (PM2)** for the following measures:

            1. Percentage of pavements on the Interstate System in Good condition;
            2. Percentage of pavements on the Interstate System in Poor condition;
            3. Percentage of pavements on the NHS (excluding the Interstate System) in Good condition;
            4. Percentage of pavements on the NHS (excluding the Interstate System) in Poor condition;
            5. Percentage of NHS bridge deck area classified as in Good condition; and
            6. Percentage of NHS bridge deck area classified as in Poor condition.

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[1] 23 CFR Part 490

[2] PM1/Safety performance measures and targets are applicable to all public roads regardless of ownership or functional classification; 23 CFR Part 924

- Targets for assessing performance of the **National Highway System, Freight Movement on the Interstate System, and Congestion Mitigation and Air Quality Improvement Program (PM3)** for the following performance measures:

    1. Percent of Person-Miles Traveled on the Interstate System That Are Reliable;
    2. Percent of Person-Miles Traveled on the Non-Interstate NHS That Are Reliable;
    3. Percent Change in Tailpipe CO2 Emissions on the NHS from the Calendar Year 2017[3];
    4. Percentage of the Interstate System Mileage providing for Reliable Truck Travel Times;
    5. Annual Hours of Peak-Hour Excessive Delay Per Capita;
    6. Percent of Non-Single-Occupant-Vehicle (SOV) Travel; and
    7. Total Emissions Reduction.

b. Those MPOs that are currently designated as being in non-attainment or maintenance for air quality[4] and GDOT will coordinate on the collection and provision of data used in developing targets for the Congestion Mitigation and Air Quality (CMAQ) traffic congestion measures (Annual Hours of Peak-Hour Excessive Delay per Capita and Percent of Non-SOV Travel) and the Total Emission Reduction measures.

c. GDOT will coordinate directly with the Georgia Association of Metropolitan Planning Organizations (GAMPO) to distribute transportation performance data used in developing statewide highway targets to each Georgia MPO.

    - GDOT will provide performance data each time a statewide target is established or revised, per Section 2 of this agreement.

    - Where possible and practicable, GDOT will provide performance data for each MPO planning area for purposes of tracking progress towards attainment of critical outcomes for each region's required System Performance Reports, per Section 4 of this agreement.

d. If an MPO chooses to develop its own target for any highway measure, it will collect and provide GDOT with the performance target(s) and any supplemental data used in association with the MPO target setting process.

2. Selection of transportation performance targets

a. GDOT and the MPOs will establish or revise performance targets in coordination with each other.

    - Coordination may include the following opportunities, as deemed appropriate, for each performance measure and target: in-person GAMPO meetings, webinars, conference calls, and email/written communication.

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[3] This measure and associated target will only be required if it is not repealed. Reference: Federal Register / Vol. 82, No. 215 / Wednesday, November 8, 2017 / Proposed Rules; FHWA Docket No. FHWA–2017–0025.

[4] As determined through annual *Applicability Determination: CMAQ Traffic Congestion and CMAQ On-Road Mobile Source Emissions Measures*, 23 CFR Part 490.

- MPOs shall be given an opportunity to provide comment on GDOT targets no less than 30-days prior to GDOT's establishment or revision of highway targets.
- If an MPO chooses to set its own target, the MPO will develop the target in coordination with GDOT. The MPO will provide GDOT the opportunity to comment on MPO targets no less than 30-days prior to MPO adoption of targets.

b. GDOT will select statewide performance targets to meet the federal performance management requirements for highways.

- GDOT will provide written notice to GAMPO (for distribution to each Georgia MPO) when GDOT selects a target. This notice will provide the target and the date GDOT set the target, which will begin the 180-day time-period in which the MPO must set a corresponding performance target.
- If an MPO chooses to support the statewide target, the MPO will provide written documentation to GDOT that the MPO agrees to plan and program projects that will contribute toward the achievement of the statewide highway performance target.
- If the MPO chooses to set its own target, the MPO will provide GDOT documentation that includes the target and the date the MPO plans to adopt. Documentation will be provided no less than 30-days prior to MPO adoption of target (consistent with Section 2a).

c. Those MPOs currently in non-attainment or maintenance for air quality[4] and GDOT will coordinate to select single, unified targets for the CMAQ traffic congestion measures (Annual Hours of Peak-Hour Excessive Delay per Capita and Percent of Non-SOV Travel) and to select mobile source emission reduction targets for their respective nonattainment areas for ozone.

3. Reporting of performance targets.

a. GDOT will report all highway targets to the Federal Highway Administration (FHWA) as applicable and in accordance with 23 CFR Part 490.

- Through the Highway Safety Improvement Program Annual Report for PM1 measures;
- Through the required Baseline, Mid and Full Performance Reports and the Transportation Asset Management Plan (TAMP) for PM2 measures; and
- Through the required Baseline, Mid and Full Performance Period Reports for PM3 measures, to include CMAQ Performance Plans where applicable.

b. GDOT will include a description of performance measures and performance targets, along with a System Performance Report, in accordance with 23 CFR 450.216(f) in any statewide transportation plan amended or adopted after May 27, 2018, and in accordance with 23 CFR 450.218(q) in any State Transportation Improvement Program amended or adopted after May 27, 2018.

4. Reporting of performance to be used in tracking progress toward attainment of critical outcomes for the region of the MPO.

a. Each Georgia MPO will include a description of performance measures and performance targets, along with a System Performance Report, in accordance with 23 CFR 450.324(f)(3-4) in any Metropolitan Transportation Plan amended or adopted after May 27, 2018, and in accordance with 23 CFR 450.326(d) in any Transportation Improvement Program amended or adopted after May 27, 2018, for PM1 measures.

b. Each Georgia MPO will include a description of performance measures and performance targets, along with a System Performance Report, in accordance with 23 CFR 450.324(f)(3-4) in any Metropolitan Transportation Plan amended or adopted after May 20, 2019, and in accordance with 23 CFR 450.326(d) in any Transportation Improvement Program amended or adopted after May 20, 2019, for PM2 and PM3 measures.

c. Each Georgia MPO will include a description of performance measures and performance targets, along with a System Performance Report, in accordance with 23 CFR 450.324(f)(3-4) in any Metropolitan Transportation Plan amended or adopted after October 1, 2019, and in accordance with 23 CFR 450.326(d) in any Transportation Improvement Program amended or adopted after October 1, 2019, for the GHG measure.

5. The collection of data for the State asset management plans for the NHS.

   a. GDOT will be responsible for collecting bridge and pavement condition data for the NHS. This includes NHS roads are that are not on the State highway system, but instead are under the ownership of local jurisdictions, if such roads exist.

All parties agree that email communications shall be considered written notice for all portions of this agreement.

[signature page to follow]

Signature page

GAMPO Chair

4/12/18
Date

GDOT (Commissioner)

4/30/18
Date

Version: FINAL / March 27, 2018

Performance-Based Transit Planning Agreement

On May 27, 2016, the final rule for statewide and metropolitan transportation planning was published, based on 2012's Moving Ahead for Progress in the 21st Century (MAP-21) Act and 2015's Fixing America's Transportation System (FAST) Act. As part of this final rule, 23 CFR 450.314 (h) requires the metropolitan planning organizations (MPO), State(s), and the providers of public transportation (referred to here as "providers") to jointly agree upon and develop specific written provisions for cooperatively developing and sharing information related to transportation performance data, the selection of performance targets, the reporting of performance targets, and the reporting of performance to be used in tracking progress toward attainment of critical outcomes for the region of the MPO.

The Georgia Department of Transportation (GDOT), the MPO, and provider(s) hereby agree to share transit asset management data, targets, and plans as follows:

- Providers will share their Transit Asset Management (TAM) Plan, and TAM targets with the MPO and GDOT and report to the National Transit Database.
- Providers will coordinate with the MPO and GDOT during the development of their TAM Plan and targets.
- The MPO will set TAM targets for their planning area in coordination with providers in their planning area and share those targets with providers and GDOT.
- GDOT sponsors a Group TAM Plan for participating Tier 2 transit providers, collects inventory information from these providers, sets targets in coordination with the providers, and shares the TAM Plan with providers and MPOs statewide.
- MPOs will reflect TAM targets in their short range and long range planning documents, and share with GDOT and providers in their planning area.
- GDOT will provide a Statewide Transportation Improvement Program (STIP) Performance Report, reflecting TAM targets set by the GDOT Group Plan, and will share this report with MPOs and transit providers statewide.

11-8-19

MPO Signature Date

Brad Griffin, Director

Print Name and Title

MACORTS

Organization Name

Performance-Based Transit Planning Agreement

Name of Public Transportation Provider 1: Athens Clarke County Transit Department

Provider Signature	Date	Print Name and Title
	11-8-19	Butch McDuffie, Director

Name of Public Transportation Provider 2: _____

Provider Signature	Date	Print Name and Title

Name of Public Transportation Provider 3: _____

Provider Signature	Date	Print Name and Title

Name of Public Transportation Provider 4: _____

Provider Signature	Date	Print Name and Title

APPENDIX E

SYSTEM PERFORMANCE REPORT

Athens Metropolitan Planning Organization
Transportation Improvement Program
System Performance Report

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 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.

On May 27, 2016, the Federal Highway Administration (FHWA) and the Federal Transit Administration (FTA) issued the Statewide and Nonmetropolitan Transportation Planning; Metropolitan Transportation Planning Final Rule (The Planning Rule).[1] This regulation implements the transportation planning and transportation performance management provisions of MAP-21 and the FAST Act.

In accordance with The Planning Rule and 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 for applicable performance measures in their respective statewide and metropolitan transportation plans and programs. The System Performance Report 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 MACORTS Fiscal Year (FY) 2021-2024 Transportation Improvement Program (TIP) was adopted on October 14, 2020. Per the Planning Rule and the Georgia Performance Management Agreement, the System Performance Report for the MACORTS FY 2021-2024 TIP is included, herein, for the required Highway Safety/PM1, Bridge and Pavement Condition/PM2, and System Performance and Freight/PM3 measures.

[1] 23 CFR 450.314

Highway Safety/PM1

Effective April 14, 2016, the FHWA established the highway safety performance measures[2] 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. Current statewide safety targets address calendar year 2020 and are based on an anticipated five-year rolling average (2016-2020). Georgia statewide safety performance targets for 2020 are included in Table 1, along with statewide safety performance for the two most recent reporting periods[3]. The MACORTS MPO adopted/approved the Georgia statewide safety performance targets on February 12, 2020.

The latest safety conditions will be updated annually on 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. Highway Safety/PM1, System Conditions and Performance

Performance Measures	Georgia Statewide Performance (Five-Year Rolling Average 2013-2017)	Georgia Statewide Performance (Five-Year Rolling Average 2015-2019)	2020 Georgia Statewide Performance Target (Five-Year Rolling Average 2016-2020)
Number of Fatalities	1376.6	1,655.0	1,698
Rate of Fatalities per 100 Million Vehicle Miles Traveled	1.172	1.310	1.280
Number of Serious Injuries	23,126.8	24,324.0	24,094
Rate of Serious Injuries per 100 Million Vehicle Miles Traveled	19.756	18.900	21.8
Number of Combined Non-Motorized Fatalities and Non-Motorized Serious Injuries	978.4	1,126.0	1,163

The MACORTS MPO 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 FY 2021-2024 TIP planning process 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

[2] 23 CFR Part 490, Subpart B
[3] https://safety.fhwa.dot.gov/hsip/spm/state_safety_targets/

(SHSP), the Georgia Highway Safety Improvement Program (HSIP), the current 2040 Georgia Statewide Transportation Plan (SWTP), and the current MACORTS 2045 Metropolitan Transportation Plan (MTP).

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

- The GDOT HSIP annual report provide for a continuous and systematic process that identifies and reviews traffic safety issues around the state to identify locations with potential for improvement. The ultimate goal of the HSIP process is to reduce the number of crashes, injuries and fatalities by eliminating certain predominant types of crashes through the implementation of engineering solutions.

- The GDOT SWTP summarizes transportation deficiencies across the state and defines an investment portfolio across highway and transit capacity, highway preservation, highway safety, and highway operations over the 25-year plan horizon. Investment priorities reflect optimal performance impacts across each investment program given anticipated transportation revenues.

- The MACORTS 2045 MTP increases the safety of the transportation system for motorized and non-motorized users as required by the Planning Rule. The RTP identifies safety needs within the metropolitan planning area and provides funding for targeted safety improvements.

To support progress towards approved highway safety targets, the FY 2021-2024 TIP includes a number of key safety investments. A total of $5,928,000 has been programmed in the FY 2021-2024 TIP to improve highway safety; averaging approximately $1,482,000 per year.

Pavement and Bridge Condition/PM2

Effective May 20, 2017, FHWA established performance measures to assess pavement condition[4] and bridge condition[5] for the National Highway Performance Program. This second FHWA performance measure rule (PM2) established six performance measures:

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

Pavement Condition Measures

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

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

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

Bridge Condition Measures

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

To determine the percent of bridges in good or in poor condition, the sum of total deck area of good or poor NHS bridges is divided by the total deck area of bridges carrying the NHS. Deck area is computed using structure length and either deck width or approach roadway width. Good condition suggests that no major investment is needed. Bridges in poor condition are safe to drive on; however, they are nearing a point where substantial reconstruction or replacement is needed.

[4] 23 CFR Part 490, Subpart C
[5] 23 CFR Part 490, Subpart D

Pavement and Bridge Targets

Pavement and bridge condition performance is assessed and reported over a four-year performance period. The first performance period began on January 1, 2018, and runs through December 31, 2021. GDOT reported baseline PM2 performance and targets to FHWA on October 1, 2018, and will report updated performance information at the midpoint and end of the performance period. The second four-year performance period will cover 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 represent expected pavement and bridge condition at the end of calendar year 2019, while the current four-year targets represent expected condition at the end of calendar year 2021.

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 establish four-year targets for each measure 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 current statewide two-year and four-year PM2 targets on May 16, 2018. The MACORTS MPO adopted the Georgia statewide PM2 targets on August 8, 2018. Table 5 presents statewide baseline performance for each PM2 measure as well as the current two-year and four-year statewide targets established by GDOT.

On or before October 1, 2021, GDOT will provide FHWA a detailed report of pavement and bridge condition performance covering the period of January 1, 2019, to December 31, 2020. GDOT and the MACORTS MPO will have the opportunity at that time to revisit the four-year PM2 targets.

Table 5. Pavement and Bridge Condition/PM2 Performance and Targets

Performance Measures	Georgia Performance (Baseline)	Georgia 2-year Target (2019)	Georgia 4-year Target (2021)
Percent of Interstate pavements in good condition	60%	N/A	≥50%
Percent of Interstate pavements in poor condition	4%	N/A	≤5%
Percent of non-Interstate NHS pavements in good condition	44%	≥40%	≥40%
Percent of non-Interstate NHS pavements in poor condition	10%	≤12%	≤12%
Percent of NHS bridges (by deck area) in good condition	49.1%	≥60%	≥60%
Percent of NHS bridges (by deck area) in poor condition	1.35%	≤10%	≤10%

The MACORTS MPO 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 FY 2021-2024 TIP planning process 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, the current 2040 Georgia Statewide Transportation Plan (SWTP), and the MACORTS 2045 Metropolitan Transportation Plan (MTP).

- MAP-21 requires GDOT to develop a TAMP for all NHS pavements and bridges within the state. GDOT's TAMP must include investment strategies leading to a program of projects that would make progress toward achievement of GDOT's statewide pavement and bridge condition targets.

- 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 GDOT SWTP summarizes transportation deficiencies across the state and defines an investment portfolio across highway and transit capacity, highway preservation, highway safety, and highway operations over the 25-year plan horizon. Investment priorities reflect optimal performance impacts across each investment program given anticipated transportation revenues.

- The MACORTS 2045 MTP addresses infrastructure preservation and identifies pavement and bridge infrastructure needs within the metropolitan planning area, and allocates funding for targeted infrastructure improvements. One of the implementation strategies in the MACORTS 2045 RTP involves explicitly the preservation of the existing transportation facilities including bridges.

- To support progress towards GDOT's statewide PM2 targets, the FY 2021-2024 TIP includes a number of investments that will maintain pavement and bridge condition performance. Investments in pavement and bridge condition include pavement replacement and reconstruction, bridge replacement and reconstruction, new bridge and pavement capacity,

and system resiliency projects that improve NHS bridge components (e.g., upgrading culverts).

A total of $34,357,804.39 for bridges has been programmed in the FY 2021-2024 TIP to improve conditions; averaging approximately $8,589,451.10 per year. A total of $882,645,530 is available for NHS maintenance for pavement statewide; averaging approximately $220,661,383 per year.

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[6], freight movement on the Interstate system[7], and the Congestion Mitigation and Air Quality Improvement (CMAQ) Program[8]. This third FHWA performance measure rule (PM3) established six performance measures, described below.

National Highway System Performance:

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

Freight Movement on the Interstate:

3. Truck Travel Time Reliability Index (TTTR);

Congestion Mitigation and Air Quality Improvement (CMAQ) Program:

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

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

System Performance Measures

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

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

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

[6] 23 CFR Part 490, Subpart E
[7] 23 CFR Part 490, Subpart F
[8] 23 CFR Part 490, Subparts G and H

miles traveled, the vehicle miles traveled (VMT) on each segment is multiplied by average vehicle occupancy. To calculate the percent of person miles traveled that are reliable, the sum of the number of reliable person miles traveled is divided by the sum of total person miles traveled.

Freight Movement Performance Measure

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

PM3 Performance Targets

Performance for the PM3 measures is assessed and reported over a four-year performance period. For all PM3 measures except the CMAQ Emission Reduction measure, the first performance period began on January 1, 2018, and will end on December 31, 2021. GDOT reported baseline PM3 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 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 except CMAQ Emission Reductions, the current two-year and four-year targets represent expected performance at the end of calendar years 2019 and 2021, respectively.

States establish targets as follows:

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

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

GDOT established statewide PM3 targets on May 16, 2018. The MACORTS MPO adopted/approved the Georgia statewide PM3 targets on August 8, 2018. Table 6 presents

statewide baseline performance for each PM3 measure as well as the current two-year and four-year statewide targets established by GDOT.

On or before October 1, 2021, GDOT will provide FHWA a detailed report of PM3 performance covering the period of January 1, 2019, to December 31, 2020. GDOT and the MACORTS MPO will have the opportunity at that time to revisit the four-year PM3 targets.

Table 6. System Performance/Freight Movement/CMAQ (PM3) Performance and Targets

Performance Measure	Georgia Performance (Baseline)	Georgia 2-year Target (2019)	Georgia 4-year Target (2021)
Percent of person-miles on the Interstate system that are reliable	80.4%	73.0%	67.0%
Percent of person-miles on the non-Interstate NHS that are reliable	84.9%	N/A	81.0%
Truck Travel Time Reliability Index	1.44	1.66	1.78
Annual hours of peak hour excessive delay per capita (PHED)	N/A	N/A	N/A
Percent Non-SOV travel	N/A	N/A	N/A
CMAQ VOC Cumulative Emission Reductions	N/A	N/A	N/A
CMAQ NOx Cumulative Emission Reductions	N/A	N/A	N/A

The MACORTS MPO 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 FY 2021-2024 TIP planning process 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, the current 2040 Georgia Statewide Transportation Plan (SWTP), and the MACORTS 2045 Metropolitan Transportation Plan (MTP).

- GDOT's Statewide Freight and Logistics Action Plan defines the conditions and performance of the state freight system and identifies the policies and investments that will enhance Georgia's highway freight mobility well into the future. The Plan identifies freight needs and the criteria Georgia will use to determine investments in freight, and prioritizes freight investments across modes.

- The GDOT SWTP summarizes transportation deficiencies across the state and defines an investment portfolio across highway and transit capacity, highway preservation, highway safety, and highway operations over the 25-year plan horizon. Investment priorities reflect optimal performance impacts across each investment program given anticipated transportation revenues.

- The MACORTS 2040 RTP addresses reliability, freight movement, and congestion and identifies needs for each of these issues within the metropolitan planning area and allocates funding for targeted improvements. The MACORTS 2045 MTP includes goals of and

implementation strategies focused on mobility and level of service to improve the reliability and reduce congestion of the system. Freight is addressed in a chapter within the 2045 MTP.

To support progress towards GDOT's statewide PM3 targets, the FY 2021-2024 TIP devotes a significant amount of resources to projects that will address passenger and highway freight reliability and delay.

A total of $1,591,795 has been programmed in the FY 2021-2024 TIP to address system performance; averaging approximately $397,949 per year.

A total of $0 has been programmed in the FY 2021-2024 TIP to address truck travel time reliability; averaging approximately $0 per year.

APPENDIX F

CURRENT PERFORMANCE TARGETS:
PM 1 – SAFETY
PM2 – BRIDGE & PAVEMENT CONDITION
PM3 - SYSTEM RELIABILITY, FREIGHT, & CMAQ
TAM – TRANSIT ASSET MANAGEMENT

RESOLUTION BY THE MADISON ATHENS-CLARKE OCONEE REGIONAL TRANSPORTATION STUDY (MACORTS) POLICY COMMITTEE

WHEREAS, federal regulations require that the Metropolitan Transportation Plans and Transportation Improvement Programs include Safety Performance Management Targets for urbanized areas and,

WHEREAS, the Technical Coordinating Committee of MACORTS in coordination with the Federal Highway Administration, Federal Transit Administration, and the Georgia Department of Transportation has reviewed the requirement to adopt Safety Performance Management Targets for use in the transportation process,

WHEREAS, the Technical Coordinating Committee at its January 22, 2020 meeting recommended that MACORTS support the Safety Performance Management Targets approved by the Georgia Department of Transportation as follows:

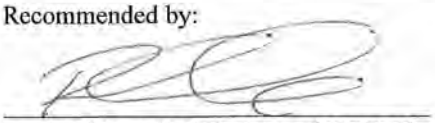
- Number of Fatalities – To maintain the 5-year rolling average for traffic fatalities under the projected 1,698 (2016 – 2020) 5-year average by December 2020.
- Rate of Fatalities per 100 million vehicle miles traveled (VMT) – To maintain the 5-year rolling average for the rate of traffic fatalities per 100 million VMT under the projected 1.280 (2016 – 2020) 5-year average by December 2020.
- Number of Serious Injuries – To maintain the 5-year rolling average for serious injuries under the projected 24,094 (2016 – 2020) 5-year average by December 2020.
- Rate of Serious Injuries per 100 million VMT – To reduce the 5-year rolling average for the rate of serious injuries per 100 million VMT under the projected 21.8 (2016-2020) 5-year average by December 2019.
- Number of Non-motorized Fatalities and Serious Injuries – To maintain the 5-year rolling average for non-motorized fatalities and serious injuries under the projected 1,163 (2016 – 2020) 5-year average by December 2020.

NOW, THEREFORE, BE IT RESOLVED that the MACORTS Policy Committee concurs with the recommendation of the Technical Coordinating Committee of MACORTS that MACORTS agrees to support the Safety Performance Management Targets as approved by the Georgia Department of Transportation and incorporate these targets by administrative modification to the 2045 Metropolitan Transportation Plan and FY 18 – 21 Transportation Improvement Program.

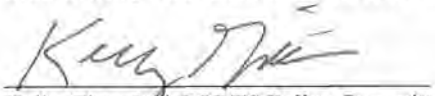
CERTIFICATION

I hereby certify that the above is a true and correct copy of a Resolution adopted by the Madison Athens-Clarke Oconee Regional Transportation Study Policy Committee, at their meeting held on February 12, 2020.

Recommended by:



Brad Griffin, TCC Chairman / MPO Director — February 12, 2020



Kelly Girtz, MACORTS Policy Committee Chairperson — February 12, 2020

RESOLUTION BY THE MADISON ATHENS-CLARKE OCONEE REGIONAL TRANSPORTATION STUDY (MACORTS) POLICY COMMITTEE

WHEREAS, federal regulations require that the Metropolitan Transportation Plans and Transportation Improvement Programs include Transit Asset Management Plan Targets for transit systems within urbanized areas and,

WHEREAS, the Technical Coordinating Committee of MACORTS in coordination with the Federal Highway Administration, Federal Transit Administration, and the Georgia Department of Transportation have reviewed the requirement to adopt Performance Management Targets for use in the transportation planning process,

WHEREAS, the Technical Coordinating Committee at its January 22, 2020 meeting recommended that MACORTS support the Transit Asset Management Plan Targets approved by the Georgia Department of Transportation for the period of 2020 as follows:

Transit Asset Management Targets for FY 2020

Asset Category / Class	Useful Life Benchmark / 3.0 TERM Rating*	FY 2019 Performance Targets (% of vehicles over ULB)	FY 2019 Actual Performance (% of vehicles over ULB)	FY 20 Performance Targets (% of vehicles over ULB)
Rolling Stock				
BU – Bus (35' – 40')	14 years	15%	9%	10%
BU – Bus (29' – 30')	12 years	35%	35%	35%
CU – Cutaway Bus	7 years	10%	6%	10%
MV - Minivan	8 years	50%	N/A	N/A
SB – School Bus	15 years	50%	22%	35%
VN - Van	8 years	50%	50%	35%
EB – Electric Bus (35' – 40')	14 years	N/A	N/A	0%
RT – Rubber Tired Vintage Trolley	14 years	N/A	N/A	0%
Equipment				
Automobile	8 years	55%	62%	55%
Trucks & Other Rubber Tire Vehicles	10 years	55%	45%	55%
Facilities	**Total Number**	**FY 18 Baseline Assessment* (% with Condition Rating < 3)**	**FY 19 Performance Target* (% with Condition Rating < 3)**	**FY 20 Performance Target* (% with Condition Rating < 3)**
Administration	62	3.2%	25%	25%
Maintenance	11	45.5%	25%	25%
Passenger / Parking Facilities	10	0%	10%	10%

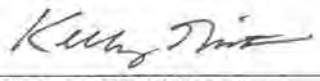
NOW, THEREFORE, BE IT RESOLVED that the MACORTS Policy Committee concurs with the recommendation of the Technical Coordinating Committee of MACORTS. MACORTS agrees to support the Transit Asset Management Plan Targets as approved by the Georgia Department of Transportation and include the supporting documentation in the current TIP document.

CERTIFICATION

I hereby certify that the above is a true and correct copy of a Resolution adopted by the Madison Athens-Clarke Oconee Regional Transportation Study Policy Committee, at their meeting held on February 12, 2020.

Recommended by:

Brad Griffin, TCC Chairman / MPO Director — February 12, 2020



Kelly Girtz, MACORTS Policy Committee Chairperson — February 12, 2020

RESOLUTION BY THE MADISON ATHENS-CLARKE OCONEE REGIONAL TRANSPORTATION STUDY (MACORTS) POLICY COMMITTEE

WHEREAS, federal regulations require that the Metropolitan Transportation Plans and Transportation Improvement Programs include Performance Management Targets for urbanized areas and,

WHEREAS, the Technical Coordinating Committee of MACORTS in coordination with the Federal Highway Administration, Federal Transit Administration, and the Georgia Department of Transportation has reviewed the requirement to adopt Performance Management Targets for use in the transportation process,

WHEREAS, the Technical Coordinating Committee at its August 22, 2018 meeting recommended that MACORTS support the revised Performance Management (PM 3) Targets approved by the Georgia Department of Transportation for the period of 2019 – 2022 as follows:

Performance Measures & Targets for PM3 – System Performance, Freight, & CMAQ

National Safety Performance Measures	GDOT PM3 - 2-Year Target	GDOT PM3 - 4-Year Target
Percentage of Person-Miles Traveled on the Interstate System that are Reliable	73.0%	67.0%
Percentage of Person-Miles Traveled on non-Interstate NHS that are Reliable	N/A	81%
Truck Travel Time Reliability (TTTR) Index (Interstate)	1.66%	1.78%
Total Emissions Reduction	VOC: 205.7 kg/day; NOx: 563.3 kg/day	VOC: 386.6 kg/day; NOx: 1,085.0 kg/day

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

CERTIFICATION

I hereby certify that the above is a true and correct copy of a Resolution adopted by the Madison Athens-Clarke Oconee Regional Transportation Study Policy Committee, at their meeting held on September 12, 2018.

Recommended by:

Brad Griffin, TCC Chairman / MPO Director — September 12, 2018

John Daniell, MACORTS Policy Committee Chairperson — September 12, 2018

Administrative Modification to
MACORTS 2040 Long Range Transportation Plan &
FY 2018 – 2021 Transportation Improvement Program to Include
Transportation Performance Management Targets

The use of Transportation Performance Management (TPM) provides agencies with a framework for incorporating performance data into making decisions regarding transportation investment to meet the goals and objectives established for the region. This provides accountability and added transparency to the transportation planning process. The requirements for establishing and utilizing Transportation Performance Management in the Metropolitan Planning Organizations began to take shape in Moving Ahead for Progress in the 21st Century (MAP-21) and were further expanded in the Fixing America's Surface Transportation Act (FAST Act).

The FAST Act prescribed the national goals for performance management to be included in Transportation Plans at the state and local levels. The states and MPO's are required to coordinate to develop measures and targets for transportation plans in the areas or safety, interstate and NHS pavement condition, interstate and NHS bridge condition, system reliability, freight reliability, peak hour excessive delay, and total emissions reduction. These measures were broken into 3 groups and phased in for implementation:

- Safety Performance Measures – Initial Targets Due February 27, 2018; annually thereafter
- PM2: Pavement and Bridge Condition on Interstate and non-Interstate NHS roads – Initial Targets Due November 12, 2018; every 4 years thereafter
- PM3: Travel Time Reliability, Peak Hour Excessive Delay, and Freight Reliability on Interstate and non-Interstate NHS roads – Initial Targets Due November 12, 2018; every 4 years thereafter

The MPO's in Georgia and the Georgia Department of Transportation (GDOT) entered into an agreement on March 26, 2018 to codify how MPO's and GDOT will coordinate to meet the requirements for TPM (see Appendix A).

SAFETY PERFORMANCE TARGETS

The FAST Act and subsequent federal regulations required MPO's to develop safety performance targets or agree to support the safety performance targets developed by GDOT in terms of planning and programming of projects before the initial deadline of February 27, 2018. Safety targets are required to be adopted annually thereafter. MACORTS agreed on February 14, 2018 to support the safety performance targets developed by GDOT with a resolution amended into the 2040 Long Range Transportation Plan and the FY 2018 – 2021 Transportation Improvement Program. The table below shows the safety targets adopted on February 14, 2018.

National Safety Performance Measures	2018 GDOT Safety Targets (2014 – 2018*)
Number of Fatalities	1,593.3
Rate of Fatalities per 100 million VMT	1.32
Number of Serious Injuries	19,642.8
Rate of Serious Injuries per 100 million VMT	16.318
Total Number of Non-motorized Fatalities & Serious Injuries	1,027.2

*5-year rolling average

PERFORMANCE MANAGEMENT GROUP 2 (PM2) TARGETS

PM2 consists of the pavement condition and bridge condition measures on all Interstates and non-Interstate NHS roadways.

The FAST Act and subsequent federal regulations required MPO's to develop performance targets in this category or agree to support the safety performance targets developed by GDOT in terms of planning and programming of projects before the initial deadline of November 12, 2018. Targets in this group are required to be adopted every 4 years thereafter, with a revision possible at the 2-year mark. MACORTS agreed on August 8, 2018 to support the performance targets developed by GDOT with a resolution administratively modified into the 2040 Long Range Transportation Plan and the FY 2018 – 2021 Transportation Improvement Program. The table below shows the targets adopted on August 8, 2018.

National Safety Performance Measures	Description	GDOT PM2 2-Year & 4-Year Targets
Percentage of Interstate Pavement in Good Condition	Interstate pavement rated as 'Good' will be considered for potential pavement preservation treatments to maintain the 'Good' rating.	Greater than or equal to 50% in Good Condition
Percentage of Interstate Pavement in Poor Condition	Pavement conditions are measures through field inspections. Pavements in 'Poor' condition are in need of work due to either the ride quality or due to a structural deficiency.	Less than or equal to 5% in Poor Condition
Percentage of non-Interstate NHS Pavement in Good Condition	Non-interstate NHS pavements in 'Good' condition will be evaluated for potential preservation treatments.	Greater than or equal to 40% in Good Condition
Percentage of non-Interstate NHS Pavement in Poor Condition	Non-interstate NHS pavements in 'Poor' condition are in need of major maintenance. These will be evaluated for potential projects.	Less than or equal to 12% in Poor Condition
Percentage of NHS Bridges Classified as in Good Condition	Bridge Rated as 'Good' will be evaluated as to cost to maintain Good condition. Bridges rated as 'Fair' will be evaluated as to cost of replacement vs. rehabilitation to bring the structure back to a condition rating of Good	Greater than or equal to 60% (NHS) in Good Condition
Percentage of NHS Bridges Classified as in Poor Condition	Bridge conditions are based on the results of inspections on all Bridge structures. Bridges rated as 'Poor' are safe to drive on; however they are nearing a point where it is necessary to either replace the bridge or extend its service life through substantial rehabilitation investments.	Less than or equal to 10% (NHS) in Poor Condition

PERFORMANCE MANAGEMENT GROUP 3 (PM3) TARGETS

PM3 consists of the travel time reliability, freight reliability, peak hour excessive delay, and total emissions reduction on all Interstates and non-Interstate NHS roadways.

The FAST Act and subsequent federal regulations required MPO's to develop performance targets in this category or agree to support the safety performance targets developed by GDOT in terms of planning and programming of projects before the initial deadline of November 12, 2018. Targets in this group are required to be adopted every 4 years thereafter, with a revision possible at the 2-year mark. MACORTS agreed on August 8, 2018 to support the performance targets developed by GDOT with a resolution administratively modified into the 2040 Long Range Transportation Plan and the FY 2018 – 2021 Transportation Improvement Program. The table below shows the targets adopted on August 8, 2018. The 'Total Emissions Reduction' values were revised through a collaboration between Atlanta Regional Commission, GDOT, and FHWA. It was sent out to MPO's on August 20, 2018. The new targets were adopted on September 12, 2018.

National Safety Performance Measures	GDOT PM3 - 2-Year Target	GDOT PM3 - 4-Year Target
Percentage of Person-Miles Traveled on the Interstate System that are Reliable	73.0%	67.0%
Percentage of Person-Miles Traveled on non-Interstate NHS that are Reliable	N/A	81%
Truck Travel Time Reliability (TTTR) Index (Interstate)	1.66%	1.78%
~~Total Emissions Reduction~~	~~VOC: 764.309 kg/day; NOx: 1,429.118 kg/day~~	~~VOC: 748.185 kg/day; NOx: 1,347.270 kg/day~~

GDOT Revised Version – Received August 20, 2018

Total Emissions Reduction	VOC: 205.7 kg/day; NOx: 563.3 kg/day	VOC: 386.6 kg/day; NOx: 1,085.0 kg/day

PROJECT CONTRIBUTION TO PERFORMANCE TARGETS
ESTABLISHMENT OF TARGETS - 2018

The table below shows the projects currently in the MACORTS 2040 LRTP and FY 2018 – 2021 TIP and the targets that they are anticipated to positively affect. By agreeing to support GDOT's performance targets in the area of safety and those in PM2 and PM3, MACORTS has agreed to coordinate with GDOT to program projects that will contribute to the accomplishment of those goals, measures, and targets.

LRTP #/ PI#	Project Name	Safety PM	PM2: Pavement & Bridge	PM3: Travel & Freight Reliability & Delay
R-1	Olympic Dr. / Indian Hills Rd Widening	X	X	
R-2	US 29 – Danielsville Rd Connector	X		
R-3	Tallassee Road Widening	X		X
R-4	Hawthorne Avenue Widening	X		X
R-5/ 0010288	Jennings Mill Parkway (ACC)	X		X
R-6	Epps Bridge Parkway Left Turn Lane	X		X
R-7 / 122600	SR 10 Loop at Lexington Rd Interchange	X	X	X
R-8 / 122890	SR 10 Loop at Atlanta Highway Interchange	X	X	X
R-9	SR 10 Loop / Atlanta Highway Connector	X		X
R-10	Mitchell Bridge Rd / Timothy Rd Realignment	X	X	
R-11 / 0007637	Greenway Extension to College Station Road	X		
R-12 / 0007561	Rail to Trail	X		
R-13	Milledge Avenue Safety Improvements	X	X	
R-14	SR 10 Loop at College Station Rd Intersection Improvements	X	X	X
R-15	Fowler Drive Widening	X		X
R-16	Tallassee Road at Lavender Road Realignment	X		
R-17	Old Danielsville Rd / US 29 Intersection Improvements	X		
R-18 / 0012903	US 29 Widening – Phase 1	X	X	X
R-19 / 0012902	US 29 Widening – Phase 2	X	X	X
R-20	Spratlin Mill Road Widening	X		
R-21	Glenn Carrie Road Widening	X		X
R-22	Garnett Ward Rd / Piedmont Rd @ US 29 Intersection Improvements	X		
R-24 / 0007941	Daniels Bridge Rd Widening	X		X
R-25	Hog Mountain Road Widening	X	X	X
R-26	Malcolm Bridge Rd / Mars Hill Rd Intersection	X		

LRTP #/ PI#	Project Name	Safety PM	PM2: Pavement & Bridge	PM3: Travel & Freight Reliability & Delay
R-27 / 0007939	Jimmie Daniel Rd / Jimmy Daniell Rd Widening	X	X	X
R-28 / 142060	Mars Hill Road / Experiment Station Road Widening – Phase 1	X	X	X
R-29 / 0009011	Mars Hill Road / Experiment Station Road Widening – Phase 2	X	X	X
R-30 / 0009012	Mars Hill Road / Experiment Station Road Widening – Phase 3	X	X	X
R-34 / 0013769	SR 316 Interchange at Oconee Connector	X	X	X
R-35 / 0007685	SR 316 Interchange at Dials Mill Extension	X	X	X
R-36 / 0013770	SR 316 Interchange at SR 10 Loop	X	X	X
B-1 / 132805	Macon Highway Bridge over Middle Oconee River		X	
B-2	Tallassee Road Bridge		X	
B-3 / 0013715	SR 10 Loop over Middle Oconee River		X	
B-4 / 0013716	SR 10 Loop at SR 8 / US 29		X	
B-5 / 0013806	SR 10 at North Oconee River		X	
B-6 / 0015645	Belmont Road Bridge over Shoal Creek		X	
B-7 / 0015656	Clotfelter Road Bridge over Barber Creek		X	
Bike-1	Lexington Road Bike Lanes	X		