FY 2027 – 2030
DRAFT TRANSPORTATION IMPROVEMENT PROGRAM

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Date Adopted:

TABLE OF CONTENTS

COLUMBUS - PHENIX CITY
METROPOLITAN PLANNING ORGANIZATION

2027-2030 DRAFT TRANSPORTATION IMPROVEMENT PROGRAM

This report was financed in part through grants from the U.S. Department of Transportation, Federal Highway Administration (FHWA), Federal Transit Administration (FTA), the Alabama Department of Transportation (ALDOT), the Georgia Department of Transportation (GDOT), and local participating governments. The report was prepared in partial fulfillment of the Unified Planning Work Program (UPWP) and in accordance with the metropolitan transportation planning requirements contained in 23 U.S.C. 134, 49 U.S.C. 5303, and 23 CFR Part 450.

This publication was prepared in cooperation with the Department of Transportation, State of Georgia, Federal Transit Administration, and Federal Highway Administration. The opinions, findings, and conclusions in these publications are those of the author(s) and not necessarily those of the Department of Transportation, State of Georgia, or Federal Highway Administration.

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

The Columbus-Phenix City Transportation Study (C-PCTS) complies with Title VI of the Civil Rights Act of 1964 and all related statutes and regulations. C-PCTS does not discriminate on the basis of race, color, national origin, sex, age, disability, or income status in the administration of its programs or activities. In addition to Title VI, C-PCTS complies with the Age Discrimination Act of 1975, Section 504 of the Rehabilitation Act of 1973, the Americans with Disabilities Act of 1990 (ADA), and applicable Limited English Proficiency (LEP) requirements. Individuals requiring special accommodation or language assistance should contact the Columbus-Phenix City Transportation Study office.

RESOLUTION

COLUMBUS-PHENIX CITY TRANSPORTATION STUDY
POLICY COMMITTEE
ENDORSEMENT OF THE FINAL FISCAL YEAR 2027-2030
TRANSPORTATION IMPROVEMENT PROGRAM

WHEREAS: the Columbus-Phenix City Transportation Study (C-PCTS) has been designated by the Governors of Georgia and Alabama as the Metropolitan Planning Organization for the Columbus-Phenix City Metropolitan Area; and

WHEREAS: the FY 2027–2030 Transportation Improvement Program (TIP) has been developed in cooperation with federal, state, and local transportation partners, is consistent with the adopted Metropolitan Transportation Plan, and is fiscally constrained; and

WHEREAS: the FY 2027–2030 Transportation Improvement Program (TIP) has been developed in accordance with applicable federal laws and regulations, including provisions for public participation and interagency consultation.

NOW, THEREFORE, BE IT RESOLVED that the Policy Committee of the Columbus-Phenix City Transportation Study hereby adopts the FY 2027–2030 Transportation Improvement Program (TIP) and authorizes its submission to the Georgia Department of Transportation, the Alabama Department of Transportation, the Federal Highway Administration, and the Federal Transit Administration for review and approval.

____
Mayor B.H. “Skip” Henderson, III
Chair, Policy Coordinating Committee

____
Date

Attest:

____
Will Johnson, MPO Director

TRANSPORTATION PLANNING COMMITTEES

POLICY COMMITTEE

VOTING:
Mayor B.H. "Skip" Henderson, III, Columbus – Chair
Mayor Eddie Lowe, Phenix City – Vice-Chair
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Yvette Taylor, PhD, Federal Transit Administration, Georgia
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Bradley B. Lindsey. PE, State Local Transportation Engineer – Alabama DOT
Tyler Peek, PE, District Engineer, Georgia DOT

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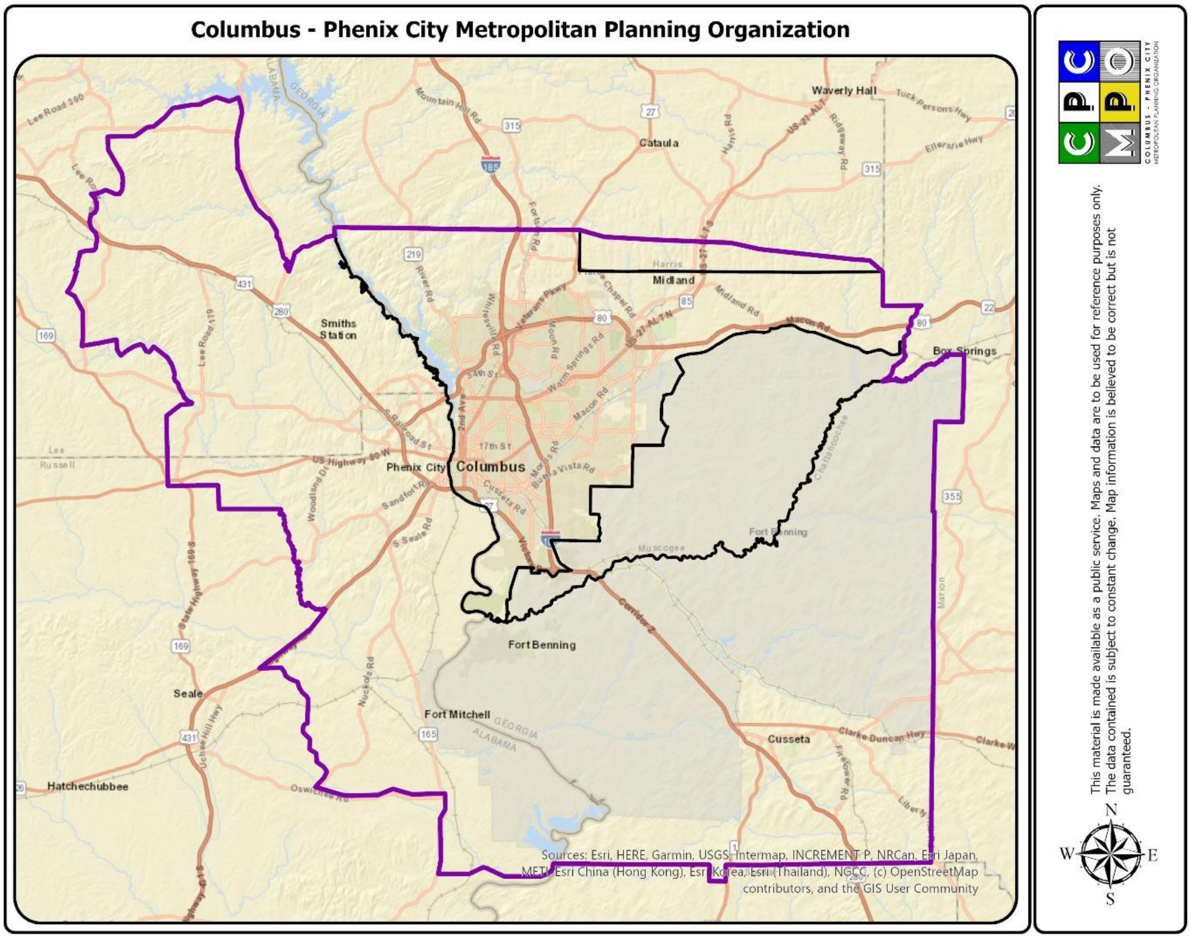
Columbus-Phenix City Transportation Study

Boundary Map based on 2020 Census



INTRODUCTION

About the MPO

The Columbus-Phenix City Transportation Study (C-PCTS) was designated as the Metropolitan Planning Organization (MPO) for the Columbus-Phenix City Metropolitan Area in accordance with the Federal-Aid Highway Act of 1962. An MPO is a transportation policy-making organization composed of representatives from local governments and transportation agencies responsible for carrying out the metropolitan transportation planning process within an urbanized area.

Federal law requires the designation of an MPO for each urbanized area with a population of more than 50,000. The C-PCTS is also designated as a Transportation Management Area (TMA), reflecting an urbanized population exceeding 200,000. As the MPO for the region, C-PCTS provides a continuing, cooperative, and comprehensive transportation planning process to support informed transportation investment decisions.

Core functions of the C-PCTS include:

- Identifying, evaluating, prioritizing, and programming transportation projects and investments through the metropolitan transportation planning process.
- Developing transportation policies and strategies that are data-driven, performance-based, and responsive to regional transportation needs.
- Providing a fair, transparent, and collaborative forum for regional transportation decision-making that encourages meaningful public involvement and stakeholder participation.
- Preparing and maintaining the Metropolitan Transportation Plan (MTP), which establishes a long-range vision for the transportation system and typically covers a planning horizon of at least twenty years.
- Developing and maintaining the Transportation Improvement Program (TIP), a short-range program of transportation projects covering a minimum four-year period. Projects included in the TIP must be consistent with the adopted Metropolitan Transportation Plan.

MPO Participants

As the Metropolitan Planning Organization for the Columbus-Phenix City Metropolitan Area, the Columbus-Phenix City Transportation Study (C-PCTS) is the lead agency responsible for administering and coordinating the activities of participants carrying out the required tasks of the transportation planning process.

Participants in the transportation planning process include the C-PCTS, the Policy Coordinating Committee (PCC) and the Technical Coordinating Committee (TCC); public transportation providers including METRA and PEX; local governments and elected officials; private citizens; the Georgia Department of Transportation (GDOT); the Alabama Department of Transportation (ALDOT); and the U.S. Department of Transportation (U.S. DOT), including the Federal Highway Administration (FHWA) and Federal Transit Administration (FTA).

The Policy Coordinating Committee is at the top of the organization and provides policy guidelines and approves the work of the other committees. The Technical Coordinating Committee provides technical support and guidelines. The Citizen Advisory Committee is an important link between citizens and the MPO.

The Transportation Planning Division is the staff to the MPO Committees. The Division collects, maintains, and analyzes transportation-related data and presents information and recommendations to the MPO committees. Listed below are detailed functions of each committee.

The **Policy Coordinating Committee (PCC)** performs the following duties for Transportation Planning.

1. Formulates goals and objectives for transportation planning in the Columbus-Phenix City urbanized area.
2. Provides governmental support to planning programs and assures cooperation between different offices.
3. Reviews, amends, and adopts transportation plans and programs.
4. Evaluates progress towards implementation of projects and, if needed, reschedules priorities.
5. Approves the Unified Planning Work Program, Transportation Improvement Program, Metropolitan Transportation Plan, Public Participation Plan, and Congestion Management Process.

The **Technical Coordinating Committee (TCC)** is a committee of public and private sector transportation specialists. This committee deals with the technical activities necessary in the transportation planning process. Listed below are the specific responsibilities of the committee:

1. Collects, maintains, and analyzes data for transportation planning.
2. Prepares transportation plans and advises the Policy Committee on changes in the plan and programs.
3. Evaluates transportation improvements and recommends changes to decision makers in the government.
4. Assists in the development and review of the Unified Planning Work Program (UPWP), Metropolitan Transportation Plan (MTP), the Transportation Improvement Program (TIP), and other planning studies and programs.

The Columbus-Phenix City Transportation Study planning area includes all of Muscogee and Chattahoochee Counties and portions of Harris County in Georgia, as well as portions of Lee and Russell Counties and the City of Phenix City in Alabama. The planning area encompasses the Census-designated Urbanized Area and adjacent areas expected to become urbanized within the planning horizon.

The planning area boundary is established cooperatively by the Columbus-Phenix City Transportation Study and the Governors of Georgia and Alabama in accordance with federal transportation planning requirements. Transportation planning activities conducted by C-PCTS are carried out within this boundary.

PURPOSE OF THE TRANSPORTATION IMPROVEMENT PROGRAM (TIP)

The Transportation Improvement Program (TIP) is a short-range program of transportation projects covering a minimum four-year period. The TIP includes federally, state, and locally funded multimodal transportation projects that are consistent with and help implement the adopted Metropolitan Transportation Plan (MTP).

While the MTP establishes a long-range vision for the regional transportation system over a planning horizon of at least twenty years, the TIP identifies specific transportation projects and funding commitments anticipated for implementation during the four-year TIP period.

Projects included in the TIP may involve improvements for pedestrians, bicycles, transit, freight movement, and motor vehicles. The TIP identifies projects for which funding is reasonably expected to be available and demonstrates how transportation investments support regional goals, objectives, and performance targets.

Projects included in the TIP have advanced beyond the conceptual planning stage and are programmed for implementation through one or more project phases, such as preliminary engineering, right-of-way acquisition, utility relocation, construction, or transit capital improvements.

The TIP is fiscally constrained, meaning that the cost of projects included in the program does not exceed the revenues reasonably expected to be available during the four-year TIP period. The TIP has been developed in accordance with applicable federal transportation planning requirements and in cooperation with federal, state, and local transportation partners.

TIP Development Process

The Columbus-Phenix City Transportation Study is a federally designated Metropolitan Planning Organization (MPO) responsible for the developing the Transportation Improvement Program (TIP) for both the Alabama and Georgia portions of the metropolitan planning area. Following adoption by the MPO, the TIP is incorporated by reference into the Georgia and Alabama Statewide Transportation Improvement Programs (STIPs). The TIP is developed through a continuing, cooperative, and comprehensive transportation planning process involving the Federal Highway Administration (FHWA), Federal Transit Administration (FTA), the Alabama Department of Transportation (ALDOT), Georgia Department of Transportation (GDOT), public transportation providers, local governments, the public, and other interested stakeholders. As recipients of Federal Transit Administration Section 5307 funds, the public participation requirements for METRA and Phenix Express Transit (PEX) are satisfied through the C-PCTS Public Participation Plan. The FY 2027-2030 TIP identifies transportation projects, strategies, and services programmed for implementation during the four-year planning period. The TIP is updated as necessary through amendments and administrative modifications, as described in the Amendment Process section of this document.

Table 1. TIP Development & Review Process

Table 1. TIP Development & Review Process

DOCUMENT	REVIEWING AGENCY/GROUP	REVIEW/COMMENT PERIOD	MATERIAL
Scheduled Updates TRANSPORTATION IMPROVEMENT PROGRAM (TIP)	Federal / State	30 Calendar Days	Digital & Print
	C-PCTS MPO Committees	30 Calendar Days	Digital & Print
	Public	30 Calendar Days	Digital & Print
AMENDMENTS	Federal / State	30 Business Days	Digital only
	Public	30 Business Days	Digital & Print
	C-PCTS MPO Committees	30 Business Days	Digital & Print
SPECIAL CALL FOR PROJECTS	All	Follows Amendment Schedule	–
ADMINISTRATIVE MODIFICATION	Staff prepared with only a notification of the completed activity to all agencies/groups.		

The TIP is based on transportation needs identified through the metropolitan transportation planning process, including the adopted long-range transportation plan, and the Congestion Management Process (CMP). The TIP includes regionally signification transportation projects and other federally funded transportation improvements proposed for implementation within the MPO planning area. Consistent with the C-PCTS Public Participation Plan, the TIP is made available for a thirty-day public review and comment period prior to adoption by the MPO Policy Committee. Following adoption, the TIP is incorporated by reference into the Georgia and Alabama Statewide Transportation Improvement Programs (STIPs) without modification upon approval by the MPO and the Governors of Georgia and Alabama, or their designee.

The link to the Participation Plan that outlines additional information regarding the public review process of the TIP is: https://resources.columbusga.gov/mpo/PP%20Final%202023-2026.pdf

LAWS AND REGULATIONS

Federal law requires Metropolitan Planning Organizations (MPOs) to develop and maintain a Transportation Improvement Program (TIP) as part of the metropolitan transportation planning process. The statutory requirements for the TIP are contained in 23 U.S.C. 134 and 49 U.S.C. 5303. The regulations governing metropolitan transportation planning are found in 23 CFR Part 450, Subpart C. Sections 450.324 through 450.330 specifically address the development, content, and approval of Transportation Improvement Programs.

The Infrastructure Investment and Jobs Act (IIJA), enacted on November 15, 2021, reauthorized federal surface transportation programs and provided significant investments in transportation infrastructure, public transportation, safety, resilience, and multimodal transportation systems. The IIJA continues the federal requirement for a performance-based, cooperative, and comprehensive transportation planning process and provides funding opportunities that support implementation of transportation projects included in the TIP.

The FY 2027–2030 Transportation Improvement Program has been developed in accordance with applicable federal transportation planning requirements and in cooperation with the Federal Highway Administration (FHWA), Federal Transit Administration (FTA), Alabama Department of Transportation (ALDOT), Georgia Department of Transportation (GDOT), public transportation providers, local governments, and other interested stakeholders.

In addition to transportation planning requirements, the MPO planning process must comply with several federal laws, regulations, and policy directives, including the following:

- Americans with Disabilities Act (ADA) of 1990 and Section 504 of the Rehabilitation Act of 1973 – Require state, local, and regional agencies to provide programs, services, and activities that are accessible to individuals with disabilities and prohibit discrimination based on disability.
- Title VI of the Civil Rights Act of 1964 and 23 U.S.C. 324 – Prohibit discrimination on the basis of race, color, national origin, and sex in programs and activities receiving federal financial assistance.
- Uniform Relocation Assistance and Real Property Acquisition Policies Act of 1970 – Establishes protections for persons displaced by federally assisted projects and ensures fair and equitable treatment in property acquisition and relocation activities.
- Performance-Based Planning and Programming (PBPP) Requirements – Require MPOs to support national transportation goals through the establishment and use of performance measures and targets when developing transportation plans and programs.
- Public Participation Requirements – Require MPOs to provide reasonable opportunities for public review and comment and to encourage participation by interested parties throughout the transportation planning process in accordance with the adopted Public Participation Plan.
- Compliance with these requirements helps ensure that transportation investments are planned and programmed in a manner that is transparent, equitable, fiscally responsible, and supportive of regional transportation needs and priorities.

PERFORMANCE BASED PLANNING AND PROGRAMMING (PBPP)

Performance-Based Planning and Programming (PBPP) is a strategic approach that uses performance measures and data-driven decision-making to guide transportation planning and investment decisions. PBPP is an integral component of the continuing, cooperative, and comprehensive (3C) transportation planning process and helps ensure that transportation investments support regional, state, and national goals.

The goal of PBPP is to improve transportation system performance by linking planning, programming, and investment decisions to established goals, objectives, and performance targets. The Infrastructure Investment and Jobs Act (IIJA) continues the federal performance-based planning and programming requirements and emphasizes accountability, transparency, and measurable outcomes.

The transportation planning process incorporates federal planning factors, performance measures, and performance targets to evaluate transportation needs and prioritize investments that support the long-term vision for the Columbus-Phenix City metropolitan area.

The performance-based planning process utilized by C-PCTS is illustrated in Figure 1

The performance-based planning process illustrated above incorporates the federal planning factors discussed below. Together, these factors help guide transportation decision-making and ensure that transportation investments support regional, state, and national transportation goals.

Federal Planning Factors

Federal transportation legislation requires that the metropolitan transportation planning process consider the following planning factors when developing transportation plans and programs. These factors provide the framework for evaluating transportation needs, establishing priorities, and selecting projects for inclusion in the Transportation Improvement Program (TIP).

1. Economic Vitality - Support the economic vitality of the metropolitan area, especially by enabling global competitiveness, productivity, and efficiency.

2. Safety - Increase the safety of the transportation system for motorized and non-motorized users.

3. Security - Increase the security of the transportation system for motorized and non-motorized users.

4. Accessibility and Mobility - Increase the accessibility and mobility of people and freight.

5. Environmental Sustainability and Quality of Life - Protect and enhance the environment, promote energy conservation, improve quality of life, and promote consistency between transportation improvements and state and local planned growth and economic development patterns.

6. System Connectivity - Enhance the integration and connectivity of the transportation system across and between modes for people and freight.

7. System Management and Operations - Promote efficient system management and operation.

8. System Preservation - Emphasize the preservation of the existing transportation system.

9. Resilience and Reliability - Improve the resiliency and reliability of the transportation system and reduce or mitigate stormwater impacts of surface transportation.

10. Travel and Tourism – Enhance travel and tourism

MPO Goals and National Transportation Goals

The goals and objectives established by the Columbus-Phenix City Transportation Study provide the foundation for transportation planning and project selection. These goals are reflected in the Metropolitan Transportation Plan (MTP), Congestion Management Process (CMP), and Transportation Improvement Program (TIP).

Projects included in the FY 2027–2030 TIP have been evaluated for their ability to address regional transportation needs and contribute to the achievement of federal planning factors, performance targets, and MPO goals. Through implementation of the TIP, the MPO seeks to improve safety, mobility, accessibility, connectivity, system reliability, infrastructure condition, environmental sustainability, and overall quality of life within the metropolitan area.

- **Safety** – Achieve a significant reduction in traffic fatalities and serious injuries on all public roads.
- **Infrastructure condition** – Maintain the highway infrastructure asset system in a state of good repair.
- **Congestion reduction** – Achieve a significant reduction in congestion on the National Highway System.
- **System reliability** – Improve the efficiency of the surface transportation system.
- **Freight movement and economic vitality** – Improve the national freight network, strengthen the ability of rural communities to access national and international trade markets, and support regional economic development.
- **Environmental sustainability** – Enhance the performance of the transportation system while protecting and enhancing the natural environment.
- **Reduced project delivery delays** – Reduce project costs, promote jobs and the economy, and expedite the movement of people and goods by accelerating project completion through eliminating delays in the project development and delivery process, including reducing regulatory burdens and improving agencies' work practices.

Project Name	Project Type	Project Description	C-PCTS MPO 2050 GOALS ----- Page 1								
			Accessibililty and Mobility: Assure that freight moves safely and efficiently while minimizing impacts on sensitive community areas.	**System Management and Operation:** Assure that transportation investments- capital, operating, and maintenance costs - effectively and safety serve the transportation need.	**Environment and Quality of Life:** Reduce auto related emissions. Minimize and avoid noise impacts.	**Integration and Connectivity:** Build, operate and maintain an interconnected network of transportation facilities that meet the needs of motorists, transit riders, pedestrians, cyclists, and shippers and receivers.	**System Preservation:** Preserve the quality and capacity of transportation facilities and the street and highway network by using and developing all modes of transportation to their highest and most efficient use.	**Increase the Safety and Security:** Reduce crashes and fatalities and enhance security.	**Economic Vitality:** Contribute to the economic vitality and quality of life supporting continued growth and development.	**Improve the Resiliency and Reliability of the Transportation System & Stormwater Impacts:** Improve livability and the quality of the transportation system.	**Enhance travel and tourism:** Provide a network that enhances regional accessibilty for travel and tourism.
Construct a Multiuse Trail on Cherokee Avenue	Trail	Construct a 10' Multiuse Trail		X	X	X	X		X	X	X
Military Drive	Complete Streets	New 2-lane Road with pedestrian/bicycle facilities	X	X	X	X	X	X	X	X	X
Traffic Signal and turn lane installation at CR-230 and CR-240 Junction	Maintenance	Intersection Improvements	X	X		X	X	X		X	
Resurfacing CR-145 from CR-149 to CR-175	Safety/ Pavement	Resurfacing	X	X		X	X			X	
Resurfacing on Patterson Rd from SR-165 to Owens Rd	Safety/ Pavement	Resurfacing	X	X		X	X			X	
Resurface Riverchase Dr from Airport Rd to Summerville Rd	Safety/ Pavement	Resurfacing	X	X		X	X			X	
Resurface Knowles Rd from SR-1 (US 431) to Phenix City Limits	Safety/ Pavement	Resurfacing	X	X		X	X			X	
Resurface Broad St from Summerville Rd to 13th Street	Safety/ Pavement	Resurfacing	X	X		X	X			X	
Resurface Colin Powell Pkwy from MLK Jr Pkwy to Brickyard Rd	Safety/ Pavement	Resurfacing	X	X		X	X			X	
Resurface CR-179 from CR-246 to US 280	Safety/ Pavement	Resurfacing	X	X		X	X			X	
Resurfacing on Terminal Rd from AL Hwy 165 to end of Terminal Rd	Safety/ Pavement	Resurfacing	X	X		X	X			X	

Project Name	Project Type	Project Description	C-PCTS MPO 2050 GOALS ---- Page 1 Continued								
			Accessibililty and Mobility: Assure that freight moves safely and efficiently while minimizing impacts on sensitive community areas.	**System Management and Operation:** Assure that transportation investments- capital, operating, and maintenance costs - effectively and safety serve the transportation need.	**Environment and Quality of Life**: Reduce auto related emissions. Minimize and avoid noise impacts.	**Integration and Connectivity:** Build, operate and maintain an interconnected network of transportation facilities that meet the needs of motorists, transit riders, pedestrians, cyclists, and shippers and receivers.	**System Preservation:** Preserve the quality and capacity of transportation facilities and the street and highway network by using and developing all modes of transportation to their highest and most efficient use.	**Increase the Safety and Security:** Reduce crashes and fatalities and enhance security.	**Economic Vitality:** Contribute to the economic vitality and quality of life supporting continued growth and development.	**Improve the Resiliency and Reliability of the Transportation System & Stormwater Impacts:** Improve livability and the quality of the transportation system.	**Enhance travel and tourism:** Provide a network that enhances regional accessibilty for travel and tourism.
Resurface Woodland Dr from US Hwy 80 to Sandfort Rd	Safety/ Pavement	Resurfacing	X	X		X	X			X	
Uchee Creek to Phenix City Limits	Safety/ Pavement	Resurfacing	X	X		X	X			X	
Resurface Opelika Rd from US Hwy 280 to Crawford Rd	Safety/ Pavement	Resurfacing	X	X		X	X			X	
Resurface Meadowlane Dr from 10th Ave S to Brickyard Rd	Safety/ Pavement	Resurfacing	X	X		X	X			X	
Resurface 20th Ave from S Railroad St to Crawford Rd	Safety/ Pavement	Resurfacing	X	X		X	X			X	
Resurface CR-236 from CR-240 to Russell Co Line	Safety/ Pavement	Resurfacing	X	X		X	X			X	
Resurface CR-248 (Summerville Rd) from Smiths Stations City limits to the Phenix City limits	Safety/ Pavement	Resurfacing	X	X		X	X			X	
Resurfacing Mullin Stroud Rd & Bush Rd	Safety/ Pavement	Resurfacing	X	X		X	X			X	
Resurfacing Summerville Rd	Safety/ Pavement	Resurfacing	X	X		X	X			X	

Performance Targets

Performance targets are specific, measurable outcomes used to evaluate progress toward achieving national transportation goals and regional transportation objectives. Federal transportation legislation requires states, Metropolitan Planning Organizations (MPOs), and public transportation providers to establish and coordinate performance targets that support a performance-based approach to transportation planning and decision-making.

The Columbus-Phenix City Transportation Study (C-PCTS) works cooperatively with the Georgia Department of Transportation (GDOT), Alabama Department of Transportation (ALDOT), Federal Highway Administration (FHWA), Federal Transit Administration (FTA), METRA, and Phenix Express Transit (PEX) to incorporate performance measures and targets into the metropolitan transportation planning process.

Performance targets provide a framework for evaluating transportation system performance and help guide investment decisions within the Metropolitan Transportation Plan (MTP) and Transportation Improvement Program (TIP). Projects included in the FY 2027–2030 TIP support the achievement of applicable federal, state, and transit performance targets through investments that improve safety, preserve infrastructure, enhance system reliability, support freight movement, improve transit services, and expand multimodal transportation options.

The performance targets presented in this section reflect the most current targets adopted and supported by the Columbus-Phenix City Transportation Study at the time of TIP adoption. Updated targets may be adopted by the MPO as they become available from GDOT, ALDOT, METRA, and PEX.

National Transportation Performance Measures and State Targets

The Columbus-Phenix City Transportation Study supports the performance management framework established by FHWA and FTA and coordinates with GDOT, ALDOT, METRA, and PEX in the development and adoption of transportation performance targets. The following sections summarize the most current performance targets supported by the MPO at the time of adoption of the FY 2027–2030 Transportation Improvement Program.

Safety Performance Targets

The C-PCTS Policy Committee supports the safety performance targets established by GDOT and ALDOT in accordance with FHWA Safety Performance Management requirements.

GDOT – PM1

- Number of Fatalities – To maintain the 5-year rolling average for traffic fatalities under the projected 1,574.0 (2026-2031) 5-year average by December 2031.

- 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 1.245 (2026-2031) 5-year by December 2031.

- Number of Serious Injuries – To maintain the 5-year rolling average for serious injuries under the projected 8,103.0 (2026-2031) 5-year average by December 2031.

- Rate of Serious injuries per 100 million VMT – To reduce the 5-year moving average serious traffic injuries for every 100 million-vehicle miles traveled under the projected 6.408 (2026-2031) 5-year average by December 2031.

- 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 1312.0 (2026-2031) 5-year average by December 2031.

ALDOT – PM1

FHWA Safety Performance Measures (PM1)	**Annual Target - 2026**
Number of Fatalities	1000
Rate of Fatalities (per 100 million Vehicle Miles Traveled)	1.400
Number of Serious Injuries	6200
Rate of Serious Injuries (per 100 million Vehicle Miles Traveled)	9.800
Number of Non-motorized fatalities and serious injuries	400

Pavement and Bridge Condition Performance Targets

The C-PCTS Policy Committee supports the pavement and bridge condition performance targets established by GDOT and ALDOT for the National Highway System.

GDOT – PM2

Bridge Level Of Service Measures:

ASSET	PERFORMANCE MEASURE	DESCRIPTION	TARGET
Bridge Structures	Percent of NHS Bridges in **Poor condition** as a percentage of total NHS bridge deck area	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.	≤ 10% (NHS) in Poor Condition
Bridge Structures	Percent of NHS Bridges in **Good condition** as a percentage of total NHS bridge deck area	Bridges rated as “Good” will be evaluated as to cost of 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 rated of Good.	≥ 60% (NHS) in Good Condition

Pavement Level of Service Measures:

ASSET	PERFORMANCE MEASURE	DESCRIPTION	TARGET
Interstate NHS	Percent of Interstate NHS pavements in **Poor condition**	Pavement conditions are measured through field inspections. Pavements in "poor" condition are in need of work due to either the ride quality or due to a structural deficiency.	≤ 5% in Poor Condition
Interstate NHS	Percent of Interstate NHS pavements in **Good condition**	Interstate pavement rated as "good" will be considered for potential preservation treatments to maintain the "good" rating.	≥ 50% in Good Condition
Non-Interstate NHS	Percent of NHS pavements in **Poor condition**	Non-interstate NHS pavements in "poor" condition are in need of major maintenance. These will be evaluated for potential projects.	≤ 12% in Poor Condition
Non-Interstate NHS	Percent of NHS pavements in **Good condition**	Non-interstate NHS pavements in "good" condition will be evaluated for potential preservation treatments.	≥ 40% in Good Condition

ALDOT – PM2

FHWA Bridge/Pavement Performance Measures (PM2)	**4-Year Target 2026**
% Of Pavements of the Interstate System in Good Condition	>50.0%
% Of Pavements of the Interstate System in Poor Condition	<5.0%
% Of Pavements of the Non-Interstate NHS in Good Condition	>25.0%
% Of Pavements of the Non-Interstate NHS in Poor Condition	<5.0%
% Of NHS Bridges in Good Condition by deck area	≥20.0%
% Of NHS Bridges in Poor Condition by deck area	≤3.0%

System Performance and Freight Reliability Targets

The C-PCTS Policy Committee supports the system performance and freight reliability targets established by GDOT and ALDOT.

GDOT – PM3

Travel Time Reliability Targets Performance Measures (PM3)	2-Year Target	4-Year Target
% Of Person – Miles Traveled on the Interstate System that are Reliable	73.9%	68.4%
% Of Person – Miles Traveled on Non-Interstate NHS that are Reliable	87.3%	85.3%
Truck Travel Time Reliability (TTTR) Index	1.62	1.65
Annual Hours of Peak Hour Excessive Delay (PHED) Per Capita	23.7 Hours	27.2 Hours
Percentage Of Non-Single Occupancy Vehicle (SOV) Travel*	22.7%	22.7%
Total Emissions Reduction	Voc: 157.200 kg/day; NoX: 510.900 kg/day	VOC: 257.100 kg/day Nox: 904.200 kg/day

**GDOT, Atlanta Regional Commission and Carterville-Bartow Metropolitan Planning Organization are required to establish and report single targets for Annual Hours of Peak Hour Excessive Delay (PHED) Per Capita and Percent of Non-Single Occupancy Vehicle (SOV) Travel for Atlanta urbanized area.*

ALDOT – PM3

Performance Measure	Baseline Score	2-year Target	4-year Target
Report Year	2022	2024	2026
Percent of person-miles traveled on the Interstate System that is reliable	98.7%	92.0%	92.0%
Percent of person-miles traveled on the non-Interstate NHS that is reliable	95.5%	90.0%	90.0%
Truck Travel Time Reliability (TTTR) Index	1.21	1.30	1.30

Transit Asset Management Targets

The C-PCTS Policy Committee supports the Transit Asset Management (TAM) targets established by GDOT and ALDOT

GDOT – PM4

Asset Category/Class	Total Number	Useful Life Benchmark (ULB)	Number Exceeding ULB3/3.0 TERM Rating	% Exceeding ULB/3.0 TERM Rating	Proposed FY 23 Targets
Rolling Stock					
BU-Bus (<=30 ft)	32	12 years	6	19%	20%
BU-Bus (>30 ft)	111	14 years	2	2%	10%
CU-Cutaway Bus	560	5 years	111	20%	53%
MV-Minivan	12	6 years	0	0%	10%
SB-School Bus (4) *	30	15 years	8	27%	25%
VN-Van	49	6 years	0	0%	10%
Equipment					
AO - Automobile	17	8 years	10	59%	10%
Trucks and other Rubber Tire Vehicles	52	8 years	25	48%	10%
Equip. > $50,000(5)	68	Varies	n/a	n/a	n/a
Facilities					
Administration	12	3.0 Term Rating	1	8%	25%
Maintenance	8	3.0 Term Rating	1	13%	25%
Passenger / Parking Facilities	5	3.0 Term Rating	0	0.0%	10%

* ***School Buses are handled by the Muscogee County School District and not METRA Transit nor the City of Columbus.***

Transit Asset Performance Measures – PM4 - ALDOT

- Asset Category; Rolling Stock (All revenue vehicles)
    - Performance Measures
        - Age - % of revenue vehicles within a particular asset class that have been met or exceed their Useful Life Benchmark
    - Performance Targets
        - Vans – reduce by 5% of current active inventory
        - Cutaway Buses – reduce by 5% of current active inventory
        - Body-in-Chassis – reduce by 5% of current active inventory
        - Full size buses – reduce by 5% of current active inventory
            - ◊ Statewide Goals will be to replace at least
                - ❖ 26 vans
                - ❖ 3 small buses (16-21 Passengers)
                - ❖ 4 small buses (24-27 Passengers)

- Asset Category: Equipment (Non-revenue vehicles)
  - Performance Measures
    - Age - % of revenue vehicles within a particular asset class that have met or exceed their Useful Life Benchmark
  - Performance Targets
    - Overall reduction in the current inventory by 5%
      - ◊ Equipment is defined as nonexpendable, tangible property, having a useful life of at least one year. (ALDOT will inventory only FTA purchased equipment over $50,000.00)

- Asset Category: Facilities (ALDOT will only rate FTA funded facilities)
  - Performance Measures
    - Conditions - % of facilities with a condition rating below 3.0 on a FTA Transit Economic Requirement Modal (TERM) Scale
  - Performance Targets
    - No more than 20% of FTA funded Facilities to have a rating of below 3.0 (Good) Condition

ALDOT- TAM

FTA Annual Targets - Transit State of Good Repair Performance Measures	**2025**
% Of Rolling Stock (Revenue vehicles) meet or exceed Useful Life Benchmark (ULB)	Reduce inventory by 5%
% Of Equipment (over $50K) meet or exceed Useful Life Benchmark (ULB)	Reduce by 10%
% Of FTA-funded Facilities with condition rating below 3.0 (adequate) of FTA Average TERM Scale	No more than 20% of facilities rate less than adequate

RULEMAKING	23 CFR & 49 CFR	FINAL PERFORMANCE MEASURES	MEASURE APPLICABILITY
Safety PM Final Rule			
	Part 490.207(a)(1)	Number of fatalities	All public roads
	Part 490.207(a)(2)	Rate of Fatalities	All public roads
	Part 490.207(a)(3)	Number of serious injuries	All public roads
	Part 490.207(a)(4)	Rate of serious injuries	All public roads
	Part 490.207(a)(5)	Number of non-motorized fatalities and non-motorized serious injuries	All public roads
Infrastructure PM Final Rule			
	Part 490.307(a)(1)	Percentage of pavements of the Interstate System in Good condition	The Interstate System
	Part 490.307(a)(2)	Percentage of pavements of the Interstate System in Poor condition	The Interstate System
	Part 490.307(a)(3)	Percentage of pavements of the non-Interstate NHS in Good condition	The non-Interstate NHS Roadways
	Part 490.307(a)(4)	Percentage of pavements of the non-Interstate NHS in Poor condition	The non-Interstate NHS Roadways
	Part 490.307(c)(1)	Percentage of NHS bridges classified as in Good condition	NHS
	Part 490.407(c)(2)	Percentage of NHS bridges classified as in Poor condition	NHS

System Performance PM Final Rule			
	Part 490.507(a)(1)	Percent of the Person-Miles Traveled on the Interstate that are Reliable	The Interstate System
	Part 490.507(a)(2)	Percent of the Person-Miles Traveled on the Interstate that are Reliable	The non-Interstate NHS Roadways
	Part 490.507(b)	Percent Change in Tailpipe CO2 Emissions on the NHS Compared to the Calendar Year 2017 Level	NHS
	Part 490.607	Truck Travel Time Reliability (TTTR) Index	The Interstate System
	Part 490.707(a)	Annual Hours of Peak Hour Excessive Delay Per Capita	The NHS is urbanized areas with a population over 1 million for the first performance period and in urbanized areas with a population over 200,000 for the second and all other performance periods that are also in nonattainment or maintenance areas for ozone(03), carbon monoxide (CO0, or particulate matter (PM10 and PM2.5)
	Part 490.707(b)	Percent of Non-Single Occupant Vehicle (SOV) Travel	
	Part 490.807	Total Emissions Reduction	All projects financed with funds from the 23 U.S.C. 149 CMAQ program apportioned to State DOTs in areas designated as non-attainment or maintenance for ozone (O3), carbon monoxide (CO), or particulate matter (PM10 and PM2.5)
Transit Performance PM Final Rule			
	Part 670	Public Transportation Safety Program - provides the framework for FTA to monitor, oversee, and enforce transit safety, based on the methods and principles of Safety Management Systems	Performance targets based on the safety performance criteria
	Parts 625 and 630	Transit Asset Management - defines the term "state of good repair" and establishes minimum Federal requirements for transit asset management	Performance measures for Equipment, Rolling Stock, Infrastructure, and Facilities

Project Contribution to Performance Targets

The Transportation Improvement Program is required to show how these projects are expected to positively affect the performance targets. Each of these projects was individually assessed to ensure that each contributed to these performance targets as shown in the table below.

PI#	Project Name	PM1	PM2		PM3		
		Safety	Bridges	Pavement	System Reliability	Truck Reliability	CMAQ
0017138	Military Drive	X			X		
0018352	Construct a Multiuse Trail on Cherokee Avenue	X					
100081562/ 100081563	Traffic Signal and turn lane installation at CR-230 and CR-240 Junction	X			X	X	
100073185	Resurfacing on Terminal Rd from SR-165 to end of Terminal Rd	X		X	X	X	
100081564 100081565	Resurface Riverchase Drive	X		X	X	X	
100082410 100082412	Resurface Opelika Road from US Hwy 280 to Crawford Road	X		X	X	X	
100082421	Resurfacing Mullin Stroud Rd & Bush Rd	X		X	X	X	
100082420	Resurfacing Summerville Road	X		X	X	X	
100082396	Resurface CR-145 from CR-149 to CR-175	X		X	X	X	
100082408	Resurface 20th Ave from South Railroad St to Crawford Rd	X		X	X	X	

PI#	Project Name	PM1	PM2		PM3		
		Safety	Bridges	Pavement	System Reliability	Truck Reliability	CMAQ
100082394	Resurface CR-236 from CR-240 to Russell Co Line	X		X	X	X	
100082409 100082411	Resurface Knowles Rd from SR-1 (US 431) to Phenix City Limits	X		X	X	X	
100082404	Resurface Meadowlane Dr from 10th Ave S to Brickyard Rd	X		X	X	X	
100082422	Resurface Sandfort Rd from Little Uchee Creek to Phenix City Limits	X		X	X	X	
100082414	Resurface Woodland Dr from US Hwy 80 to Sandfort Rd	X		X	X	X	
100082395	Resurfacing CR-248 (Summerville Rd) from the Smiths Station City Limits to the Phenix City Limits	X		X	X	X	
100078616	Resurfacing on Patterson Rd from SR-165 to Owens Rd	X		X	X	X	
100082407	Resurface Broad St from Summerville Rd to 13th Street	X		X	X	X	
100082405 100082406	Resurface Collin Powell Pkwy from MLK Jr Pkwy to Brickyard Rd	X		X	X	X	
100082397	Resurface CR-179 from CR-246 to US 280	X		X	X	X	

PROJECT SELECTION AND PRIORITIZATION PROCESS

The TIP serves as the implementation mechanism for transportation projects identified in the 2050 Metropolitan Transportation Plan. Federal guidelines require the TIP to be financially constrained per actual funding levels. Therefore, the Columbus-Phenix City Transportation Study's TIP only displays projects where the funding source is identified and are scheduled for a phase of activity (i.e., preliminary engineering, right-of-way, or construction) during FY 27 to FY 30.

The project selection process begins with a review of all projects identified in the 2050 MTP. Using the 2050 Plan, a master project list was prepared that initially sequenced road improvement by funding categories. New evaluation factors are applied to the project list. Each of the factors, and the corresponding point assessments are described below.

Project Evaluation Factors:

Congestion Relief (8) Points (A & B)

A - Existing Level of Congestion = existing volume and capacity
- Four (4) points: V/C>1
- Three (3) points: V/C>0.85 and V/C<1.0
- Two (2) points: V/C>0.70 and V/C<0.84
- One (1) point: V/C<0.7

B - Future Level of Congestion = future volume / existing capacity
- Four (4) Points: V/C>1
- Three (3) Points: V/C>0.85 and V/C<1.0
- Two (2) Points: V/C>0.70 and V/C<0.84
- One (1) Point: V/C<0.7
- (Determined from Year 2050 Columbus No-Build Traffic Model)

Service to Major Activity Centers (3) Points

Three (3) points: Project provides improvements in access to an existing regional major activity center – or – project reduces single-occupant vehicle travel to, between, and within activity centers.
Two (2) points: Project provides improvements in access to a future local major activity center – or – project reduces single-occupant vehicle within activity centers.
One (1) point: Project does not benefit activity centers.

Freight Use (3) Points: Substantial service to freight movement or facility servicing substantial freight movements

Three (3) points: Project enhances the ability for a National Highway System Route, Interstate Route, or other major state or local route to efficiently move freight.
Two (2) points: Project maintains the ability for a National Highway System Route, Interstate Route, or other major state or local route to efficiently move freight.
One (1) point: Project impairs the ability for a National Highway System Route, Interstate Route, or other major state and local route to efficiently move freight.

*Projects that increase capacity, improve roadway geometry, increase average travel speed, improve access, and/or improve mobility would be awarded a higher point valve. Projects that make the movement of trucks more difficult and less efficient would be awarded a lower point value.

<u>Vehicle Crash Incidence (3) Points: Potential to Reduce Crash History (3 Points): Project with Highest Crash Rate (Segment Rate)</u>
Three (3) points: Project in area ranked in top 1/3rd crash rates (segment rate)
Two (2) points: Project in area ranked in middle third of crash rates (segment rate)
One (1) point: Project within lowest 1/3rd of crash rates (segment rate)

<u>Bike/Pedestrian Accommodation (3) Points: Contributor to improved accessibility for pedestrians and bicyclists</u>
Three (3) points: Project provides positive benefit to pedestrian and bicycle safety (i.e., provides new sidewalks, bikeways, multiuse paths, trails, improved crossings, and similar)
Two (2) points: Project will not change conditions for pedestrians or bicyclists.
One (1) point: Project will negatively affect bicycle or pedestrian facilities and accommodation

*Projects that include improvements to the pedestrian and bicycle system that enhance safety and accommodation above existing conditions, would be awarded more points. Projects that maintain the status quo or have negative impacts would be awarded fewer points.

<u>Natural Environment (3) Points: Impact on wetlands, watersheds, ecosystems, air, and water quality</u>
Three (3) points: Project has significant and measurable net positive impact on wetlands, watersheds, ecosystems, air, and water quality
Two (2) points: Project is neutral in its environmental impact, neither providing significant benefit nor detriment to the environment
One (1) point: Project has significant and net negative impact on wetlands, watersheds, ecosystems, air, and water quality

*Projects that contribute to improvements in water and air quality; restore or increase (appropriately) wetlands, and project ecosystems would be awarded higher point values. Projects that involve significant mitigation and remediation of wetlands and impact sensitive ecosystems would be awarded lower point values.

<u>Neighborhood (3) Points: Impact on neighborhoods, communities, and historic and archaeological sites</u>
Three (3) points: Project has a net positive impact on neighborhood, community, historic, or archaeological elements in the community. The project is sensitive to the area context. Project has limited or no impact to significant community elements (schools, churches, archaeological sites, homes, cultural amenities, etc.) and provides measurable and real impact to community elements (schools, churches, archaeological sales, homes, cultural amenities, etc.)
Two (2) points: Project is neutral in its impact on neighborhoods, community, historic, or archaeological elements in the community. The project is somewhat context sensitive; however, it

has some measurable and real impact to community elements (schools, churches, archaeological sales, homes, cultural amenities, etc.)
One (1) point: Project has a net negative impact on neighborhood, communities, and historic and archaeological sites. Project encourages unsustainable growth.

*Streetscape, bikeway, trail, sidewalk, transit, context-sensitive roadway modification, and similar projects would be awarded higher point values. Significant road widening and projects that require significant "takings" and that have substantial community impacts would be awarded lower point values.

<u>Adherence to Existing State / Local Plans (4 Points)</u>
Three (3) points: Adherence to existing street and highway, master, regional, and local model plans
Two (2) points: Project is state project
One (1) point: Project is not a part of any of the aforementioned plans, nor has local support

*Projects programmed in local capital improvements programs, regional programs, and statewide programs and that are a part of adopted plans would be awarded the highest number of points. Projects that are not programmed or a part of adopted plans would be awarded the fewest number of points.

<u>Feasibility (3 Points): Reasonable cost, efficient, resourceful, having positive long-term economic impacts</u>
Three (3) points: Project has been studied through completion of preliminary engineering or a completed feasibility study, project has begun design work
Two (2) points: Project has undergone some level of preliminary engineering or feasibility study, the ability to be implemented
One (1) point: Project is undefined, except by long range or comprehensive plan

*Projects that have demonstrated feasibility for implementation are awarded the highest number of points. These projects will often have had supporting feasibility study, concept design, and engineering completed. Projects that are less well-defined are awarded fewer points.

<u>Project Ready (3 Points)</u>
Three (3) points: Project ready to go (designed and mostly funded)
Two (2) points: Project is well-defined (designed and partially funded)
One (1) point: Project expands an existing or constructs a new road but does not have funding identified

*Projects that are ready and have some or all the funding needed would be awarded higher point values. Projects that are less well-defined and do not have funding would receive fewer points.

<u>Growth Areas (3 Points): Promotion of sensible, sustainable growth</u>
Three (3) points: Project promotes, encourages, and supports sustainable patterns of growth
Two (2) points: Project neither promotes or discourages sustainable patterns of growth
One (1) point: Project encourages unsustainable patterns of growth

*Projects that support and enhance existing stable communities and/or planning nodes of responsible growth would be awarded more points. Projects that promote or extend unsustainable patterns or development would be awarded fewer points.

<u>Intermodal (3 Points): Enhance of intermodal access</u>
Three (3) points: Project is on a transit route, a designated bicycle route and in a pedestrian activity area
Two (2) points: Project is on a transit route or a designated bicycle route or pedestrian activity area
One (1) point: Project is not on a transit route, a designated bicycle route nor is in a pedestrian activity area.

All modes of transportation continue to be reflected in the TIP based on a continuing, cooperative, and comprehensive technical and planning process.

AMENDMENT PROCESS

Revisions to the Transportation Improvement Program (TIP) may be processed as either Administrative Modifications or Amendments in accordance with 23 CFR Part 450 and the procedures established by the Georgia Department of Transportation (GDOT), the Alabama Department of Transportation (ALDOT), the Federal Highway Administration (FHWA), and the Federal Transit Administration (FTA).

<u>Georgia Department of Transportation – Statewide Procedures for TIP Revisions</u>

<u>Administrative Modification</u>

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

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

A. **Air Quality** - A STIP/TIP/MTP administrative modification can be processed on a project when it does not impact an air quality conformity determination.
B. **Cost Increase Threshold** - A STIP/TIP/MTP administrative modification can be processed on a project phase with a cost increase of up to $4 million or 40% in federal share with a cap at $40 million of the amounts to be authorized. When:

1. the Federal Share of the project phase amount in the STIP/TIP/MTP is $10 million or less, the cost may be increased by an amount up to $4 million and fiscal constraint is not impacted, as shown in Note (d) or

2. the Federal Share of the project phase amount in the STIP/TIP/MTP is greater than $10 million the cost may be increased by a maximum of 40% up to a cost increase of $40 million and fiscal constraint is not impacted, as shown in Note (d).

C. **Non-Federal Funded Phases** - Adding a project phase that utilizes 100 percent nonfederal funding that does not impact fiscal constraint, federal share match, and air quality.

D. **Shifting Project Phase** - A STIP/TIP/MTP administrative modification can be processed when shifting projects/project phase within the existing 4-year STIP/TIP.

E. **Public Review and Comment** - A STIP/TIP/MTP administrative modification can be processed on a project phase if it does not require public review and comment.

F. **August Redistribution** - A STIP/TIP/MTP administrative modification can be processed if an existing project is utilizing August Redistribution funding and is exempt from air quality conformity determination. If a project is non-exempt, it must follow all federal requirements for a S/TIP Amendment.

Amendment

Amendment means a revision to a long-range statewide or metropolitan transportation plan, STIP, or TIP that involves a major change to a project included in a metropolitan transportation plan, STIP, or TIP, including the addition or deletion of a project or a major change in project cost, project/project phase initiation dates, or a major change in design concept or design scope (e.g., changing project termini or the number of through traffic lanes or changing the number of stations in the case of fixed guideway transit projects). Changes to projects that are included only for illustrative purposes do not require an amendment. An amendment is a revision that requires public review and comment and a re-demonstration of fiscal constraint. If an amendment involves “non-exempt” projects in nonattainment and maintenance areas, a conformity determination is required.

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

A. The addition of a new project or the addition of a phase with federal funds to an existing project. This includes any new projects that are funded with Congressionally Directed Spending, Federal Land Access Program (FLAP) funds, or Title 23 or Title 49 discretionary funding.

B. Project changes that impact air quality conformity determination.

C. Shifting a project or a project phase that falls outside the existing 4-year STIP/TIP range (i.e., existing STIP/TIP year is 2024 – 2027 but bringing in a project phase from a previous Fiscal Year (FY) or beyond the last year of the STIP period)

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

The following actions also require a redemonstration of fiscal constraint:

A. Financial changes that exceed the above administrative modifications threshold.

B. Annual rebalancing of the existing STIP to demonstrate fiscal constraint for the upcoming FY.

C. Shifting project funding sources such as changing a non-federally funded project to a federally funded project.

Amendments require public review and responses to all comments, either individually or in summary form. For amendments in MPO areas, the public review process should be carried out by the procedures outlined in the Participation Plan. Georgia DOT will ensure that the amendment process and the public involvement procedures have been followed.

Except for Congressionally Directed Spending, FLAP, and Discretionary Grants, ALL other amendments to the STIP must be approved jointly by FHWA and FTA.

Notes:

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

b. The date the STIP or the STIP amendment becomes effective is when FHWA and FTA jointly approve it.

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

d. Funds for amendments and administrative modifications will come from the funds set aside in the STIP Financial Plan.

e. Before the start of each State Fiscal Year, GDOT shall submit an Annual STIP. Amendment that updates the STIP Financial Plan to show funding set aside for amendments and administrative modifications for the upcoming fiscal year. In the event the STIP amendment update is delayed, GDOT will submit the amendment no later than October 1st.

f. GDOT will submit to FHWA/FTA a detailed monthly Modification report, showing financial transactions and balances.

g. GDOT will submit to FHWA/FTA accompanying Administrative Modification Authorizations Tables for review before requesting FMIS authorizations in advance of the monthly Modification report.

h. Projects that are funded with Congressionally directed spending, FLAP funds, or Title 23 or Title 49 discretionary funding can be incorporated into the STIP/TIP/MTP via an informational appendix after the amendment process is complete.

i. A public comment period is required for all projects funded under a Title 23 and Title 49 discretionary grant program. Public review for discretionary grant projects can be advertised as informational only and comments received will be forwarded to the project sponsor.

Public Involvement

Amendments shall be developed in accordance with applicable federal regulations and the adopted Columbus-Phenix City Transportation Study (C-PCTS) Public Participation Plan. A thirty (30) day public review and comment period shall be provided for all TIP Amendments. Responses to comments will be documented either individually or in summary form. Fiscal constraint shall be maintained for all TIP revisions.

For projects located within Georgia, revisions shall be processed in accordance with current GDOT STIP/TIP revision procedures. For projects located within Alabama, revisions shall be processed in accordance with applicable ALDOT procedures. The C-PCTS MPO will coordinate with GDOT, ALDOT, FHWA, and FTA, as appropriate, to ensure compliance with all federal and state requirements.

As a bi-state Metropolitan Planning Organization, the C-PCTS MPO shall also process revisions to projects located within Alabama in accordance with the Alabama Department of Transportation's adopted STIP/TIP revision procedures, summarized below.

Alabama Department of Transportation – Statewide Procedures for TIP Revisions

Purpose

This Memorandum of Understanding (MOU) establishes a set of procedures to be used in the State of Alabama for processing revisions to the Metropolitan Planning Organization (MPO) FY 2027-2030 Transportation Improvement Program (TIPs), and the Alabama Department of Transportation's Statewide Transportation Improvement Program (STIP). The STIP is the aggregation of the MPO TIP's, ALDOT statewide and Interstate programs.

Definitions

- *Administrative Modification* means a minor revision to a long-range statewide or metropolitan transportation plan, Transportation Improvement Program (TIP), or Statewide Transportation Improvement Program (STIP) that includes minor changes to project/project phase costs, minor changes to funding sources of previously included projects, and minor changes to project / project phase initiation dates. Administrative Modification is a revision that does not require public review comment period, and re-demonstration of fiscal constraint, or a conformity determination (in nonattainment and maintenance areas). [23 CFR 450.104]
- *Amendment* means a revision to a long-range statewide or metropolitan transportation plan, TIP, or STIP that involves a major change to a project included in a metropolitan transportation plan, TIP, or STIP, including the addition or deletion of a project or a major change in project cost, project/project phase initiation dates, or a major change in design concept or design scope (e.g., changing project termini or the number of through traffic lanes). Changes to projects that are included only for illustrative purposes do not require

an amendment. An Amendment is a revision that requires public review and comment, re-demonstration of fiscal constraint, or a conformity determination (for metropolitan transportation plans and TIPs involving "non-exempt" projects in non-attainment 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. [23 CFR 450.104]

- *Betterment* consists of surface treatments/corrections to existing roadway (preferably within Alabama Department of Transportation (ALDOT) right-of-way), to maintain and bring the infrastructure to current design standards for that classification of highway. This may involve full depth base repair, shoulder-widening, increased lane-widths, correction super-elevation, as well as drainage improvements and guide rail upgrades.
- *Change in Scope* is a substantial alteration to the original intent or function of a programmed project; (e.g., change project termini or the number of through-traffic lanes).
- *Cooperating Agencies* include ALDOT, Metropolitan Planning Organizations (MPOs), and Rural Planning Organizations (RPOs), Federal Highway Administration (FHWA), Federal Transit Administration (FTA), and transit agencies.
- *Financially Constrained (Fiscal Constraint)* means that the metropolitan transportation plan, TIP, and STIP included sufficient financial information for demonstrating that projects in the metropolitan transportation plan, TIP, and STIP can be implemented using committed, available, and reasonably available revenue sources, with reasonable assurance that the federally supported transportation system is being adequately operated and maintained. For the TIP, and the STIP, financial constraint / fiscal constraint applies to each program year. Additionally, project in air quality nonattainment and maintenance areas can be included in the first two years of the TIP and STIP only if funds are "available" or "committed." [23 CFR 450.104]
- *Fiscal Constraint Chart (FCC)* is an Excel spreadsheet, or a chart generated by the Comprehensive Project Management System (CPMS), that depicts the transfer of funds from one source of funding to be a completed project, or multiple projects, that net out to zero.
- *Level of Effort (LVOE)* is the term used to describe certain projects in the TIPs and STIP that are not considered of appropriate scale to be identified individually. Projects may be grounded by function, work type, or geographical area, using the applicable classifications under 23 CFR 771.117(c) and (d), and/or 40 CFR part 93. In air quality nonattainment and maintenance areas, project classifications must be consistent with the exempt project classifications, contained in the transportation conformity regulations (40 CFR part 93). These projects are placed in the TIPs and STIP according to selected funding programs, with their anticipated fiscal year apportionments within the plan.
- *New Project* is a project that is not programmed in the current TIP/STIP, and does not have previous obligations from a prior TIP/STIP.
- *Obligated projects* mean strategies and projects funded under Title 23 U.S.C. and Title 49 U.S.C. Chapter 53 for which the supporting federal funds were authorized and committed by the State or designated recipient in the preceding program year and authorized by the FHWA or awarded as a grant by the FTA.
- *Planning Partner* may refer to one of the following: ALDOT, FHWA, MPOs, RPOs, or other federal or state agencies.

- *Project Selection* means the procedures followed by MPOs, States, and public transportation operators to advance projects from the first four years of an approved TIP and/or STIP to implementation, in accordance with agreed upon procedures. [23 CFR 450.104]
- *Public Participation Plan (PPP)* is a documented, broad-based public involvement process that describes how the Planning Partner will involve and engage the public, the under-served and interested parties in the transportation planning process and ensure that the concerns of stakeholders are identified and addressed in the development of transportation plans and programs.
  Note: The Alabama MPO Public Participation Plans may be found on the individual MPO websites. A complete listing of MPO websites may be found on the following ALDOT site: http://www.dot.state.al.us/Itweb/planning/MPOWebsites.html.
- Revision means a change to a long-range statewide or metropolitan transportation plan, TIP, or STIP that occurs between scheduled periodic updates. A *major revision is an "amendment," while a minor revision is an "administrative modification."* [23 CFR 450.104]
- Statewide-managed Program (Statewide Program) includes those transportation improvements or projects that are managed in the STIP, including project selection, at the ALDOT Central Office level, with possible regional Planning Partner solicitation and input. Examples include, but are not limited to HSIP, RRX, and TAP projects.
- Statewide Transportation Improvement Program (STIP) means a statewide prioritized listing/program of transportation projects covering a period of four years that is consistent with the long-range statewide transportation plan, metropolitan transportation plans, and TIPs, and required for projects to be eligible for funding under Title 23 U.S.C. and Title 49 U.S.C. Chapter 53. [23 CFR 450.104]
- Transportation Improvement Program (TIP) means a prioritized listing/program of transportation projects covering a period of four years that is developed and formally adopted by an MPO as part of the metropolitan transportation planning process, consistent with the metropolitan transportation plan, and required for projects to be eligible for funding under Title 23 U.S.C. and Title 49 U.S.C. [23 CFR 450.104]

What is a Transportation Improvement Program (TIP) and what is a Statewide Transportation Improvement Program (STIP)?

The TIP consists of the approved MPO projects, developed by the MPOs, and statewide programs and projects developed by ALDOT within the urban areas of the MPOs. STIP is the official transportation improvement program document, mandated by federal statute and recognized by FHWA and FTA. The STIP is a statewide, prioritized listing or program, of transportation projects to be implemented over a four-year period, consistent with MPO Long Range, Regional, or Metropolitan Plans, Statewide Transportation Plans, and MPO Transportation Improvement Programs (TIPs). The State's Five-Year Program, which incorporates the TIPs and STIP, is required by Alabama state law.

TIP / STIP Administration

FHWA and FTA will only authorize projects, and approve grants for projects that are programmed in the currently approved STIP. If a Planning Partner, Transit Agency, or ALDOT, wishes to proceed with a project not programmed in the STIP, a revision must be made to the STIP.

Highway and road projects will be approved by FHWA, and Transit projects will be approved by FTA.

The Federal Statewide and Metropolitan Planning regulations, contained in 23 CFR 450 et al, govern the provisions of the STIP and of individual MPO TIPs, parts related to STIP and TIP revisions, and other actions taken to revise the TIP. The intent of this federal regulation is to acknowledge the relative significance, importance, and / or complexity, of individual programming actions. *Federal Transportation Planning and Programming, Code of Regulation, 23 CFR 450.324*, permits the use of alternative procedures by the cooperating parties, to effectively manage actions encountered during a given STIP cycle. The regulations require that any alternative procedures be agreed upon, and such alternative procedures be documented and included in the STIP document.

All revisions must maintain year-to-year fiscal constraint [23 CFR 450.324(e), (h), and (i)] for each of the four years of the TIP and STIP. All revisions shall maintain the estimated total cost of the project, which may extend beyond the four years of the TIP/STIP. The arbitrary reduction of the overall cost of a project, or project phase(s), shall not be utilized for the advancement of another project.

In addition, TIP revisions must be consistent with the Metropolitan Transportation Plan of the individual MPO and must correspond to the adopted provisions of the MPO Public Participation Plans. A reasonable opportunity for public review and comment shall be provided for significant revisions to the TIPs and STIP.

If a revision adds a project, deletes a project, or impacts the schedule or scope of work of an air quality significant project in a nonattainment or maintenance area, a new air quality conformity determination will be required, if deemed appropriate by the Interagency Air Quality Consultation Group (IAC). If a new conformity determination is necessary, an amendment to the Long Range or Regional Transportation Plan (project listings only), shall be developed and approved by the MPO. The modified conformity determination would then be based on the amended LRTP conformity analysis, and public involvement procedures, consistent with the existing PPP, would be required.

If the August Redistribution of Federal Highway Funds adds, advances, or adjusts federal funding for a project, the MPOs and other Planning Partners will be notified of the Administrative Modification by ALDOT.

Revisions: Amendments and Administrative Modifications

Note: This MOU does NOT change the Codes of Federal Regulations. It does modify some language within those regulations to make clear the understanding between the agreeing parties.

For full application of the CFRs, visit definitions for *Amendment, Administrative Modification, and Revision* on p.1. Revisions are not applicable for authorized project scopes.

An Amendment is a major STIP/TIP planned project revision that:

- Affects air quality conformity, regardless of the cost of the project or the funding source.
- Adds a new project, or deletes a project, that utilizes federal funds from a statewide line item, exceeds the thresholds listed below, and excludes those federally funded statewide program projects.
- Adds a new project phase(s), or increases a current project phase, or deletes a project phase(s), or decreases a current project phase that utilizes federal funds, where the revision exceeds the following thresholds:
  *$5 million for ALDOT federally funded projects and Transportation Management Area (TMA) attributable projects.
  *$1 million for ALDOT federally funded projects and for non-TMA MPOs attributable projects.
  *$750,000 for the county highway and bridge program.
- Involve a change in the Scope of Work to a project(s) that would:
  *Result in an air quality conformity reevaluation.
  *Result in a revised total project estimate that exceeds the thresholds established between ALDOT and the Planning Partner (not to exceed any federal-funded threshold contained in this MOU).
  *Results in a change in the Scope of Work on any federally funded project that is significant enough to essentially constitute a New Project.
  *Level of Effort (LVOE) planning budget changes, exceeding 20% of the original budgeted amount.

All items requiring amendments to the STIP should be submitted to the ALDOT Office Engineer bureau no later than the first Tuesday of each month. Amendments to the STIP will be conducted on a Bimonthly cycle. Non-routine amendments requested by the State Transportation Director, or the Joint Highway committee can be performed at any time.

Approval by the MPO (or cooperative effort with an RPO) is required for Amendments. The MPO/RPO must then request ALDOT Central Office approval, using the electronic Financial Constraint Chart (FCC) process. An FCC must be provided (in Excel format), which summarizes previous actions, the requested adjustments, and after the changes, an updated TIP. ALDOT's Central Office will review, approve, and forward to the appropriate federal agency for review and approval, with copies to other partner federal agencies.

All revisions shall be identified and grouped as one action on an FCC, demonstrating both project and program fiscal constraint. The identified grouping of projects (the *entire* amendment action) will require approval by the cooperating parties. In the case that a project phase is pushed out of the TIP four-year cycle, the Planning Partner will demonstrate, through a Fiscal Constraint Chart, fiscal balance of the subject project phase, in the second period of the respective Long Range Transportation Plan.

An Administration Modification is a minor STIP/TIP revision that:

- Adds a project from a level of effort category or line item, utilizing 100 percent state or non-federal funding, or an MPO TIP placement of the federally funded, Statewide Program, or federal funds from a statewide line item that do not exceed the thresholds established by the Planning Partner.
- Adds a project for emergency repairs to roadways or bridges, except those involving substantive or functional adjustments, or location and capacity changes.
- Draws down, or returns funding, from an existing STIP/TIP Reserve Line Item, and does not exceed the threshold established between ALDOT and the Planning Partners.
- Adds federal or state capital funds from low-bid savings, de-obligations, release of encumbrances, from savings on programmed phases, and any other project-cost modification sent to and approved by FHWA or FTA, to *another* programmed project phase or line item.

The initial submission and approval process of the Statewide Transportation Improvement Program (STIP, will establish federal funding for Level of Effort (LVOE) project groups. Subsequent placement of individual projects *in the STIP that are LVOE, will be considered Administrative Modifications.*

Administrative Modifications do not affect air quality conformity, nor involve a significant change in a project scope of work that would trigger an air quality conformity reevaluation; do not exceed the threshold established in the MOU between ALDOT and the Planning Partners, or the threshold established by this MOU (as detailed in the Revisions: Amendments and Administrative Modifications section); and do not result in a change in scope on any federally-funded project that is significant enough to essentially constitute a *new project*.

Administrative Modifications do not require federal approval. ALDOT and the Planning Partner will work cooperatively to address and respond to any FHWA or FTA comments. FHWA and FTA reserve the right to question any administrative action that is not consistent with federal regulations or with this MOU, where federal funds are being utilized.

Level of Effort Funding Categories

Projects in the STIP/TIP, referred to as Level of Effort (LVOE) projects, represent grouped projects not considered or appropriate scale to be identified individually. Projects may be grouped by function, work type, and/or geographical area, using the applicable classifications under 23 CFR 771.117 (c) and (d), and/or 40 CFR part 93. In nonattainment and maintenance areas, project classifications must be consistent with the exempt project classifications contained in the EPA transportation conformity regulations (40 CFR part 93).

LVOE projects are placed in the STIP/TIP according to selected funding programs, with the planned funding amounts for each year. ALDOT, and the affected MPOs, will be required to make formal amendments to the STIP/TIP for any adjustment of funding of an LVOE group that exceeds 20 percent of its originally planned funding. The selected statewide funding programs include:

- Interstate Resurfacing Program (includes lighting, sign & pavement rehabilitation)

- Non-Interstate Resurfacing Program (FM)
- Transportation Alternative Program (TAP)
- Safety Projects (Hazard elimination, roadway, and rail, high-speed passenger rail, seatbelt, blood alcohol content, and others.)
- Recreational Trails (Funds are transferred to ADECA.)
- County Allocation Funds (Off-system bridges and STP non-urban.) (Only until prior year carryover is fully obligated)
- Federal Transit Programs: (Sub Recipient) 5307 (Urbanized), 5311 (non-urban), 5310 (Elderly and Disabilities), and 5339 (Buses and Bus Facilities)

Addition or deletion of individual LVOE projects are considered Administrative Modifications, and do not require any further MPO action prior to authorization, subject to the dollar thresholds established in the sections above. ALDOT will include all individual LVOE projects on the STIP project detail listing and will also maintain a matrix listing, on the STIP website, of LVOE projects. The MPOs will be notified as soon as any specific projects within their urban areas are identified and selected and will have ten (10) days to decline the project. Additionally, the MPOs will be notified as soon as any specific projects are modified or deleted within their urban areas and will have ten (10) days to decline the project deletion or change.

Level of Effort (LVOE) holds funds that are not dedicated to specific projects, and may be used to cover cost increases, or add new projects or project phases. LVOE shall not exceed the thresholds, or the requirements, of any other items that require an amendment.
Level of Effort resurfacing shall be programmed annually. Projects or project lists will be added as soon as available, and MPOs will be notified of all changes that occur in the list.

Financial Constraint

Demonstration of STIP/TIP financial constraint to FHWA and FTA, takes place through a summary of recent Administrative Modifications and proposed Amendments. Real-time versions of the STIP/TIP are available to FHWA and FTA through ALDOT's Comprehensive Project Management System (CPMS/MPO Portal).

Note: While there is no stipulated timeframe established in this MOU for securing federal approval for formal Amendments or Administrative Modifications the agencies are expected to act responsibly and with all due diligence to complete these processes in a timely manner.

STIP/TIP Financial Reporting

At the end of each quarter, ALDOT will provide each MPO or Planning Partner with a STIP/TIP financial report of actual federal obligations and state encumbrances for highway, bridge, and transit programs in the respective Metropolitan Planning Areas. At the end of the federal fiscal year, the ALDOT report card can be used by the Planning Partners as the basis for compiling information, to meet the Federal Annual Listing of Obligated Projects requirement. The STIP/TIP Financial Report, provided to FHWA and FTA, will also include performance measures as allowed under the *Project Approval and Oversight Agreement, a Partnership between the Federal Highway*

Administration Alabama Division and the Alabama Department of Transportation, applicable to LVOE and to include:

- The total percent of STIP/TIP construction projects advanced to be ran quarterly

A summary report detailing this information will be provided at the end of the federal fiscal year.

As each MPO TIP is adopted, this MOU will be included in the TIP documentation. The MPO or Planning Partner may choose to adopt an MOU that will clarify how the MPO or Planning Partner will address TIP revisions. **In all cases, individual MPO revision procedures will be developed under the guidance umbrella of this document**. If an MPO elects to set more stringent procedures, then ALDOT, FHWA, and FTA will adhere to the more restrictive procedures.

Signature Page

PUBLIC PARTICIPATION

Public participation is a critical component of the metropolitan transportation planning process and helps ensure that transportation plans and programs reflect the needs and priorities of the communities served by the Columbus-Phenix City Transportation Study (C-PCTS). The policies and procedures established in the adopted 2023 C-PCTS Public Participation Plan (PPP) were utilized to guide development of the FY 2027–2030 Transportation Improvement Program (TIP) and to ensure open, timely, and meaningful public participation in the transportation decision-making process.

- In Alabama, all MPO and Advisory Committee meetings are subject to applicable provisions of the Alabama Open Meetings Act, Alabama Code §36-25A.
- Members of the Technical Coordinating Committee assisted MPO staff in the development and review of a fiscally constrained project list for inclusion in the TIP
- Following release of the Draft TIP by the Policy Coordinating Committee, a thirty (30) day public review and comment period was provided in accordance with the adopted Public Participation Plan.
- Public notice of the comment period was provided through multiple outreach methods, including publication of legal notices and advertisements, posting of the Draft TIP on the MPO's website, and distribution through electronic mailing lists and stakeholder contacts.
- All comments received during the public review period were considered prior to adoption of the FY 2027-2030 Transportation Improvement Program by the C-PCTS Policy Coordinating Committee.

TITLE VI

The Columbus-Phenix City Transportation Study (C-PCTS) is committed to ensuring that no person is excluded from participation in, denied the benefits of, or subjected to discrimination under any transportation planning program or activity on the basis of race, color, national origin, sex, age, or disability.

C-PCTS complies with Title VI of the Civil Rights Act of 1964, Executive Order 13166 regarding Limited English Proficiency (LEP), the Americans with Disabilities Act (ADA), and other applicable federal nondiscrimination requirements. The MPO strives to provide meaningful opportunities for public involvement and access to the transportation planning process for all residents within the metropolitan planning area.

Title VI and nondiscrimination principles are incorporated into the development of the Metropolitan Transportation Plan (MTP), Transportation Improvement Program (TIP), Public Participation Plan (PPP), and other transportation planning activities. C-PCTS strives to ensure that transportation planning decisions are made through an open, transparent, and inclusive process that provides opportunities for participation by all interested parties.
In accordance with FTA Circular 4702.1B, METRA maintains a Language Assistance Plan to facilitate participation by individuals with Limited English Proficiency.

AMERICAS WITH DISABILITIES ACT (ADA)

The C-PCTS seeks to comply with all applicable provisions of the Rehabilitation Act of 1973, Section 504 (29 USC 701-794), and will the Americans with Disabilities Act (ADA) (42 USC 12131-12164). Access to meetings by persons with disabilities is encouraged through selection of venues with wheelchair ramps and hand-railings, distribution of timely meeting notices, and support of ADA amenities on all roadway and pedestrian improvements. The C-PCTS further encourages an active role in TIP development and all transportation planning by the physically impaired through membership in the Citizen Advisory Committee (CAC).

BICYCLE AND PEDESTRIAN CONSIDERATIONS

C-PCTS supports the Federal Highway Administration's *Strategic Agenda for Pedestrian and Bicycle Transportation* (2016), which provides a national framework for improving walking and bicycling through coordinated planning, design, and investment. The Strategic Agenda identifies four primary goals for advancing bicycle and pedestrian transportation:

- Networks: Achieve safe, accessible, comfortable, and connected multimodal networks in communities throughout the United States; and
- Safety: Improve safety for people walking and bicycling; and
- Trips: Get more people walking and bicycling.

C-PCTS MPO conducted an inventory of sidewalks, bicycle / pedestrian paths, and bike lanes. There are 367 miles of sidewalks, 6 miles of on-street bike facilities, and 51.38 miles of shared-use bicycle and pedestrian facilities in the Columbus and Phenix City urbanized area.

Complete Streets Policy

In 2014, the City of Columbus passed its first ever-Complete Streets Resolution. The purpose of the Complete Streets Policy is to promote livable communities by enhancing mobility, accessibility, safety, and economic vitality for users of all ages and abilities through the planning, design, construction, operation, and maintenance of transportation facilities. In 2018, Columbus amended the Complete Streets Policy calling for adoption of design standards and formation of a Compliance Committee. Abiding by these principals, Complete Streets Policy shall establish standard practices and procedures for the communities within the urbanized area. Design applications should come from reputable sources that have been field-tested and measured for effectiveness and safety. Complete Streets designs should consider the importance of creating corridors where all users can feel safe and are inviting through aesthetic design to use such facilities.

Complete Streets Design Standards

The C-PCTS MPO shall use the best and latest design guidance, standards, and recommendations available to maximize design flexibility and innovation, and always be aware that design solutions should balance user and modal needs. This includes a shift toward designing at the human scale for the needs and comfort of all people and travelers, in considering issues such as street design and width, desired operating speed, hierarchy of streets, and connectivity. Design criteria shall not be purely prescriptive but shall be based on the thoughtful application of engineering, architectural, and urban design principles. These materials include, but are not limited to:

- The United States Department of Transportation Federal Highway Administration's Manual of Uniform Traffic Design Control
- The United States Department of Transportation Federal Highway Administration Traffic Monitoring Guide
- The American Association of State Highway and Transportation Official's (AASHTO) Policy on Geometric Design of Highways and Streets and Guide for Planning, Designing and Operating Pedestrian Facilities
- The National Association of City Transportation Officials (NACTO) Urban Street Design Guide and Urban Bikeway Design Guide
- Final Circulars and guidelines issued by the Federal Transit Administration including design requirements abiding by the Americans with Disabilities Act and Title VI
- Documents and plans created for the Cities and Counties within the MPO such as Comprehensive Plans, and documents and plans created by C-PCTS MPO such as the Metropolitan Transportation Plan and the Alternative Transportation Plan

If the above guides or any future guides conflict or are unclear on any element of a proposed design, the appropriate authority shall select the design guidance that best fits the context of the project, the safety of users, and achieves the goals of Complete Streets.

Attention to Aesthetic

Complete Streets should be designed to create attractive, comfortable, safe, and inviting public spaces for all users. The design of cities begins with the design of streets as community places where people want to be. As part of the public realm, streets shall be held to a higher standard for urban design at a human scale. Multi-modal accommodations and all MPO projects in the right-of-way shall be approached as opportunities to enhance the aesthetic qualities of its public realm through the thoughtful creation of place. Wherever feasible, streetscapes shall protect and include street trees and native plants, and incorporate landscape architecture, public art, pedestrian amenities and wayfinding signage, sidewalk cafes and street-facing retail, and/or other elements that enhance the attractiveness of the cities / counties and foster healthy economic development.

Bicycle and Pedestrian Facility Placement Considerations

The Columbus-Phenix City MPO will consider the accommodation of bicyclists and pedestrians in all transportation projects, where feasible, unless exceptional circumstances exist.

- Locations where bicyclists and pedestrians are prohibited by law from using the roadway. In this instance, an effort may be necessary to accommodate bicyclists and pedestrians elsewhere within the right of way or within the same transportation corridor.
- The cost of establishing a bikeway or walkway in the project area would be excessively disproportionate to the need or probable use.
- Where sparseness of population or other factors indicate an absence of existing and future need.

- Examples of where this may be applicable should include scenarios where a street is a cul-de-sac with four or fewer dwellings or the street has severe topographic or natural resource constraints.

Guidance from the Federal Highway Administration on this issue states that "due consideration" of bicycle and pedestrian needs should include, at a minimum, a presumption that bicyclists and pedestrians will be accommodated in the design of new and improved transportation facilities. In the planning, design and operation of transportation facilities, bicyclists, and pedestrians should be included as a matter of routine, and the decision not to accommodate them should be the exception rather than the rule. There must be exceptional circumstances for denying bicycle and pedestrian access either by prohibition or by designing highways that are incompatible with safe, convenient walking and bicycling.

Another accessibility-based pedestrian design consideration relates to the Americans with Disabilities Act (ADA), which requires that transportation facilities and services be accessible to individuals with disabilities. Accessibility improvements may include the installation or upgrade of curb ramps, sidewalks, pedestrian signals, and other features that improve access as part of roadway resurfacing, reconstruction, or other transportation projects.
The City of Columbus adopted an ADA Transition Plan in 2013, and the City of Phenix City adopted an ADA Transition Plan in 2016. The C-PCTS MPO continues to support implementation of these plans by encouraging transportation improvements that enhance accessibility and comply with applicable ADA requirements as funding becomes available.

ENVIRONMENTAL MITIGATION

Transportation projects receiving federal funding are subject to the requirements of the National Environmental Policy Act (NEPA), which provides a framework for evaluating potential environmental impacts and identifying appropriate avoidance, minimization, and mitigation measures during project development. Although project-level environmental analysis is not required during the development of the Transportation Improvement Program (TIP), the metropolitan transportation planning process includes consultation, as appropriate, with federal, state, tribal, and local agencies responsible for environmental protection, natural resources, conservation, and historic preservation in accordance with 23 CFR Part 450. This coordination helps identify potential environmental mitigation activities and supports the development of transportation programs that protect and enhance environmental resources while maintaining an efficient and safe transportation system.

Transportation System Resilience
In recent years, climate change has become a significant global concern. Transportation infrastructure is increasingly exposed to severe weather events including heavy rainfall, flooding, extreme heat, and other natural hazards. These events can damage transportation facilities, disrupt travel, and increase maintenance costs. Building a resilient transportation system helps reduce vulnerabilities and improves the long-term reliability of the regional transportation network.

In terms of transportation infrastructure, efforts to increase the resiliency of the region's roads, bridges, railways, and airports, to stand up to increasing temperatures and changes in weather patterns can ensure that the transportation system continues to function and disruptions to the movement of people are minimized. Recent trends indicate that certain severe weather stressors are now impacting transportation infrastructure more often than in the past. As the century progresses, the threats posed by these weather hazards, most notably extreme precipitation are projected to continue to increase in severity and/or frequency. Of these hazards, extreme precipitation and extreme temperature are emphasized because both may have direct and potentially significant impacts on transportation infrastructure. Extreme precipitation may contribute to flooding, erosion, washouts, scour, and failures of culverts, embankments, and other structures. Extreme temperatures, especially those exceeding 95 degrees F, can result in detrimental structural expansion (of bridges, for instance), pavement rutting due to softened asphalt, "blow ups" of concrete road panels, and railroad track kinking. Very high heat days may also have deleterious effects on the health of highway crews (or airport ground crews) and, by extension, may limit the hours during which they can perform essential maintenance and construction duties. Because transportation infrastructure is often expected to last for decades – or more –, it is prudent to factor potential future climate conditions and extreme weather events into today's management and investment decisions to help cost-effectively and proactively mitigate risks.

The C-PCTS MPO supports a multimodal transportation system that improves mobility and accessibility while promoting efficient use of existing transportation infrastructure. Investments in walking, bicycling, public transit, and roadway improvements contribute to a transportation system that is safer, more reliable, and better able to withstand future environmental and operational challenges.

Table 8-1 Transportation System Resilience and Risk Reduction Strategies

PLANNING	Incorporate resilience considerations into the MTP and TIP; identify projects that reduce transportation system vulnerabilities; support hazard mitigation and emergency evacuation planning; coordinate resilience strategies with asset management programs.
DESIGN	Apply current engineering standards and resilient design practices; evaluate infrastructure vulnerability to flooding, extreme weather, and other hazards; incorporate appropriate materials, drainage, and design features to improve long-term system performance
OPERATIONS	Utilize Intelligent Transportation Systems (ITS) and traffic management strategies to improve reliability; implement emergency maintenance and response procedures; monitor transportation assets and coordinate incident response during severe weather events

AIR QUALITY

The Clean Air Act (CAA) establishes the National Ambient Air Quality Standards (NAAQS) to protect public health and welfare. Metropolitan transportation planning and programming activities are conducted in a manner that supports compliance with these standards.

Metropolitan Planning Organizations located within nonattainment or maintenance areas are required to demonstrate transportation conformity between the Metropolitan Transportation Plan (MTP), Transportation Improvement Program (TIP), and applicable State Implementation Plan (SIP). Transportation conformity ensures that federally funded transportation projects do not cause new violations of air quality standards, worsen existing violations, or delay attainment of the standards.

The Columbus-Phenix City Transportation Study (C-PCTS) metropolitan planning area is currently designated as attainment/unclassifiable for all transportation-related National Ambient Air Quality Standards (NAAQS). Therefore, a transportation conformity determination is not required for the FY 2027–2030 Transportation Improvement Program (TIP).

Although the region is currently designated attainment/unclassifiable, C-PCTS continues to support transportation investments that improve system efficiency, reduce congestion, enhance multimodal transportation options, and contribute to improved air quality, environmental stewardship, and the long-term sustainability of the regional transportation system.

INDIVIDUAL PROJECT PAGES

The individual project pages provide detailed information for each project programmed within the FY 2027–2030 Transportation Improvement Program (TIP). Project information includes a description of the proposed work, project termini, project length, implementation phase(s), total estimated project cost expressed in year-of-expenditure (YOE) dollars, anticipated federal and non-federal funding by program year, and identification of the lead agency or project sponsor.

The project information presented in the TIP is intended to demonstrate consistency with the Metropolitan Transportation Plan (MTP), maintain fiscal constraint, and provide transparency regarding the implementation of transportation investments within the Columbus-Phenix City metropolitan planning area.

FINANCIAL CONSTRAINT

Federal transportation legislation requires that the Transportation Improvement Program (TIP) to be fiscally constrained. This means that the sum of projects programmed in the TIP cannot exceed the revenues reasonably expected to be available during the four-ear TIP period. costs cannot exceed the available federal allocation for the MPO plus local and state matches. This document contains projects sponsored by several governmental bodies.

The FY 2027–2030 TIP includes federal, state, local, and transit-funded transportation projects that are consistent with the adopted Metropolitan Transportation Plan (MTP) and have funding sources identified for implementation. Projects included in the TIP have been developed in coordination with the Georgia Department of Transportation (GDOT), Alabama Department of Transportation (ALDOT), local governments, and transit providers to ensure that sufficient funding is available for each programmed phase of work.
Each project listing identifies the project sponsor, project description, funding source, project phase, estimated cost, and year of expenditure. The combined cost of projects programmed in this TIP does not exceed the financial resources reasonably expected to be available during the FY 2027–2030 planning period.

Financial summaries for highway, transit, and local transportation projects are provided in the following sections and demonstrate that the FY 2027–2030 TIP is fiscally constrained.

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

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

FUNDING

TIP Funding Sources
(Funding sources with a “*” next to them are currently utilized in this TIP)

Bridge Formula Program (BFP) - This program was established to improve and preserve the condition of highway bridges. Qualifying projects include bridge replacement, rehabilitation, preservation, protection, and construction projects on public roads. A key goal of the Bridge Formula Program is to improve the condition of highway bridges classified in poor or fair condition. It also supports projects that address challenges faced by individuals and underserved communities in rural areas and the demands of highway bridges that impede the mobility of goods or services.

Carbon Reduction Program (Carbon) – Established under the Infrastructure Investment and Jobs Act (IIJA), this program provides funding for projects designed to reduce transportation emissions and support the development and implementation of carbon reduction strategies.

Congestion Mitigation and Air Quality (CMAQ) – This program provides funding for projects in air quality nonattainment and maintenance areas that reduce transportation-related emissions.

Congressionally Directed Spending (CDS) – Funding designated by Congress for specific transportation projects through annual appropriations legislation.

Highway Safety Improvement Program (HSIP)* – This provides funding for projects to improve safety and reduce injuries on public roads.

National Highway Freight Program (NHFP) - This program improves the efficient movement of freight on the National Highway Freight Network (NHFN) and supports several goals, including investing in infrastructure and operational improvements, improving the safety, security, efficiency, and resiliency of freight transportation in rural and urban areas, and reducing the environmental impacts of freight movement on the NHFN.

National Highway Performance Program (NHPP)* – This program provides funding for improvements to rural and urban roads that are part of the national highway system.

Promoting Resilient Operations for Transformative, Efficient, and Cost-Effective Transportation (PROTECT) – Established under the IIJA, this program provides funding for resilience planning and infrastructure improvements that enhance the ability of transportation systems to withstand natural hazards and climate-related impacts.

Safe Routes to School (SRTS) – This program encourage children to walk and bicycle to school.

Surface Transportation Block Grant (STBG)* - This allows funding that may be used for projects on any Federal-aid highway, including NHPP and bridge projects.

Transportation Alternatives Program (TAP)* – Provides funding for community-based transportation projects including pedestrian and bicycle facilities, Safe Routes to School activities, trails, streetscape improvements, and other transportation alternatives.

Transportation Special Purpose Local Options Sales Tax (TSPLOST)* – The regional voters within the 16-county River Valley Regional Commission (RVRC) area approved to continue the 1% TSPLOST an additional ten years beginning January 1, 2023, to December 31, 2032. TSPLOST funds were voted to be used for transportation purposes such as paving and resurfacing roads, repairing bridges, paving trails, improving intersections and other transportation projects.

GEORGIA PROJECTS

AND FINANCIAL PLAN

FISCAL YEAR 2027 - 2030

TIP INDEX – GEORGIA PROJECTS

PROJECTS LISTING

P.I. Number	Project	Phase	Year	Cost	Page Number
0017138	Military Drive from Infantry Rd to Hampton Inn	ROW	2027	$0.00	74
0018352	Construct a Multi-use Trail on Cherokee Avenue	ROW	2027	$1,495,000.00	75
0018352	Construct a Multi-use Trail on Cherokee Avenue	UTL	2028	$255,000.00	75
0018352	Construct a Multi-use Trail on Cherokee Avenue	CST	2028	$1,750,000.00	75
	NHPP – Y001 – Roadway Lighting			$76,000.00	76
	NHPP/STBG – Bridge Maintenance			$4,592,000.00	76
	NHPP/STBG – Road Maintenance			$29,860,000.00	77
	STP – Y240 – Operations			$920,000.00	77

P.I. Number	Project	Phase	Year	Cost	Page Number
	STP – Y240 – Traf Control Devices – Lump Sum			$2,296,000.00	61
	STP – Y240 – RW Protective Buy – Lump Sum			$116,000.00	61
	HSIP – YS30 – Safety – Lump Sum			$7,656,000.00	62
	RRX – Railroad Crossings – YS40			$684,000.00	62

Certification Pages

LUMP SUM FUNDING

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

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

List of Project Groups

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

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

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

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

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

Group: Preservation, including but not limited to spall repairs, strengthening, pile encasements, and lighting
This group is used to assist local municipalities with installing new or upgraded lighting systems and material reimbursement for repairs. This includes lighting to mitigate safety issues related to geometry or operation (e.g., high crash rates), security concerns, or planning for economic development and/or increased pedestrian usage.

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

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

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

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

- The Operational Improvement program consists of intersection improvements, turning lanes, ramp exit & interchange improvements, innovative intersection improvements like Diverging Diamond Intersections, Displaced Left Turn Lanes, & Continuous Flow Intersections.
- The Signal Upgrades program consists of signal designs, specifications, upgrades, signal operations, maintenance, and signal asset replacements.

Group: Low Impact Bridges
Candidates for this process will require minimal permits, minor utility impacts, minimal FEMA coordination, no on-site detour, and meet other low-impact characteristics as

identified in this document. Projects that ultimately qualify for this expedited process also must not exceed established environmental impact thresholds and thus qualify as a Categorical Exclusion (CE) determinations in compliance with the National Environmental Policy Act (NEPA). The Program has been created with three major principles in mind – safety, stewardship and streamlining.

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

Group: Alternative Fuel

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

Financial Tables

(Federal and Local Funds are on separate tables)

NATIONAL HIGHWAY PERFORMANCE PROGRAM (NHPP) - Y001 - FEDERAL FUNDS ONLY														
		ANTICIPATED REVENUES												
P.I. #	PROJECT NAME	FY 2027			FY 2028			FY 2029			FY 2030			
		PE	ROW	UTL/CST	PE	ROW	UTL/CST	PE	ROW	UTL/CST	PE	ROW	UTL/CST	
LUMP	Roadway Lighting	$0.00	$0.00	$19,000.00	$0.00	$0.00	$19,000.00	$0.00	$0.00	$19,000.00	$0.00	$0.00	$19,000.00	
		$0.00	$0.00	$0.00	$0.00	$0.00	$0.00	$0.00	$0.00	$0.00	$0.00	$0.00	$0.00	
Total Y001 Costs		$0.00	$0.00	$19,000.00	$0.00	$0.00	$19,000.00	$0.00	$0.00	$19,000.00	$0.00	$0.00	$19,000.00	

Utilities & Construction Cost are combined

SURFACE TRANSPORTATION BLOCK GRANT (STBG) - Y240 - FEDERAL FUNDS ONLY													
		ANTICIPATED REVENUES											
P.I. #	PROJECT NAME	FY 2027			FY 2028			FY 2029			FY 2030		
		PE	ROW	UTL/CST	PE	ROW	UTL/CST	PE	ROW	UTL/CST	PE	ROW	UTL/CST
LUMP	Operations	$0.00	$0.00	$230,000.00	$0.00	$0.00	$230,000.00	$0.00	$0.00	$230,000.00	$0.00	$0.00	$230,000.00
LUMP	Traf Control Devices	$0.00	$0.00	$574,000.00	$0.00	$0.00	$574,000.00	$0.00	$0.00	$574,000.00	$0.00	$0.00	$574,000.00
LUMP	RW Protective Buy	$0.00	$0.00	$29,000.00	$0.00	$0.00	$29,000.00	$0.00	$0.00	$29,000.00	$0.00	$0.00	$29,000.00
	Total Y240 Costs	**$0.00**	**$0.00**	**$833,000.00**	**$0.00**	**$0.00**	**$833,000.00**	**$0.00**	**$0.00**	**$833,000.00**	**$0.00**	**$0.00**	**$833,000.00**

Utilities & Construction Cost are combined

HIGHWAY INFRASTRUCTURE PROJECT (HSIP) - YS30 - FEDERAL FUNDS ONLY													
		ANTICIPATED REVENUES											
P.I. #	PROJECT NAME	FY 2027			FY 2028			FY 2029			FY 2030		
		PE	ROW	UTL/CST	PE	ROW	UTL/CST	PE	ROW	UTL/CST	PE	ROW	UTL/CST
LUMP	Safety Lump Sum	$0.00	$0.00	$1,914,000.00	$0.00	$0.00	$1,914,000.00	$0.00	$0.00	$1,914,000.00	$0.00	$0.00	$1,914,000.00
	Total YS30 Costs	**$0.00**	**$0.00**	**$1,914,000.00**	**$0.00**	**$0.00**	**$1,914,000.00**	**$0.00**	**$0.00**	**$1,914,000.00**	**$0.00**	**$0.00**	**$1,914,000.00**

HIGHWAY INFRASTRUCTURE PROJECT (RRX) - YS40 - FEDERAL FUNDS ONLY													
		ANTICIPATED REVENUES											
P.I. #	PROJECT NAME	FY 2027			FY 2028			FY 2029			FY 2030		
		PE	ROW	UTL/CST	PE	ROW	UTL/CST	PE	ROW	UTL/CST	PE	ROW	UTL/CST
LUMP	Railroad Crossings	0.00	0.00	171,000.00	0.00	0.00	171,000.00	0.00	0.00	171,000.00	0.00	0.00	171,000.00
	Total YS40 Costs	**0.00**	**0.00**	**171,000.00**	**0.00**	**0.00**	**171,000.00**	**0.00**	**0.00**	**171,000.00**	**0.00**	**0.00**	**171,000.00**

SURFACE TRANSPORTATION BLOCK GRANT (STBG) & NATIONAL HIGHWAY PERFORMANCE PROGRAM - VARIOUS - FEDERAL FUNDS ONLY													
		ANTICIPATED REVENUES											
P.I. #	PROJECT NAME	FY 2027			FY 2028			FY 2029			FY 2030		
		PE	ROW	UTL/CST	PE	ROW	UTL/CST	PE	ROW	UTL/CST	PE	ROW	UTL/CST
LUMP	Bridge Maintenance	$0.00	$0.00	$1,148,000.00	$0.00	$0.00	$1,148,000.00	$0.00	$0.00	$1,148,000.00	$0.00	$0.00	$1,148,000.00
LUMP	Road Maintenance	$0.00	$0.00	$7,465,000.00	$0.00	$0.00	$7,465,000.00	$0.00	$0.00	$7,465,000.00	$0.00	$0.00	$7,465,000.00
	Total Costs	**$0.00**	**$0.00**	**$8,613,000.00**	**$0.00**	**$0.00**	**$8,613,000.00**	**$0.00**	**$0.00**	**$8,613,000.00**	**$0.00**	**$0.00**	**$8,613,000.00**

SURFACE TRANSPORTATION BLOCK GRANT (STBG) - Y230 - FEDERAL FUNDS ONLY														
		ANTICIPATED REVENUES												
P.I. #	PROJECT NAME	FY 2027			FY 2028			FY 2029			FY 2030			
		PE	ROW	UTL/CST	PE	ROW	UTL/CST	PE	ROW	UTL/CST	PE	ROW	UTL/CST	
		0.00	0.00	5,550,588.00	0.00	0.00	5,661,599.00	0.00	0.00	5,774,831.00	0.00	0.00	5,890,328.00	
'Subtotal Y230 Cost		0.00	0.00	5,550,588.00	0.00	0.00	5,661,599.00	0.00	0.00	5,774,831.00	0.00	0.00	5,890,328.00	
Total Y230 Costs				**5,550,588.00**			**5,661,599.00**			**5,774,831.00**			**5,890,328.00**	
AVAILABLE Y230 FUND				**5,550,588.00**			**5,661,599.00**			**5,774,831.00**			**5,890,328.00**	

TRANSPORTATION ALTERNATIVES PROGRAM - Y301 - FEDERAL FUNDS ONLY													
		ANTICIPATED REVENUES											
P.I. #	PROJECT NAME	FY 2027			FY 2028			FY 2029			FY 2030		
		PE	ROW	UTL/CST	PE	ROW	UTL/CST	PE	ROW	UTL/CST	PE	ROW	UTL/CST
0018352	Construct a Multiuse Trail on Cherokee Avenue	0.00	1,196,000.00	0.00	0.00	0.00	1,604,000.00	0.00	0.00	0.00	0.00	0.00	0.00
	Total Y301 Costs	**0.00**	**1,196,000.00**	**0.00**	**0.00**	**0.00**	**1,604,000.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**
Total Y301 Costs				**1,196,000.00**			**1,604,000.00**			**0.00**			**0.00**
AVAILABLE Y301 FUND				**1,495,000.00**			**2,005,000.00**			**861,204.00**			**878,428.00**

Utilities & Construction Cost are combined

HIGHWAY INFRASTRUCTURE PROJECT (HIP) - Y905 - FEDERAL FUNDS ONLY													
		ANTICIPATED REVENUES											
P.I. #	PROJECT NAME	FY 2027			FY 2028			FY 2029			FY 2030		
		PE	ROW	UTL/CST	PE	ROW	UTL/CST	PE	ROW	UTL/CST	PE	ROW	UTL/CST
0017138	Military Drive from Infantry Road to Hampton Inn	Auth.	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Subtotal Y905 Costs		**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**
Total Y905 Costs				**0.00**			**0.00**			**0.00**			**0.00**
AVAILABLE Y905 FUND				**0.00**			**0.00**			**0.00**			**0.00**

LOCAL FUNDING (20% MATCH)													
		ANTICIPATED REVENUES											
P.I. #	PROJECT NAME	FY 2027			FY 2028			FY 2029			FY 2030		
		PE	ROW	UTL/CST	PE	ROW	UTL/CST	PE	ROW	UTL/CST	PE	ROW	UTL/CST
0018352	Construct a Multiuse Trail on Cherokee Avenue	$0.00	$299,000.00	$0.00	$0.00	$0.00	$401,000.00	$0.00	$0.00	$0.00	$0.00	$0.00	$0.00
	Total Local Costs	**$0.00**	**$299,000.00**	**$0.00**	**$0.00**	**$0.00**	**$401,000.00**	**$0.00**	**$0.00**	**$0.00**	**$0.00**	**$0.00**	**$0.00**

COLUMBUS / FY 2027 - 2030 TOTAL EXPECTED HIGHWAY & TRANSIT STIP FUNDS (MATCHED)							
FUND	**CODE**	**LUMP DESCRIPTION**	**2027**	**2028**	**2029**	**2030**	**TOTAL**
STBG	Y230		$5,550,588	$5,661,599	$5,774,831	$5,890,328	$22,877,346
TAP	Y301		$1,495,000	$2,005,000	$861,204	$878,428	$5,239,632
Carbon	Y601		$682,288	$695,933	$709,852	$724,049	$2,812,122
Transit	5303		$185,213	$188,919	$192,697	$196,551	$763,380
NHPP	Y001	LIGHTING	$19,000	$19,000	$19,000	$19,000	$76,000
NHPP/STBG	Various	BRIDGE MAINTENANCE	$1,148,000	$1,148,000	$1,148,000	$1,148,000	$4,592,000
NHPP/STBG	Various	ROAD MAINTENANCE	$7,465,000	$7,465,000	$7,465,000	$7,465,000	$29,860,000
STBG	Y240	OPERATIONS	$230,000	$230,000	$230,000	$230,000	$920,000
STBG	Y240	TRAF CONTROL DEVICES	$574,000	$574,000	$574,000	$574,000	$2,296,000
STBG	Y240	RW PROTECTIVE BUY	$29,000	$29,000	$29,000	$29,000	$116,000
HSIP	YS30	SAFETY	$1,914,000	$1,914,000	$1,914,000	$1,914,000	$7,656,000
RRX	YS40	RAILROAD CROSSINGS	$171,000	$171,000	$171,000	$171,000	$684,000
TOTAL			**$23,679,455**	**$20,101,452**	**$19,088,584**	**$19,239,356**	**$82,108,851**

**Note: This information is subject to change.*

** *Lump Sum Bank Estimates are included for informational purposes only. These dollar amounts are not suballocated to the MPO and are subject to*

change. For authorization and other Federal approvals, lump sum projects should reference the STIP.

FY 2027-2030 SUMMARY OF HIGHWAY AND TRANSIT PROJECT COSTS BY MPO AREA					
MPO area	**2027**	**2028**	**2029**	**2030**	**Total**
Columbus TMA	$1,680,213	$2,193,919	$192,697	$196,551	$4,263,380

Columbus TMA Project Cost Detail

FY 2027 thru FY 2030

PI #	MPO TIP ID	Description	Prim Work Type	Year	Phase	Fund Code	Federal	State	Other	Total
0017138	MIL-19	MILITARY DRIVE FROM INFANTRY ROAD TO HAMPTON INN	Roadway Project	2027	ROW	LOC	$0	$0	$0	$0
0018352	TAP-2022	CHEROKEE AVE & SLADE DR FM GARRARD ST TO FALL LINE TRACE TRL	Shared Use Path	2027	ROW	Y301	$1,196,000	$0	$299,000	$1,495,000
T008056		FY 2027-COLUMBUS MPO-SEC.5303-PLANNING	MPO/Region Transit	2027	TPLN	5303	$148,171	$18,521	$18,521	$185,213
					FY 2027 Totals:		***$1,344,171***	***$18,521***	***$317,521***	***$1,680,213***
0018352	TAP-2022	CHEROKEE AVE & SLADE DR FM GARRARD ST TO FALL LINE TRACE TRL	Shared Use Path	2028	CST	Y301	$1,400,000	$0	$350,000	$1,750,000
0018352	TAP-2022	CHEROKEE AVE & SLADE DR FM GARRARD ST TO FALL LINE TRACE TRL	Shared Use Path	2028	UTL	Y301	$204,000	$0	$51,000	$255,000
T008057		FY 2028-COLUMBUS MPO-SEC.5303-PLANNING	MPO/Region Transit	2028	TPLN	5303	$151,135	$18,892	$18,892	$188,919
					FY 2028 Totals:		***$1,755,135***	***$18,892***	***$419,892***	***$2,193,919***
T009200		FY 2029-COLUMBUS MPO-SEC.5303-PLANNING	MPO/Region Transit	2029	TPLN	5303	$154,157	$19,270	$19,270	$192,697
					FY 2029 Totals:		***$154,157***	***$19,270***	***$19,270***	***$192,697***

PI #	MPO TIP ID	Description	Prim Work Type	Year	Phase	Fund Code	Federal	State	Other	Total
T009201		FY 2030-COLUMBUS MPO-SEC.5303-PLANNING	MPO/Region Transit	2030	TPLN	5303	$157,241	$19,655	$19,655	$196,551
						FY 2030 Totals:	$157,241	$19,655	$19,655	$196,551
						Columbus TMA Totals:	$3,410,704	$76,338	$776,338	$4,263,380

4/30/2026

Columbus TMA Project Cost Summary

FY 2027 thru FY 2030

PI #	Year	Fund Code	Federal	State	Other	Total
0018352	2027	Y301	$1,196,000	$0	$299,000	$1,495,000
		Y301 Totals:	***$1,196,000***	***$0***	***$299,000***	***$1,495,000***
0017138	2027	LOC	$0	$0	$0	$0
		LOC Totals:	***$0***	***$0***	***$0***	***$0***
T008056	2027	5303	$148,171	$18,521	$18,521	$185,213
		5303 Totals:	***$148,171***	***$18,521***	***$18,521***	***$185,213***
		FY 2027 Totals:	***$1,344,171***	***$18,521***	***$317,521***	***$1,680,213***
0018352	2028	Y301	$1,604,000	$0	$401,000	$2,005,000
		Y301 Totals:	***$1,604,000***	***$0***	***$401,000***	***$2,005,000***
T008057	2028	5303	$151,135	$18,892	$18,892	$188,919
		5303 Totals:	***$151,135***	***$18,892***	***$18,892***	***$188,919***
		FY 2028 Totals:	***$1,755,135***	***$18,892***	***$419,892***	***$2,193,919***
T009200	2029	5303	$154,157	$19,270	$19,270	$192,697
		5303 Totals:	***$154,157***	***$19,270***	***$19,270***	***$192,697***
		FY 2029 Totals:	***$154,157***	***$19,270***	***$19,270***	***$192,697***
T009201	2030	5303	$157,241	$19,655	$19,655	$196,551
		5303 Totals:	***$157,241***	***$19,655***	***$19,655***	***$196,551***
		FY 2030 Totals:	***$157,241***	***$19,655***	***$19,655***	***$196,551***
		Columbus TMA Totals:	***$3,410,704***	***$76,338***	***$776,338***	***$4,263,380***

MPO Authorized Projects - Columbus TMA

Primary County: Chattahoochee

PROJECT ID	DESCRIPTION	Phase Status	Phase Code	Program Year	% in MPO	Total Amount	MPO Total
0015687	SR 1 @ SR 520 & CR 109/WELLS STREET	AUTHORIZED	CST	2025	100	$3,606,926	$3,606,926
			ROW	2024	100	$350,000	$350,000
0016508	SR 520/US 27 @ FIRST DIVISION ROAD 7.5 MI NW OF CUSSETA	AUTHORIZED	ROW	2024	100	$80,000	$80,000
M006502	SR 1 FROM S OF HICHITEE ROAD/STEWART TO SR 520/CHATTAHOOCHEE	AUTHORIZED	MCST	2024	58	$10,507,800	$6,094,524
Grand Total						**$14,544,726**	**$14,544,726**

Primary County: Marion

Other County: Chattahoochee

PROJECT ID	DESCRIPTION	Phase Status	Phase Code	Program Year	% in MPO	Total Amount	MPO Total
0019502	SR 26 FROM E OF LIBERTY HILL RD TO W OF MCALLISTER RD - TIA	AUTHORIZED	PE	2024	46	$1,600,000	$736,000
Grand Total						**$1,600,000**	**$736,000**

Primary County: Meriwether

Other County: Muscogee

PROJECT ID	DESCRIPTION	Phase Status	Phase Code	Program Year	% in MPO	Total Amount	MPO Total
M006206	BRIDGE PRESERVATION @ 9 LOCS IN MERIWETHER & MUSCOGEE COUNTY	AUTHORIZED	MCST	2025	45	$2,074,000	$933,300
Grand Total						**$2,074,000**	**$933,300**

Primary County: Muscogee

PROJECT ID	DESCRIPTION	Phase Status	Phase Code	Program Year	% in MPO	Total Amount	MPO Total
0015285	INFANTRY ROAD & FOLLOW ME TRAIL EXTENSION	AUTHORIZED	CST	2024	100	$2,474,322	$2,474,322
0017691	CITY OF COLUMBUS RESURFACING @ 8 LOCS	AUTHORIZED	CST	2026	100	$6,771,554	$6,771,554
0019226	OFF-SYSTEM SAFETY IMPROVEMENTS @ 5 LOCS IN MUSCOGEE COUNTY	AUTHORIZED	CST	2025	100	$751,353	$751,353
0019515	METRA CAPITAL & OPERATIONS - TIA	AUTHORIZED	CST	2024	100	$25,000,000	$25,000,000
0019516	COLUMBUS AIRPORT - PASSENGER TERMINAL EXPANSION - TIA	AUTHORIZED	CST	2025	100	$25,000,000	$25,000,000
0019517	SR 85/US 27 ALT @ CR 40/CR 106/COUNTY LINE ROAD - TIA	AUTHORIZED	PE	2024	100	$2,000,000	$2,000,000
0019520	CR 2249/WILLIAMS ROAD FM FRANCISCAN WOODS DRIVE TO SR 1-TIA	AUTHORIZED	CST	2026	100	$18,700,000	$18,700,000
0019522	CUSSETA ROAD FROM 10TH AVE TO FORT BENNING ROAD - TIA	AUTHORIZED	CST	2026	100	$17,600,000	$17,600,000
0019523	CR 2109/FORREST ROAD FROM SR 22 SPUR TO FLOYD ROAD - TIA	AUTHORIZED	CST	2025	100	$15,400,000	$15,400,000
0019526	MORRIS ROAD FROM BUENA VISTA ROAD TO FORREST ROAD - TIA	AUTHORIZED	CST	2025	100	$15,400,000	$15,400,000
0019527	CR 2226/BUENA VISTA ROAD FROM SR 22 SPUR TO ANDREWS ROAD-TIA	AUTHORIZED	PE	2024	100	$1,940,000	$1,940,000
0019529	CR 455/ANDREWS ROAD FM CUSSETA ROAD TO BUENA VISTA ROAD-TIA	AUTHORIZED	PE	2024	100	$1,818,811	$1,818,811
			ROW	2024	100	$1,546,435	$1,546,435

0019532	CR 2228/BRENNAN ROAD FROM CUSSETA ROAD TO ST MARYS ROAD-TIA	AUTHORIZED	PE	2024	100	$1,752,445	$1,752,445
			ROW	2024	100	$932,594	$932,594
0019534	CR 959/UNIVERSITY AVE FROM WARM SPRINGS RD TO MACON RD - TIA	AUTHORIZED	PE	2024	100	$480,000	$480,000
0019535	SR 22/US 80 @ SCHOMBURG ROAD & @ BLACKMON ROAD - TIA	AUTHORIZED	PE	2024	100	$1,500,000	$1,500,000
0020097	SR 22/SR 540/US 80 @ TECHNOLOGY PKWY/LYNCH ROAD	AUTHORIZED	PE	2025	100	$400,000	$400,000
0020288	COLUMBUS SCHOOL TRAFFIC IMPACT STUDY	AUTHORIZED	PE	2025	100	$2,000,000	$2,000,000
0020289	EDGEWOOD RD FROM HILTON AVE TO UNIVERSITY AVE-CORRIDOR STUDY	AUTHORIZED	PE	2025	100	$400,000	$400,000
0020290	COLUMBUS TRAILS & SIDEWALKS - STUDY	AUTHORIZED	PE	2025	100	$2,000,000	$2,000,000
0020334	EV CHARGING STATION @ 1 LOC IN MUSCOGEE COUNTY	AUTHORIZED	CST	2026	100	$723,828	$723,828
			PE	2026	100	$30,000	$30,000
0020740	FALL LINE TRACE EXT FM FALL LINE TRACE TO HARRIS COUNTY LINE	AUTHORIZED	PE	2025	100	$1,000,000	$1,000,000
M006357	I-185 @ 9 LOCS IN HARRIS & MUSCOGEE CO - BRIDGE PRESERVATION	AUTHORIZED	MCST	2026	54	$2,633,344	$1,422,006
M006440	I-185 FM S OF CR 1379/ARMOUR ROAD/MUSCOGEE TO SR 315/HARRIS	AUTHORIZED	MCST	2024	60	$27,373,845	$16,424,307
Grand Total						**$175,628,532**	**$175,628,532**

COLUMBUS/MUSCOGEE COUNTY

HARRIS COUNTY

CHATTAHOOCHEE COUNTY

TIP PROJECTS

FISCAL YEAR 2027-2030

PI # 0017138 – Military Drive – Construct new 2-lane Road

PROJECT DESCRIPTION: Construct a new 2-lane road from the new proposed east-west (Infantry Road) that is under design to the Hampton Inn.

Project #:	**Project Length (MI):** .5	**County:** Muscogee
P.I. #: 0017138	**Existing Lanes:** 0	**DOT District:** 3
TIP #: MIL-19	**Proposed Lanes:** 2	**CONG DIST:** 2
Funding Code: Y240, LOC		**RDC:**
Funding:	**State/US #:**	**Local RD#**

Project Phase	***$ Source***	***FY 27***	***FY 28***	***FY 29***	***FY 30***	***Total***			
Preliminary Eng.	Fed/Local	Auth.	$0	$0	$0	$0			
Right-of Way	Local	$0	$0	$0	$0	$0			
Utilities	Local	$0	$0	$0	$0	$0			
Construction	Fed/State/Loc	$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			

Comment: ROW was donated and will be starting FY27

PM1 (Safety)& PM3 performance measures are associated with this project.

PI # 0018352- Construct a Multi-Use Trail on Cherokee Avenue

PROJECT DESCRIPTION: Construct a 10' multi-use trail on Cherokee Avenue from Garrard Street to Slade Drive and from Slade Drive to the Fall Line Trace Trail

Project #:	**Project Length (MI):** 0.75		**County/City:** Muscogee
P.I. #: 0018352	**Existing Lanes:**		**SPONSOR:** Muscogee
TIP ID: TAP-Cherokee	**Proposed Lanes:**		**DOT DIST: 3**
Funding Code: Y301			**CONG DIST: 2**
Funding: TAP	**State/US #:**		**Local RD#**

Project Phase	***$ Source***	***FY 27***	***FY 28***	***FY 29***	***FY 30***	***Total***			
Preliminary Eng.	See Below	$0	$0	$0	$0	$0			
Right-of Way	Fed/Local	$1.5	$0	$0	$0	$1.5			
Utilities	Fed/Local	$0	$255	$0	$0	$255			
Construction	Fed/Local	$0	$1.75	$0	$0	$1.75			
Project Cost		**$1.5**	**$2**	**$0**	**$0**	**$3.5**			
Federal Cost		$1.2	$1.6	$0	$0	$2.8			
State Cost		$0	$0	$0	$0	$0			
Other Cost		$299	$401	$0	$0	$700			

Comments: – **Total -$3,500,000.00** ($2,800,000.00 – Fed & $700,000.00 – Local) **Total ROW** - $1,495,000.00 ($1,196,000.00 – Fed & $299,000.00 – Local) **Total UTL** - $255,000.00 ($204,000.00 – Fed & $51,000.00 – Local) **Total CST** - $1,750,000.00 ($1,400,000.00 Fed & $350,000.00 Local)

PE amount is $300,000.00 and is funded through the Dragonfly/Private Partnership – PM1 (Safety)

NHPP – Y001 – Roadway Lighting

PROJECT DESCRIPTION: Y001- Roadway Light Lump Sum – Total Funds - $76,000.00

Project #:	**Project Length (MI):**		**County:** Muscogee
P.I. #: 00	**Existing Lanes:**		**DOT District: 3**
TIP #: RL – L050	**Proposed Lanes:**		**CONG DIST: 2**
Funding Code: Y001			**RDC:**
Funding:	**State/US #:**		**Local RD#**

Project Phase	***$ Source***	***FY 27***	***FY 28***	***FY 29***	***FY 30***	***Total***			
Preliminary Eng.		$0	$0	$0	$0	$0			
Right-of Way		$0	$0	$0	$0	$0			
Utilities		$0	$0	$0	$0	$0			
Construction		$19	$19	$19	$19	$76			
Project Cost		**$19**	**$19**	**$19**	**$19**	**$76**			
Federal Cost		$0	$0	$0	$0	$0			
State Cost		$0	$0	$0	$0	$0			
Local Cost		$0	$0	$0	$0	$0			

NHPP / STBG – Bridge Maintenance

PROJECT DESCRIPTION: Bridge Maintenance – Total Funds - $4,592,000.00

Project #:	**Project Length (MI):**		**County:** Muscogee
P.I. #: 00	**Existing Lanes:**		**DOT District: 3**
TIP #: BRG07	**Proposed Lanes:**		**CONG DIST: 2**
Funding Code: Various			**RDC:**
Funding:	**State/US #:**		**Local RD#**

Project Phase	***$ Source***	***FY 27***	***FY 28***	***FY 29***	***FY 30***	***Total***			
Preliminary Eng.		$0	$0	$0	$0	$0			
Right-of Way		$0	$0	$0	$0	$0			
Utilities		$0	$0	$0	$0	$0			
Construction		$1.15	$1.15	$1.15	$1.15	$4.59			
Project Cost		**$1.15**	**$1.15**	**$1.15**	**$1.15**	**$4.59**			
Federal Cost		$0	$0	$0	$0	$0			
State Cost		$0	$0	$0	$0	$0			
Local Cost		$0	$0	$0	$0	$0			

NHPP / STBG – Road Maintenance

PROJECT DESCRIPTION: Lump Sum – Total Funds - $29,860,000.00

Project #:	**Project Length (MI):**		**County:** Muscogee
P.I. #: 00	**Existing Lanes:**		**DOT District: 3**
TIP #: RMAA	**Proposed Lanes:**		**CONG DIST: 2**
Funding Code: Various			**RDC:**
Funding:	**State/US #:**		**Local RD#**

Project Phase	***$ Source***	***FY 24***	***FY 25***	***FY 26***	***FY 27***	***Total***			
Preliminary Eng.		$0	$0	$0	$0	$0			
Right-of Way		$0	$0	$0	$0	$0			
Utilities		$0	$0	$0	$0	$0			
Construction		$7.46	$7.46	$7.46	$7.46	$29.86			
Project Cost		**$7.46**	**$7.46**	**$7.46**	**$7.46**	**$29.86**			
Federal Cost		$0	$0	$0	$0	$0			
State Cost		$0	$0	$0	$0	$0			
Local Cost		$0	$0	$0	$0	$0			

STP – Y240 - Operations

PROJECT DESCRIPTION: Lump Sum Amounts for Y240 – Total Funds - $920,000.00

Project #:	**Project Length (MI):**		**County:** Muscogee
P.I. #: 00	**Existing Lanes:**		**DOT District: 3**
TIP #: OPER05	**Proposed Lanes:**		**CONG DIST: 2**
Funding Code: Y240			**RDC:**
Funding:	**State/US #:**		**Local RD#**

Project Phase	***$ Source***	***FY 24***	***FY 25***	***FY 26***	***FY 27***	***Total***			
Preliminary Eng.		$0	$0	$0	$0	$0			
Right-of Way		$0	$0	$0	$0	$0			
Utilities		$0	$0	$0	$0	$0			
Construction		$230	$230	$230	$230	$920			
Project Cost		**$230**	**$230**	**$230**	**$230**	**$920**			
Federal Cost		$0	$0	$0	$0	$0			
State Cost		$0	$0	$0	$0	$0			
Local Cost		$0	$0	$0	$0	$0			

STP – Y240 – Traf Control Devices – Lump Sum

PROJECT DESCRIPTION: Y240 – Traf Control Devices Lump Sum – Total Funds - $2,296,000.00

Project #:	**Project Length (MI):**		**County:** Muscogee
P.I. #: 00	**Existing Lanes:**		**DOT District: 3**
TIP #: SIGNALS	**Proposed Lanes:**		**CONG DIST: 2**
Funding Code: Y240			**RDC:**
Funding:	**State/US #:**		**Local RD#**

Project Phase	***$ Source***	***FY 24***	***FY 25***	***FY 26***	***FY 27***	***Total***			
Preliminary Eng.		$0	$0	$0	$0	$0			
Right-of Way		$0	$0	$0	$0	$0			
Utilities		$0	$0	$0	$0	$0			
Construction		$574	$574	$574	$574	$2.29			
Project Cost		**$574**	**$574**	**$574**	**$574**	**$2.29**			
Federal Cost		$0	$0	$0	$0	$0			
State Cost		$0	$0	$0	$0	$0			
Local Cost		$0	$0	$0	$0	$0			

STP – Y240 – RW Protective Buy – Lump Sum

PROJECT DESCRIPTION: Y240 RW Protective Buy Lump Sum – Total Funds - $116,000.00

Project #:	**Project Length (MI):**		**County:** Muscogee
P.I. #: 00	**Existing Lanes:**		**DOT District: 3**
TIP #: PBUY	**Proposed Lanes:**		**CONG DIST: 2**
Funding Code: Y240			**RDC:**
Funding:	**State/US #:**		**Local RD#**

Project Phase	***$ Source***	***FY 24***	***FY 25***	***FY 26***	***FY 27***	***Total***			
Preliminary Eng.		$0	$0	$0	$0	$0			
Right-of Way		$0	$0	$0	$0	$0			
Utilities		$0	$0	$0	$0	$0			
Construction		$29	$29	$29	$29	$116			
Project Cost		**$29**	**$29**	**$29**	**$29**	**$116**			
Federal Cost		$0	$0	$0	$0	$0			
State Cost		$0	$0	$0	$0	$0			
Local Cost		$0	$0	$0	$0	$0			

HSIP – YS30 – Safety – Lump Sum

PROJECT DESCRIPTION: YS30 – Safety Lump Sum – Total Funds - $7,656,000.00

Project #:	**Project Length (MI):**		**County:** Muscogee
P.I. #: 00	**Existing Lanes:**		**DOT District: 3**
TIP #: SAFETY	**Proposed Lanes:**		**CONG DIST: 2**
Funding Code: YS30			**RDC:**
Funding:	**State/US #:**		**Local RD#**

Project Phase	***$ Source***	***FY 24***	***FY 25***	***FY 26***	***FY 27***	***Total***			
Preliminary Eng.		$0	$0	$0	$0	$0			
Right-of Way		$0	$0	$0	$0	$0			
Utilities		$0	$0	$0	$0	$0			
Construction		$1.91	$1.91	$1,91	$1.91	$7.65			
Project Cost		**$1.91**	**$1.91**	**$1.91**	**$1.91**	**$7.65**			
Federal Cost		$0	$0	$0	$0	$0			
State Cost		$0	$0	$0	$0	$0			
Local Cost		$0	$0	$0	$0	$0			

RRX – Railroad Crossings – YS40 – Lump Sum

PROJECT DESCRIPTION: Lump Sum amounts for YS40 – Total Funds - $684,000.00

Project #:	**Project Length (MI):**		**County:** Muscogee
P.I. #: 00	**Existing Lanes:**		**DOT District: 3**
TIP #: 94-SR-2006	**Proposed Lanes:**		**CONG DIST: 2**
Funding Code: YS40			**RDC:**
Funding:	**State/US #:**		**Local RD#**

Project Phase	***$ Source***	***FY 24***	***FY 25***	***FY 26***	***FY 27***	***Total***			
Preliminary Eng.		$0	$0	$0	$0	$0			
Right-of Way		$0	$0	$0	$0	$0			
Utilities		$0	$0	$0	$0	$0			
Construction		$171	$171	$171	$171	$684			
Project Cost		**$171**	**$171**	**$171**	**$171**	**$684**			
Federal Cost		$0	$0	$0	$0	$0			
State Cost		$0	$0	$0	$0	$0			
Local Cost		$0	$0	$0	$0	$0			

ALABAMA PROJECTS

PROJECTS AND FINANCIAL PLAN

FISCAL YEAR 2027 – 2030

ALABAMA TIP INDEX

MPO AUTHORIZED PROJECTS (AL)				
PI #	Project	Phase	Auth Date	Cost
100073174	RESURFACING ON CR-240 FROM THE HOSPILIKA CREEK BRIDGE TO COUNTY LINE ROAD	CN	2024	$ 1,205,540.00
100073177	WIDENING AND RESURFACING ON CR-235 FROM CR-240 TO CR-246	CN	2024	$ 616,055.00
100073204	WIDENING AND RESURFACING ON CR-212 FROM THE RUSSELL COUNTY LINE TO CR240	CN	2024	$ 500,436.00
100073836	RESURFACING STREETS IN PHENIX CITY: SITE 1: 4TH AVE FROM 19TH ST TO IDLE HOUR DR; SITE 2: OPELIKA RD FROM THE BRIDGE OVER MILL CREEK TO SR-38 (US280); SITE 3: S SEALE ROAD FROM UNIVERSITY PLACE TO S 5TH STREET	PE	2024	$ 159,804.00
100078617	RESURFACE CR-246/298 (MULLIN ROAD) FROM CR-430 TO CR-430	CN	2025	$ 1,146,007.00
100078912	MICROSURFACE ON SR-8 (US-80) FROM THE LEE COUNTY LINE TO OLD CRAWFORD HIGHWAY	FM	2025	$ 3,118,946.00
100073176	RESURFACING STREETS IN PHENIX CITY: SITE 1: 4TH AVE FROM 19TH ST TO IDLE HOUR DR; SITE 2: OPELIKA RD FROM THE BRIDGE OVER MILL CREEK TO SR-38 (US280); SITE 3: S SEALE ROAD FROM UNIVERSITY PLACE TO S 5TH STREET	CN	2026	$ 1,698,107.00
100081402	RESURFACE CR-247 (PIERCE ROAD) FROM SR-38 (US-280) TO CR-248 (SUMMERVILLE ROAD)	PE	2026	$ 36,000.00

ALABAMA PROJECTS - FEDERAL FUNDS														
P.I. #	PROJECT NAME	FY 2027			FY 2028			FY 2029			FY 2030			
		PE	ROW	UTL/CST	PE	ROW	UTL/CST	PE	ROW	UTL/CST	PE	ROW	UTL/CST	
100081562 100081563	Traffic Signal and turn lane installatioin at CR-230 and CR-240 Junction	$0.00	$0.00	$400,000.00	$0.00	$0.00	$0.00	$0.00	$0.00	$0.00	$0.00	$0.00	$0.00	
100082396	Resurface CR-145 from CR-149 to CR-175	$0.00	$0.00	$800,000.00	$0.00	$0.00	$0.00	$0.00	$0.00	$0.00	$0.00	$0.00	$0.00	
100078616	Resurfacing on Patterson Road from SR-165 to Owens Road	$0.00	$0.00	$334,276.25	$0.00	$0.00	$0.00	$0.00	$0.00	$0.00	$0.00	$0.00	$0.00	
100081564 100081565	Resurface Riverchase Drive	$0.00	$0.00	$960,000.00	$0.00	$0.00	$0.00	$0.00	$0.00	$0.00	$0.00	$0.00	$0.00	
100082409 100082411	Resuface Knowles Rd from SR-1 (US 431) to the Phenix City Limits	$94,400.00	$0.00	$0.00	$0.00	$0.00	$628,000.00	$0.00	$0.00	$0.00	$0.00	$0.00	$0.00	
100082407	Resurface Broad Street from Summerville RD to 13th Street	$0.00	$0.00	$0.00	$48,000.00	$0.00	$0.00	$80,000.00	$0.00	$164,000.00	$0.00	$0.00	$384,000.00	
100082405 100082406	Resurface Collin Powell Pkwy from MLK JR Pkwy to Brickyard Road	$0.00	$0.00	$0.00	$69,600.00	$0.00	$0.00	$0.00	$0.00	$464,000.00	$0.00	$0.00	$0.00	
100082397	Resurface CR-179 from CR-246 to US 280	$0.00	$0.00	$0.00	$0.00	$0.00	$676,000.00	$0.00	$0.00	$0.00	$0.00	$0.00	$0.00	
	Total Costs	**$ 94,400.00**	**$ -**	**$ 2,494,276.25**	**$ 117,600.00**	**$ -**	**$ 1,304,000.00**	**$ 80,000.00**	**$ -**	**$ 628,000.00**	**$ -**	**$ -**	**$ 384,000.00**	

ALABAMA PROJECTS - FEDERAL FUNDS

P.I. #	PROJECT NAME	FY 2027			FY 2028			FY 2029			FY 2030		
		PE	ROW	UTL/CST	PE	ROW	UTL/CST	PE	ROW	UTL/CST	PE	ROW	UTL/CST
100073185	Resurfacing on Terminal Road from SR-165 to end of Terminal Raod	$0.00	$0.00	$0.00	$543,375.00	$0.00	$0.00	$0.00	$0.00	$0.00	$0.00	$0.00	$0.00
100082414	Resurface Woodland Drive from US HWY 80 to Sandfort Road	$0.00	$0.00	$0.00	$0.00	$0.00	$0.00	$0.00	$0.00	$684,250.00	$0.00	$0.00	$0.00
100082422	Resurface Sanfort Road from Little Uchee Creek to Phenix City Limits	$0.00	$0.00	$0.00	$0.00	$0.00	$0.00	$0.00	$0.00	$0.00	$0.00	$0.00	$1,023,508.00
100082410 100082412	Resurface Opelika Road from SR-38 (US 280) TO Crawford Road	$0.00	$0.00	$0.00	$0.00	$0.00	$0.00	$0.00	$0.00	$0.00	$0.00	$0.00	$384,000.00
100082404	Resurface Meadowlane Drive from 10th Ave S to Brickyard Road	$0.00	$0.00	$0.00	$0.00	$0.00	$0.00	$0.00	$0.00	$0.00	$48,000.00	$0.00	$0.00
100082408	Resuface 20th Ave from South Raildroad Street to Crawford Road	$0.00	$0.00	$0.00	$0.00	$0.00	$0.00	$0.00	$0.00	$0.00	$48,000.00	$0.00	$0.00
100082394	Resurface CR-236 from CR-240 to Russell CO Line	$0.00	$0.00	$0.00	$0.00	$0.00	$0.00	$0.00	$0.00	$0.00	$0.00	$0.00	$416,000.00
100082395	Resurface CR-248 (Summerville Rd) from Smiths Station City Limits to the Phenix City Limits	$0.00	$0.00	$0.00	$0.00	$0.00	$0.00	$0.00	$0.00	$598,000.00	$0.00	$0.00	$0.00
100082421	Mullin Stroud Rd & Bush Rd Resurfacing	$0.00	$0.00	$796,000.00	$0.00	$0.00	$0.00	$0.00	$0.00	$0.00	$0.00	$0.00	$0.00
100082420	Summerville Rd Resurfacing	$0.00	$0.00	$0.00	$0.00	$0.00	$504,000.00	$0.00	$0.00	$0.00	$0.00	$0.00	$0.00
	Total Costs	**$ -**	**$ -**	**$ 796,000.00**	**$ 543,375.00**	**$ -**	**$ 504,000.00**	**$ -**	**$ -**	**$ 1,282,250.00**	**$ 96,000.00**	**$ -**	**$ 1,823,508.00**

ALABAMA PROJECTS - LOCAL FUNDS

P.I. #	PROJECT NAME	FY 2027			FY 2028			FY 2029			FY 2030		
		PE	ROW	UTL/CST	PE	ROW	UTL/CST	PE	ROW	UTL/CST	PE	ROW	UTL/CST
100081562 100081563	Traffic Signal and turn lane installation at CR-230 and CR-240 Junction	$0.00	$0.00	$100,000.00	$0.00	$0.00	$0.00	$0.00	$0.00	$0.00	$0.00	$0.00	$0.00
100082396	Resurface CR-145 from CR-149 to CR-175	$0.00	$0.00	$200,000.00	$0.00	$0.00	$0.00	$0.00	$0.00	$0.00	$0.00	$0.00	$0.00
100078616	Resurfacing on Patterson Road from SR-165 to Owens Road	$0.00	$0.00	$83,569.05	$0.00	$0.00	$0.00	$0.00	$0.00	$0.00	$0.00	$0.00	$0.00
100081564 100081565	Resurface Riverchase Drive	$0.00	$0.00	$240,000.00	$0.00	$0.00	$0.00	$0.00	$0.00	$0.00	$0.00	$0.00	$0.00
100082409 100082411	Resurface Knowles Road from SR-1 (US 431) to the Phenix City Limits	$23,000.00	$0.00	$0.00	$0.00	$0.00	$157,000.00	$0.00	$0.00	$0.00	$0.00	$0.00	$0.00
100082407	Resurface Broad Street from Summerville to 13th Street	$0.00	$0.00	$0.00	$12,000.00	$0.00	$0.00	$0.00	$0.00	$41,000.00	$0.00	$0.00	$0.00
100082405 100082406	Resurface Collin Powell PKWY from MLK JR PKWY to Brickyard Road	$0.00	$0.00	$0.00	$17,400.00	$0.00	$0.00	$0.00	$0.00	$116,000.00	$0.00	$0.00	$0.00
100082397	Resurface CR-179 from CR-246 to US 280	$0.00	$0.00	$0.00	$0.00	$0.00	$169,000.00	$0.00	$0.00	$0.00	$0.00	$0.00	$0.00
	Total Costs	**$23,000.00**	**$0.00**	**$623,569.05**	**$29,400.00**	**$0.00**	**$326,000.00**	**$0.00**	**$0.00**	**$157,000.00**	**$0.00**	**$0.00**	**$0.00**

ALABAMA PROJECTS - LOCAL FUNDS													
P.I. #	PROJECT NAME	FY 2027			FY 2028			FY 2029			FY 2030		
		PE	ROW	UTL/CST	PE	ROW	UTL/CST	PE	ROW	UTL/CST	PE	ROW	UTL/CST
100073185	Resurfacing on Terminal Road from SR-165 to end of Terminal Road	$0.00	$0.00	$0.00	$0.00	$0.00	$135,843.75	$0.00	$0.00	$0.00	$0.00	$0.00	$0.00
100082414	Resurface Woodland Drive from US HWY 80 to Sandfort Road	$0.00	$0.00	$0.00	$0.00	$0.00	$0.00	$0.00	$0.00	$171,062.50	$0.00	$0.00	$0.00
100082422	Resurface Sanfort Road from Little Uchee Creek to Phenix City Limits	$0.00	$0.00	$0.00	$0.00	$0.00	$0.00	$0.00	$0.00	$0.00	$0.00	$0.00	$255,877.00
100082410 100082412	Resurface Opelika Road from SR-38 (US 280) to Crawford Rd	$0.00	$0.00	$0.00	$0.00	$0.00	$0.00	$20,000.00	$0.00	$0.00	$0.00	$0.00	$96,000.00
100082404	Resurface Meadow Lane Drive from 10th Ave S to Brickyard Road	$0.00	$0.00	$0.00	$0.00	$0.00	$0.00	$0.00	$0.00	$0.00	$12,000.00	$0.00	$0.00
100082408	Resurface 20th Ave from South Railroad Street to Crawford Road	$0.00	$0.00	$0.00	$0.00	$0.00	$0.00	$0.00	$0.00	$0.00	$12,000.00	$0.00	$0.00
100082394	Resurface CR-236 from CR-240 to Rusell CO Line	$0.00	$0.00	$0.00	$0.00	$0.00	$0.00	$0.00	$0.00	$0.00	$0.00	$0.00	$104,000.00
100082395	Resurface CR-248 (Summerville Rd) from the Smiths Station City Limits to the Phenix City Limits	$0.00	$0.00	$0.00	$0.00	$0.00	$0.00	$0.00	$0.00	$149,500.00	$0.00	$0.00	$0.00
100082421	Mullin Stroud Rd & Bush Rd Resurfacing	$0.00	$0.00	$199,000.00	$0.00	$0.00	$0.00	$0.00	$0.00	$0.00	$0.00	$0.00	$0.00
100082420	Summerville Rd Resurfacing	$0.00	$0.00	$0.00	$0.00	$0.00	$126,000.00	$0.00	$0.00	$0.00	$0.00	$0.00	$0.00
	Total Costs	**$0.00**	**$0.00**	**$199,000.00**	**$0.00**	**$0.00**	**$261,843.75**	**$20,000.00**	**$0.00**	**$320,562.50**	**$24,000.00**	**$0.00**	**$455,877.00**

CARRY OVER FUNDING

Where carryover funding comes from:
Carryover funding refers to federal funds that were not obligated during the fiscal year in which they were originally authorized or appropriated. One type of carryover funding results when a state is unable to fully utilize its annual federal funding distribution due to limitations on available obligation authority. Obligation authority restricts the amount of federal funding that may be obligated during a given federal fiscal year. Unobligated balances may subsequently be utilized to fund transportation projects through several mechanisms, including:

1. Advance Construction - A state may choose to advance fund the federal share of a transportation project using non-federal funds. Advance construction allows project costs to be incurred prior to the availability of federal obligation authority, with reimbursement occurring when federal funding becomes available.

2. Redistributed Obligation Authority – Near the end of each federal fiscal year, the Federal Highway Administration (FHWA) redistributes unused obligation authority from states that are unable to utilize their full allocation. States receiving redistributed authority may use these funds to advance eligible transportation projects.

3. Additional Congressional Obligation Authority – Congress may periodically provide additional obligation authority, allowing states to utilize previously unobligated federal funds.

A second type of carryover funding results when states do not fully obligate certain federal-aid funding categories or congressionally designated transportation funds. These funds remain available for obligation in future fiscal years in accordance with applicable federal requirements.

How carryover funds are used:

The State Transportation Improvement Program (STIP) Financial Plan serves as the spending plan for allocating transportation funding to state and local projects. The financial plan covers a four-year period and is required to be fiscally constrained based on reasonably anticipated funding levels.

Forecasted funding levels are developed using historical funding trends, current federal transportation authorization legislation, and estimates of future revenues. Previously authorized or allocated federal funds that remain unobligated and available for use (carryover funds) are incorporated into the financial plan and may be assigned to eligible transportation projects. When advance construction is utilized, a conversion project is programmed within the STIP during the fiscal year in which federal reimbursement is anticipated.

How carryover funds are shown for fiscal constraint:

Federal transportation regulations require that the State Transportation Improvement Program (STIP) include only projects for which funding can reasonably be anticipated to be available.

Because carryover funds remain available for obligation in future fiscal years, they are considered reasonably available revenues and may be incorporated into the STIP financial plan.
The STIP financial plan documents the amount of carryover funding by fiscal year and funding category, along with estimates of future revenues used to maintain fiscal constraint.

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

NOTE: *MPO Carryover in Alabama: MPOs are limited to three years of carryover. Unexpended funds will be returned to the funding pool for reallocation.*

P.I # 100081562 & 100081563– Traffic Signal and Turn Lane Installation at CR-230 and CR-240 Junction

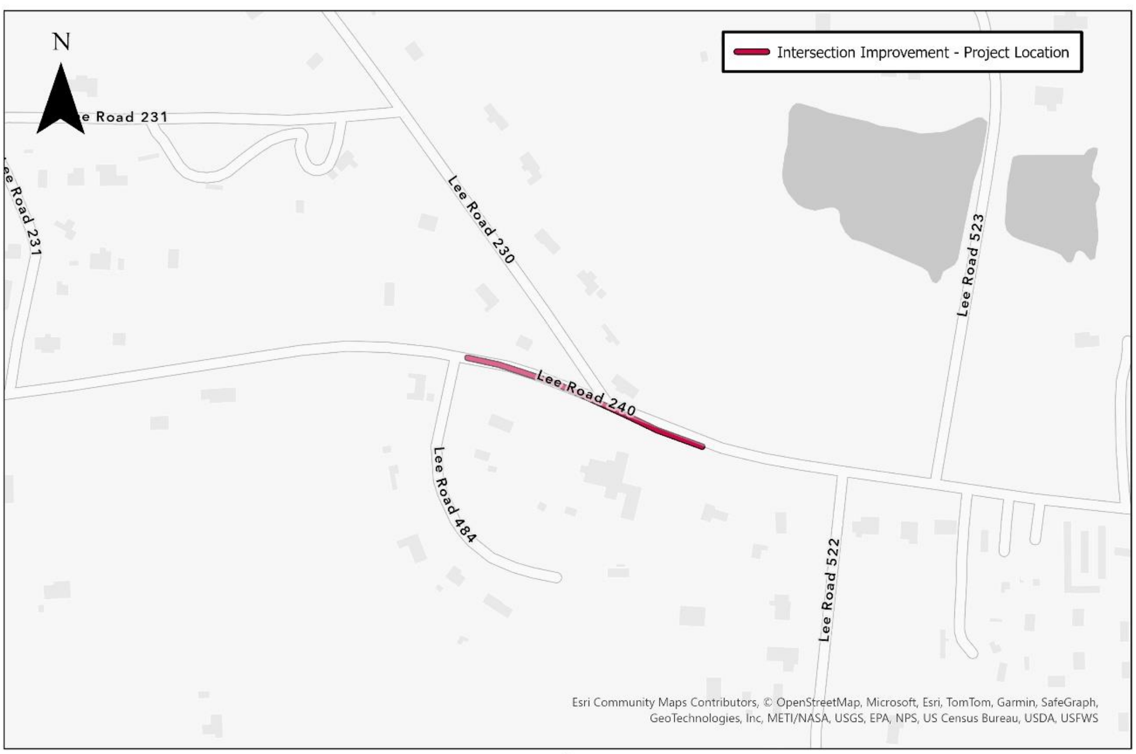
PROJECT DESCRIPTION: Utility and turn lane installation

Project #:	Project Length (MI):		County/City: Lee
P.I. #: 100081562 (PE) & 100081563 (CN)	Existing Lanes:		SPONSOR: Lee County
TIP #: TSTLI	Proposed Lanes:		CONG DIST:
Funding Code:			DOT DIST:
Funding:	State/US #:		Local RD#

PM1 (Safety) performance measure is associated with this project.

Project Phase	*$ Source*	*FY 27*	*FY 28*	*FY 29*	*FY 30*	*Total*			
Preliminary Eng.	AUTH.	$0	$0	$0	$0	$0			
Right-of Way		$0	$0	$0	$0	$0			
Construction	Fed/Local	$0	$0	$500	$0	$500			
Project Cost		**$0**	**$0**	**$500**	**$0**	**$500**			
Federal Cost		$0	$0	$400	$	$400			
State Cost		$0	$0	$0	$0	$0			
Local Cost		$0	$0	$100	$0	$100			

Comments: Total: $600,000.00 ($480,000.00 -Fed & $120,000.00 – Local) **PE Total** $100,000.00 ($80,000.00 – Fed & $20,000.00 – Local) **CN Total** $500,000.00 ($400,000.00 – Fed & $100,000.00 – Local)



P.I. # 100082396 - Resurfacing CR-145 from CR-149 to CR-175

PROJECT DESCRIPTION: Resurfacing

Project #:	**Project Length (MI): 3.1**		**County/City: Lee County, AL**
P.I. #: 100082396	**Existing Lanes:**		**SPONSOR:**
TIP #:	**Proposed Lanes:**		**CONG DIST:**
Funding Code:			**DOT DIST:**
Funding:	**State/US #:**		**Local RD#**

PM1 (Safety) and PM2 (Pavement), PM3 performance measures are associated with this project.

Project Phase	***$ Source***	***FY 27***	***FY 25***	***FY 26***	***FY 27***	***Total***			
Preliminary Eng.		$0	$0	$0	$0	$0			
Right-of Way		$0	$0	$0	$0	$0			
Construction	Fed/Local	$1	$0	$0	$0	$1			
Project Cost		**$1**	**$0**	**$0**	**$0**	**$1**			
Federal Cost		$800	$0	$0	$0	$800			
State Cost		$0	$0	$0	$0	$0			
Local Cost		$200	$0	$0	$0	$200			

Comments: Total CN $1,000,000.000 ($800,000.00 Fed., $200,000.00 Local)

PI # 100078616 – Resurfacing on Patterson Road from SR-165 to Owens Road

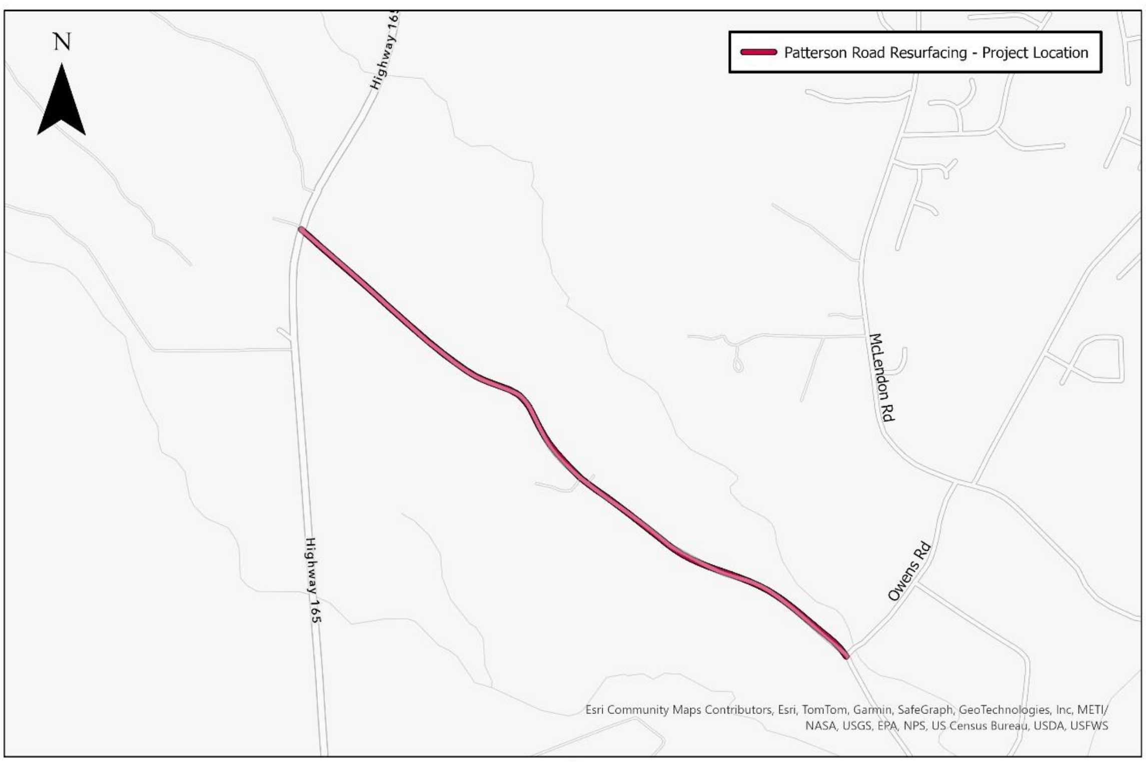
PROJECT DESCRIPTION: Resurfacing Project

Project #:	**Project Length (MI):**	**Sponsor: Russell County**
P.I. #: 100078616	**Existing Lanes:**	**DOT District:**
TIP #:	**Proposed Lanes:**	**CONG DIST:**
Funding Code:		**RDC:**
Funding:	**State/US #:**	**Local RD#**

PM1 (Safety) and PM2 (Pavement) performance measures are associated with this project.

Project Phase	***$ Source***	***FY 27***	***FY 28***	***FY 29***	***FY 30***	***Total***			
Preliminary Eng.		$0	$0	$0	$0	$0			
Right-of Way		$0	$0	$0	$0	$0			
Utilities		$0	$0	$0	$0	$0			
Construction	Fed/Local	$418	$0	$0	$0	$418			
Project Cost		**$418**	**$0**	**$0**	**$0**	**$418**			
Federal Cost		$344	$0	$0	$0	$344			
State Cost		$0	$0	$0	$0	$0			
Local Cost		$83	$0	$0	$0	$83			

Comments: Total CN - $417,845.31($334,276.25 Fed & $83,569.06 Local)



PI # 100081564 & 100081565 – Resurface Riverchase Drive from Airport Road to Summerville Road

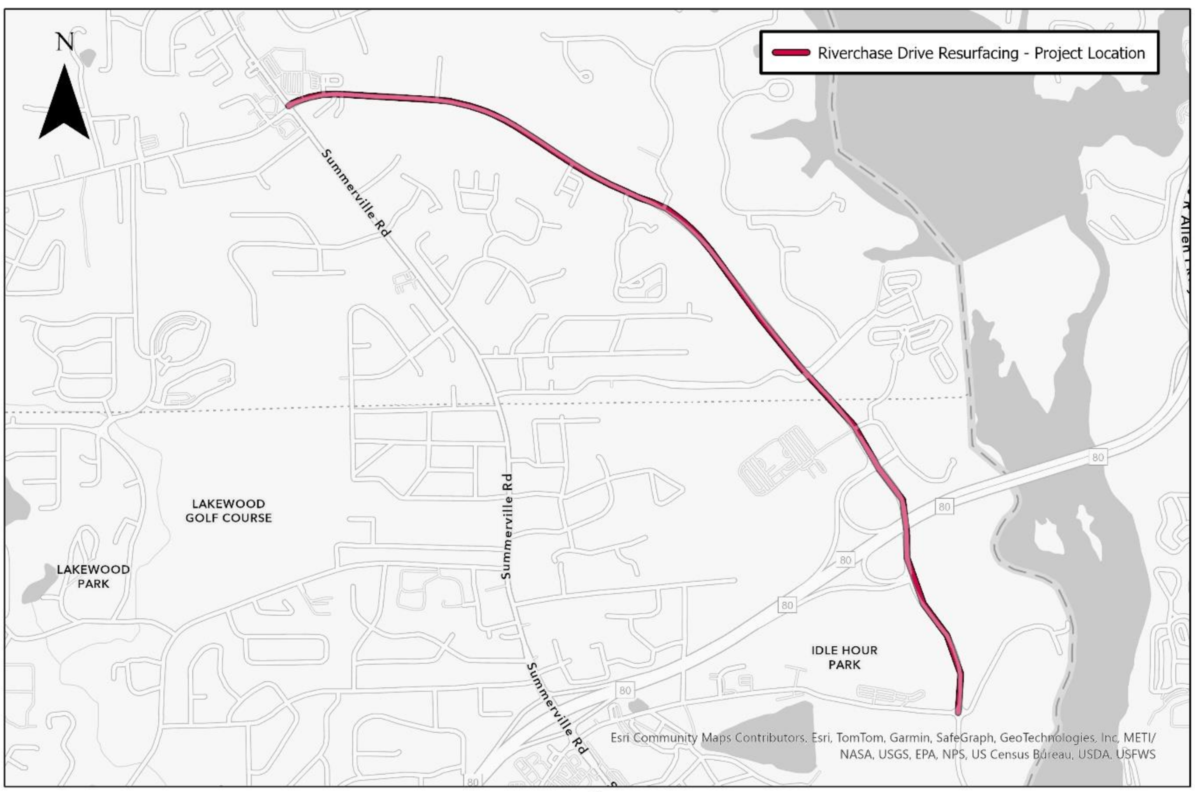
PROJECT DESCRIPTION: Resurfacing Project

Project #:	**Project Length (MI):**	**Sponsor: Phenix City**
P.I. #: 100081564 (PE) 100081565 (CN)	**Existing Lanes:**	**DOT District:**
TIP #: ReRiv	**Proposed Lanes:**	**CONG DIST:**
Funding Code:		**RDC:**
Funding:	**State/US #:**	**Local RD#**

PM1 (Safety) and PM2 (Pavement) performance measures are associated with this project.

Project Phase	***$ Source***	***FY 27***	***FY 28***	***FY 29***	***FY 30***	***Total***			
Preliminary Eng.	AUTH	$0	$0	$0	$0	$0			
Right-of Way		$0	$0	$0	$0	$0			
Utilities		$0	$0	$0	$0	$0			
Construction	Fed/Local	$0	$0	$0	$1.2	$1.2			
Project Cost		**$0**	**$0**	**$0**	**$1.2**	**$1.2**			
Federal Cost		$0	$0	$0	$960	$960			
State Cost		$0	$0	$0	$0	$0			
Local Cost		$0	$0	$0	$240	$240			

Comments: Total CN - $1,200,000 ($960,000 - Fed & $240,000 - Local)



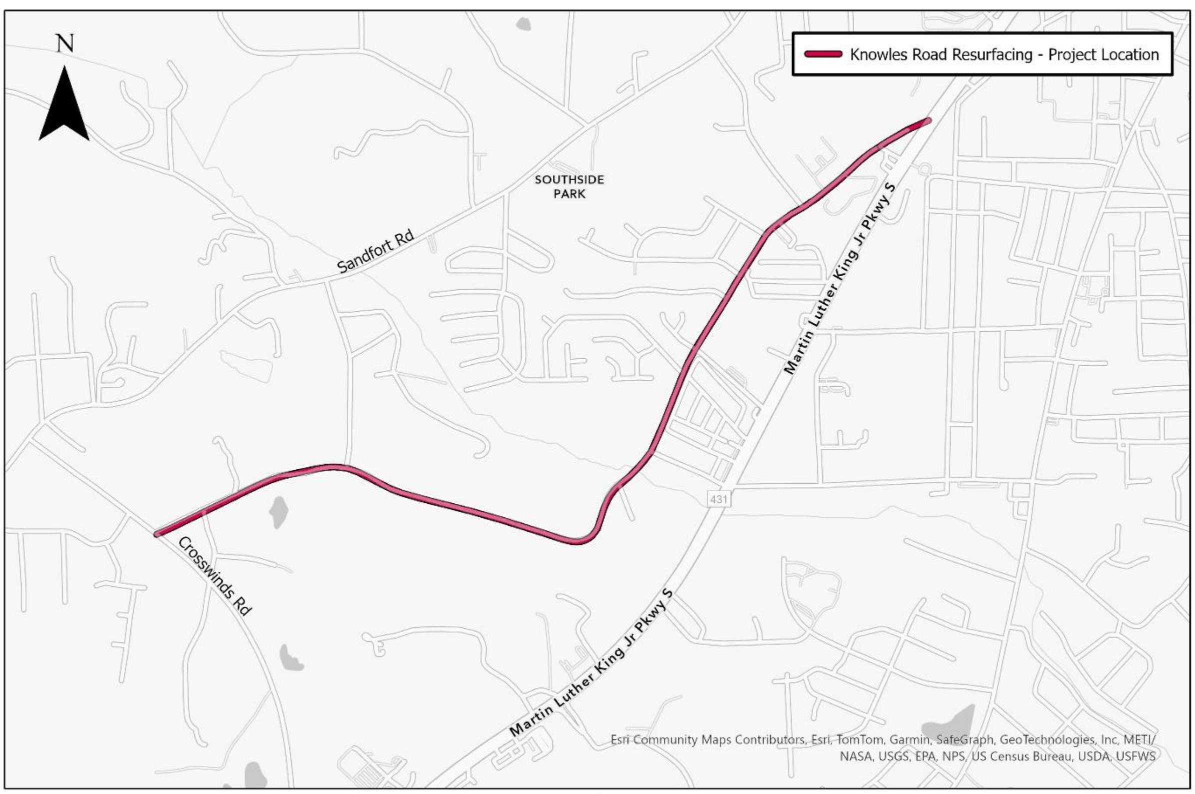
PI # 100082409 & 100082411 – Resurface Knowles Rd from SR-1 (US 431) to Phenix City Limits
PROJECT DESCRIPTION: Resurface Project

Project #:	**Project Length (MI): 1.85**		**Sponsor: Phenix City**
P.I. #: 100082409 (PE) 100082411 (CN)	**Existing Lanes:**		**DOT District:**
TIP #:	**Proposed Lanes:**		**CONG DIST:**
Funding Code:			**RDC:**
Funding:	**State/US #:**		**Local RD#**

PM1 (Safety) and PM2 (Pavement) performance measures are associated with this project.

Project Phase	***$ Source***	***FY 27***	***FY 28***	***FY 29***	***FY 30***	***Total***			
Preliminary Eng.		$118	$0	$0	$0	$118			
Right-of Way		$0	$0	$0	$0	$0			
Utilities		$0	$0	$0	$0	$0			
Construction	Fed/Local	$0	$785	$0	$0	$785			
Project Cost		**$118**	**$785**	**$0**	**$0**	**$903**			
Federal Cost		$94	$628	$0	$0	$722			
State Cost		$0	$0	$0	$0	$0			
Local Cost		$24	$157	$0	$0	$181			

Comments: Total - $903,000.00 ($722,400.00- Fed & $180,600.00) **Total PE -** $118,000.00 ($94,400.00 Fed & $23,600.00 Local) **Total CN -** $785,000.00 ($628,000.00 Fed & $157,000.00Local)



PI # 100082407 – Resurface Broad Street from Summerville Road to 13th Street

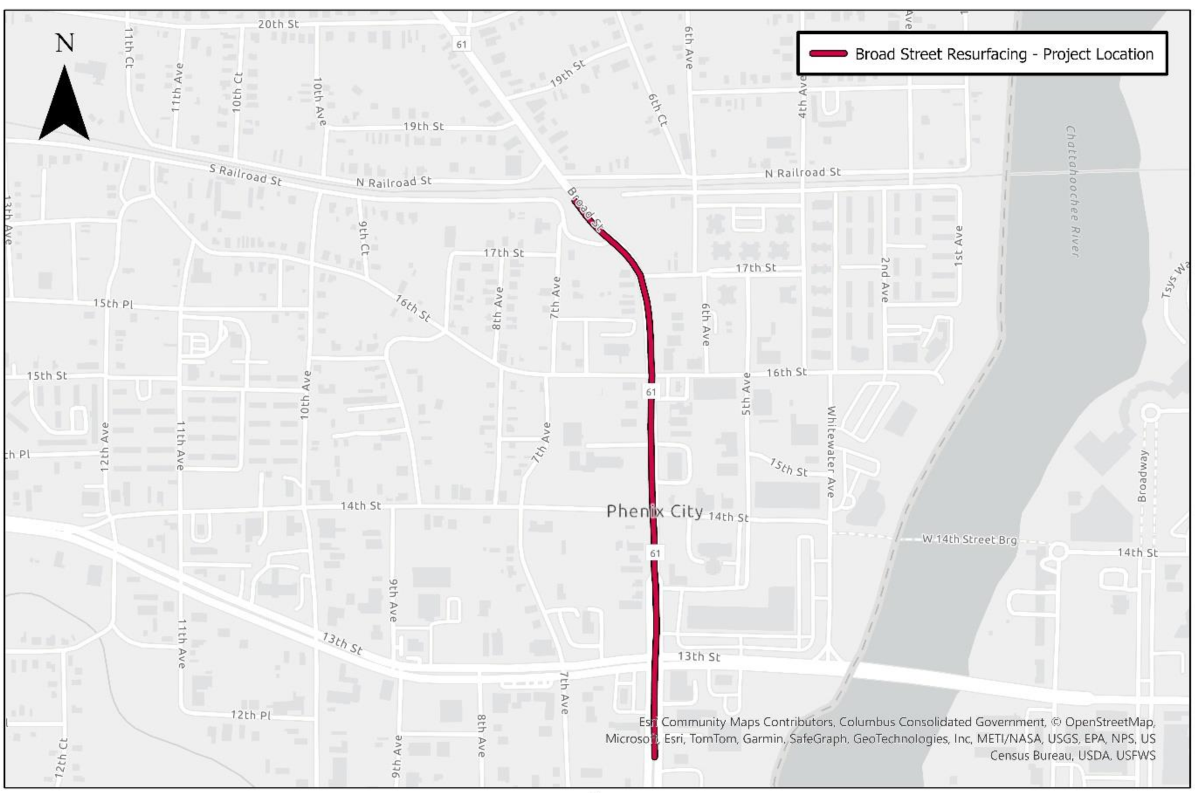
PROJECT DESCRIPTION: Resurface Project

Project #:	**Project Length (MI): 0.45**	**Sponsor: Phenix City**
P.I. #: 100082407	**Existing Lanes:**	**DOT District:**
TIP #:	**Proposed Lanes:**	**CONG DIST:**
Funding Code:		**RDC:**
Funding:	**State/US #:**	**Local RD#**

PM1 (Safety) and PM2 (Pavement) performance measures are associated with this project.

Project Phase	***$ Source***	***FY 27***	***FY 28***	***FY 29***	***FY 30***	***Total***			
Preliminary Eng.		$0	$60	$0	$0	$60			
Right-of Way		$0	$0	$0	$0	$0			
Utilities		$0	$0	$0	$0	$0			
Construction	Fed/Local	$0	$0	$0	$0	$0			
Project Cost		**$0**	**$60**	**$0**	**$0**	**$60**			
Federal Cost		$0	$48	$0	$0	$48			
State Cost		$0	$0	$0	$0	$0			
Local Cost		$0	$12	$0	$0	$12			

Comments: Total PE - $60,000 ($48,000.00 Fed & $12,000.00 Local)



PI # 100082405 & 100082406 – Resurface Colin Powell Pkwy from MLK Jr Pkwy to Brickyard Road

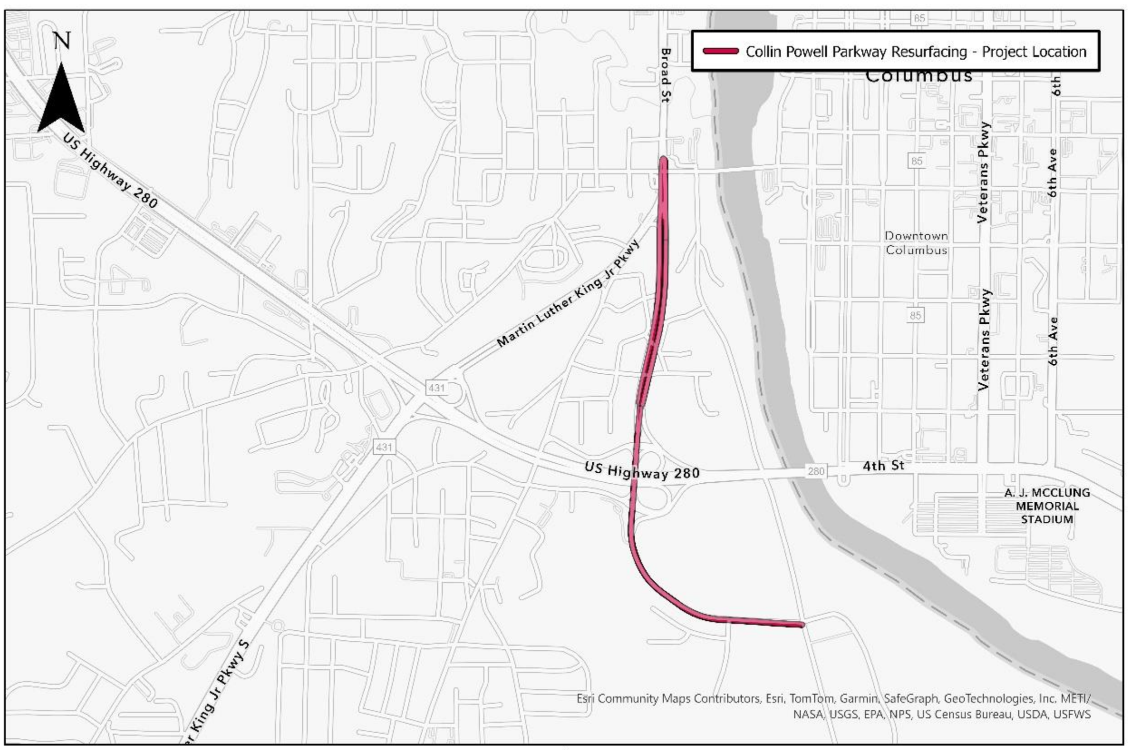
PROJECT DESCRIPTION: Resurface Project

Project #:	**Project Length (MI): 1.30**	**Sponsor: Phenix City**
P.I. #: 100082405 (PE) 100082406 (CN)	**Existing Lanes:**	**DOT District:**
TIP #:	**Proposed Lanes:**	**CONG DIST:**
Funding Code:		**RDC:**
Funding:	**State/US #:**	**Local RD#**

PM1 (Safety) and PM2 (Pavement) performance measures are associated with this project.

Project Phase	***$ Source***	***FY 27***	***FY 28***	***FY 29***	***FY 30***	***Total***			
Preliminary Eng.		$0	$87	$0	$0	$87			
Right-of Way		$0	$0	$0	$0	$0			
Utilities		$0	$0	$0	$0	$0			
Construction	Fed/Local	$0	$0	$580	$0	$580			
Project Cost		**$0**	**$87**	**$580**	**$0**	**$684**			
Federal Cost		$0	$69	$464	$0	$551			
State Cost		$0	$0	$0	$0	$0			
Local Cost		$0	$17	$116	$0	$133			

Comments: Total $684,400.00 ($551,000.00 – Fed & $133,400.00 – Local) **Total PE -** $87,000 ($69,600.00 Fed & $17,400.00 Local) **Total CST** $580,000.00 ($464,000.00 – Fed & $116,000.00 – Local)



PI # 100082397 – Resurface CR-179 from CR-246 to US 280

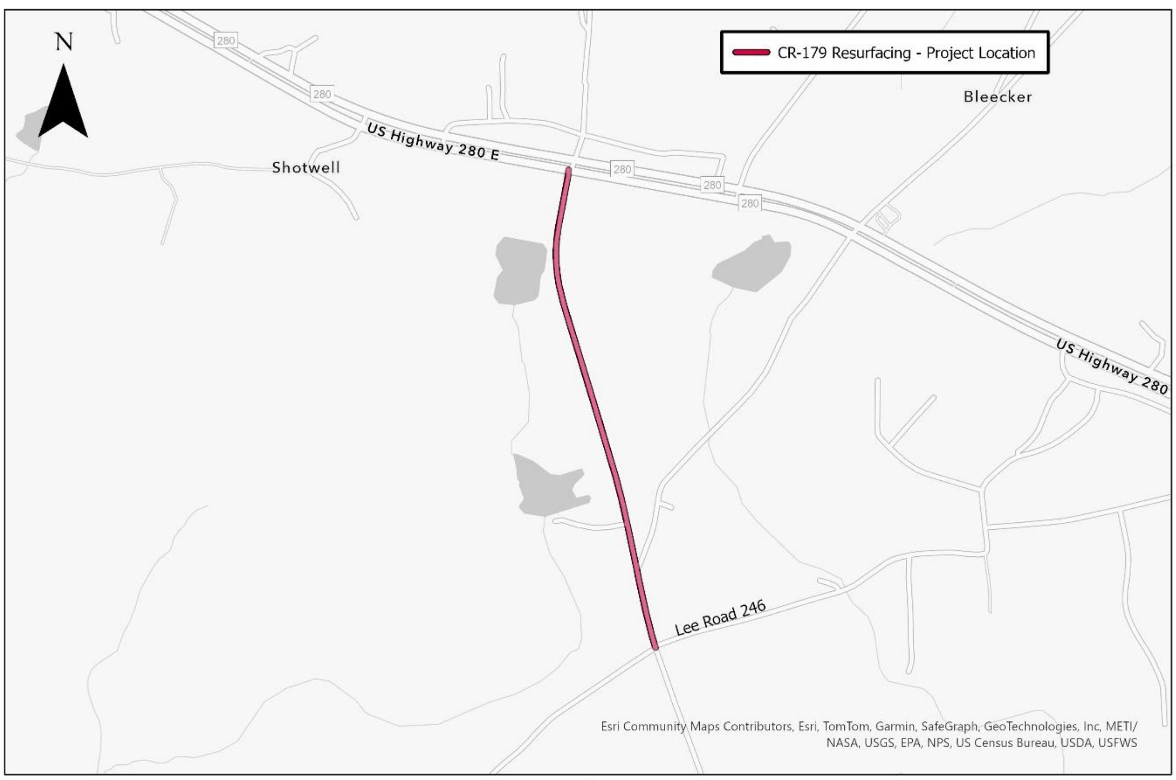
PROJECT DESCRIPTION: Resurface Project

Project #:	**Project Length (MI): 2.5**		**Sponsor: Lee County**
P.I. #: 100082397	**Existing Lanes:**		**DOT District:**
TIP #:	**Proposed Lanes:**		**CONG DIST:**
Funding Code:			**RDC:**
Funding:	**State/US #:**		**Local RD#**

PM1 (Safety) and PM2 (Pavement) performance measures are associated with this project.

Project Phase	***$ Source***	***FY 27***	***FY 28***	***FY 29***	***FY 30***	***Total***			
Preliminary Eng.		$0	$0	$0	$0	$0			
Right-of Way		$0	$0	$0	$0	$0			
Utilities		$0	$0	$0	$0	$0			
Construction	Fed/Local	$0	$845	$0	$0	$845			
Project Cost		**$0**	**$845**	**$0**	**$0**	**$845**			
Federal Cost		$0	$676	$0	$0	$676			
State Cost		$0	$0	$0	$0	$0			
Local Cost		$0	$169	$0	$0	$169			

Comments: Total CN - $845,000.00 ($676,000.00 Fed & $169,000.00 Local)



PI # 100073185 – Resurfacing on Terminal Road from AL Hwy 165 to End of Terminal Rd

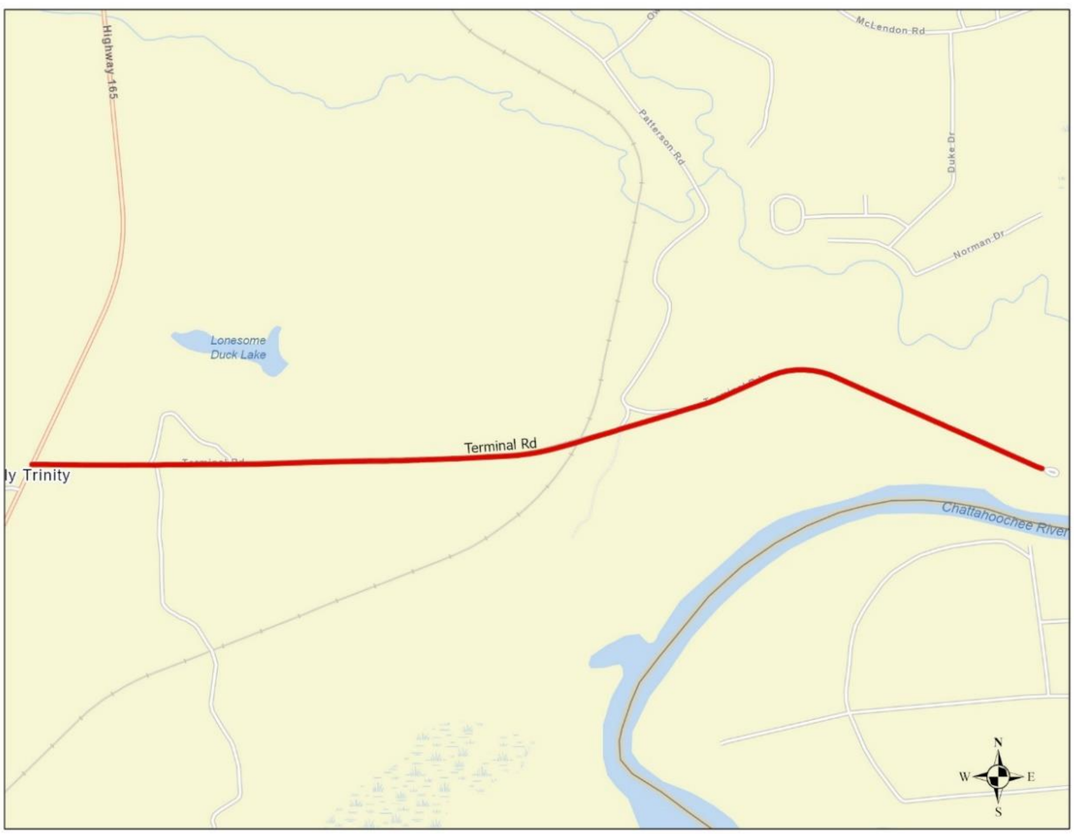
PROJECT DESCRIPTION: Widen & Resurface

Project #:	**Project Length (MI):**		**County:** Russell County
P.I. #: 100073185	**Existing Lanes:**		**DOT District:**
TIP #:	**Proposed Lanes:**		**CONG DIST:**
Funding Code:			**RDC:**
Funding:	**State/US #:**		**Local RD#**

PM1 (Safety) and PM2 (Pavement), PM3 performance measures are associated with this project.

Project Phase	***$ Source***	***FY 27***	***FY 28***	***FY 29***	***FY 30***	***Total***			
Preliminary Eng.		$0	$0	$0	$0	$0			
Right-of Way		$0	$0	$0	$0	$0			
Utilities		$0	$0	$0	$0	$0			
Construction	Fed/Local	$0	$679	$0	$0	$679			
Project Cost		**$0**	**$679**	**$0**	**$0**	**$679**			
Federal Cost		$0	$543	$0	$0	$543			
State Cost		$0	$0	$0	$0	$0			
Local Cost		$0	$135	$0	$0	$135			

Comment: Total CN - $679,218.75 ($543,375.00 Fed & $135,843.75 Local).



PI # 1000 – Resurface Woodland Dr. from US HWY 80 to Sandfort Rd

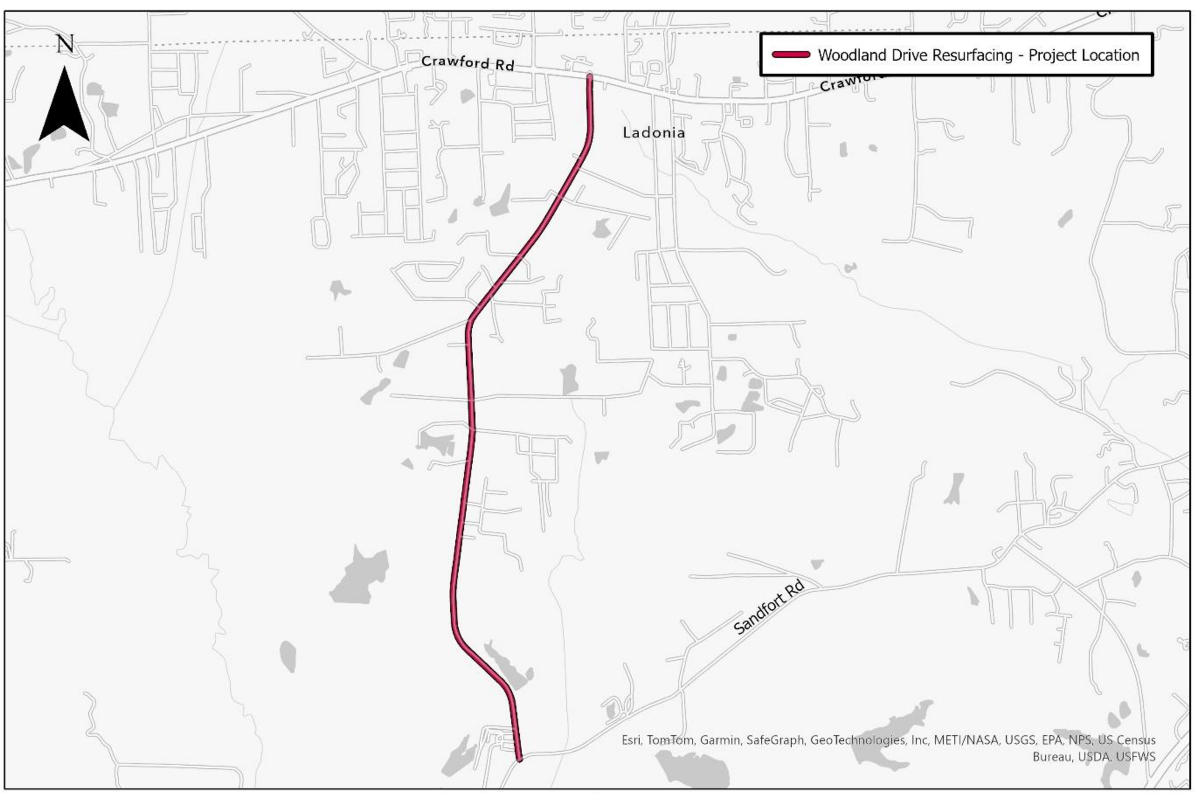
PROJECT DESCRIPTION: Resurface Project

Project #:	**Project Length (MI): 3.4**	**Sponsor: Russell County**
P.I. #: 1000	**Existing Lanes:**	**DOT District:**
TIP #:	**Proposed Lanes:**	**CONG DIST:**
Funding Code:		**RDC:**
Funding:	**State/US #:**	**Local RD#**

PM1 (Safety) and PM2 (Pavement) performance measures are associated with this project.

Project Phase	***$ Source***	***FY 27***	***FY 28***	***FY 29***	***FY 30***	***Total***			
Preliminary Eng.		$0	$0	$0	$0	$0			
Right-of Way		$0	$0	$0	$0	$0			
Utilities		$0	$0	$0	$0	$0			
Construction	Fed/Local	$0	$0	$855	$0	$855			
Project Cost		**$0**	**$0**	**$855**	**$0**	**$855**			
Federal Cost		$0	$0	$684	$0	$684			
State Cost		$0	$0	$0	$0	$0			
Local Cost		$0	$0	$0	$0	$171			

Comments: Total CN - $855,312.50 ($684,250.00 Fed & $171,062.50 Local)



PI # 1000 – Resurface Sandfort Rd from Little Uchee Creek to Phenix City Limits

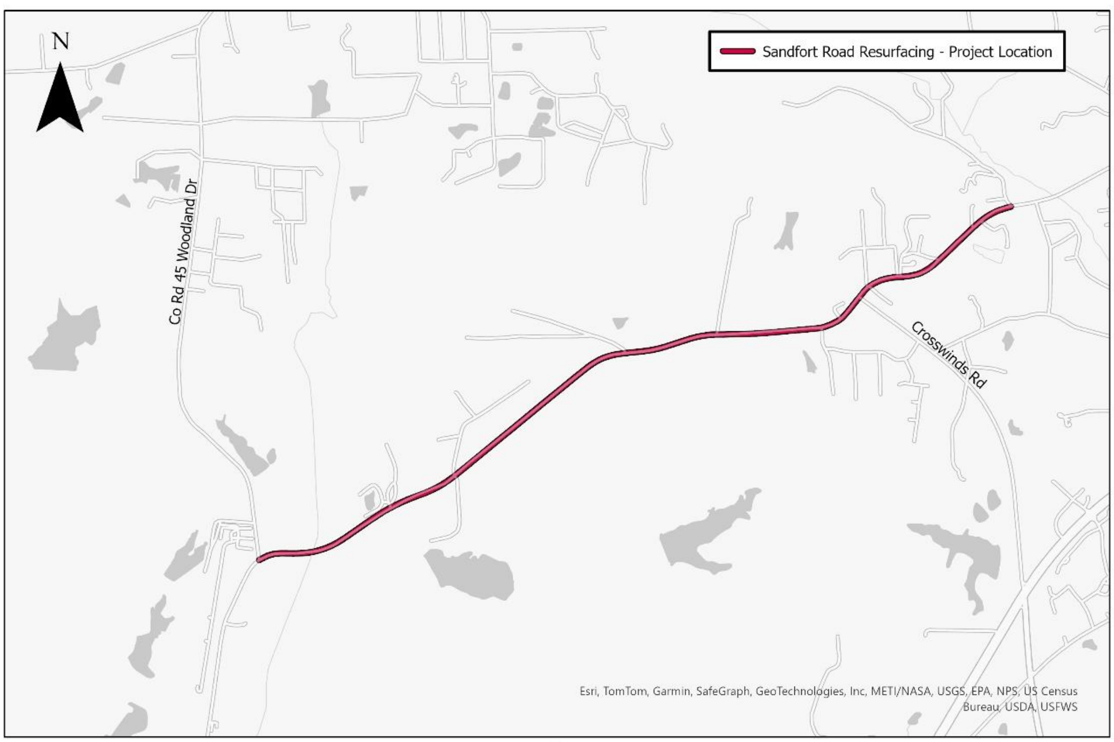
PROJECT DESCRIPTION: Resurface Project

Project #:	**Project Length (MI):**		**Sponsor: Russell County**
P.I. #:	**Existing Lanes:**		**DOT District:**
TIP #:	**Proposed Lanes:**		**CONG DIST:**
Funding Code:			**RDC:**
Funding:	**State/US #:**		**Local RD#**

PM1 (Safety) and PM2 (Pavement) performance measures are associated with this project.

Project Phase	***$ Source***	***FY 27***	***FY 28***	***FY 29***	***FY 30***	***Total***			
Preliminary Eng.		$0	$0	$0	$0	$0			
Right-of Way		$0	$0	$0	$0	$0			
Utilities		$0	$0	$0	$0	$0			
Construction	Fed/Local	$0	$0	$0	$1.2	$1.2			
Project Cost		**$0**	**$0**	**$0**	**$1.2**	**$1.2**			
Federal Cost		$0	$0	$0	$1.0	$1.0			
State Cost		$0	$0	$0	$0	$0			
Local Cost		$0	$0	$0	$256	$256			

Comments: Total CN - $1,279,385 ($1,023,508.00 Fed & $255,877.00 Local)



PI # 100082410 & 100082412– Resurface Opelika Road from US Highway 280 to Crawford Road

PROJECT DESCRIPTION: Resurface

Project #:	**Project Length (MI): 0.75**		**County/City:**
P.I. #: 100082410 (PE) 100082412 (CN)	**Existing Lanes:**		**SPONSOR:** Phenix City
TIP #:	**Proposed Lanes:**		**CONG DIST:**
Funding Code:			**DOT DIST:**
Funding:	**State/US #:**		**Local RD#**

PM1 (Safety) and PM2 (Pavement), PM3 performance measures are associated with this project.

Project Phase	***$ Source***	***FY 27***	***FY 28***	***FY 29***	***FY 30***	***Total***			
Preliminary Eng.		$0	$0	$100	$0	$100			
Right-of Way		$0	$0	$0	$0	$0			
Construction	Fed/Local	$0	$0	$0	$480	$480			
Project Cost		**$0**	**$0**	**$100**	**$480**	**$580**			
Federal Cost		$0	$0	$80	$384	$464			
State Cost		$0	$0	$0	$0	$0			
Other Cost		$0	$0	$20	$96	$116			

Comments: Total - $580,000.00 ($464,00.00 Fed & $116,00.00 Local) **PE -** $100,000.00 ($80,000.00 Fed & $20,000 Local) **CN** - $480,000.000 ($384,000.00 – Fed, $96,000.00 – Local)

PI # 100082404 – Resurface Meadowlane Dr from 10th Ave S to Brickyard RD

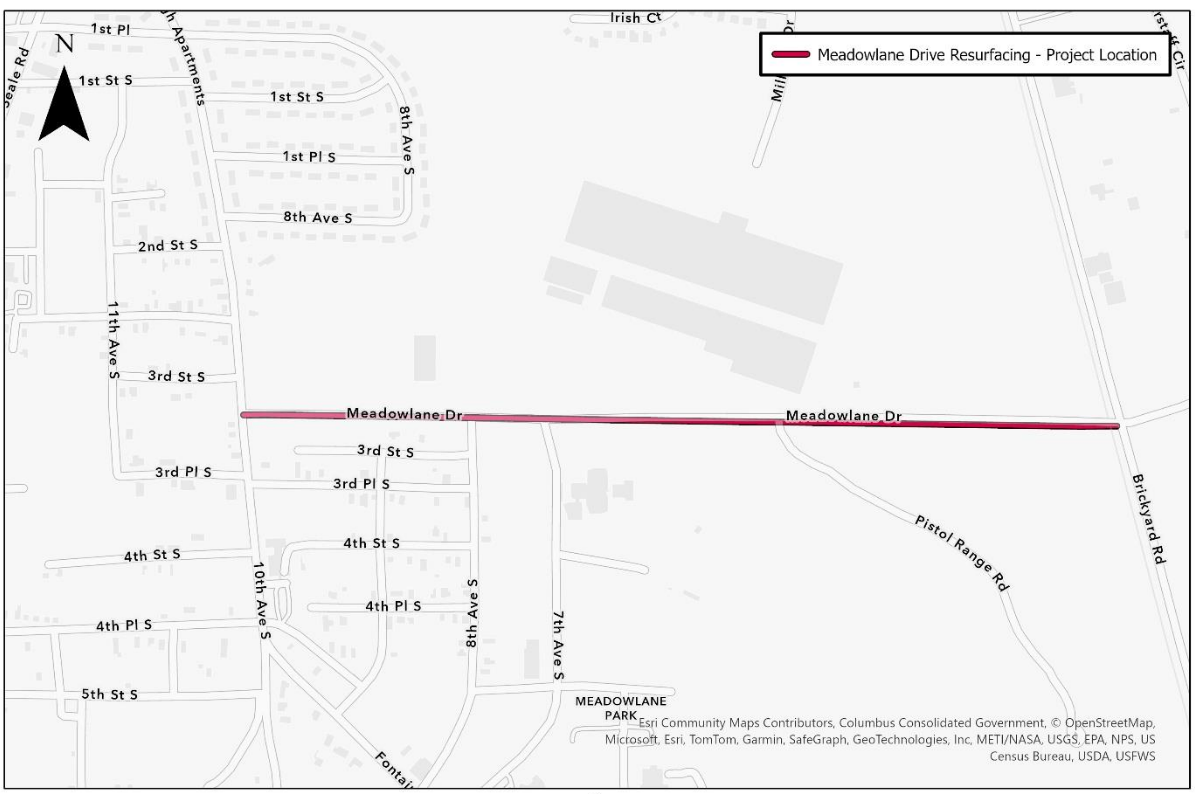
PROJECT DESCRIPTION: Resurface Project

Project #:	**Project Length (MI): 0.75**		**Sponsor: Phenix City**
P.I. #: 100082404	**Existing Lanes:**		**DOT District:**
TIP #:	**Proposed Lanes:**		**CONG DIST:**
Funding Code:			**RDC:**
Funding:	**State/US #:**		**Local RD#**

PM1 (Safety) and PM2 (Pavement) performance measures are associated with this project.

Project Phase	***$ Source***	***FY 27***	***FY 28***	***FY 29***	***FY 30***	***Total***			
Preliminary Eng.		$0	$0	$0	$60	$60			
Right-of Way		$0	$0	$0	$0	$0			
Utilities		$0	$0	$0	$0	$0			
Construction	Fed/Local	$0	$0	$0	$0	$0			
Project Cost		**$0**	**$0**	**$0**	**$60**	**$60**			
Federal Cost		$0	$0	$0	$48	$48			
State Cost		$0	$0	$0	$0	$0			
Local Cost		$0	$0	$0	$12	$12			

Comments: Total PE - $60,000.00 ($48,000.00 Fed & $12,000.00 Local)



PI # 100082408 – Resurface 20TH Ave from South Railroad Street to Crawford Rd

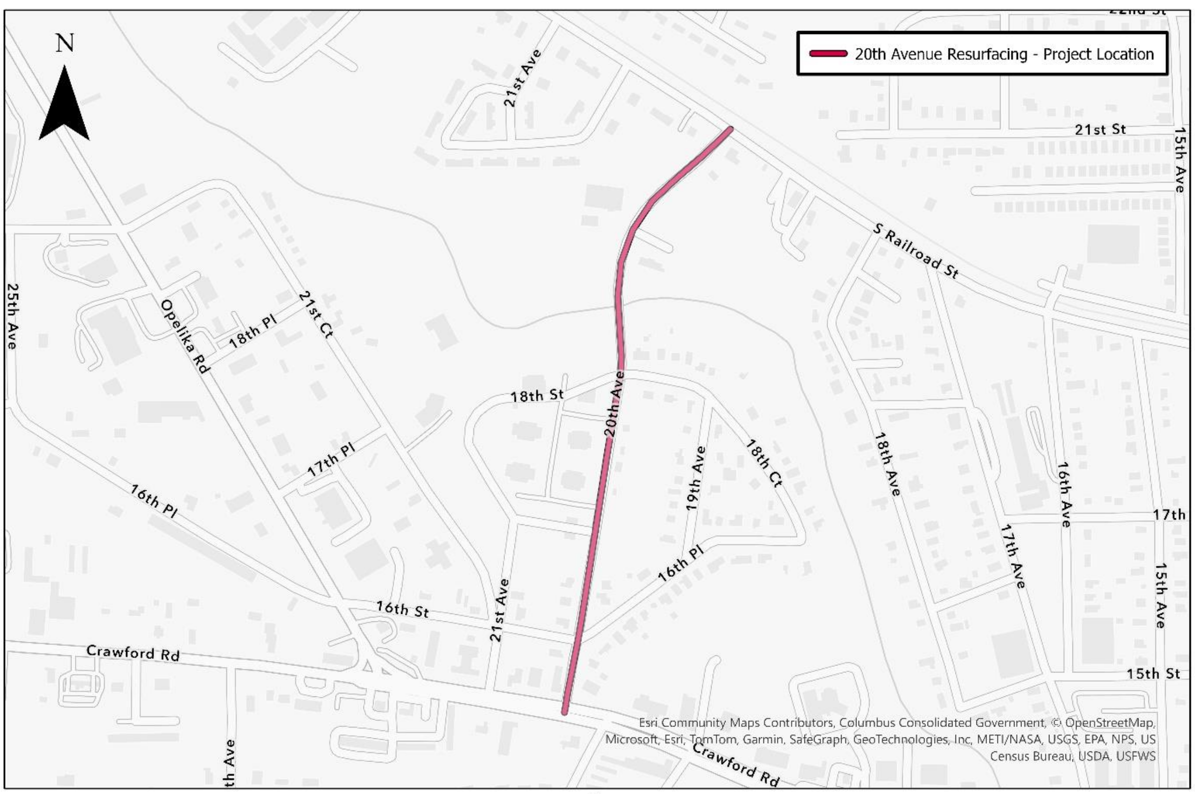
PROJECT DESCRIPTION: Resurface Project

Project #:	**Project Length (MI): 0.45**		**Sponsor: Phenix City**
P.I. #: 100082408	**Existing Lanes:**		**DOT District:**
TIP #:	**Proposed Lanes:**		**CONG DIST:**
Funding Code:			**RDC:**
Funding:	**State/US #:**		**Local RD#**

PM1 (Safety) and PM2 (Pavement) performance measures are associated with this project.

Project Phase	***$ Source***	***FY 27***	***FY 28***	***FY 29***	***FY 30***	***Total***			
Preliminary Eng.		$0	$0	$0	$60	$60			
Right-of Way		$0	$0	$0	$0	$0			
Utilities		$0	$0	$0	$0	$0			
Construction	Fed/Local	$0	$0	$0	$0	$0			
Project Cost		**$0**	**$0**	**$0**	**$60**	**$60**			
Federal Cost		$0	$0	$0	$48	$48			
State Cost		$0	$0	$0	$0	$0			
Local Cost		$0	$0	$0	$12	$12			

Comments: Total PE - $60,000.00 ($48,000.00 Fed & $12,000.00 Local)



PI # 100082394 – Resurface CR-236 from CR-240 to Russell Co. Line

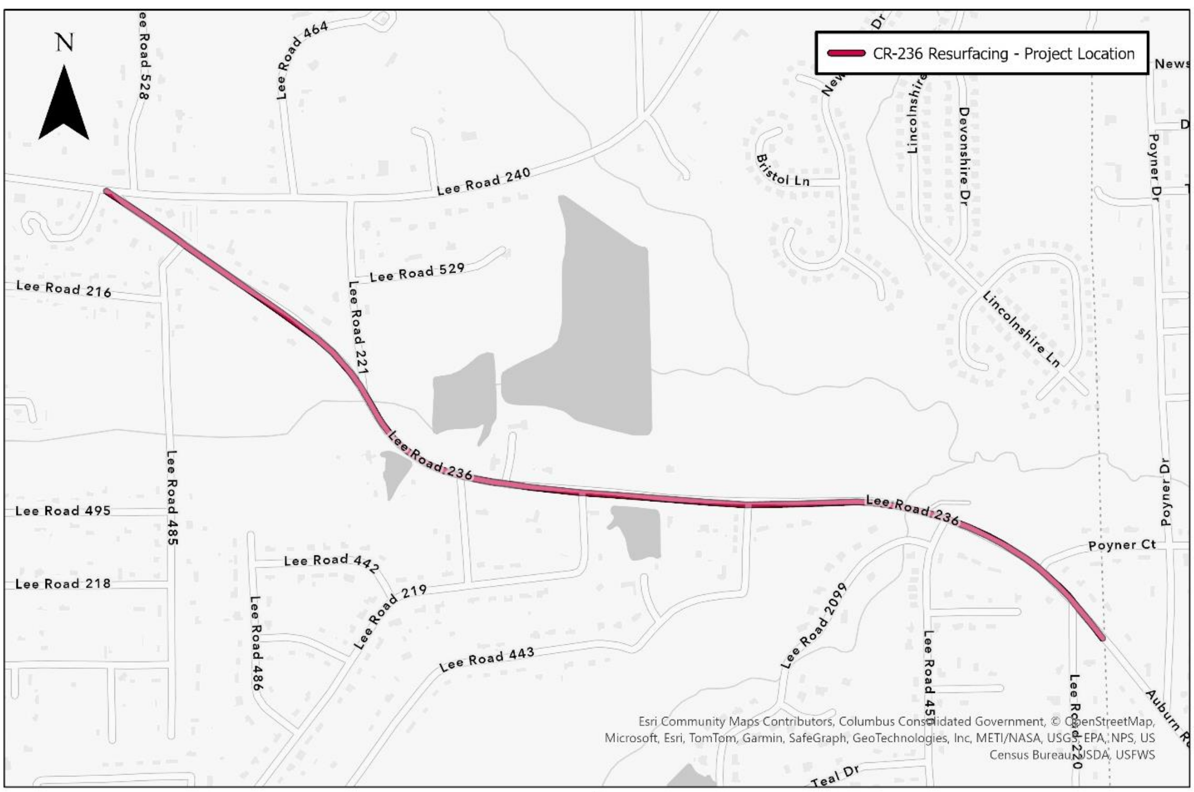
PROJECT DESCRIPTION: Resurface Project

Project #:	**Project Length (MI): 1.3**	**Sponsor: Lee County**
P.I. #: 100082394	**Existing Lanes:**	**DOT District:**
TIP #:	**Proposed Lanes:**	**CONG DIST:**
Funding Code:		**RDC:**
Funding:	**State/US #:**	**Local RD#**

PM1 (Safety) and PM2 (Pavement) performance measures are associated with this project.

Project Phase	***$ Source***	***FY 27***	***FY 28***	***FY 29***	***FY 30***	***Total***			
Preliminary Eng.		$0	$0	$0	$0	$0			
Right-of Way		$0	$0	$0	$0	$0			
Utilities		$0	$0	$0	$0	$0			
Construction	Fed/Local	$0	$0	$0	$520	$520			
Project Cost		**$0**	**$0**	**$0**	**$520**	**$520**			
Federal Cost		$0	$0	$0	$416	$416			
State Cost		$0	$0	$0	$0	$0			
Local Cost		$0	$0	$0	$104	$104			

Comments: Total CN- $520,000.00 ($416,000.00 Fed & $104,000.00 Local)



PI # 100082395 – Resurface CR-248 (Summerville Rd) from Smiths Station City Limits to the Phenix City Limits

PROJECT DESCRIPTION: Resurface Project

Project #:	**Project Length (MI): 2.3**		**Sponsor: Lee County**
P.I. #: 100082395	**Existing Lanes:**		**DOT District:**
TIP #:	**Proposed Lanes:**		**CONG DIST:**
Funding Code:			**RDC:**
Funding:	**State/US #:**		**Local RD#**

PM1 (Safety) and PM2 (Pavement) performance measures are associated with this project.

Project Phase	***$ Source***	***FY 27***	***FY 28***	***FY 29***	***FY 30***	***Total***			
Preliminary Eng.		$0	$0	$0	$0	$0			
Right-of Way		$0	$0	$0	$0	$0			
Utilities		$0	$0	$0	$0	$0			
Construction	Fed/Local	$0	$0	$0	$748	$748			
Project Cost		**$0**	**$0**	**$0**	**$748**	**$748**			
Federal Cost		$0	$0	$0	$598	$598			
State Cost		$0	$0	$0	$0	$0			
Local Cost		$0	$0	$0	$150	$150			

Comments: Total CN- $747,500.00 ($598,000.00 Fed & $149,500.00 Local)

PI # 100082421- Resurfacing Mullin Stroud Road & Bush Road

PROJECT DESCRIPTION: Resurfacing

Project #:	**Project Length (MI): 1.87**	**Sponsor: Lee County**
P.I. #: 100082421	**Existing Lanes:**	**DOT District:**
TIP #:	**Proposed Lanes:**	**CONG DIST:**
Funding Code:		**RDC:**
Funding:	**State/US #:**	**Local RD#**

PM1 (Safety) and PM2 (Pavement) performance measures are associated with this project.

Project Phase	***$ Source***	***FY 27***	***FY 28***	***FY 29***	***FY 30***	***Total***			
Preliminary Eng.		$	$0	$0	$0	$			
Right-of Way		$0	$0	$0	$0	$0			
Utilities		$0	$0	$0	$0	$0			
Construction	Fed/Local	$995	$0	$0	$0	$995			
Project Cost		**$995**	**$0**	**$0**	**$0**	**$995**			
Federal Cost		$796	$0	$0	$0	$796			
State Cost		$0	$0	$0	$0	$0			
Local Cost		$199	$0	$0	$0	$199			

Comments: Total CN - $995,000.00 ($796,000.00 Fed., $199,000.00 Local)

PI # 100082420- Resurfacing Summerville Rd

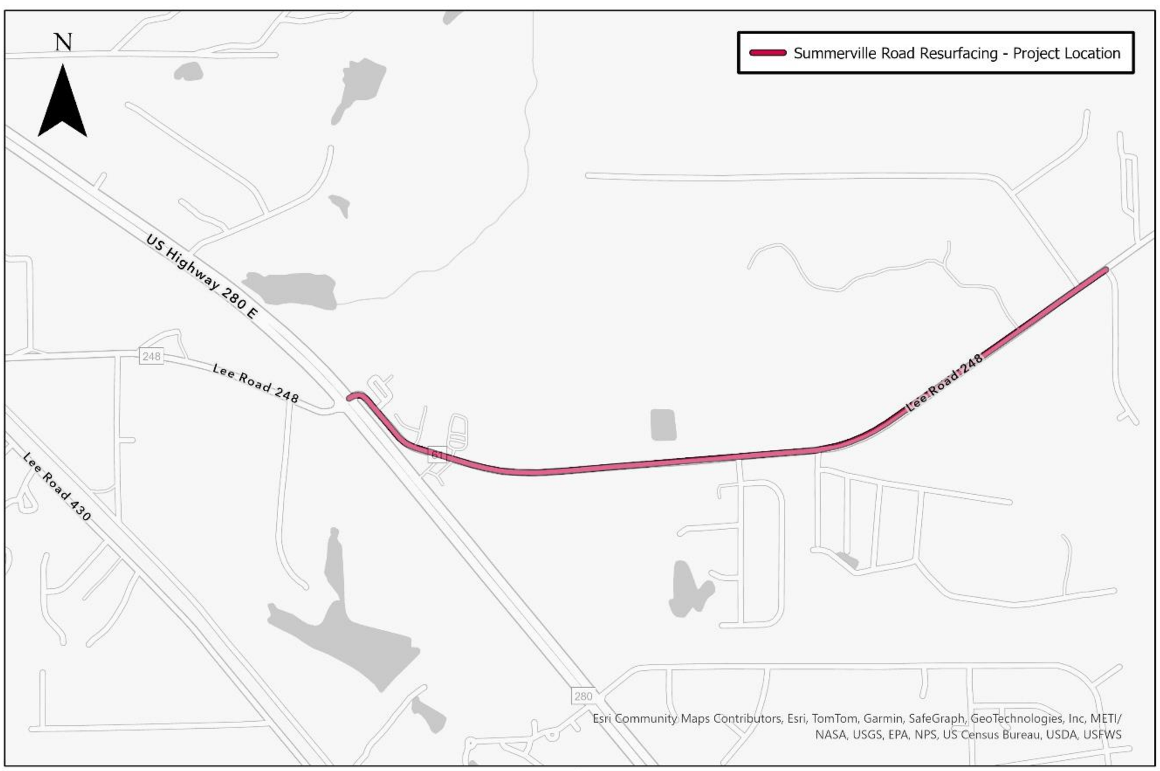
PROJECT DESCRIPTION: Resurfacing

Project #:	**Project Length (MI): 1.49**	**Sponsor: Lee County**
P.I. #: 100082420	**Existing Lanes:**	**DOT District:**
TIP #:	**Proposed Lanes:**	**CONG DIST:**
Funding Code:		**RDC:**
Funding:	**State/US #:**	**Local RD#**

PM1 (Safety) and PM2 (Pavement) performance measures are associated with this project.

Project Phase	***$ Source***	***FY 27***	***FY 28***	***FY 29***	***FY 30***	***Total***			
Preliminary Eng.		$	$0	$0	$0	$			
Right-of Way		$0	$0	$0	$0	$0			
Utilities		$0	$0	$0	$0	$0			
Construction	Fed/Local	$0	$630	$0	$0	$630			
Project Cost		**$0**	**$0**	**$0**	**$0**	**$630**			
Federal Cost		$0	$0	$0	$0	$504			
State Cost		$0	$0	$0	$0	$0			
Local Cost		$0	$0	$0	$0	$126			

Comments: Total CN - $630,000.00 ($504,000.00 Fed., $126,000.00 Local)



TRANSIT

PROJECTS AND FINANCIAL PLAN

FISCAL YEAR 2027-2030

"As recipients of Section 5307, the public involvement requirements for METRA and PEX are met through the MPO's Public Participation Plan"

TRANSIT INDEX

FY27 Apportionment of Section 5307 Funds

GEORGIA

Funding Summary

METRA

5307 Capital Expense Justification
5339 Capital Expenses Justification
CDS-TIG Capital Expense Justification
ARPA Capital Expense Justification
5307 Construction Project
TTFP Capital Expense Justification

MUSCOGEE COUNTY

Section 5303 Capital Schedule
Bus Replacement Schedule

ALABAMA

Funding Summary

PEX

Operating/Capital/Planning Schedule
Capital Expense Justification
Bus Replacement Schedule

COLUMBUS-PHENIX CITY TRANSPORTATION STUDY
TRANSPORTATION IMPROVEMENT PROGRAM

FY27 APPORTIONMENT OF SECTION 5307 FUNDS

6/16/2026

FEDERAL TRANSIT ADMINISTRATION (FTA) PUBLIC TRANSPORTATION FUNDS	COLUMBUS & FORT MOORE	PHENIX CITY	TOTAL
Basis Information			
Population	206,922	33,804	240,726
Area Square Miles	220.80	24.80	245.60
Revenue Miles in FY25	1,254,386	0	1,254,386
Variables Used In FTA Formula			
Population	206,922	33,804	240,726
Population Density	937.15	1,363.06	2,300.211
Revenue Miles in FY25	1,254,386	0	1,254,386
FY27 Sub-Apportionment Of Funds (80% Federal)			
Capital/Planning/Other*	$2,696,849	$0	$0
Operating	$0	$0	$0
Total:	**$2,696,849**	**$0**	**$0**
Deobligations:			
Section 5307			
Capital/Planning/Other*	$2,696,849	$0	$2,696,849
Operating	$0	$0	$0
Carry Over: FY19 Funds (80% Federal)			
Capital/Planning/Other*	$0	$0	$0
Operating	$0	$0	
Total Deobligations/Carry Over			
Capital/Planning/Other*	$0	$0	$0
Operating	$0	$0	$0
Available Funding			
Capital/Planning/Other*	$0	$0	$0
Operating	$0	$0	$0
TOTAL:	**$2,696,849**		**$0**

*Other = Salaries & Service Contracts

4-1

METRA
GEORGIA SECTION

FINANCIAL CAPACITY STATEMENT OF THE COLUMBUS TRANSIT SYSTEM

PURPOSE

This documentation demonstrates the financial capacity of METRA to support the transit program and projects included in the Transportation Improvement Program (TIP). The Federal Transit Administration (FTA) requires recipients of federal transit assistance to demonstrate that sufficient financial resources are available to implement, operate, and maintain federally funded transit projects.

SCOPE

Recipients of FTA Section 5307 Urbanized Area Formula Program funds are required to demonstrate adequate financial capacity to carry out the proposed transit program. Financial capacity consists of two primary components: **Financial Condition** and **Financial Capability**.

A. FINANCIAL CONDITIONS:

Financial Condition refers to the overall financial health of the transit system. This includes an evaluation of working capital, current assets and liabilities, capital reserves, debt levels, operating costs, revenue trends, and other financial indicators that demonstrate the agency's ability to sustain transit operations.

B. FINANCIAL CAPABILITY:

Financial Capability refers to the availability, stability, and reliability of funding sources necessary to support both capital and operating expenses. This evaluation considers federal, state, local, farebox, and other revenue sources that support the implementation of the transit program and the continued operation and maintenance of the transit system.

The Funding Summary presents projected revenues and expenditures through Fiscal Year 2030. Based on these projections, METRA has identified sufficient financial resources to support the projects included in the Transportation Improvement Program (TIP). Should additional operating or capital funding be required, METRA will continue to coordinate with its local funding partners to identify appropriate funding sources necessary to maintain transit operations and implement the TIP.

COLUMBUS-PHENIX CITY TRANSPORTATION STUDY
TRANSPORTATION IMPROVEMENT PROGRAM

ALL FUNDS SUMMARY - GEORGIA PORTION

6/16/2026

FUNDING SOURCE	FY27	FY28	FY29	FY30
FEDERAL MATCH **FTA**				
Capital/Planning/Other				
Title 49 U.S.C. Section **5307**	$2,696,849	$2,761,892	$2,899,987	$2,902,887
Title 49 U.S.C. Section **5303**	$148,171	$151,134	$154,157	$157,240
Title 49 U.S.C. Section **5339**	$279,031	$284,472	$296,275	$302,201
O.C.G.A. § 48-13-141 **Transit Trust Fund Program (TTFP)**	$0	$0	$0	$0
Construction Project				
Title 49 U.S.C. Section **5307**	$5,254,230	$0	$0	$0
Operating/Other				
Title 49 U.S.C. Section **5307**	$0	$0	$0	$0
SUBTOTAL	$8,378,281	$3,197,498	$3,350,419	$3,362,327
LOCAL MATCH **CITY**				
Capital/Planning/Other				
Title 49 U.S.C. Section **5307**	$647,213	$690,473	$724,997	$725,722
Title 49 U.S.C. Section **5303**	$18,522	$18,892	$19,270	$19,655
Title 49 U.S.C. Section **5339**	$69,758	$71,118	$74,069	$75,550
O.C.G.A. § 48-13-141 **Transit Trust Fund Program (TTFP)**	$0	$0	$0	$0
Construction Project				
Title 49 U.S.C. Section **5307**	$1,313,558	$0	$0	$0
Operating/Other				
Title 49 U.S.C. Section **5307** (100% Local)	$2,912,228	$3,057,839	$3,210,731	$3,371,268
SUBTOTAL	$4,961,279	$3,838,322	$4,029,066	$4,192,195
STATE MATCH **GDOT**				
Capital/Planning/Other				
O.C.G.A. § 48-13-141 **Transit Trust Fund Program (TTFP)**	$298,215	$0	$0	$0
Title 49 U.S.C. Section **5303**	$18,521	$18,892	$19,269	$19,655
SUBTOTAL	$316,736	$18,892	$19,269	$19,655
TOTAL BY SECTION				
Capital/Planning/Other				
Title 49 U.S.C. Section **5307**	$3,344,061	$3,452,365	$3,624,983	$3,628,608
Title 49 U.S.C. Section **5303**	$185,214	$188,918	$192,696	$196,550
Title 49 U.S.C. Section **5339**	$348,789	$355,590	$370,344	$377,751
Title 49 U.S.C. **ARP**, Section 5307 -- Carry Over	$1,000,764	$0	$0	$0
Title 49 U.S.C. Section **CDS/TIG-Community Project**, Section **5339(c)** -- Carry Over	$5,000,000	$0	$0	$0
O.C.G.A. § 48-13-141 **Transit Trust Fund Program (TTFP)**	$298,215	$0	$0	$0
Construction Project				
Title 49 U.S.C. Section **5307**	$6,567,788	$0	$0	$0
Operating				
Title 49 U.S.C. Section **5307** (100% Local)	$2,912,228	$3,057,839	$3,210,731	$3,371,268
GRAND TOTAL	**$19,657,059**	**$7,054,712**	**$7,398,754**	**$7,574,177**

Legend
Actual Amount
Projected Amount

Apportionments Summary

Sec. 5307
FY27 - Uses 2025 Federal Apportionment
FY28 - Uses 2026 Federal Apportionment
FY29 - Uses 2027 Federal Apportionment
FY30 - Uses 2028 Federal Apportionment
Sec. 5339
FY27 - Uses 2024 Federal Apportionment
FY28 - Uses 2025 Federal Apportionment
FY29 - Uses 2026 Federal Apportionment
FY30 - Uses 2027 Federal Apportionment
Sec. 5303
FY27 - Uses 2027 Apportionment
FY28 - Uses 2028 Apportionment
FY29 - Uses 2029 Apportionment
FY30 - Uses 2030 Apportionment

COLUMBUS-PHENIX CITY TRANSPORTATION STUDY
TRANSPORTATION IMPROVEMENT PROGRAM
FY27 CARRY OVER SUMMARY - GEORGIA PORTION

GA-2020-031-00	**FY20 CARES Act Sec 5307; METRA, Columbus, GA**		
Scope Code	**Unliquadated Balan**	***Notes***	**Anticipated closeout Date**
111-00 BUS - ROLLING STOCK A2	$572,245.00	*Project Ongoing - Bus ordered and recently received. Drawdown pending.*	12/1/2026
300-00 OPERATING ASSISTANCE A3	$5,067.00	*Project Ongoing - Anticipated completion within CY 2026.*	
TOTAL:	**$577,312.00**		

GA-2019-010-00	**5307 Capital & Planning; METRA; Columbus, GA**		**Anticipated closeout Date**
Scope Code	**Unliquadated Balan**	**Notes**	12/1/2027
113-00 BUS - STATION/STOPS/TERMINALS A6	$14,853.00	*Project Ongoing - Anticipated completion by FY 2027.*	
114-00 BUS: SUPPORT EQUIP AND FACILITIES A4	$116,235.00	*Project Pending Completion.*	
TOTAL:	**$131,088.00**		

GA-2020-027-00	**5339 Bus and Bus Facilities; METRA, Columbus, GA**		**Anticipated closeout Date**
Scope Code	**Unliquadated Balan**	**Notes**	12/1/2026
111-00 BUS - ROLLING STOCK A1	$137,877.00	*Project Ongoing - Buses ordered and recently received. Drawdown pending.*	
TOTAL:	**$137,877.00**		

GA-2018-023-00	**5339 Bus and Bus Facilities; METRA, Columbus, GA**		**Anticipated closeout Date**
Scope Code	**Unliquadated Balan**	**Notes**	12/1/2026
114-00 BUS: SUPPORT EQUIP AND FACILITIES A1	$81,266.00	*Project Ongoing - Items ordered and pending receipt. Drawdown forthcoming.*	
TOTAL:	**$81,266.00**		

COLUMBUS-PHENIX CITY TRANSPORTATION STUDY
TRANSPORTATION IMPROVEMENT PROGRAM
COLUMBUS TRANSIT – METRA
CAPITAL PROJECTS

SEC. 5307 PROJECTS

FY27 - 5307											
Project	**SCOPE**	**ALI**	**JUSTIFICATION FOR SECTION 5307 CAPITAL PURCHASES**	**Location**	**Est. Start**	**Est. Complete**	**Fed. Funding Source**	**Local Funding Source**	**Federal (80%)**	**Local (20%)**	**Total Cost**
Preventative Maintenance	117-00	11.7A.00	Funds will be used to purchase on an as needed basis repair and replacement parts for METRA's fleet vehicles. METRA does not anticipate the purchase of items over $5,000 in value at this time.	METRA Campus, 814 Linwood Blvd, Columbus, GA 31901	7/1/2026	6/30/2027	80% - 2025 Sec. 5307 Apportionment	20% - Local Match	$801,729	$200,432	$1,002,161
(34) Intelligent Transit Systems (ITS) & Service Charges	116-00	11.62.02	Funds for purchasing (34) fully operational Intelligent Transit Systems (ITS) units in order to replace obsolete units on METRA's fixed route buses. Funds also include services charges. ITS devises give METRA riders the ability to track buses in real time from a smartphone or computer.	METRA Campus, 814 Linwood Blvd, Columbus, GA 31901	10/28/2026	6/22/2027	80% - 2025 Sec. 5307 Apportionment	20% - Local Match	$360,000	$90,000	$450,000
Capital Items Under $10,000	114-00	11.42.20	Funds to purchase capital items below $10,000 in value.	METRA Campus, 814 Linwood Blvd, Columbus, GA 31901	7/27/2026	6/30/2027	80% - 2025 Sec. 5307 Apportionment	20% - Local Match	$220,000	$55,000	$275,000
Tire Replacement	114-00	11.42.20	Funds to purchase replacement bus tires.	METRA Campus, 814 Linwood Blvd, Columbus, GA 31901	9/21/2026	5/31/2027	80% - 2025 Sec. 5307 Apportionment	20% - Local Match	$48,000	$12,000	$60,000
Key Management Security Box System	114-00	11.42.20	Funds will be used to acquire one (1) Key Management Security Box System. This new system will be used to secure METRA's vehicle and facility keys.	METRA Campus, 814 Linwood Blvd, Columbus, GA 31901	7/9/2026	5/19/2027	80% - 2025 Sec. 5307 Apportionment	20% - Local Match	$13,600	$3,400	$17,000
In-Ground Bus Lift	114-00	11.42.20	Funds to a replacement one (1) in-ground bus lift. The current lift is beyond its useful life and no longer functional.	METRA Campus, 814 Linwood Blvd, Columbus, GA 31901	7/9/2026	5/19/2027	80% - 2025 Sec. 5307 Apportionment	20% - Local Match	$480,000	$120,000	$600,000
New Security Gates	114-00	11.42.20	Funds will be used to replace all existing security entrance and exit gates located along the perimeter security fence at METRA's campus (814 Linwood Blvd).	METRA Campus, 814 Linwood Blvd, Columbus, GA 31901	7/9/2026	5/19/2027	80% - 2025 Sec. 5307 Apportionment	20% - Local Match	$48,000	$12,000	$60,000
Transit Supervisor Van	114-00	11.42.11	Funds will be used to buy one (1) ADA-Accessible Transit Supervisor Van to support METRA operations.	METRA Campus, 814 Linwood Blvd, Columbus, GA 31901	8/6/2026	2/12/2027	80% - 2025 Sec. 5307 Apportionment	20% - Local Match	$120,000	$30,000	$150,000
Dually Truck for Maintenance	114-00	11.42.11	Funds will be used to purchase one (1) dually truck to be used by METRA Maintenance to transport heavy equipment.	METRA Campus, 814 Linwood Blvd, Columbus, GA 31901	8/6/2026	2/12/2027	80% - 2025 Sec. 5307 Apportionment	20% - Local Match	$80,000	$20,000	$100,000
Two (2) Replacement Pick-Up Trucks	114-00	11.42.11	Funds will be used to purchase Two (2) Pick-Up Trucks to replace two pick-up trucks that have exceeded their useful life. Trucks will be used by METRA Maintenance to support their operations.	METRA Campus, 814 Linwood Blvd, Columbus, GA 31901	8/6/2026	2/12/2027	80% - 2025 Sec. 5307 Apportionment	20% - Local Match	$80,000	$20,000	$100,000
New Ticket Vending Machine (TVM)	113-00	11.32.06	Funds will be used to purchase one (1) Ticket Vending Machine (TVM) to be used at the METRA Transfer Center for customer ticket purchases.	METRA Campus, 814 Linwood Blvd, Columbus, GA 31901	7/8/2026	1/22/2027	80% - 2025 Sec. 5307 Apportionment	20% - Local Match	$120,000	$30,000	$150,000
Mobile Fare Collection Equipment	113-00	11.32.06	Funds to purchase one (1) mobile fare collection device (farebox) for a METRA revenue vehicle.	METRA Campus, 814 Linwood Blvd, Columbus, GA 31901	7/8/2026	1/22/2027	80% - 2025 Sec. 5307 Apportionment	20% - Local Match	$20,000	$5,000	$25,000
SEC. 5307 CAPITAL TOTAL									#########	**$597,832**	#########

COLUMBUS-PHENIX CITY TRANSPORTATION STUDY
TRANSPORTATION IMPROVEMENT PROGRAM
COLUMBUS TRANSIT - METRA
CAPITAL PROJECTS

Sec. 5339 Capital

8/18/2026

FY27 - 5339

Project	SCOPE	ALI	JUSTIFICATION FOR FY24 SECTION 5339 CAPITAL PURCHASES	Location	Est. Start	Est. Complete	Fed. Funding Source	Local Funding Source	Federal	Local	FY27 Cost
Bus Security Monitors	114-00	11.42.09	Purchase of Thirty-Four (34) Bus Security Monitor Systems.	METRA Campus, 814 Linwood Blvd, Columbus, GA 31901	8/5/2026	5/27/2027	80% - 2024 Sec. 5339 Apportionment	20% - Local Match	$240,000	$60,000	$300,000
Bus Radios	116-00	11.62.03	Purchase of Eight (8) Bus Radios.	METRA Campus, 814 Linwood Blvd, Columbus, GA 31901	10/7/2026	1/27/2027	80% - 2024 Sec. 5339 Apportionment	20% - Local Match	$39,031	$9,758	$48,789
TOTAL CAPITAL									**$279,031**	**$69,758**	**$348,789**

COLUMBUS-PHENIX CITY TRANSPORTATION STUDY
TRANSPORTATION IMPROVEMENT PROGRAM
COLUMBUS TRANSIT - METRA
CAPITAL PROJECTS

FY24 Congressionally Directed Spending (CDS) / Transit Infrastructure Grant (TIG) - Community Project, 5339(c)

8/19/2026

FY27 - 5339(c)

Project	SCOPE	ALI	JUSTIFICATION FOR FY24 SECTION 5339 CAPITAL PURCHASES	Location	Est. Start	Est. Complete	Fed. Funding Source	Local Funding Source	Federal	Local	FY27 Cost
Electric Bus Charging Stations	115-00	11.52.20	Acquisition of four (4) electric bus charging stations at the METRA Transit System campus.	METRA Campus, 814 Linwood Blvd, Columbus, GA 31901	1/31/2024	9/15/2026	80% - 2024 Sec. 5339(c) Apportionment	20% - Local Match	$891,200	$222,800	$1,114,000
40-Ft. Electric Bus Purchase	111-00	11.12.01	The acquisition of one (1) forty-foot (40') electric buses to replace retiring combustion engine buses.	METRA Campus, 814 Linwood Blvd, Columbus, GA 31901	1/31/2024	12/10/2028	80% - 2024 Sec. 5339(c) Apportionment	20% - Local Match	$800,000	$200,000	$1,000,000
35-Ft. Electric Bus Purchase	111-00	11.12.02	The acquisition of three (3) thirty-five-foot (35') electric buses to replace retiring combustion engine buses.	METRA Campus, 814 Linwood Blvd, Columbus, GA 31901	1/31/2024	12/10/2028	80% - 2024 Sec. 5339(c) Apportionment	20% - Local Match	$2,308,800	$577,200	$2,886,000
TOTAL CAPITAL									**$4,000,000**	**$1,000,000**	**$5,000,000**

FY24 American Rescue Plan Act (ARPA), 5307

5/1/2023

Item	JUSTIFICATION FOR FY24 ARPA, SECTION 5307, PURCHASES	Federal 100%	Local 0%	FY 21 Cost
CAPITAL - PER UNIT COST GREATER THAN $5,000				
(1) Electric Bus Simulator	Funds to purchase one (1) bus simulator to train METRA bus operators on driving electric, zero emission buses. Electric buses handle and operate differently than combustion engine buses.	$500,000	$0	$500,000
(10) Intelligent Transit System (ITS) & Service Charges	Funds for purchasing (10) fully operational Intelligent Transit Systems (ITS) for revenue fleet and annual services chargers. ITS devises give METRA riders the ability to track buses in real time from a smartphone or computer.	$234,000	$0	$234,000
(2) Large Outdoor Sign Marquees	Funds to purchase two (2) replacement large outdoor sign marquees with digital LED sign marquees. Signs are used by the public for directional purposes, indicating the location of METRA's Campus and Transfer Center. Current signs are approx. 15 years in age and are faded, worn, and difficult to read.	$96,000	$0	$96,000
CAPITAL GREATER THAN $5,000 TOTAL:		**$830,000**	**$0**	**$830,000**
OPERATING / OTHER				
Operating Materials	Funds used to purchase on an as needed basis less operating equipment necessary for maintaining daily service. Items have a less than $5k per unit value.	$170,764.00	$0	$170,764.00
OPERATING / OTHER TOTAL:		**$170,764**	**$0**	**$170,764**
FY24 ARPA, SECTION 5307 TOTAL:		**$1,000,764**	**$0**	**$1,000,764**

COLUMBUS-PHENIX CITY TRANSPORTATION STUDY
TRANSPORTATION IMPROVEMENT PROGRAM
COLUMBUS TRANSIT - METRA

FY24 Transit Trust Fund Program (TTFP) - GDOT

6/16/2026

Item	Justification for FY27 TTFP Purchases	State Funds	Federal Funds	Local Funds	FY 27 Cost
5G Routers	Procurement of forty-eight (48) 5G routers for METRA's revenue fleet.	$ 134,976	$0	$0	$ 134,976
Roof-Mounted 5G Antennas	Procurement of forty-eight (48) roof-mounted 5G antennas for METRA's revenue fleet.	$ 38,400	$0	$0	$ 38,400
Equipment Installation	Cost of installing routers and roof-mounted antennas on fleet.	$ 124,839	$0	$0	$ 124,839
TOTAL CAPITAL:		**$298,215**	**$0**	**$0**	**$298,215**

SEC. 5307 CONSTRUCTION

8/19/2026

FY27 - 5307 Construction Project

Project	SCOPE	ALI	JUSTIFICATION FOR FY27 SECTION 5307 CAPITAL PURCHASES	Location	Est. Start	Est. Complete	Fed. Funding Source	Local Funding Source	Federal	Local	FY27 Cost
Construction/renovation of METRA's Transfer Center	113-00	11.34.01	Available Sec. 5307 apportionments for years 2023 and 2024 will be combined for the construction/renovation of METRA's Transfer Center complex. This project involves the renovation and expansion of the existing 3,200 sq. ft. building and renovation of the surrounding Transfer Center campus, including bus bays and passenger walkways. The project is budgeted in FY27.	METRA Campus, 814 Linwood Blvd, Columbus, GA 31901	5/2/2027	3/23/2033	80% - 2024 Sec. 5307 Apportionment 80% - 2023 Sec. 5307 Apportionment	20% - Local Match	$5,254,230	$1,313,558	$6,567,788
TOTAL CAPITAL									**$5,254,230**	**$1,313,558**	**$6,567,788**

COLUMBUS-PHENIX CITY TRANSPORTATION STUDY
TRANSPORTATION IMPROVEMENT PROGRAM

Sec. 5303

PUBLIC TRANSPORTATION - MUSCOGEE COUNTY

8/20/2026

PLANNING SCHEDULE

FUNDING	JUSTIFICATION	FY27	FY28	FY29	FY30	TOTAL
P.I. Number		**T008056**	**T008057**	**T009200**	**T009201**	
GDOT Amount Requested		$185,214	$188,918	$192,696	$196,550	$763,378
Title 49 U.S.C. Section **5303**	**PROJECT COST**	**$185,214**	**$188,918**	**$192,696**	**$196,550**	**$763,378**
(Federal Funds pass through GDOT to METRA)	FEDERAL COST 80%	$148,171	$151,134	$154,157	$157,240	$610,703
	STATE COST 10%	$18,521	$18,892	$19,269	$19,655	$76,337
	LOCAL COST 10%	$18,522	$18,892	$19,270	$19,655	$76,339
	DOT DISTRICT#: 4	CONG. DIST: 2 and 3				

BUS REPLACEMENT SCHEDULE

Department of Transportation/ METRA 12/15/2025

BUS MODEL (TOTAL FLEET)	Annual Element	YR1	YR2	YR3	YR4	YR5	YR6	YR7
	FY27	FY28	FY29	FY30	FY31	FY32	FY33	FY34
NEW VEHICLES	3	4	5	1	7	4	8	7
TOTAL VEHICLE	51	51	51	51	51	51	51	51
PEAK USAGE	28	28	28	28	28	28	28	28
CONTINGENCY	8	8	8	8	8	8	8	8
SPARE	9	9	9	9	9	9	9	9
SPARE RATIO	32%	32%	32%	32%	32%	32%	32%	32%
VEHICLES RETIRED	3	4	5	1	7	4	8	7

BUS MODEL (Fixed Route)	YR3	YR4	YR5	YR6	YR7	YR8	YR9	YR10
	FY27	FY28	FY29	FY30	FY31	FY32	FY33	FY34
NEW VEHICLES	0	0	5	1	2	2	5	3
2002 Chance Trolley 30'	1	1	1	X				
2016 LF New Flyer 35'	5	5	X					
2017 LF Gillig 30'	1	1	1	1	X			
2018 LF Gillig 35'	1	1	1	1	X			
2019 LF Gillig	2	2	2	2	2	X		
2020 LF New Flyer 35'	5	5	5	5	5	5	X	
2021 LF New Flyer 35'	3	3	3	3	3	3	3	X
2021 LF Gillig 30'	4	4	4	4	4	4	4	4
2022 LF New Flyer 35'	1	1	1	1	1	1	1	1
2022 LF Gillig 30'	4	4	4	4	4	4	4	4
2024 LF Gillig 30'	3	3	3	3	3	3	3	3
2025	4	4	4	4	4	4	4	4
2026	3	3	3	3	3	3	3	3
2027								
2028								
2029				5	5	5	5	5
2030					1	1	1	1
2031						2	2	2
2032							2	2
2033								5
2034								
TOTAL VEHICLES	**37**	**37**	**37**	**37**	**37**	**37**	**37**	**37**
PEAK USAGE	**18**	**18**	**18**	**18**	**18**	**18**	**18**	**18**
CONTINGENCY	**8**	**8**	**8**	**8**	**8**	**8**	**8**	**8**
SPARE	**6**	**6**	**6**	**6**	**6**	**6**	**6**	**6**
SPARE RATIO	**33%**	**33%**	**33%**	**33%**	**33%**	**33%**	**33%**	**33%**
VEHICLES RETIRED	**0**	**0**	**5**	**1**	**2**	**2**	**5**	**3**

BUS MODEL (DEMAND RESPONSE)	YR3	YR4	YR5	YR6	YR7	YR8	YR9	YR10
	FY27	FY28	FY29	FY30	FY31	FY32	FY33	FY34
NEW VEHICLES	3	4	0	0	5	2	3	4
2021	4	X						
2025	5	5	5	5	X			
2026	2	2	2	2	2	X		
2027		3	3	3	3	3	X	
2028			4	4	4	4	4	X
2029								
2030								
2031						5	5	5
2032							2	2
2033								3
2034								
TOTAL VEHICLE	**14**	**14**	**14**	**14**	**14**	**14**	**14**	**14**
PEAK USAGE	**10**	**10**	**10**	**10**	**10**	**10**	**10**	**10**
SPARE	**3**	**3**	**3**	**3**	**3**	**3**	**3**	**3**
SPARE RATIO	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
VEHICLES RETIRED	**3**	**4**	**0**	**0**	**5**	**2**	**3**	**4**

Note: The letter "X" indicates when the last vehicle of a particular make, model, and year has been retired from the fleet.

PEX (PHENIX CITY TRANSIT)
ALABAMA PORTION

PEX (PHENIX CITY TRANSIT)

ALABAMA PORTION

COLUMBUS-PHENIX CITY TRANSPORTATION STUDY							
TRANSPORTATION IMPROVEMENT PROGRAM							
PHENIX CITY - PEX							
TOTAL OPERATING / CAPITAL / PLANNING SCHEDULE							
FUNDING			**FY27**	**FY28**	**FY29**	**FY30**	**TOTAL**
Title 49 U.S.C. Section 5307	**TOTAL PROGRAM COST**		**$2,499,246**	**$2,749,171**	**$3,024,088**	**$3,326,496**	$11,599,001
	FEDERAL COST		$1,609,197	**$1,770,117**	$1,947,128	**$2,141,841**	$7,468,283
	LOCAL COST		$890,049	**$979,054**	$1,076,959	**$1,184,655**	$4,130,717
CAPITAL / PLANNING SCHEDULE FOR PUBLIC TRANSPORTATION							
FUNDING	**CAPITAL ITEM/DESCRIPTION**	**UNIT COST**	**FY27**	**FY28**	**FY29**	**FY30**	**TOTAL**
	Bus Replacement	Varies	$300,000	$330,000	$363,000	$399,300	$1,392,300
	Security	Varies	$60,000	$66,000	$72,600	$79,860	$278,460
	Yards	Varies	$421,000	$463,100	$509,410	$560,351	$1,953,861
	Software	Varies	$60,248	$66,273	$72,900	$80,190	$279,611
Title 49 U.S.C. Section 5307	Preventative Maintenance	Varies	$230,000	$253,000	$278,300	$306,130	$1,067,430
	Shops	Varies	$555,356	$610,892	$671,981	$739,179	$2,577,407
		Subtotal	$1,626,604	$1,789,264	$1,968,191	$2,165,010	$7,549,069
	TOTAL CAPITAL COST		**$1,626,604**	$1,789,264	$1,968,191	$2,165,010	$7,549,069
	FEDERAL COST (80% or Full FTA funding)		$1,172,876	$1,431,411	$1,574,553	$1,732,008	$6,039,255
	LOCAL COST (20% or the Balance)		$453,728	$286,282	$314,911	$346,402	$1,207,851
TOTAL OPERATING / CAPITAL / PLANNING SCHEDULE							
FUNDING			**FY27**	**FY28**	**FY29**	**FY30**	**TOTAL**
Title 49 U.S.C. Section 5309	**TOTAL PROGRAM COST**		**$0**	**$0**	**$0**	**$0**	**$0**
	FEDERAL COST		$0	$0	$0	$0	$0
	LOCAL COST		$0	$0	$0	$0	$0
CAPITAL / PLANNING SCHEDULE FOR PUBLIC TRANSPORTATION							
FUNDING	**CAPITAL ITEM/DESCRIPTION**	**UNIT COST**	**FY27**	**FY28**	**FY29**	**FY30**	**TOTAL**
Title 49 U.S.C. Section 5309			$0	$0	$0	$0	$0
			$0	$0	$0	$0	$0
		Subtotal	$0	$0	$0	$0	$0
	TOTAL CAPITAL COST		$0	$0	$0	$0	$0
	FEDERAL COST (80% or Full FTA funding)		$0	$0	$0	$0	$0
	LOCAL COST (20% or the Balance)		$0	$0	$0	$0	$0
OPERATING SCHEDULE FOR PUBLIC TRANSIT							
FUNDING	**OPERATING COST**		**FY27**	**FY28**	**FY29**	**FY30**	**TOTAL**
Title 49 U.S.C. Section 5307	Annual Operating Cost	$872642	$872,642	$959,906	$1,055,897	$1,161,487	$4,049,932
	TOTAL OPERATING COST		**$872,642**	$959,906	$1,055,897	$1,161,487	$4,049,932
	FEDERAL COST (50%)		$436,321	$479,953	$527,948	$580,743	$2,024,966
	LOCAL COST (50%)		$436,321	$479,953	$527,948	$580,743	$2,024,966

PHENIX CITY - PEX					
FY 27-30 CAPITAL PURCHASE					
Capital Item	**Justification**	**FY27 Cost**	**Federal**	**State**	**Local**
Parking Lot and Shop	Security	$976,356	$652,678		$323,678
Sub Total		$976,356	$652,678		$323,678
Contract Contingencies (5%)		$48,818	$32,634		$16,184
Contract Administration (2%)		$19,527	$13,054		$6,474
Total		**$1,044,701**	**$698,365**	**$0**	**$346,335**

PHENIX CITY - PEX

BUS MODEL	CURRENT FLEET FY 26	12 YEAR BUS REPLACEMENT SCHEDULE											
		FY27	FY28	FY29	FY30	FY31	FY32`	FY33	FY34	FY35	FY36	FY37	FY38
2019	4	2											
2023	7	7	7	7	5	3	1	1					
2026													
2027		2	2	2	2	2	2	2	2	1			
2028			2	2	2	2	2	2	2	2	2	1	
2029				1	1	1	1	1	1	1	1	1	
2030					2	2	2	2	2	2	2	2	2
2031						2	2	2	2	2	2	2	2
2032							2	2	2	2	2	2	2
2033								2	2	2	2	2	2
2034									2	2	2	2	2
2035										2	2	2	2
2036											2	2	2
2037												1	1
2038													2
TOTAL VEHICLE	11	11	11	12	12	12	12	14	15	16	17	17	17
PEAK USAGE	7	7	7	8	8	8	8	10	11	11	12	12	12
SPARES	4	4	4	4	4	4	4	4	4	5	5	5	5
SPARE RATIO	57%	57%	57%	50%	50%	50%	50%	40%	36%	45%	42%	42%	42%
VEHICLE RETIRED		2	0	0	2	2	2	0	1	0	1	1	2

COLUMBUS-PHENIX CITY TRANSPORTATION STUDY
TRANSPORTATION IMPROVEMENT PROGRAM

FUNDING SUMMARY - ALABAMA PORTION

FUNDING SOURCE	TIP			
	FY27	FY28	FY29	FY30
FEDERAL				
Capital				
Title 49 U.S.C. Section 5307	$1,172,876	$1,290,164	$1,419,180	$1,561,098
Title 49 U.S.C. Section 5309	$0	$0	$0	$0
Operating				
Title 49 U.S.C. Section 5307	$436,321	$479,953	$527,948	$580,743
Title 49 U.S.C. Section 5309	$0	$0	$0	$0
FEDERAL SUBTOTAL	$1,609,197	$1,770,117	$1,947,128	$2,141,841
LOCAL				
Capital				
Title 49 U.S.C. Section 5307 Match	$453,728	$499,101	$549,011	$603,912
Title 49 U.S.C. Section 5309 Match	$0	$0	$0	$0
Operating				
Title 49 U.S.C. Section 5307 Match	$436,321	$479,953	$527,948	$580,743
Title 49 U.S.C. Section 5309 Match	$0	$0	$0	$0
LOCAL SUBTOTAL	$890,049	$979,054	$1,076,959	$1,184,655
GRAND TOTAL	**$2,499,246**	**$2,749,171**	**$3,024,088**	**$3,326,496**

APPENDIX

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

Background

Pursuant to the Moving Ahead for Progress in the 21st Century Act (MAP-21) Act enacted in 2012 and the Fixing America's Surface Transportation Act (FAST Act) enacted in 2015, state Departments of Transportation (DOT) and Metropolitan Planning Organizations (MPO) must apply a transportation performance management (TPM) approach in carrying out their federally-required transportation planning and programming activities. The process requires the establishment and use of a coordinated performance-based approach to transportation decision-making to support national goals for the federal-aid highway and public transportation programs. To help transportation agencies take the necessary steps toward achieving the national goals, the Federal Highway Administration (FHWA) and the Federal Transit Administration (FTA) promulgated a series of rulemakings between 2016 and 2019 that established performance measures (PM) for the federal-aid highway and public transportation programs. Part of that series of rulemakings was the Statewide and Nonmetropolitan Transportation Planning; Metropolitan Transportation Planning Final Rule (The Planning Rule)[1] issued on May 27, 2016, that implemented the transportation planning and TPM provisions of MAP-21 and the FAST Act. On November 15, 2021, President Joe Biden signed into law the Infrastructure Investment and Jobs Act (IIJA), also known as the Bipartisan Infrastructure Law (BIL). The BIL (or IIJA) delivers generational investments in our roads and bridges, promotes safety for all road users, helps combat the climate crisis, and advances equitable access to transportation. The TPM approach from MAP-21 and the FAST Act is carried forward to this current law.

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

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

[1] 23 CFR Part 450, Subpart B and Subpart C

[2] 23 CFR 490.107

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

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

The Columbus-Phenix City MPO 2050 Metropolitan Transportation Plan (MTP) was adopted on December 13, 2024. Per the Planning Rule and the Georgia Performance Management Agreement, the System Performance Report for the C-PCMPO 2050 MTP is included, herein, for the required Highway Safety/PM1, Bridge and Pavement Condition/PM2, and System Performance, Freight, and Congestion Mitigation and Air Quality/PM3 measures.

Highway Safety/PM1

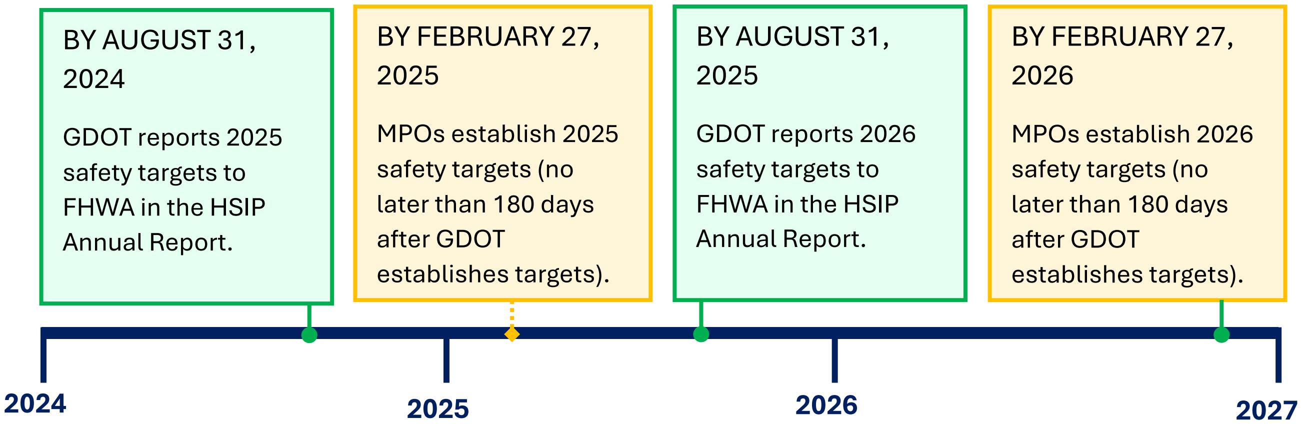
Effective April 14, 2016, the FHWA established the highway safety performance measures[3] to carry out the Highway Safety Improvement Program (HSIP). These performance measures are:

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

Safety performance targets are provided annually by the States to FHWA for each safety performance measure. GDOT submits the HSIP report annually to FHWA. The HSIP 2025 annual report was submitted to FHWA by August 31, 2025 and established the statewide safety targets for year 2025 based on an anticipated five-year rolling average (2021-2025). The HSIP 2026 annual report will be submitted to FHWA by August 31, 2026 and establishes the statewide safety targets for year 2026 based on an anticipated five-year rolling average (2022-2026). Georgia statewide safety performance targets for 2026 are included in Table 1, along with statewide safety performance for the two most recent reporting periods[4]. MPOs have 180 days after the states (GDOT) submit their targets to FHWA to either adopt the state targets or set their own PM1 targets; The 2026 MPO PM1 targets must be set by February 27, 2026.[5] The Columbus-Phenix City MPO adopted/approved the Georgia statewide safety performance targets on November 20, 2025.

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

Safety Performance Targets Timeline (2024-2026)



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

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

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

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

Source: GDOT's HSIP reports.

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

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

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

- The 2021 SSTP/2050 SWTP combines GDOT's strategic business case for transportation investment with the long-range, comprehensive transportation planning considerations under Federal law. The SSTP/SWTP is organized into three investment categories, reflecting three major ways people and freight move in Georgia; statewide freight and logistics, people mobility in Metro Atlanta, and people mobility in emerging metros and rural Georgia. The plan identifies strategies to bring about Foundational, Catalytic, and Innovation investments for the above mentioned categories.[6]

- The Columbus-Phenix City Transportation Study MPO's 2050 MTP increases the safety of the transportation system for motorized and non-motorized users as required by the Planning Rule. The MTP identifies safety needs within the metropolitan planning area and provides funding for targeted safety improvements. To support progress toward the adopted highway safety performance targets, the FY 2027–2030 TIP includes transportation investments that support improved safety for motorized and non-motorized users. Table 2 identifies the TIP projects and work types that support the PM1 highway safety performance measures.

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

Table 2: C-PCMPO TIP Projects, 2027-2030

			PM1	PM2		PM3				
								CMAQ*		
PI #	Cost	Work Type	Safety	Bridges	Pavement	System Reliability	Truck Reliability	PHED	Non-SOV	Emissions Reduction
0017138	$0.00	Roadway Construction	✓			✓				
0018352	$3,500,000.00	Multiuse Trail	✓							

Pavement and Bridge Condition/PM2

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

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

Pavement Condition Measures

The pavement condition measures represent the percentage of lane-miles on the Interstate or non-Interstate NHS that are in good condition or poor condition. FHWA established five metrics to assess pavement condition: International Roughness Index (IRI); cracking percent; rutting; 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

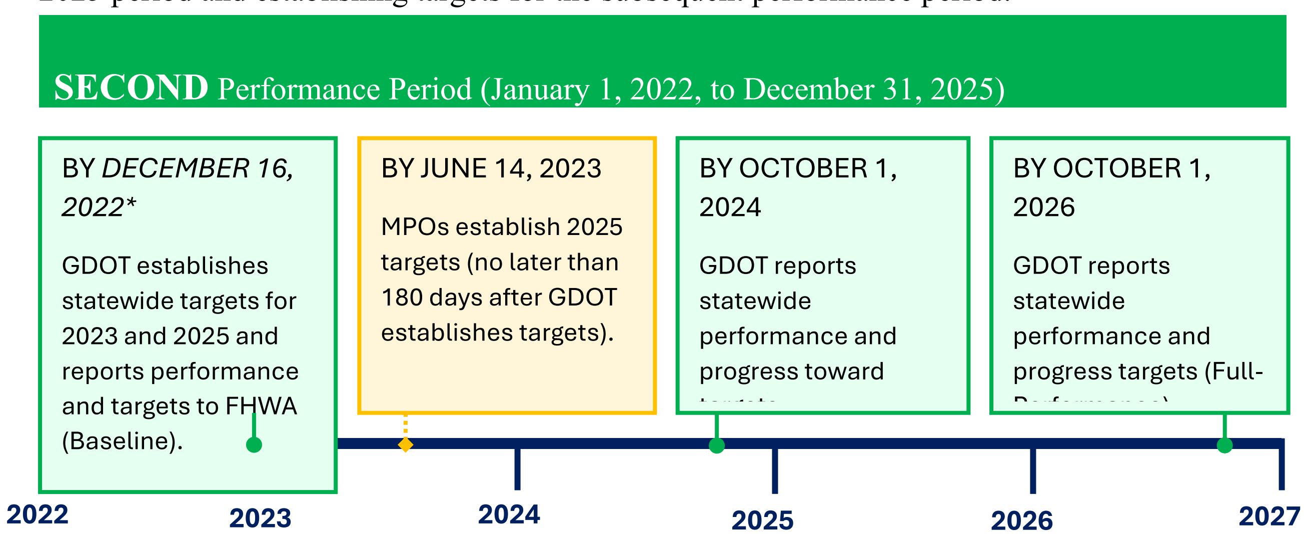
[7] 23 CFR Part 490, Subpart C

[8] 23 CFR Part 490, Subpart D

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.

<u>Pavement and Bridge Targets</u>

Pavement and bridge condition performance is assessed and reported over a four-year performance period. The first performance period began on January 1, 2018, and through December 31, 2021. GDOT reported baseline PM2 performance and targets to FHWA on October 1, 2018, and will report updated performance information at the midpoint and end of the performance period. The second four-year performance period covers January 1, 2022, to December 31, 2025, with additional performance periods following every four years. The PM2 rule requires states and MPOs to establish two-year and/or four-year performance targets for each PM2 measure. Current two-year targets under the second four-year performance period represent expected pavement and bridge condition at the end of calendar year <u>2023</u>, while the current four-year targets represent expected condition at the end of calendar year <u>2025</u>. By October 1, 2026, GDOT will submit the next Baseline Performance Period Report detailing the final performance outcomes for the 2022-2025 period and establishing targets for the subsequent performance period.



** FHWA changed the due date from October 1, 2022, to December 16, due to a technical issue with the reporting system.*

States establish targets as follows:

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

MPOs have 180 days after the states (GDOT) submit their targets to FHWA to establish four-year targets for each measure by either agreeing to the statewide targets or setting quantifiable targets for the MPO's planning area that differ from the state targets.
GDOT established current statewide two-year and four-year PM2 targets on December 16, 2022. MPOs have 180 days from December 16, 2022 to adopt the state PM2 targets or set their own PM2 targets; The MPO second performance period PM2 targets must be set by June 14, 2023. The Columbus-Phenix City Transportation Study adopted/approved the Georgia statewide PM2 targets on May 16, 2023. Table 2 presents statewide baseline performance for each PM2 measure as well as the current two-year and four-year statewide targets established by GDOT. GDOT will establish the next set of PM2 targets by August 1, 2026 and MPOs must submit 2029 targets to FDOT by March 30, 2027.
On October, 2024, GDOT provided FHWA with a detailed mid-performance report of pavement and bridge condition performance covering the period of January 1, 2022, to December 31, 2023, for the second performance period. GDOT and the Columbus-Phenix City Transportation Study will have the opportunity at that time to revisit the four-year PM2 targets. GDOT will submit a Secord Reporting Period (2022-2025) to FHWA by October 1, 2026.

Table 3. Pavement and Bridge Condition/PM2 Performance and Targets

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

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

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

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

- The 2021 SSTP/2050 SWTP combines GDOT's strategic business case for transportation investment with the long-range, comprehensive transportation planning considerations under Federal law. The SSTP/SWTP is organized into three investment categories, reflecting three major ways people and freight move in Georgia; statewide freight and logistics, people mobility in Metro Atlanta, and people mobility in emerging metros and rural Georgia. The plan identifies strategies to bring about Foundational, Catalytic, and Innovation investments for the above mentioned categories.[9]

- The Columbus-Phenix City Transportation Study MPO 2050 MTP addresses infrastructure preservation and identifies pavement and bridge infrastructure needs within the metropolitan planning area, and allocates funding for targeted infrastructure improvements.

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

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

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

National Highway System Performance:

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

Freight Movement on the Interstate:

3. Truck Travel Time Reliability Index (TTTR);

Congestion Mitigation and Air Quality Improvement (CMAQ) Program:

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

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 Columbus-Phenix City Transportation Study 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 miles

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

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.

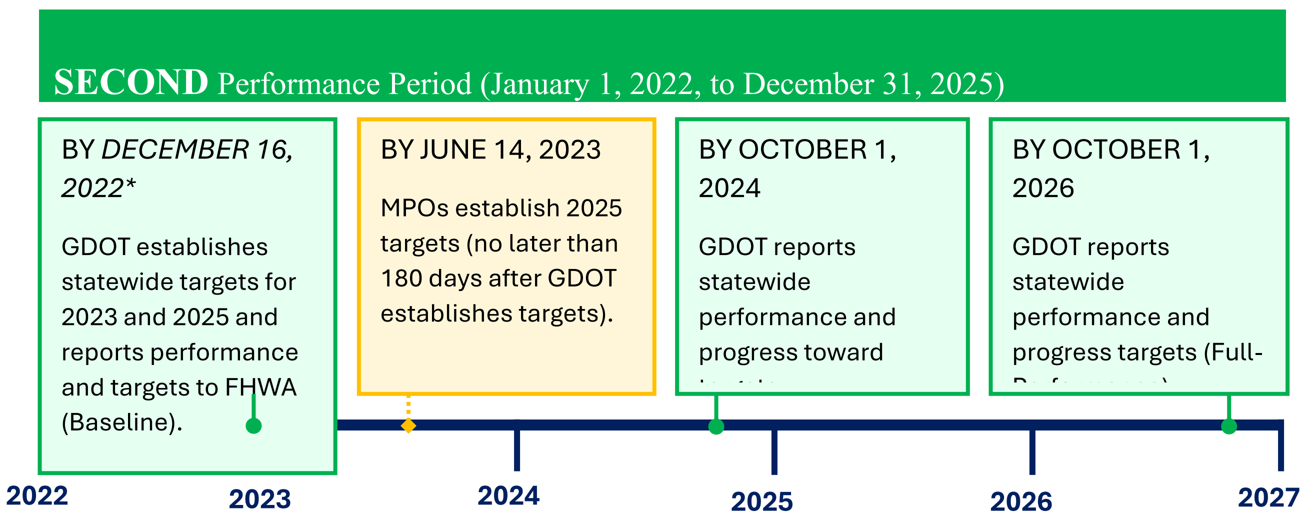
Freight Movement Performance Measure

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 (for First Performance Period) to FHWA on October 1, 2018, the baseline PM3 performance and targets (for Second Performance Period) to FHWA on December 16, 2022, and reported updated performance information at the midpoint and end of the performance period. The second four-year performance period will cover January 1, 2022, to December 31, 2025, with additional performance periods following every four years.

The PM3 rule requires state DOTs and MPOs to establish two-year and/or four-year performance targets for each PM3 measure. For all targets, the current two-year and four-year targets represent under the second four-year performance period expected performance at the end of calendar years 2023 and 2025.



** FHWA changed the due date from October 1, 2022, to December 16, due to a technical issue with the reporting system.*

States establish targets as follows:

- Percent of person-miles on the Interstate system that are reliable – two-year and four-year targets;

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

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

GDOT established statewide PM3 targets and submitted to FHWA by December 16, 2022. The Columbus-Phenix City Transportation Study MPO adopted/approved the Georgia statewide PM3 targets on May 17, 2023. Table 6 presents statewide baseline performance for each PM3 measure as well as the current two-year and four-year statewide targets established by GDOT. GDOT will establish the next set of PM2 targets by August 1, 2026, and MPOs must submit 2029 targets to FHWA by March 30, 2027.

On or before October 1, 2024, GDOT provided FHWA with a detailed mid-performance report of PM3 performance covering the period of January 1, 2022, to December 31, 2023, for the second performance period. GDOT and the C-PCMPO will have the opportunity at that time to revisit the four-year PM3 targets. GDOT will submit a Secord Reporting Period (2022-2025) to FHWA by October 1, 2026.

Table 4. System Performance/Freight Movement/CMAQ (PM3) Performance and Targets

Performance Measure	Georgia Performance (Baseline 2021)	Georgia 2-year Target (2023)	Georgia 4-year Target (2025)
Percent of person-miles on the Interstate system that are reliable	82.8%	73.9%	68.4%
Percent of person-miles on the non-Interstate NHS that are reliable	91.9%	87.3%	85.3%
Truck Travel Time Reliability Index	1.47	1.62	1.65
Annual hours of peak hour excessive delay per capita (PHED)	14.4 hours	23.7 hours	27.2 hours
Percent Non-SOV travel	25.7%	22.7%	22.7%
CMAQ VOC Cumulative Emission Reductions	365.006 kg/day*	157.200 kg/day	257.100 kg/day
CMAQ NOx Cumulative Emission Reductions	1,184.582 kg/day*	510.900 kg/day	904.200 kg/day

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

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

- The 2023 Georgia Freight Plan documents freight planning activities and investments in the state, identifies and assesses current and future freight needs and challenges incorporating both technical analysis and stakeholder engagement, and guides freight-related transportation decisions and investments. The plan integrates policy positions and strategies from existing documents to help identify and prioritize freight investments critical to the state's economic growth and global competitiveness. The Georgia Freight Plan establishes specific goals for freight transportation and addresses freight issues that are not covered in other statewide planning documents.[13]

- The 2021 SSTP/2050 SWTP combines GDOT's strategic business case for transportation investment with the long-range, comprehensive transportation planning considerations under Federal law. The SSTP/SWTP is organized into three investment categories, reflecting three major ways people and freight move in Georgia; statewide freight and logistics, people mobility in Metro Atlanta, and people mobility in emerging metros and rural Georgia. The plan identifies strategies to bring about Foundational, Catalytic, and Innovation investments for the above mentioned categories.[14]

- The Columbus-Phenix City Transportation Study MPO 2050 MTP addresses reliability, freight movement, congestion, and emissions and identifies needs for each of these issues within the metropolitan planning area and allocates funding for targeted improvements. The MTP supports system and truck reliability through projects and strategies that address congestion, improve roadway capacity and operations, enhance freight movement, and improve access and connectivity throughout the region.

- The C-PCTS 2050 MTP includes a Freight Plan component that evaluates freight movement and identifies transportation needs and strategies to support the efficient movement of goods throughout the metropolitan planning area. The freight analysis supports system and truck reliability by identifying freight-related needs and improvements to key transportation corridors.

[13] https://www.dot.ga.gov/GDOT/Pages/Freight.aspx

[14] 2021Statewide Strategic Transportation Plan/2050 Statewide Transportation Plan

Table 5. System Performance/Freight Movement/CMAQ (PM3) Performance and Targets

PI #	Cost	Work Type	PM1	PM2		PM3				
								CMAQ*		
			Safety	Bridges	Pavement	System Reliability	Truck Reliability	PHED	Non-SOV	Emissions Reduction
0017138	$0.00	Roadway Construction	✓			✓				
0018352	$3,500,000.00	Multiuse Trail	✓							

Appendix A: Project Types

The matrix below is based on 2027-2030 STIP projects as general guidelines; In reality, individual projects may yield benefits to other PMs than shown here given specific project characteristics.

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

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

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

LRCOG – Agency Safety Plan

TIP Checklist