COLUMBUS-PHENIX CITY METROPOLITAN PLANNING ORGANIZATION

Metropolitan Transportation Plan UPDATE 2025-2050

APPENDICES

DECEMBER 2024

Appendix A
Compliance Checklist

FHWA Compliance Checklist

CFR 23 450.306 Checklist	Addressed (Y/N)	How Requirement is Addressed	Pages
a) Develop long-range transportation plans and TIPs through a performance-driven, outcome-based approach to planning for metropolitan areas of the State.	Yes	Performance based planning process described in Chapter 3	25-41
(b) Address the federal planning factors:	Yes	C-PCTS goals align with planning factors (detailed below):	30-39
(1) Support the economic vitality of the metropolitan area, especially by enabling global competitiveness, productivity, and efficiency	Yes	Local goals are aligned	38
(2) Increase the safety of the transportation system for motorized and non-motorized users	Yes	Local goals are aligned	31
(3) Increase the security of the transportation system for motorized and non-motorized users	Yes	Local goals are aligned	31
(4) Increase accessibility and mobility of people and freight	Yes	Local goals are aligned	32
(5) Protect and enhance the environment, promote energy conservation, improve the quality of life, and promote consistency between transportation improvements and State and local planned growth and economic development patterns	Yes	Local goals are aligned	30
(6) Enhance the integration and connectivity of the transportation system, across and between modes, for people and freight; Yes Maximize mobility and connectivity for both people and freight, while increasing accessibility and ensuring the integration of modes, where appropriate.	Yes	Local goals are aligned	33
(7) Promote efficient system management and operation	Yes	Local goals are aligned	33
(8) Emphasize the preservation of the existing transportation system	Yes	Local goals are aligned	34
(9) Improve the resiliency and reliability of the transportation system and reduce or mitigate stormwater impacts of surface transportation	Yes	Local goals are aligned	36
(10) Enhance travel and tourism	Yes	Local goals are aligned	37
(c) Consideration of the planning factors in paragraph (b) of this section shall be reflected, as appropriate, in the metropolitan transportation planning process. The degree of consideration and analysis of the factors should be based on the scale and complexity of many issues, including transportation system development, land use, employment, economic development, human and natural environment (including Section 4(f) properties as defined in 23 CFR 774.17), and housing and community development.	Yes	Existing and future conditions analysis (throughout sections 4-12)	44-171
(d) Performance-based approach.	Yes	Detailed below	
(1) The metropolitan transportation planning process shall provide for the establishment and use of a performance-based approach to transportation decision making to support the national goals described in 23 U.S.C. 150(b) and the general purposes described in 49 U.S.C. 5301(c).	Yes	Performance based decision making process described in Chapter 3	25-41
(2) Establishment of performance targets by metropolitan planning organizations.	Yes	Detailed Below	
○ **(i)** Each metropolitan planning organization shall establish performance targets that address the performance measures or standards established under 23 CFR part 490 (where applicable), 49 U.S.C. 5326(c), and 49 U.S.C. 5329(d) to use in tracking progress toward attainment of critical outcomes for the region of the metropolitan planning organization.	Yes	National Transportation Performance Measures and State Targets	41-43
○ **(ii)** The selection of targets that address performance measures described in 23 U.S.C. 150(c) shall be in accordance with the appropriate target setting framework established at 23 CFR part 490, and shall be coordinated with the relevant State(s) to ensure consistency, to the maximum extent practicable.	Yes		
○ **(iii)** The selection of performance targets that address performance measures described in 49 U.S.C. 5326(c) and 49 U.S.C. 5329(d) shall be coordinated, to the maximum extent practicable, with public transportation providers to ensure consistency with the performance targets that public transportation providers establish under 49 U.S.C. 5326(c) and 49 U.S.C. 5329(d).	Yes	Performance based planning	25-41
(3) Each MPO shall establish the performance targets under paragraph (d)(2) of this section not later than 180 days after the date on which the relevant State or provider of public transportation establishes the performance targets.	Yes	System Performance Report	Appendix D
(4) An MPO shall integrate in the metropolitan transportation planning process, directly or by reference, the goals, objectives, performance measures, and targets described in other State transportation plans and transportation processes, as well as any plans developed under 49 U.S.C. chapter 53 by providers of public transportation, required as part of a performance-based program including:	Yes	Detailed Below	Detailed Below
○ **(i)** The State asset management plan for the NHS, as defined in 23 U.S.C. 119(e) and the Transit Asset Management Plan, as discussed in 49 U.S.C. 5326	Yes	Performance based planning section.	25-41

○ **(ii)** Applicable portions of the HSIP, including the SHSP, as specified in 23 U.S.C. 148	Yes	Safety	102-113
○ **(iii)** The Public Transportation Agency Safety Plan in 49 U.S.C. 5329(d)	Yes	Safety	102-113
○ **(iv)** Other safety and security planning and review processes, plans, and programs, as appropriate	Yes	Safety	102-113
○ **(v)** The Congestion Mitigation and Air Quality Improvement Program performance plan in 23 U.S.C. 149(l), as applicable	NA	NA	
○ **(vi)** Appropriate (metropolitan) portions of the State Freight Plan (MAP-21 section 1118)	Yes	Freight and Goods Movement	146-162
○ **(vii)** The congestion management process, as defined in 23 CFR 450.322, if applicable	NA	NA	
○ **(viii)** Other State transportation plans and transportation processes required as part of a performance-based program.	Yes	System Performance Report	Appendix D
(e) The failure to consider any factor specified in paragraph (b) or (d) of this section shall not be reviewable by any court under title 23 U.S.C., 49 U.S.C. Chapter 53, subchapter II of title 5, U.S.C. Chapter 5, or title 5 U.S.C. Chapter 7 in any matter affecting a metropolitan transportation plan, TIP, a project or strategy, or the certification of a metropolitan transportation planning process.	C-PCTS Is Compliant		
(f) An MPO shall carry out the metropolitan transportation planning process in coordination with the statewide transportation planning process required by 23 U.S.C. 135 and 49 U.S.C. 5304.	Yes	MTP Process	14
(g) The metropolitan transportation planning process shall (to the maximum extent practicable) be consistent with the development of applicable regional intelligent transportation systems (ITS) architectures, as defined in 23 CFR part 940.	Yes	Plan is consistent with regional ITS	
(h) Preparation of the coordinated public transit-human services transportation plan, as required by 49 U.S.C. 5310, should be coordinated and consistent with the metropolitan transportation planning process.	Yes	Entities responsible for human services participated in the planning process through the Technical Coordinating Committee	3
(i) In an urbanized area not designated as a TMA that is an air quality attainment area, the MPO(s) may propose and submit to the FHWA and the FTA for approval a procedure for developing an abbreviated metropolitan transportation plan and TIP. In developing proposed simplified planning procedures, consideration shall be given to whether the abbreviated metropolitan transportation plan and TIP will achieve the purposes of 23 U.S.C. 134, 49 U.S.C. 5303, and this part, taking into account the complexity of the transportation problems in the area. The MPO shall develop simplified procedures in cooperation with the State(s) and public transportation operator(s).	NA		

CFR 23 450.324 Checklist	**Addressed (Y/N)**	**How Requirement is Addressed**	**Pages**
(a) The metropolitan transportation planning process shall include the development of a transportation plan addressing no less than a 20-year planning horizon as of the effective date. In formulating the transportation plan, the MPO shall consider factors described in §450.306 as the factors relate to a minimum 20-year forecast period. In nonattainment and maintenance areas, the effective date of the transportation plan shall be the date of a conformity determination issued by the FHWA and the FTA. In attainment areas, the effective date of the transportation plan shall be its date of adoption by the MPO.	Yes	• Plan horizon is 2050 • CPCTS goals and objectives align with federal planning factors	28-39
(b) The transportation plan shall include both long-range and short-range strategies/actions that provide for the development of an integrated multimodal transportation system (including accessible pedestrian walkways and bicycle transportation facilities) to facilitate the safe and efficient movement of people and goods in addressing current and future transportation demand.	Yes	• Project types include active transportation • Access to transit considered as part of the project assessment and prioritization • Projects sorted into short, mid, and long-term projects	135
(c) The MPO shall review and update the transportation plan at least every 4 years in air quality nonattainment and maintenance areas and at least every 5 years in attainment areas to confirm the transportation plan's validity and consistency with current and forecasted transportation and land use conditions and trends and to extend the forecast period to at least a 20-year planning horizon. In addition, the MPO may revise the transportation plan at any time using the procedures in this section without a requirement to extend the horizon year. The MPO shall approve the transportation plan (and any revisions) and submit it for information purposes to the Governor. Copies of any updated or revised transportation plans must be provided to the FHWA and the FTA.	Yes	Last update in 2020; update is occurring as required.	Cover page with date
(d) In metropolitan areas that are in nonattainment for ozone or carbon monoxide, the MPO shall coordinate the development of the metropolitan transportation plan with the process for developing transportation control measures (TCMs) in a State Implementation Plan (SIP).	NA	The C-PCTS area is not a nonattainment area	
(e) The MPO, the State(s), and the public transportation operator(s) shall validate data used in preparing other existing modal plans for providing input to the transportation plan. In updating the transportation plan, the MPO shall base the update on the latest available estimates and assumptions for population, land use, travel, employment, congestion, and economic activity. The MPO shall approve transportation plan contents and supporting analyses produced by a transportation plan update.	Yes	Data was provided and validated by the MPO staff and Technical Coordinating Committee members.	
(f) The metropolitan transportation plan shall, at a minimum, include:	Yes	See below.	
(1) The current and projected transportation demand of persons and goods in the metropolitan planning area over the period of the transportation plan	Yes	Travel Demand Model with base year and projected horizon year (2050) conditions identified	45-49, 95, Appendix B
(2) Existing and proposed transportation facilities (including major roadways, public transportation facilities, intercity bus facilities, multimodal and intermodal facilities, nonmotorized transportation facilities (e.g., pedestrian walkways and bicycle facilities), and intermodal connectors) that should function as an integrated metropolitan transportation system, giving emphasis to those facilities that serve important national and regional transportation functions over the period of the transportation plan.	Yes	Sections 14: Project Identification and Prioritization, and Section 15: Work Program outline a comprehensive program for transportation investments and priorities	188-224
(3) A description of the performance measures and performance targets used in assessing the performance of the transportation system in accordance with §450.306(d).	Yes	Performance based planning section.	25-41
(4) A system performance report and subsequent updates evaluating the condition and performance of the transportation system with respect to the performance targets described in §450.306(d), including—	Yes	Systemwide performance report	Appendix D

○ **(i)** Progress achieved by the metropolitan planning organization in meeting the performance targets in comparison with system performance recorded in previous reports, including baseline data	Yes	Systemwide performance report	Appendix D
○ **(ii)** For metropolitan planning organizations that voluntarily elect to develop multiple scenarios, an analysis of how the preferred scenario has improved the conditions and performance of the transportation system and how changes in local policies and investments have impacted the costs necessary to achieve the identified performance targets.	Yes	Six model scenarios were considered in the MTP process. See Appendix B: TDM Memo	Appendix B
(5) Operational and management strategies to improve the performance of existing transportation facilities to relieve vehicular congestion and maximize the safety and mobility of people and goods	Yes	Capacity and operational projects are identified and prioritized in Section 14, and included in the work program in section 15.	189-201, 204-223
(6) Consideration of the results of the congestion management process in TMAs that meet the requirements of this subpart, including the identification of SOV projects that result from a congestion management process in TMAs that are nonattainment for ozone or carbon monoxide.	NA	Not a nonattainment area	
(7) Assessment of capital investment and other strategies to preserve the existing and projected future metropolitan transportation infrastructure, provide for multimodal capacity increases based on regional priorities and needs, and reduce the vulnerability of the existing transportation infrastructure to natural disasters. The metropolitan transportation plan may consider projects and strategies that address areas or corridors where current or projected congestion threatens the efficient functioning of key elements of the metropolitan area's transportation system.	Yes	• Impacts from natural disasters is included in the resiliency section (section 12) • Congestion considered with the identification of capacity projects	166-174 194-195
(8) Transportation and transit enhancement activities, including consideration of the role that intercity buses may play in reducing congestion, pollution, and energy consumption in a cost-effective manner and strategies and investments that preserve and enhance intercity bus systems, including systems that are privately owned and operated, and including transportation alternatives, as defined in 23 U.S.C. 101(a), and associated transit improvements, as described in 49 U.S.C. 5302(a), as appropriate	Yes	• Transit recommendations are consistent with PEX and METRA previous planning recommendations	228
(9) Design concept and design scope descriptions of all existing and proposed transportation facilities in sufficient detail, regardless of funding source, in nonattainment and maintenance areas for conformity determinations under the EPA's transportation conformity regulations (40 CFR part 93, subpart A). In all areas (regardless of air quality designation), all proposed improvements shall be described in sufficient detail to develop cost estimates	Yes	• Projects described in detail in project sheets (Appendix C)	Appendix C
(10) A discussion of types of potential environmental mitigation activities and potential areas to carry out these activities, including activities that may have the greatest potential to restore and maintain the environmental functions affected by the metropolitan transportation plan. The discussion may focus on policies, programs, or strategies, rather than at the project level. The MPO shall develop the discussion in consultation with applicable Federal, State, and Tribal land management, wildlife, and regulatory agencies. The MPO may establish reasonable timeframes for performing this consultation	Yes	See Appendix G	
(11) A financial plan that demonstrates how the adopted transportation plan can be implemented.	Yes		
○ **(i)** For purposes of transportation system operations and maintenance, the financial plan shall contain system-level estimates of costs and revenue sources that are reasonably expected to be available to adequately operate and maintain the Federal-aid highways (as defined by 23 U.S.C. 101(a)(5)) and public transportation (as defined by title 49 U.S.C. Chapter 53).	Yes	See section 13	176-190
○ **(ii)** For the purpose of developing the metropolitan transportation plan, the MPO(s), public transportation operator(s), and State shall cooperatively develop estimates of funds that will be available to support metropolitan transportation plan implementation, as required under §450.314(a). All necessary financial resources from public and private sources that are reasonably expected to be made available to carry out the transportation plan shall be identified.	Yes	See section 13	176-190
○ **(iii)** The financial plan shall include recommendations on any additional financing strategies to fund projects and programs included in the metropolitan transportation plan. In the case of new funding sources, strategies for ensuring their availability shall be identified. The financial plan may include an assessment of the appropriateness of innovative finance techniques (for example, tolling, pricing, bonding, public private partnerships, or other strategies) as revenue sources for projects in the plan.	Yes	See section 13	176-190
○ **(iv)** In developing the financial plan, the MPO shall take into account all projects and strategies proposed for funding under title 23 U.S.C., title 49 U.S.C. Chapter 53 or with other Federal funds; State assistance; local sources; and private participation. Revenue and cost estimates that support the metropolitan transportation plan must use an inflation rate(s) to reflect "year of expenditure dollars," based on reasonable financial principles and information, developed cooperatively by the MPO, State(s), and public transportation operator(s).	Yes	See section 13	176-190
○ **(v)** For the outer years of the metropolitan transportation plan (*i.e.*, beyond the first 10 years), the financial plan may reflect aggregate cost ranges/cost bands, as long as the future funding source(s) is reasonably expected to be available to support the projected cost ranges/cost bands.	Yes	See section 13	176-190
○ **(vi)** For nonattainment and maintenance areas, the financial plan shall address the specific financial strategies required to ensure the implementation of TCMs in the applicable SIP.	Yes	See section 13	176-190
○ **(vii)** For illustrative purposes, the financial plan may include additional projects that would be included in the adopted transportation plan if additional resources beyond those identified in the financial plan were to become available.	Yes	See section 13	176-190
○ **(viii)** In cases that the FHWA and the FTA find a metropolitan transportation plan to be fiscally constrained and a revenue source is subsequently removed or substantially reduced (*i.e.*, by legislative or administrative actions), the FHWA and the FTA will not withdraw the original determination of fiscal constraint; however, in such cases, the FHWA and the FTA will not act on an updated or amended metropolitan transportation plan that does not reflect the changed revenue situation.	Yes	See section 13	176-190
(12) Pedestrian walkway and bicycle transportation facilities in accordance with 23 U.S.C. 217(g).	Yes	Active Transportation programs in the work program	213, 224
(g) The MPO shall consult, as appropriate, with State and local agencies responsible for land use management, natural resources, environmental protection, conservation, and historic preservation concerning the development of the transportation plan. The consultation shall involve, as appropriate:	*See below*	*See below*	*See below*
(1) Comparison of transportation plans with State conservation plans or maps, if available; or	NA	No applicable plans are available	NA
(2) Comparison of transportation plans to inventories of natural or historic resources, if available.	Yes	Floodplains inventoried in Section 12	Insert page numbers
(h) The metropolitan transportation plan should integrate the priorities, goals, countermeasures, strategies, or projects for the metropolitan planning area contained in the HSIP, including the SHSP required under 23 U.S.C. 148, the Public Transportation Agency Safety Plan required under 49 U.S.C. 5329(d), or an Interim Agency Safety Plan in accordance with 49 CFR part 659, as in effect until completion of the Public Transportation Agency Safety Plan, and may incorporate or reference applicable emergency relief and disaster preparedness plans and strategies and policies that support homeland security, as appropriate, to safeguard the personal security of all motorized and non-motorized users.	Yes	Performance-based planning	25-41
(i) An MPO may, while fitting the needs and complexity of its community, voluntarily elect to develop multiple scenarios for consideration as part of the development of the metropolitan transportation plan.	Yes	Six model scenarios were considered in the MTP process. See Appendix B: TDM Memo	Appendix B
(1) An MPO that chooses to develop multiple scenarios under this paragraph (i) is encouraged to consider:	Yes	See TDM Memo (Appendix B)	Appendix B
○ **(i)** Potential regional investment strategies for the planning horizon;	Yes	See TDM Memo (Appendix B)	Appendix B
○ **(ii)** Assumed distribution of population and employment;	Yes	See TDM Memo (Appendix B)	Appendix B

○ **(iii)** A scenario that, to the maximum extent practicable, maintains baseline conditions for the performance areas identified in §450.306(d) and measures established under 23 CFR part 490;	Yes	See TDM Memo (Appendix B)	Appendix B
○ **(iv)** A scenario that improves the baseline conditions for as many of the performance measures identified in §450.306(d) as possible;	Yes	See TDM Memo (Appendix B)	Appendix B
○ **(v)** Revenue constrained scenarios based on the total revenues expected to be available over the forecast period of the plan; and	Yes	See TDM Memo (Appendix B)	Appendix B
○ **(vi)** Estimated costs and potential revenues available to support each scenario.	Yes	See TDM Memo (Appendix B)	Appendix B
(2) In addition to the performance areas identified in 23 U.S.C. 150(c), 49 U.S.C. 5326(c), and 5329(d), and the measures established under 23 CFR part 490, MPOs may evaluate scenarios developed under this paragraph using locally developed measures	Yes	See TDM Memo (Appendix B)	Appendix B
(j) The MPO shall provide individuals, affected public agencies, representatives of public transportation employees, public ports, freight shippers, providers of freight transportation services, private providers of transportation (including intercity bus operators, employer-based commuting programs, such as carpool program, vanpool program, transit benefit program, parking cashout program, shuttle program, or telework program), representatives of users of public transportation, representatives of users of pedestrian walkways and bicycle transportation facilities, representatives of the disabled, and other interested parties with a reasonable opportunity to comment on the transportation plan using the participation plan developed under §450.316(a).	Yes	The public participation process included multiple opportunities to contribute to the process, including public meetings, online tools, and a project website. See appendix E – outreach summary – for more information.	Appendix E
(k) The MPO shall publish or otherwise make readily available the metropolitan transportation plan for public review, including (to the maximum extent practicable) in electronically accessible formats and means, such as the World Wide Web.	Yes	The draft plan will be made available in print and electronically for a duration of 30 days.	
(l) A State or MPO is not required to select any project from the illustrative list of additional projects included in the financial plan under paragraph (f)(11) of this section.	NA		
(m) In nonattainment and maintenance areas for transportation-related pollutants, the MPO, as well as the FHWA and the FTA, must make a conformity determination on any updated or amended transportation plan in accordance with the Clean Air Act and the EPA transportation conformity regulations (40 CFR part 93, subpart A). A 12-month conformity lapse grace period will be implemented when an area misses an applicable deadline, in accordance with the Clean Air Act and the transportation conformity regulations (40 CFR part 93, subpart A). At the end of this 12-month grace period, the existing conformity determination will lapse. During a conformity lapse, MPOs can prepare an interim metropolitan transportation plan as a basis for advancing projects that are eligible to proceed under a conformity lapse. An interim metropolitan transportation plan consisting of eligible projects from, or consistent with, the most recent conforming transportation plan and TIP may proceed immediately without revisiting the requirements of this section, subject to interagency consultation defined in 40 CFR part 93, subpart A. An interim metropolitan transportation plan containing eligible projects that are not from, or consistent with, the most recent conforming transportation plan and TIP must meet all the requirements of this section	NA		

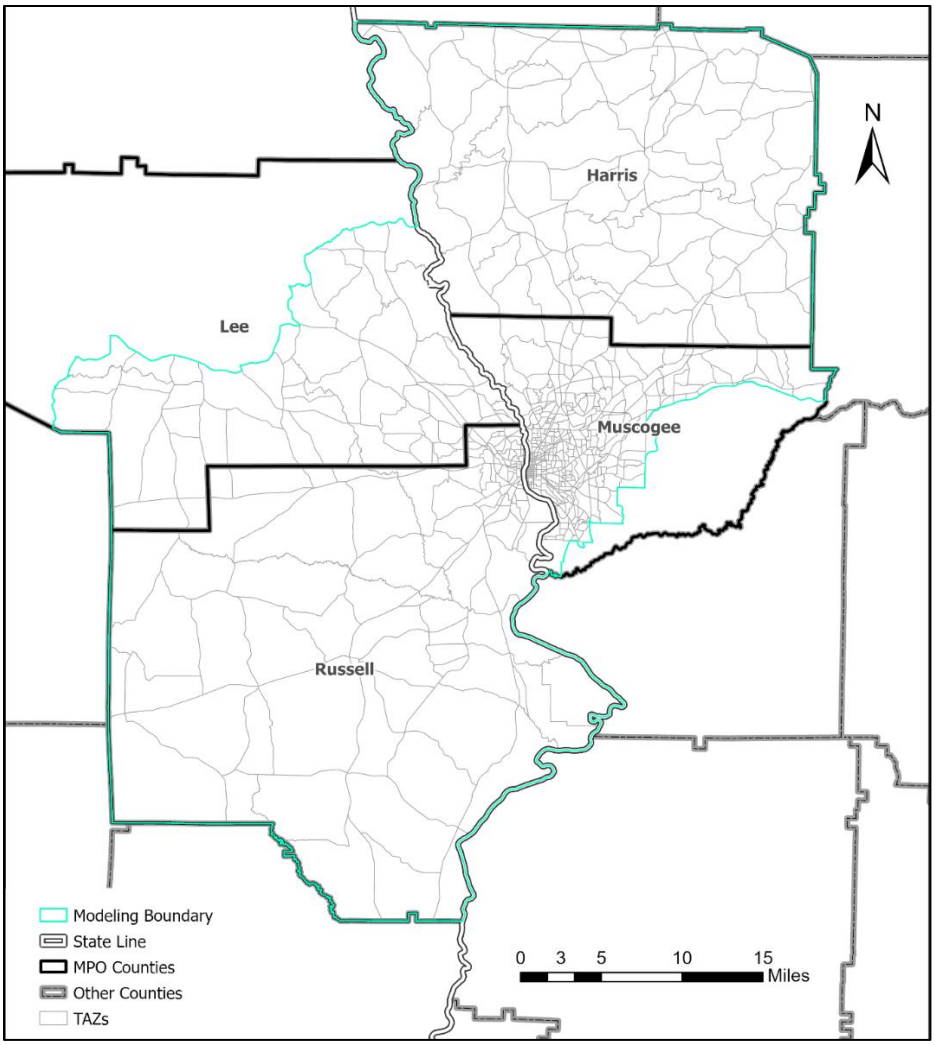
Appendix B

Socioeconomic Data Development & Travel Demand Model Results Memos

Columbus-Phenix City Transportation Study (C-PCTS) Metropolitan Planning Organization MTP Base Year SE Data Development

This memo outlines the data sources, methodologies, and result summary of the base year socio-economic (SE) data development for the C-PCTS MPO MTP update. The base year SE data is a key input to the MPO's travel demand model (TDM) update, as part of the MTP update. It is developed at Traffic Analysis Zone (TAZ) level for the four-county TDM modeling area - Muscogee County (partial) and Harris County in Georgia, Lee County (partial) and Russell County in Alabama, which covers the MPO boundary and is consistent with the TDM modeling area of the adopted 2045 MTP update. The Traffic Analysis Zone (TAZ) is the primary unit of analysis area in travel demand model, representing the socioeconomic characteristics in an area. The sizes of the TAZs in C-PCTS model range from a few Census blocks up to a complete Census tract. Figure 1 shows the modeling boundary, the MPO boundary, and the county boundaries for C-PCTS.

FIGURE 1: ANALYSIS GEOGRAPHIES OF C-PCTS



SE Data Sources and Summaries

Table 1 below shows the data sources used to develop the base year socio-economic (SE) data and the regional total. In the Methodology section below, there are more details on each data source and how each data source is utilized. Table 2 shows the SE data summary by county.

TABLE 1: BASE YEAR SE DATA SOURCES

SE Variable	Source	Regional Total
Population	2020 Census (Block level data)	337,873
Households	2020 Census (Block level data)	136,535
Total Employment	Georgia Statewide Travel Demand Model (GSTDM) 2019 Employment Data (2020/2050 GSTDM update completed in 2023; the data is developed based on ESRI and REMI)	125,757
Manufacturing, Transportation, Communication, Utilities, Warehousing	Same as above	21,744
Service*	Same as above	80,848
Retail	Same as above	15,719
Agriculture, Mining, Construction	Same as above	7,446
K12 Students	Georgia Department of Education 2020, Alabama Department of Education 2019-20, National Center for Education Statistics (NCES) Private School Universe Study 2019-20, Truth Spring Academy, Life Christian Academy and Tutoring Center	60,056
University Enrollment	Integrated Postsecondary Education Data System 2019, Georgia Military College Fact Book 2020-2021	18,828
Acres	GIS calculation	978,566
Median Income	2020 American Community Survey (ACS) 5-year Estimates (Tract level data)	Not Applicable**

*Supplemented with 2022 school level employment.

**Median Income is provided for each TAZ.

TABLE 2: BASE YEAR SE DATA SUMMARIES BY COUNTY

SE Variable	Harris	Muscogee***	Lee***	Russell
Population	*34,197*	*193,895*	*51,155*	*58,626*
Households	*12,781*	*80,542*	*19,210*	*24,002*
Total Employment	*4437*	*100,428*	*4139*	*16,753*
Manufacturing, Transportation, Communication, Utilities, Warehousing	*342*	*16,965*	*354*	*4083*
Service*	*2474*	*66,126*	*2765*	*9483*
Retail	*411*	*12,567*	*540*	*2201*
Agriculture, Mining, Construction	*1210*	*4770*	*480*	*986*
K12 Students	*5647*	*34,684*	*9781*	*9944*
University Enrollment		*16,596*		*2232*
Acres	*302,505*	*91,181*	*170,802*	*414,078*
Median Income	Not Applicable**	Not Applicable**	Not Applicable**	Not Applicable**

*Supplemented with 2022 school level employment.

**Median Income is provided for each TAZ.

***MPO modelling area does not cover the whole county

TAZ Level SE Data Development Methodology

POPULATION AND HOUSEHOLD

Population and household data were obtained at block level from 2020 Census. As the TAZs are following Census block boundary, the population and household of all the blocks within a TAZ were summed up to get the TAZ's population and household. Group housing populations (such as nursing homes, university dorms, etc.) were excluded from the total population for each TAZ, as these populations don't share the same travel patterns as the general population. Population density by TAZ is shown in Figure 2, and household density by TAZ is shown in Figure 3.

FIGURE 2: POPULATION DENSITY OF C-PCTS TAZS

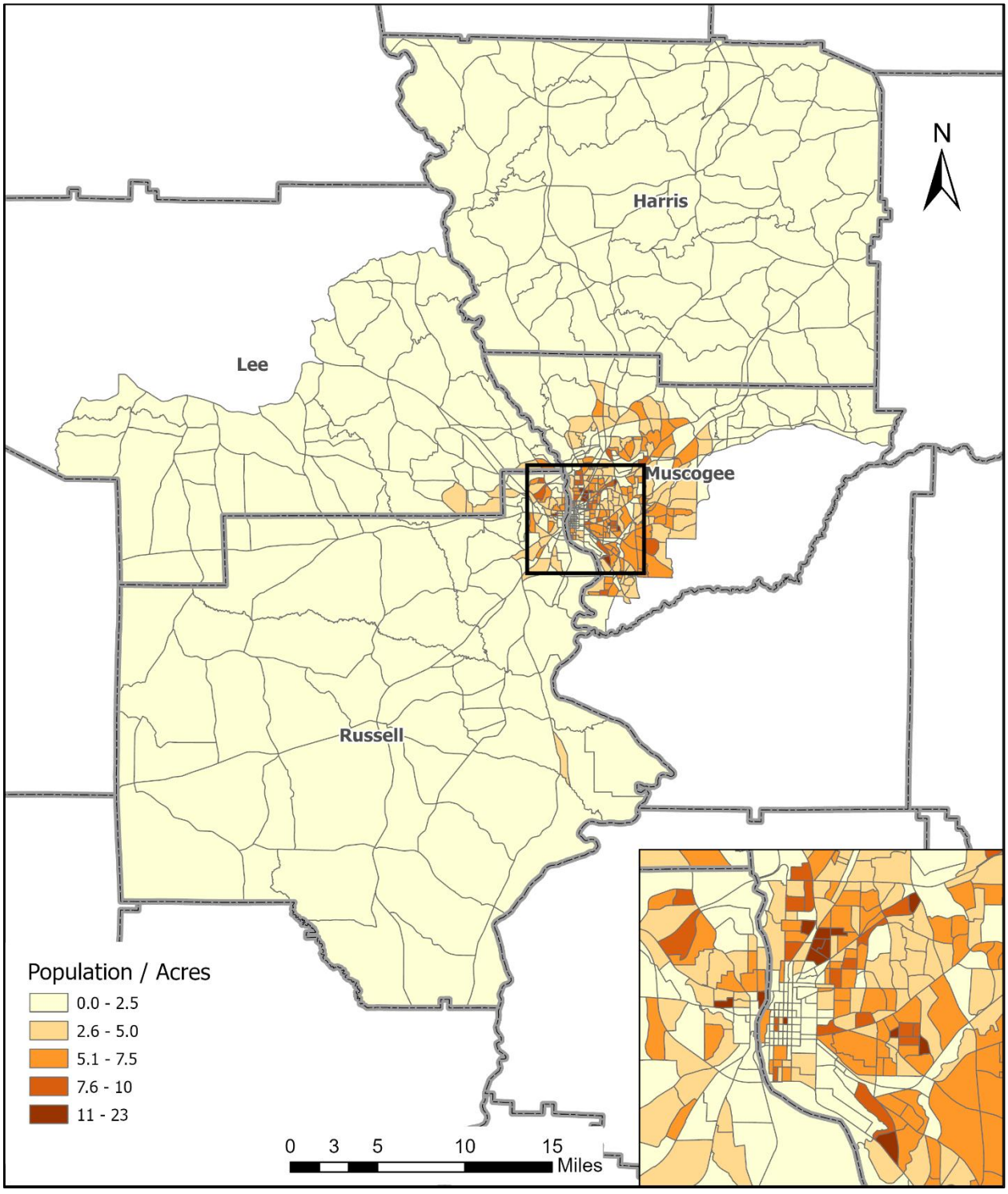
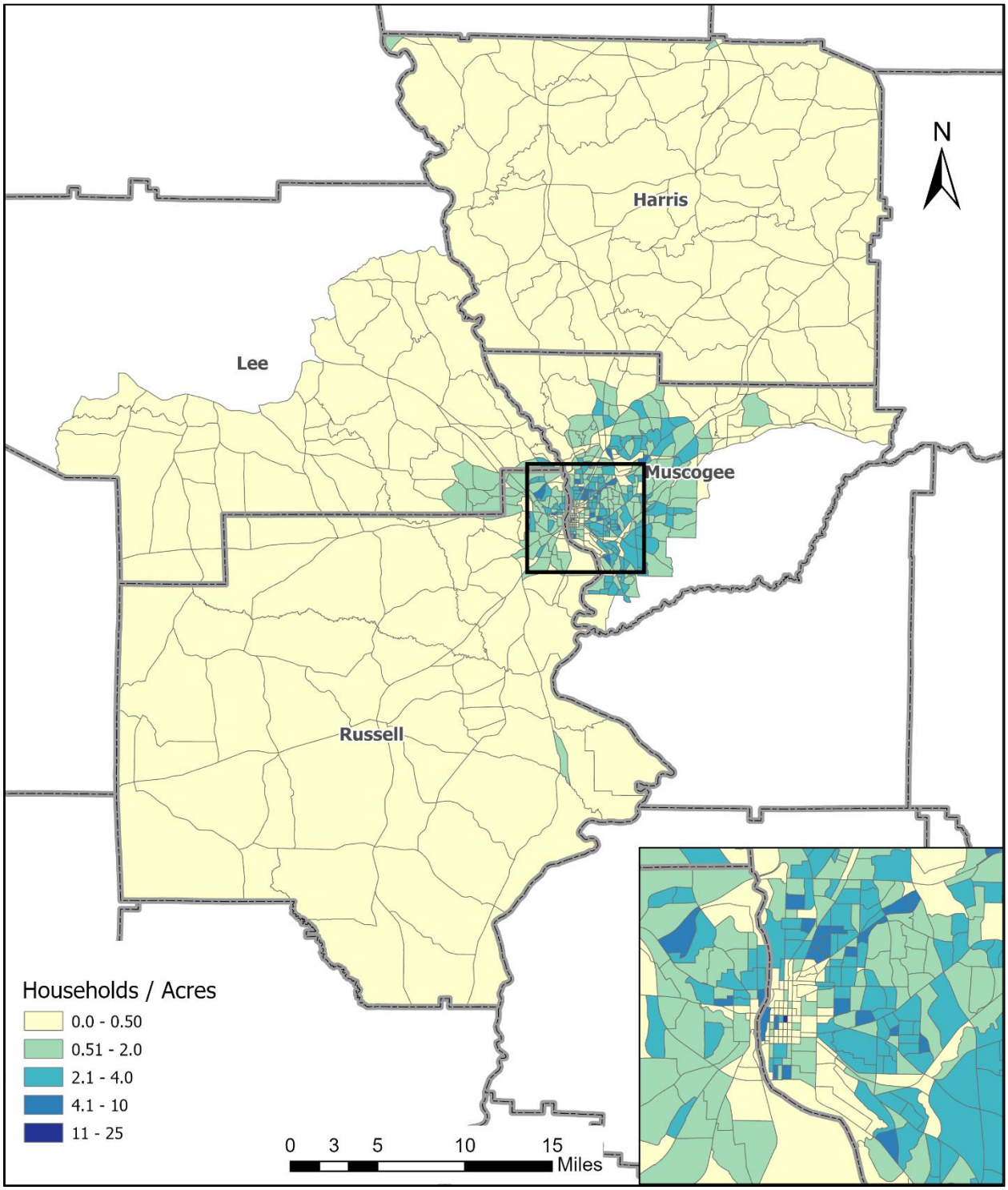


FIGURE 3: HOUSEHOLD DENSITY OF C-PCTS TAZS

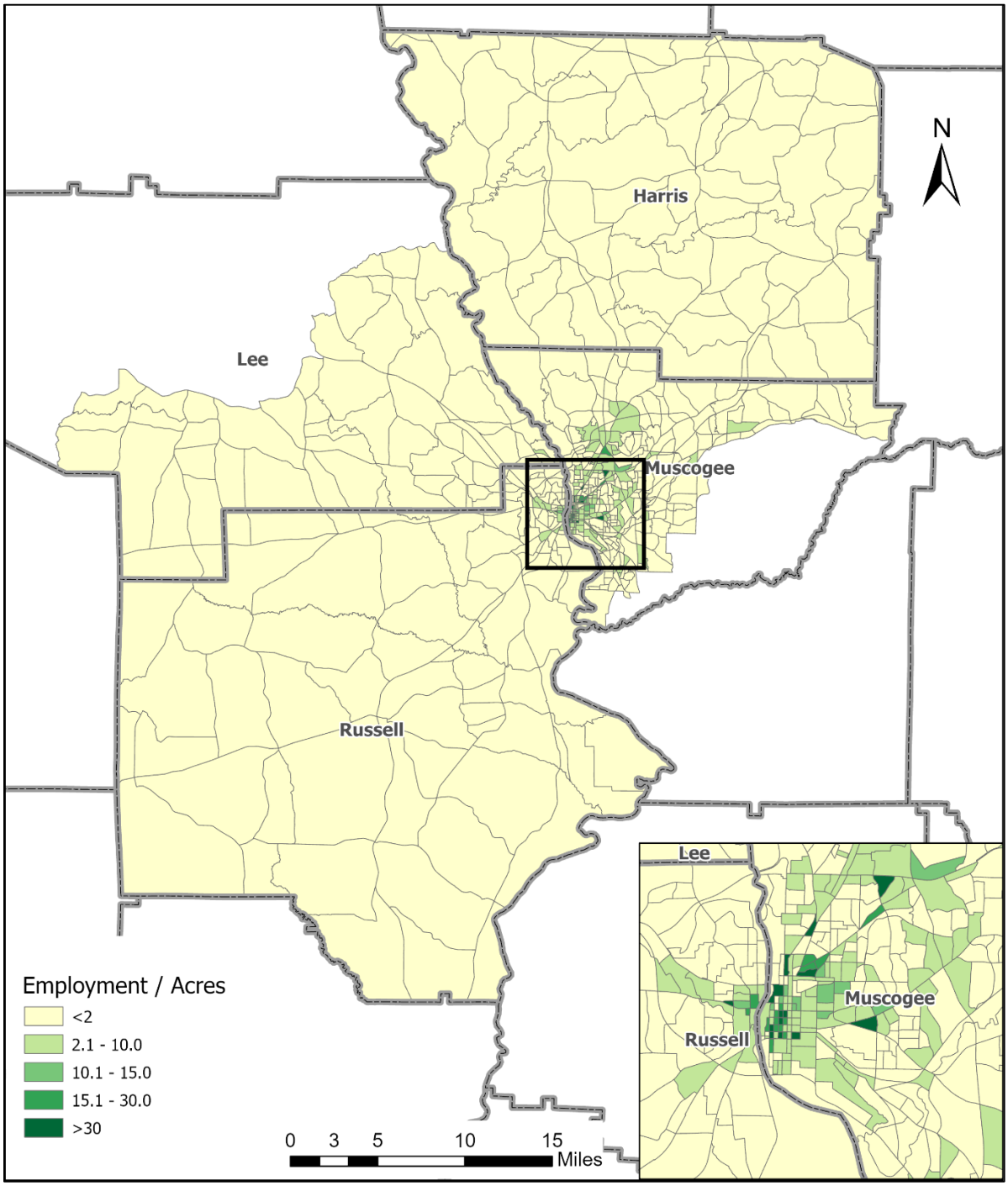


EMPLOYMENT

Workplace-based Employment data is developed based on the 2019 Georgia Statewide Travel Demand Model (GSTDM) employment data from the updated 2020/2050 GSTDM. The GSTDM uses a halo zone structure and has SE data for TAZs of relatively small sizes inside of Georgia, and SE data for TAZs of larger sizes in the state adjacent to Georgia including Alabama, so the counties covered by C-PCTS are all within the GSTDM modeling area. While the GSTDM's TAZs and C-PCTS' TAZs don't have a direct one-to-one relationship, both models' TAZs have been updated based on the 2020 Census boundaries, so relationship could be established at Census Tract level for SE data comparison or transfer. The GSTDM's employment data was developed based on ESRI and REMI data purchased by GDOT.

The service employment data for TAZs containing schools were supplemented by school employment counts obtained from school websites. This data was only available for 2022. Employment density of TAZs is shown in Figure 4.

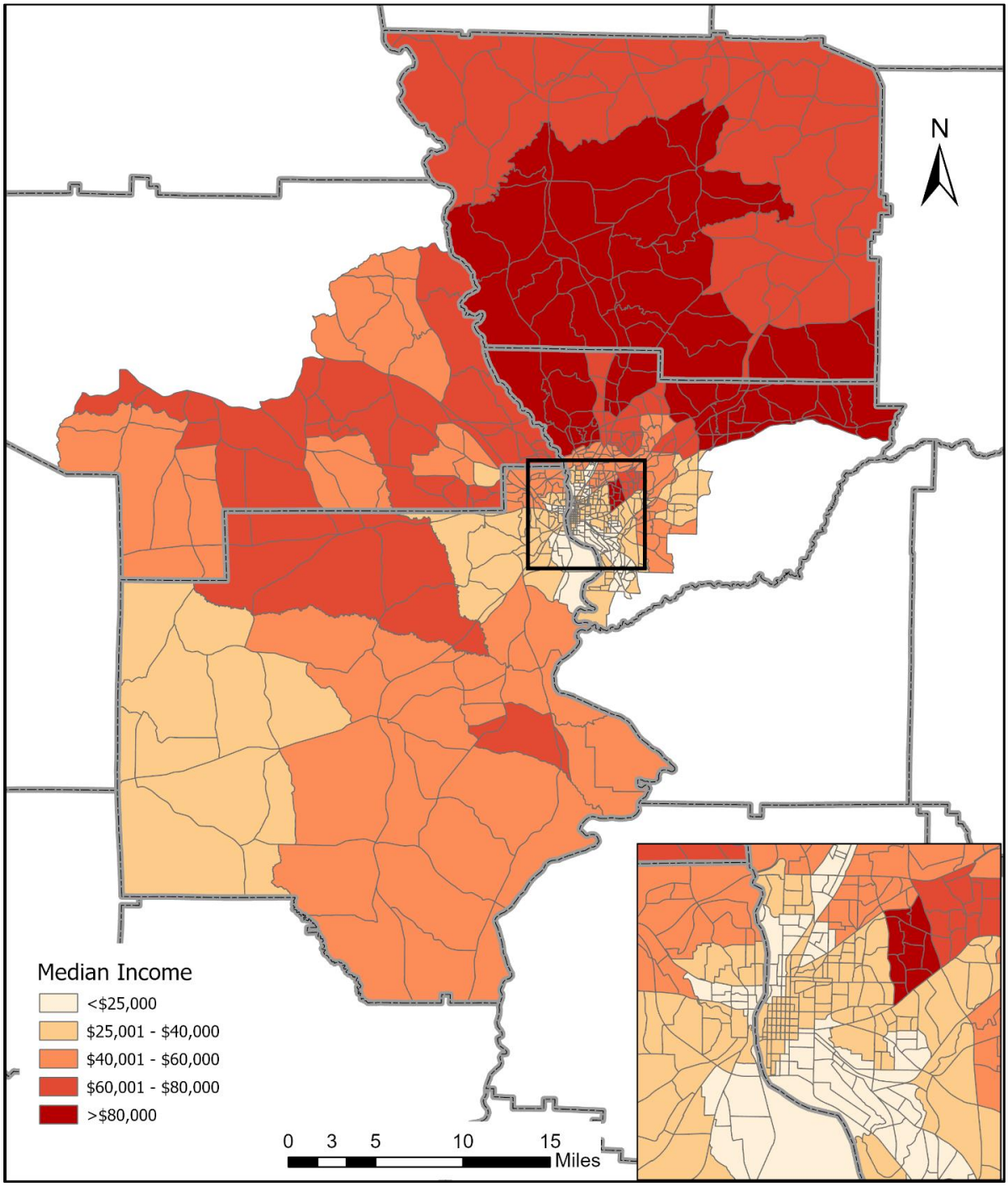
FIGURE 4: EMPLOYMENT DENSITY OF C-PCTS TAZS



MEDIAN INCOME

Median income data was available at Census tract level from 2020 American Community Survey (ACS) 5-year Estimates. All TAZs contained in a census tract were assigned the median income of that tract. Median income by TAZ is shown in Figure 5.

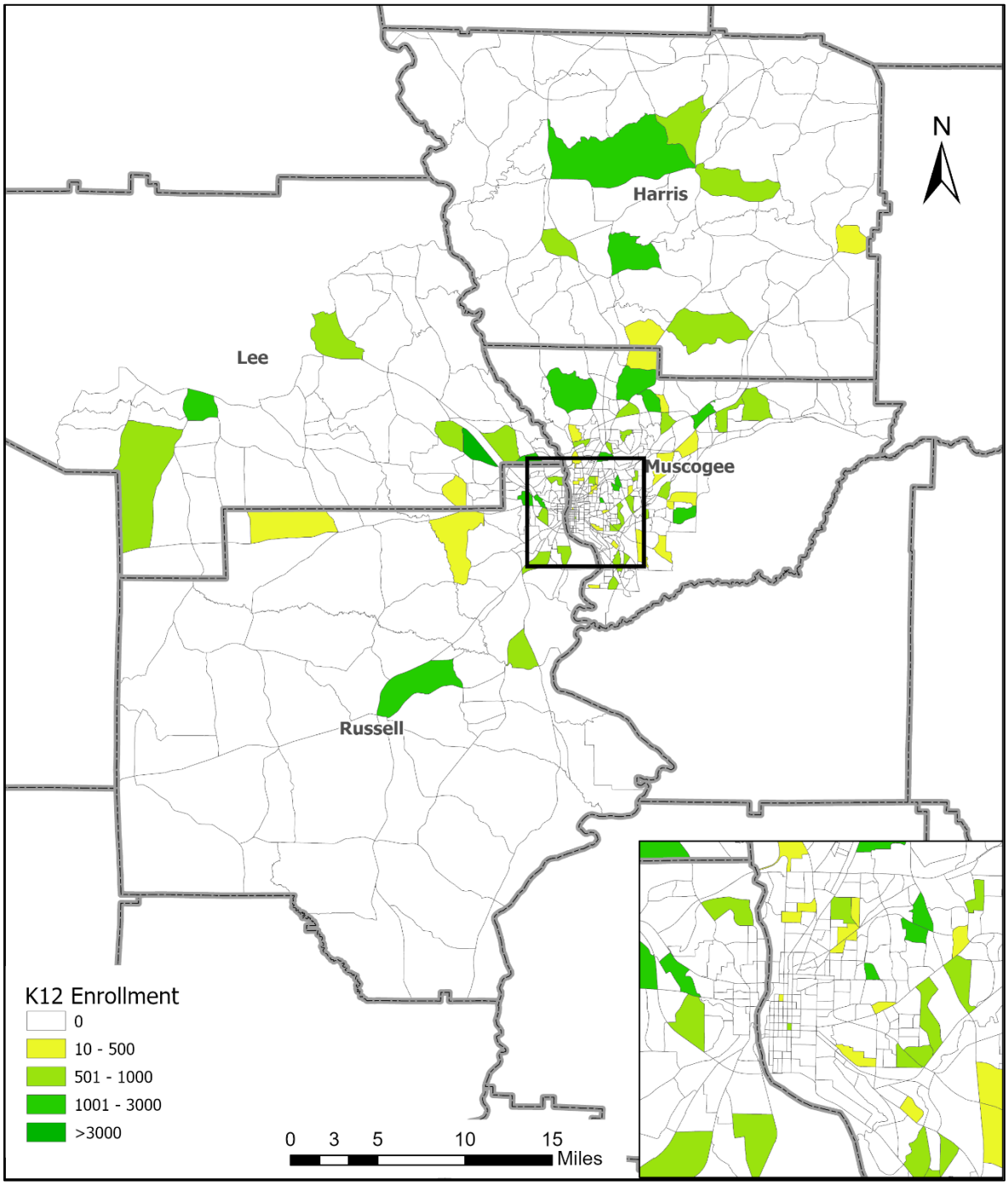
FIGURE 5: MEDIAN INCOME OF C-PCTS TAZS



K-12 STUDENT ENROLLMENT

The data on public school enrollment for Georgia was downloaded from Georgia Insights provided by the Georgia Department of Education for 2020 Fiscal Year. Alabama public school data was downloaded from Report Card for the 2019-2020 school year. Private school data was downloaded from the National Center for Educational Statistics for the 2019-2020 school year as a part of the Private School Universe Study. K12 enrollment by TAZs is shown in Figure 6.

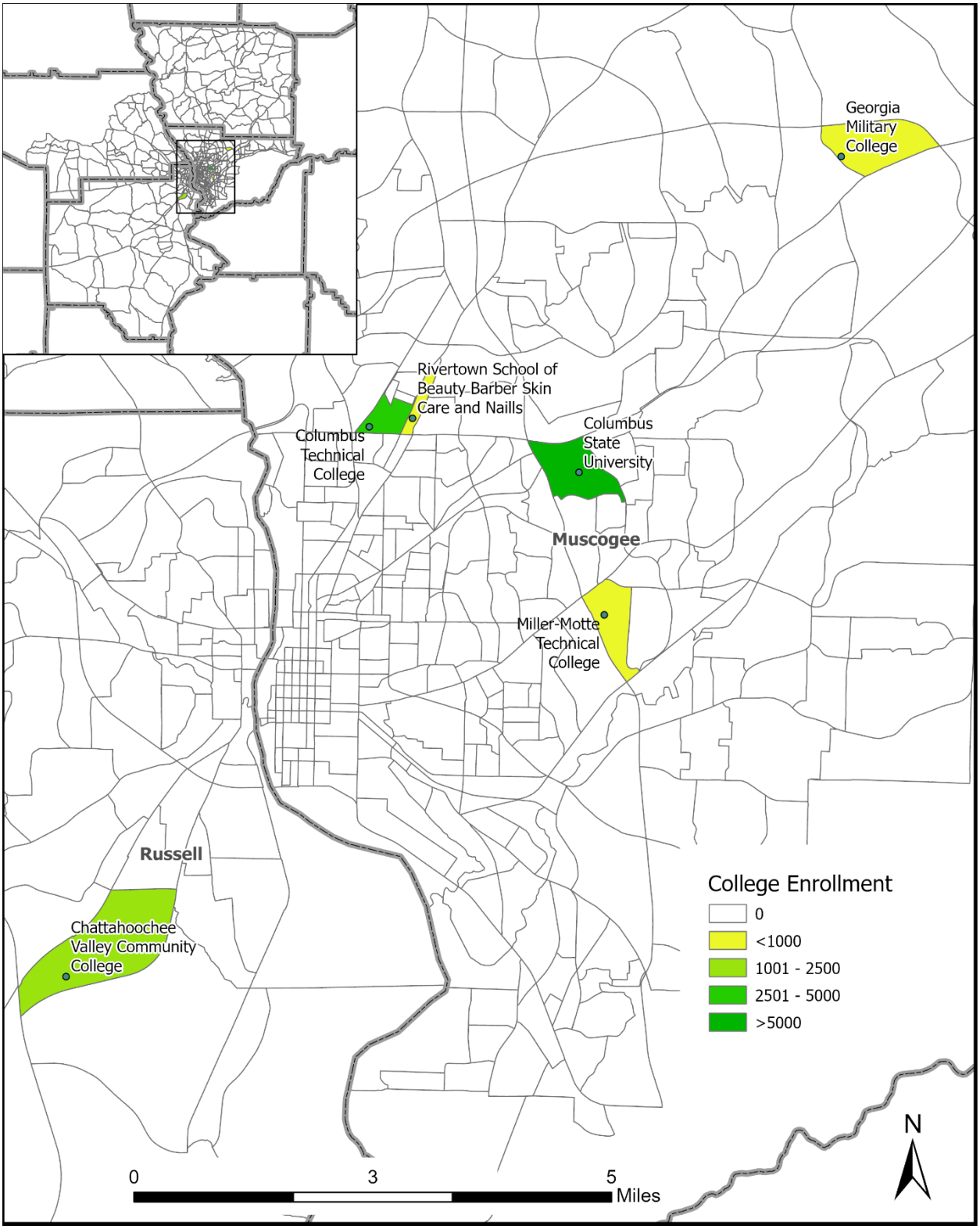
FIGURE 6: K12 SCHOOL ENROLLMENT OF C-PCTS TAZS



COLLEGE/UNIVERSITY ENROLLMENT

There are six colleges/universities in Columbus: Chattahoochee Valley Community College in TAZ 75, Columbus State University in TAZ 396, Columbus Technical College in TAZ 428, Georgia Military College – Columbus campus in TAZ 531, Miller-Motte Technical College – Columbus campus in TAZ 274, and Rivertown School of Beauty Barber Skin Care and Nails in TAZ 396. College/University locations are shown in Figure 7, along with college/university enrollment by TAZ.

FIGURE 7: COLLEGE AND UNIVERSITY LOCATION AND ENROLLMENT OF C-PCTS TAZS



SE Data Reasonableness Check

Table represents some commonly used ratios to check the SE data for MPO and the ratio for C-PCTS modeling area. At the regional level, the persons to household ratio, population density, and household density are all within GDOT recommended range for MPOs. The employee to household ratio is slightly lower than the lower end of the recommended range for MPO, and it is reasonable as the modeling area beyond the MPO boundary includes more residential area. The proportion of population enrolled in K12 schools is bit lower than 20%, and it is in line with the observed trend across the country and in Georgia of lower K12 to population ratio in recent decade.

TABLE 3: COMMONLY USED RATIOS FOR REASONABLENESS CHECK

Variable	Modeling Area 2020	GDOT's Recommended Range for MPO
Persons to Household Ratio	2.47	2.00 - 3.00
Employees to Household Ratio	0.92	1.00 - 3.00
Proportion of Population Enrolled in K12 Schools	18%	Around 20%
Persons per Acre	0.35	≤ 10.00
Households per Acre	0.14	≤ 6.00

TO: Columbus-Phenix City Transportation Study Metropolitan Planning Organization
FROM: Ansley McKenzie, Modern Mobility Partners
Victoria G Hendrix, AICP, Modern Mobility Partners
DATE: May 28th, 2024
SUBJECT: 2050 Socio-Economic Data Development

This memorandum summarizes Modern Mobility Partner's development of the 2050 future year Socio-Economic (SE) data for the Columbus-Phenix City Transportation Study Metropolitan Planning Organization (C-PCTS MPO) Metropolitan Transportation Plan (MTP) travel demand model (TDM) update. This data was developed following the methodology outlined in ColumbusSE_2050_Method_Memo_2024-05-01.docx, provided for MPO's review on May 1st, 2024, and approved by the MPO on May 15th, 2024.

The Georgia Statewide Travel Demand Model (GSTDM) 2050 Socio-Economic (SE) Data was used as the main reference for the C-PCTS MPO 2050 Future SE data development. The 2020/2050 GSTDM update was completed in 2023, and its SE data is developed based on US Census data, ESRI and REMI data purchased by GDOT and has incorporated inputs from GDOT District stakeholders. It is the best data source available. The GSTDM uses a halo zone structure and has SE data for TAZs of relatively small sizes inside of Georgia, and SE data for TAZs of larger sizes in the states adjacent to Georgia including Alabama, so the counties covered by C-PCTS MPO model are all within the GSTDM modeling area. While the GSTDM's TAZs and C-PCTS MPO TDM's TAZs don't have a direct one-to-one relationship, both models' TAZs have been updated based on the 2020 Census boundaries, so relationship could be established for SE data transfer. All MPO TAZs except four are nested within the GSTDM TAZs.

Regional Data Summaries

Table 1 provides a summary of the 2050 SE data for the whole modeling area of C-PCTS TDM for 2020 and 2050 and shows the growth in absolute and percentage terms. Table 2 shows this same data broken down by county: Harris County, part of Muscogee County, Russell County, and part of Lee County . Between 2020 and 2050, the annual average growth rates are 0.67% for population, 0.66% for households, and 2.66% for total employment respectively. In the four employment sub-categories, Agriculture, Mining, and Construction (AMC) Employment has the highest annual average growth rate of 3.16%, followed by the Retail and Service with annual average growth rate of 3.03% and 2.72% respectively, and Manufacturing, Transportation, Communication, Utilities, and Warehousing (MTCUW) has the lowest annual average growth rate of 1.91%.

TABLE 1: 2050 SE DATA SUMMARY BY TDM AREA

	SE Variable	2020	2050	Absolute Growth	Growth Percentage	Annual average Growth Rate
TDM	**Population**	337,979	412,502	74,523	22%	0.67%
	Households	136,536	166,432	29,896	22%	0.66%
	Total Employment	125,757	276,768	151,011	120%	2.66%
	Manufacturing, Transportation, Communication, Utilities, Warehousing	21,744	38,367	16,623	76%	1.91%
	Service	80,848	180,992	100,144	124%	2.72%
	Retail	15,719	38,467	22,748	145%	3.03%
	Agriculture, Mining, Construction	7,446	18,942	11,496	154%	3.16%
	K-12 Students	60,056	73,318	13,262	22%	0.67%
	College Students	18,828	22,327	3,499	19%	0.57%

TABLE 2: 2050 SE DATA SUMMARY BY COUNTY

County	SE Variable	2020	2050	Absolute Growth	Growth Percentage	Annual average Growth Rate
Harris	Population	34,197	40,943	6,746	20%	0.60%
	Households	12,781	15,306	2,525	20%	0.60%
	Total Employment	4,437	12,704	8,267	186%	3.57%
	Manufacturing, Transportation, Communication, Utilities, Warehousing	342	997	655	192%	3.63%
	Service	2,474	6,994	4,520	183%	3.52%
	Retail	411	1,195	784	191%	3.62%
	Agriculture, Mining, Construction	1,210	6,994	5,784	478%	6.02%
	K-12 Students	5,647	6,761	1,114	20%	0.60%
	College Students	0	0	0	NA	NA
Muscogee*	Population	194,001	226,522	32,521	17%	0.52%
	Households	80,543	94,036	13,493	17%	0.52%
	Total Employment	100,428	130,291	29,863	30%	0.87%
	Manufacturing, Transportation, Communication, Utilities, Warehousing	16,965	22,093	5,128	30%	0.88%
	Service	66,126	85,620	19,494	29%	0.86%
	Retail	12,567	16,361	3,794	30%	0.88%
	Agriculture, Mining, Construction	4,770	6,217	1,447	30%	0.89%
	K-12 Students	34,684	40,498	5,821	17%	0.52%
	College Students	16,596	19,378	2,784	17%	0.52%

County	SE Variable	2020	2050	Absolute Growth	Growth Percentage	Annual average Growth Rate
Lee*	Population	51,155	67,579	16,424	32%	0.93%
	Households	19,210	25,377	6,167	32%	0.93%
	Total Employment	4,139	26,692	22,553	545%	6.41%
	Manufacturing, Transportation, Communication, Utilities, Warehousing	354	2,448	2,094	592%	6.66%
	Service	2,765	17,381	14,616	529%	6.32%
	Retail	540	3,867	3,327	616%	6.78%
	Agriculture, Mining, Construction	480	2,996	2,516	524%	6.29%
	K-12 Students	9,781	12,922	3,141	32%	0.93%
	College Students	0	0	0	NA	NA
Russell	Population	58,626	77,458	18,832	32%	0.93%
	Households	24,002	31,713	7,711	32%	0.93%
	Total Employment	16,753	107,023	90,270	539%	6.38%
	Manufacturing, Transportation, Communication, Utilities, Warehousing	4,083	12,829	8,746	214%	3.89%
	Service	9,483	70,939	61,456	648%	6.94%
	Retail	2,201	17,044	14,843	674%	7.06%
	Agriculture, Mining, Construction	986	6,211	5,225	530%	6.33%
	K-12 Students	9,944	13,137	3,193	32%	0.93%
	College Students	2,232	2,949	717	32%	0.93%

*MPO modelling area does not cover the whole county

Table 3 applies some commonly used ratios to check the data. The average household size did not change between 2020 and 2050 as it is assumed that the household size remains the same between 2020 and 2050. The ratio of employment to households increased from 0.92 in 2020 to 1.66 in 2050, while the ratio of population to employment decreased from 2.69 in 2020 to 1.49 in 2050. This is because employment is expected to grow faster than the population and households. It is assumed the portion of population enrolled in K-12 schools will stay the same. Both population density (persons per acre) and household density (households per acre) are expected to increase between 2020 and 2050. The regional level persons per household ratio, population density, household density, employees to household ratio, and proportion of population enrolled in schools for 2050 are all within the *GDOT's Recommended Ranges*[1].

TABLE 3: COMMONLY USED RATIOS OF DENSITY

Variable	2020	2050	Change (2020 - 2050)	GDOT's Recommended Range
Persons per Household	2.48	2.48	0.00	2.00 - 3.00
Population to Employment	2.69	1.49	-1.20	None
Employment to Household	0.92	1.66	0.74	1.00 - 3.00
Proportion of Population Enrolled in K-12 Schools	17.77%	17.78%	0.01%	~ 20%
Persons per Acre	0.35	0.42	0.08	< 10.00
Households per Acre	0.14	0.17	0.03	< 6.00

TAZ Level SE Data Development and Reasonableness Check

POPULATION

Population was developed based on 2050 population data from the GSTDM and Georgia Governor's Office of Planning and Budget (OPB). GSTDM population data was used for the Alabama TAZs and OPB numbers were used for Georgia TAZs.

[1] Georgia MPO Travel Demand Models Socio-Economic Data Development Guide

POPULATION REASONABLENESS CHECK

Zero Values

There are 61 TAZs with no population, which are the same 61 TAZs that had no population in 2020 and have been confirmed.

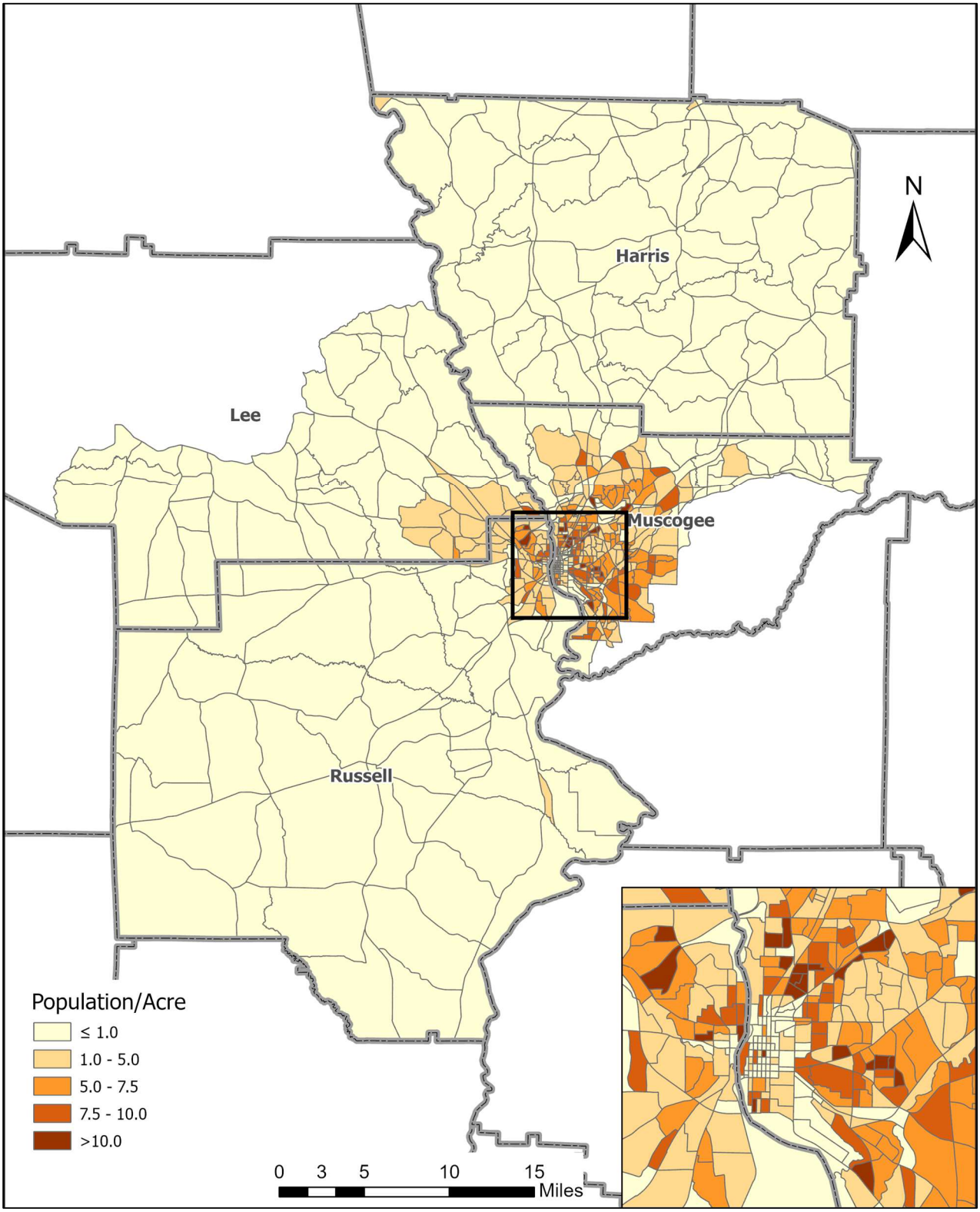
Population Density

The ratio of population to acres should not exceed 10 according to *GDOT's SE Data Guide*. TAZs with population per acre exceeding 10 are generally identified as multi-family or group housing land use. There are 25 TAZs that have a population density exceeding 10 in the travel demand model area, as shown in Table 4. Each of the 25 TAZs has been reviewed to verify that multi-family or group housing exists. Figure 1 illustrates the population density by TAZ.

TABLE 4: TAZS WITH 2050 POPULATION PER ACRE GREATER THAN 10

TAZ ID	Population per Acre in 2020	Population per Acre in 2050
89	11.95	13.98
124	9.82	11.46
159	10.62	12.39
184	11.46	13.38
190	8.86	10.34
192	8.64	10.07
213	22.05	25.75
220	9.59	11.19
249	14.20	18.74
255	11.76	15.53
325	15.88	18.54
337	10.18	11.86
344	10.35	12.08
353	8.59	11.34
358	11.37	13.26
359	9.25	10.79
361	11.49	13.41
365	22.58	26.34
390	8.96	10.45
394	9.18	10.70
395	16.26	18.98
403	8.22	10.86
405	8.98	10.48
451	9.29	10.16
466	9.92	11.58

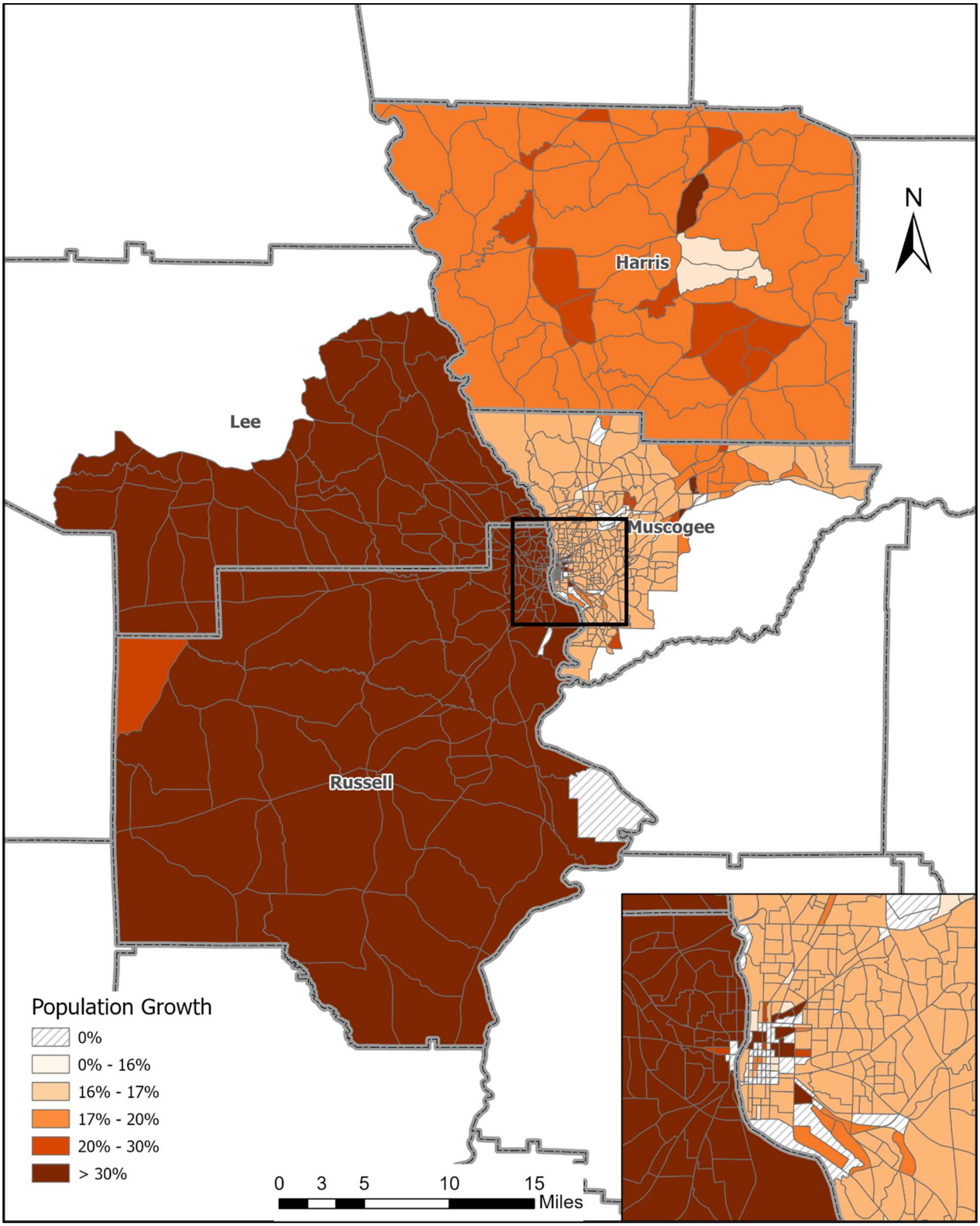
FIGURE 1: FUTURE POPULATION DENSITY OF C-PCTS TAZS



Population Growth Rates

The GDOT's Model Guidelines states that TAZs where future year population numbers have grown by more than 500% should be reviewed for any planned developments. There are no TAZs with growth rates greater than 500%. Population growth rates at the TAZ level are shown in Figure 2.

FIGURE 2: POPULATION GROWTH OF C-PCTS TAZS 2020-2050



HOUSEHOLD

It is assumed that the average household size in a specific TAZ will stay the same for the future. Therefore, the number of households was calculated using the 2020 base year population to household ratio for each TAZ along with the 2050 population projection.

HOUSEHOLD REASONABLENESS CHECK

Zero Values

There are 61 TAZs with no households, which are the same 61 TAZs that had no households in 2020 and have been confirmed.

Household Density

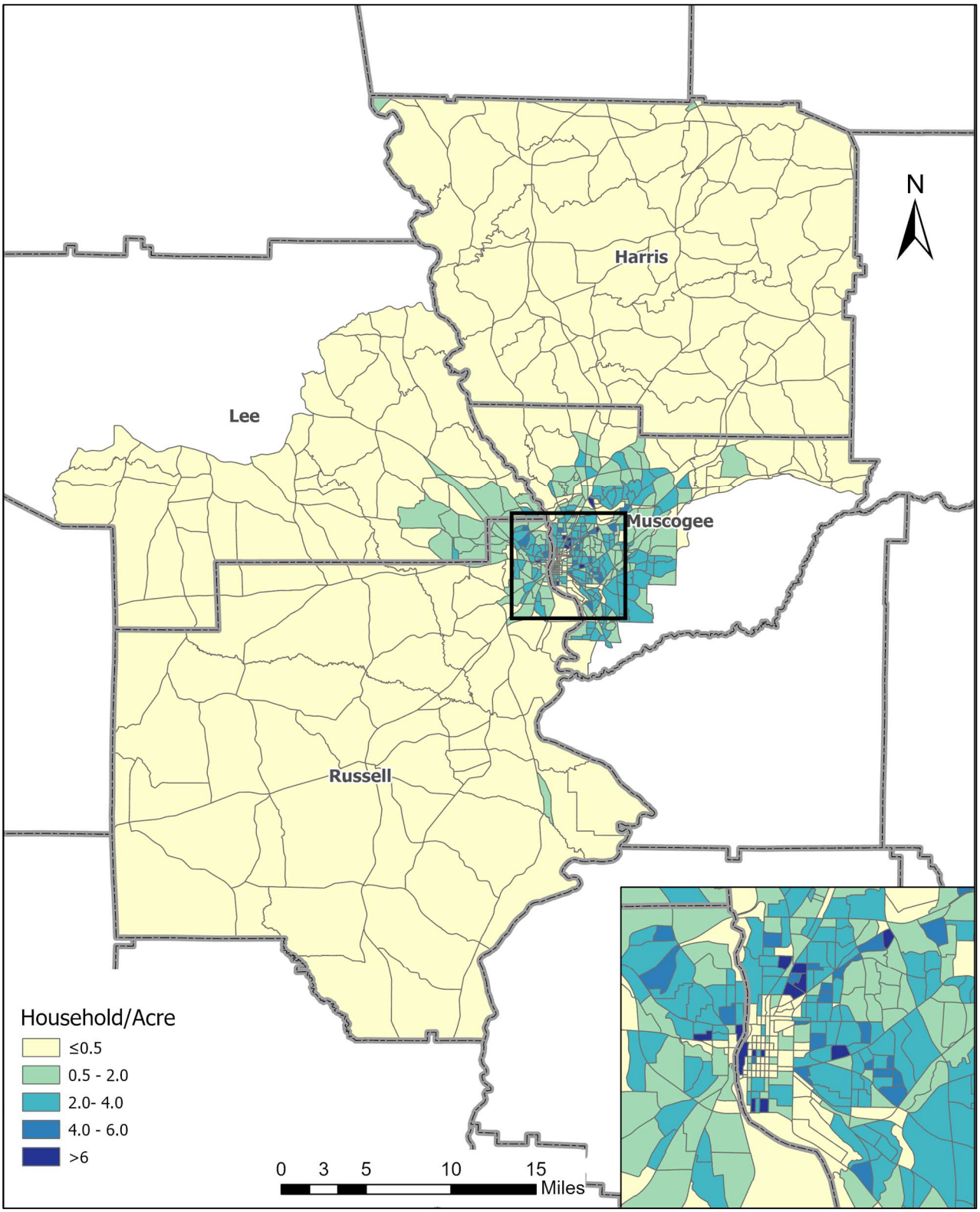
The number of households per acre in most TAZs should not exceed 6 according to *GDOT's SE Data Guide.* The values exceeding 6 should correspond to larger or more dense multi-family housing in the area.

There are 14 TAZs with a household density greater than 6. Six of these had a household density greater than 6 in 2020. Table 5 below indicates TAZs where the household density exceeds 6. Figure 3 displays household densities for TAZs in the TDM area.

TABLE 5: TAZS WITH 2050 HOUSEHOLDS PER ACRE GREATER THAN 6

TAZ ID	Household per Acre in 2020	Household per Acre in 2050
123	6.02	7.03
124	8.18	9.54
203	5.18	6.05
213	25.16	29.45
216	5.49	6.50
220	5.23	6.10
249	5.89	7.78
255	5.41	7.14
325	8.26	9.64
337	5.66	6.60
358	5.44	6.35
365	7.22	8.42
395	9.67	11.28
466	5.38	6.28

FIGURE 3: FUTURE HOUSEHOLD DENSITY OF C-PCTS TAZS



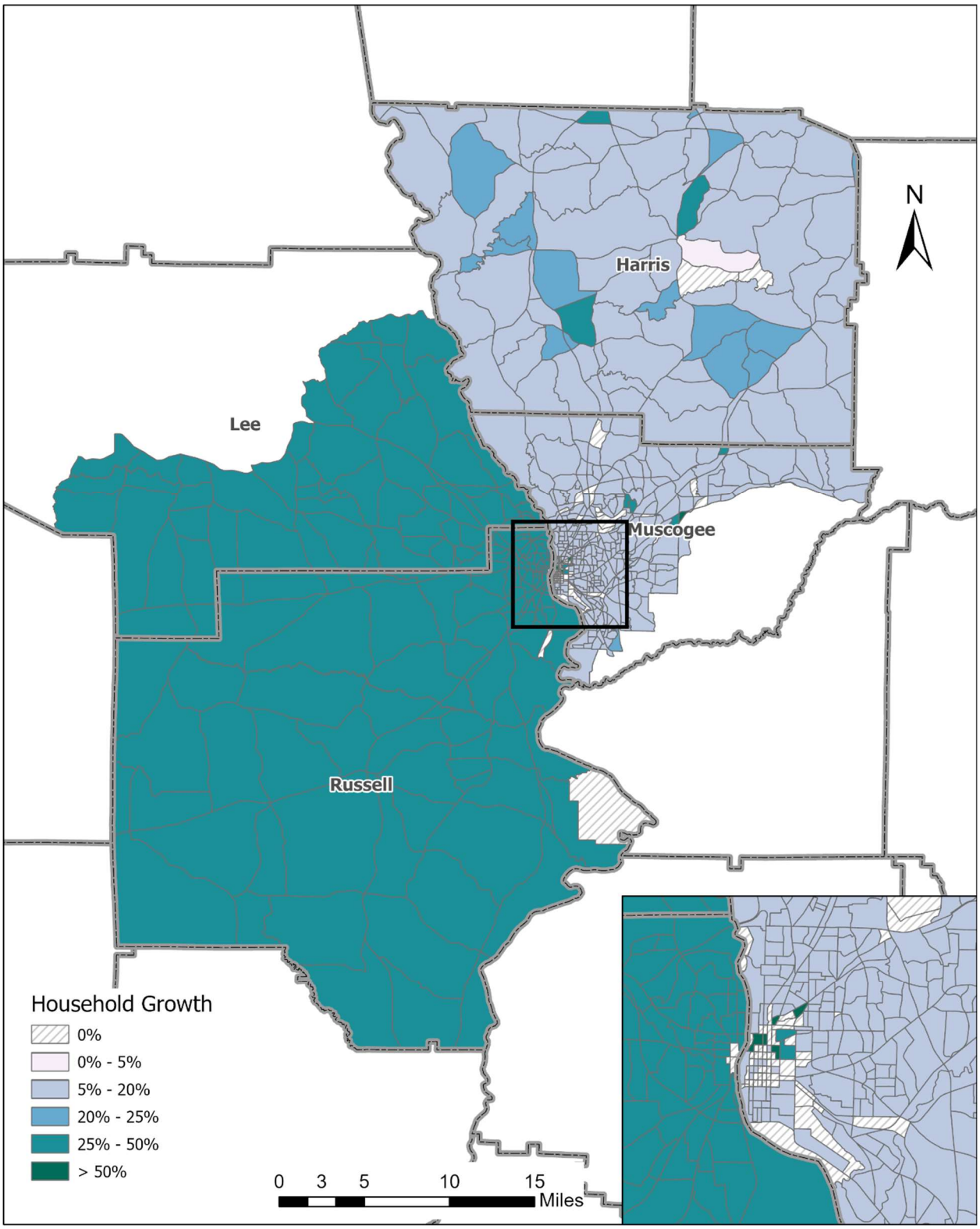
Persons per Household Ratio

The ratio of persons per household should range between 1 and 7 according to *GDOT's SE Data Guide.* The population per household ratio should not be less than 1 considering that a household is an occupied housing unit. The values exceeding 7 should correspond to some form of group housing within the TAZ. There are no TAZs in the TDM with a persons per household ratio greater than 7 or less than 1.

Household Growth Rates

The GDOT's Model Guidelines states that TAZs where future year households have grown by more than 500% should be reviewed for any planned developments. There are no TAZs with growth rates greater than 500%. Household growth rates at TAZ level are shown in Figure 4.

FIGURE 4: HOUSEHOLD GROWTH OF C-PCTS TAZS 2020-2050



EMPLOYMENT

The 2050 employment by category (AMC, MTCUW, Retail, Service) is developed based on GSTDM 2050 employment, the only data source available. As each GSTDM TAZ contains multiple MPO TAZs, GSTDM 2050 employment data at TAZ level was disaggregated based on the distribution of 2020 MPO TAZ employment among the MPO TAZs that are nested in the same GSTDM TAZ. After the initial processing, for the 16 TAZs with negative growth in the Service (14) or AMC (2) employment categories, the sub-category numbers were adjusted to match the 2020 numbers. Adjustments to Service employment were also made to TAZs with K-12 students growth. Future employment density by TAZ is show in Figure 5 and employment growth by TAZ is show in Figure 6.

FIGURE 5: FUTURE EMPLOYMENT DENSITY OF C-PCTS TAZS

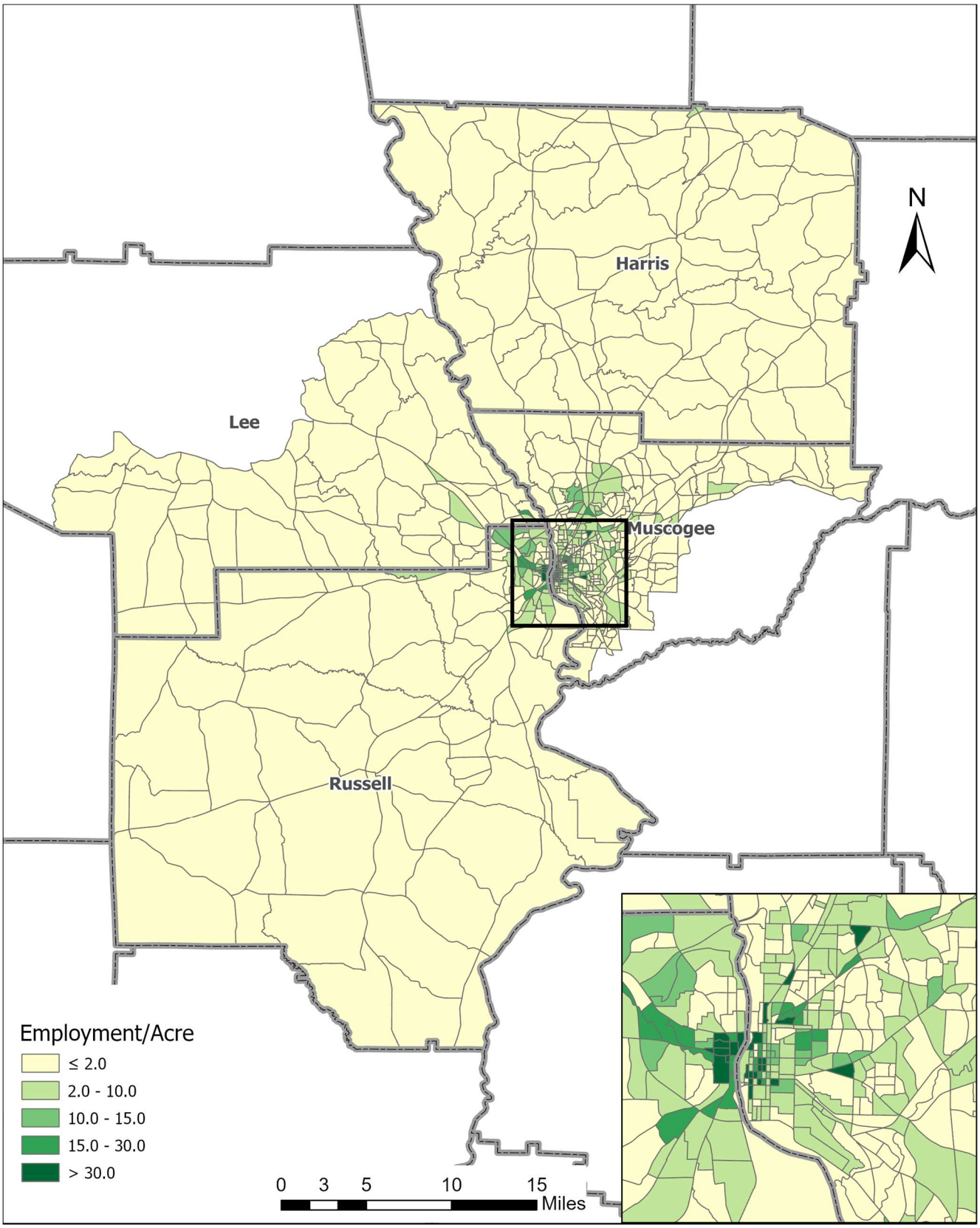
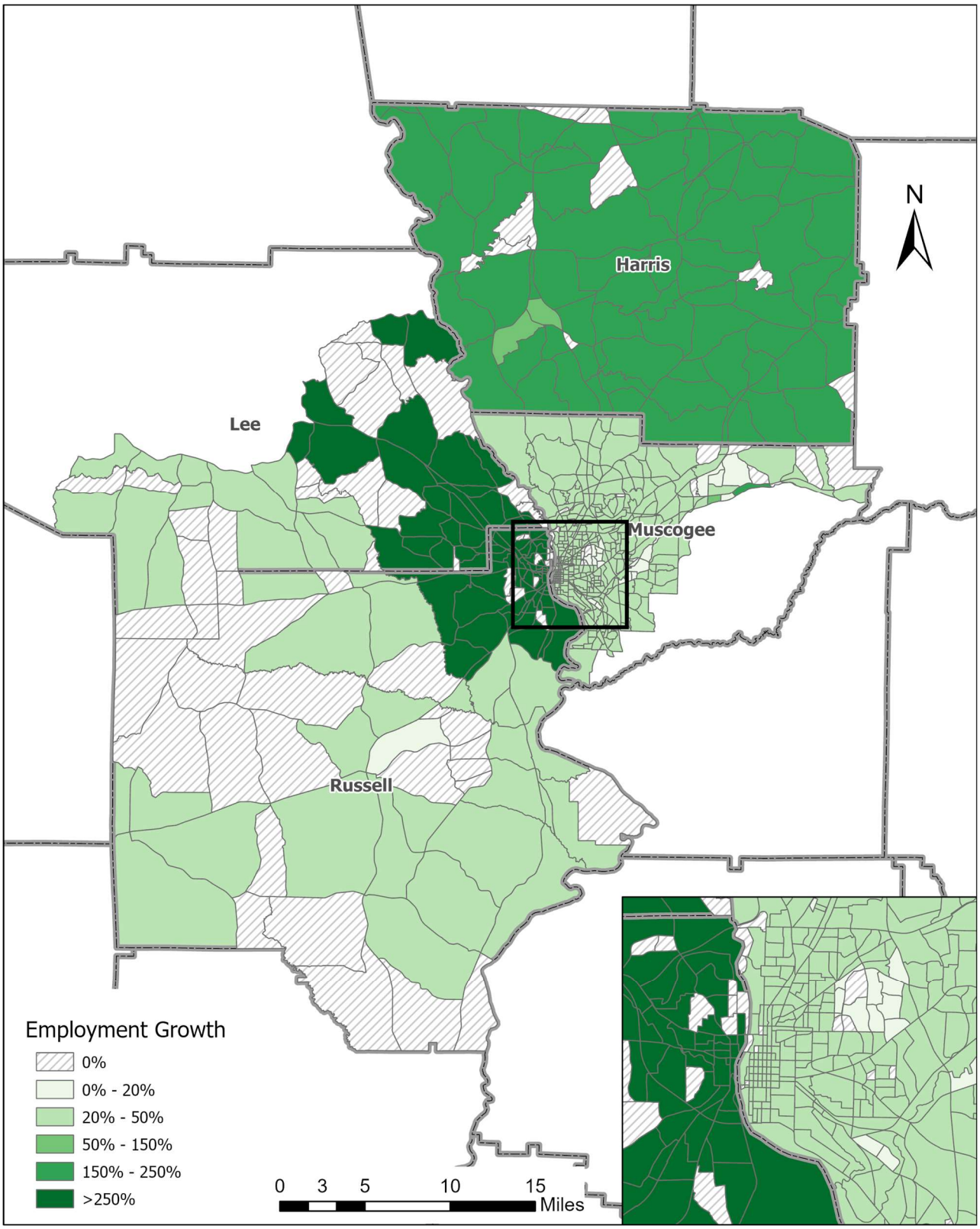


FIGURE 7: EMPLOYMENT GROWTH OF C-PCTS TAZS 2020-2050



EMPLOYMENT REASONABLENESS CHECK

Zero Values

There are 82 TAZs with no employment, which are the same 82 TAZs that had no employment in 2020.

Service Employment

There is typically 1 service employee for every 12 students in TAZs where there is K-12 school enrollment. There are no TAZs with a student to service employee ratio larger than 10 in 2050.

K-12 STUDENT & COLLEGE ENROLLMENT

The assumption is that the student to population ratio for the whole county will stay the same for the future. The 2050 students (both K-12 and college) were projected based on the 2050 population of the county where the students were located in using the ratio of students to county population for 2020. The future number of K-12 students by TAZ is shown in Figure 7 and the future number of college students by TAZ is shown in Figure 8.

Georgia Military College moved locations in 2023. The college student population has been transferred from TAZ 531 in the 2020 data to TAZ 430 in the 2050 data to reflect this move.

FIGURE 7: FUTURE K-12 ENROLLMENT OF C-PCTS TAZS

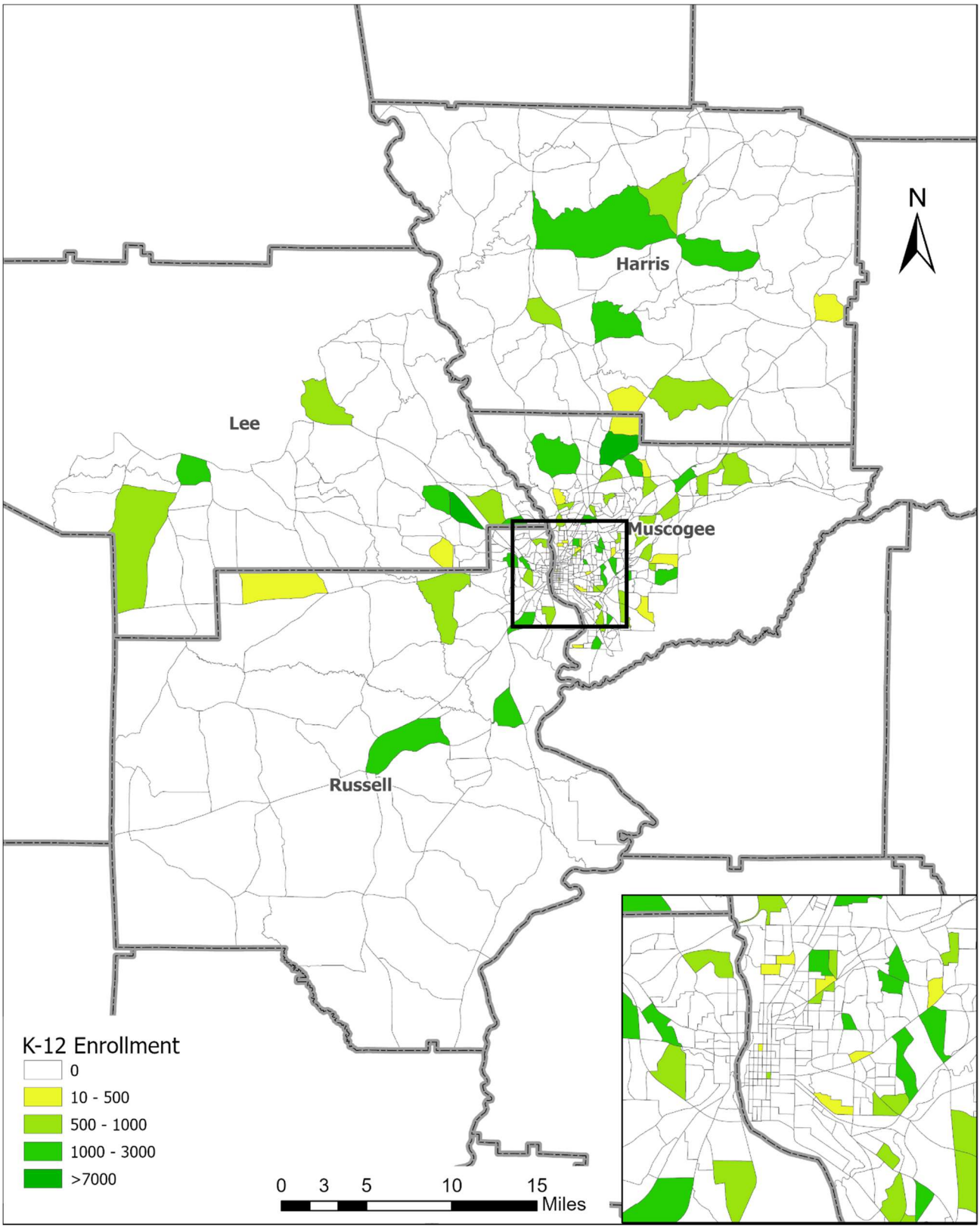
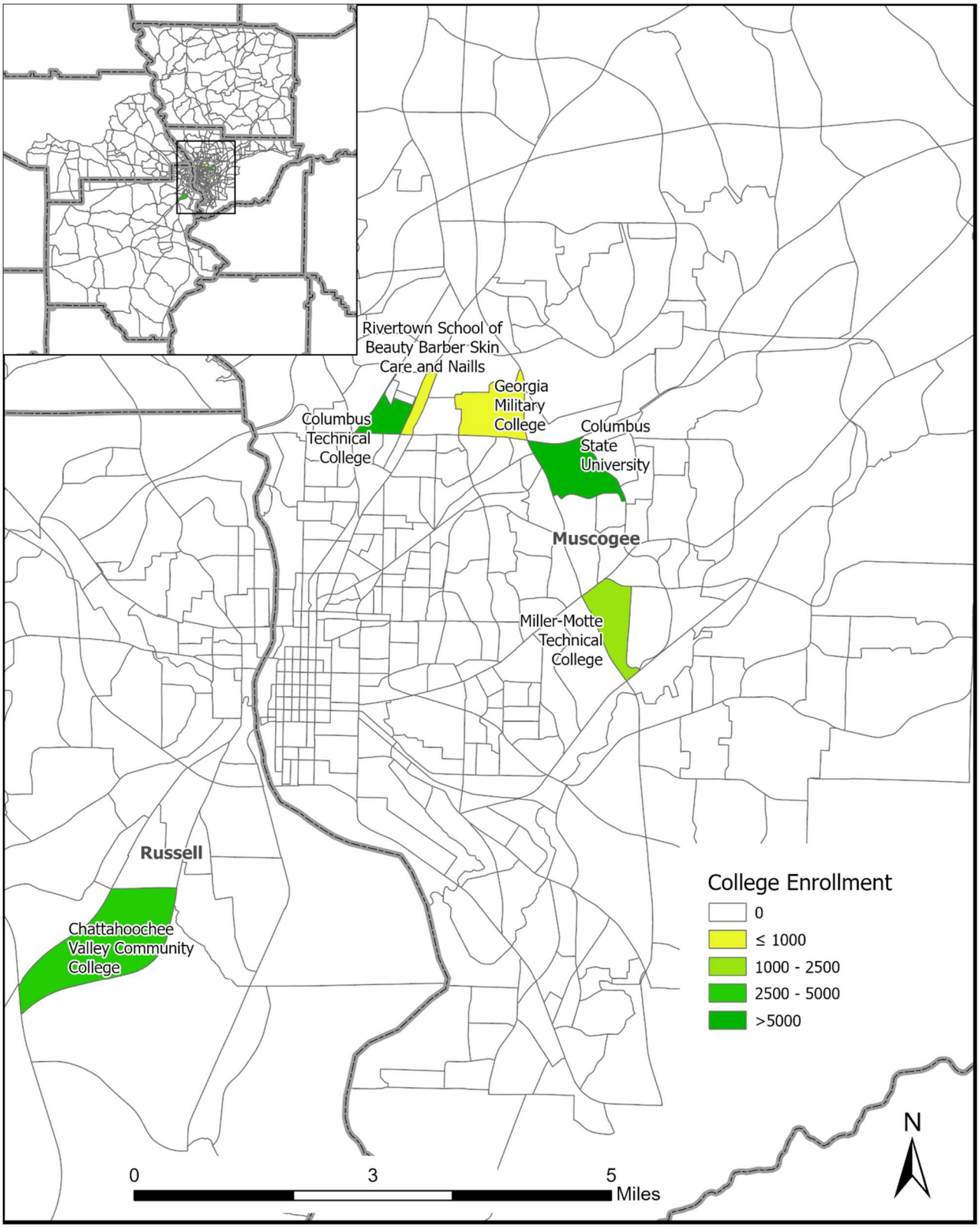


FIGURE 8: FUTURE COLLEGE & UNIVERSITY ENROLLMENT OF C-PCTS TAZS



TO: Columbus-Phenix City Transportation Study Metropolitan Planning Organization
FROM: Wade Carroll, AICP, Pond & Company
Kat (Maines) Onore, AICP, Pond & Company
DATE: October 22, 2024
SUBJECT: Travel Demand Modeling – 1st, 2nd, 3rd, 4th, and 5th Network Results

This memorandum summarizes the Travel Demand Model (TDM) outputs for the Columbus-Phenix City Transportation Study Metropolitan Planning Organization (C-PCTS MPO) Metropolitan Transportation Plan (MTP) TDM update. The model update included socioeconomic data and roadway network previously reviewed by the MPO. Six model scenarios are considered in the MTP process:

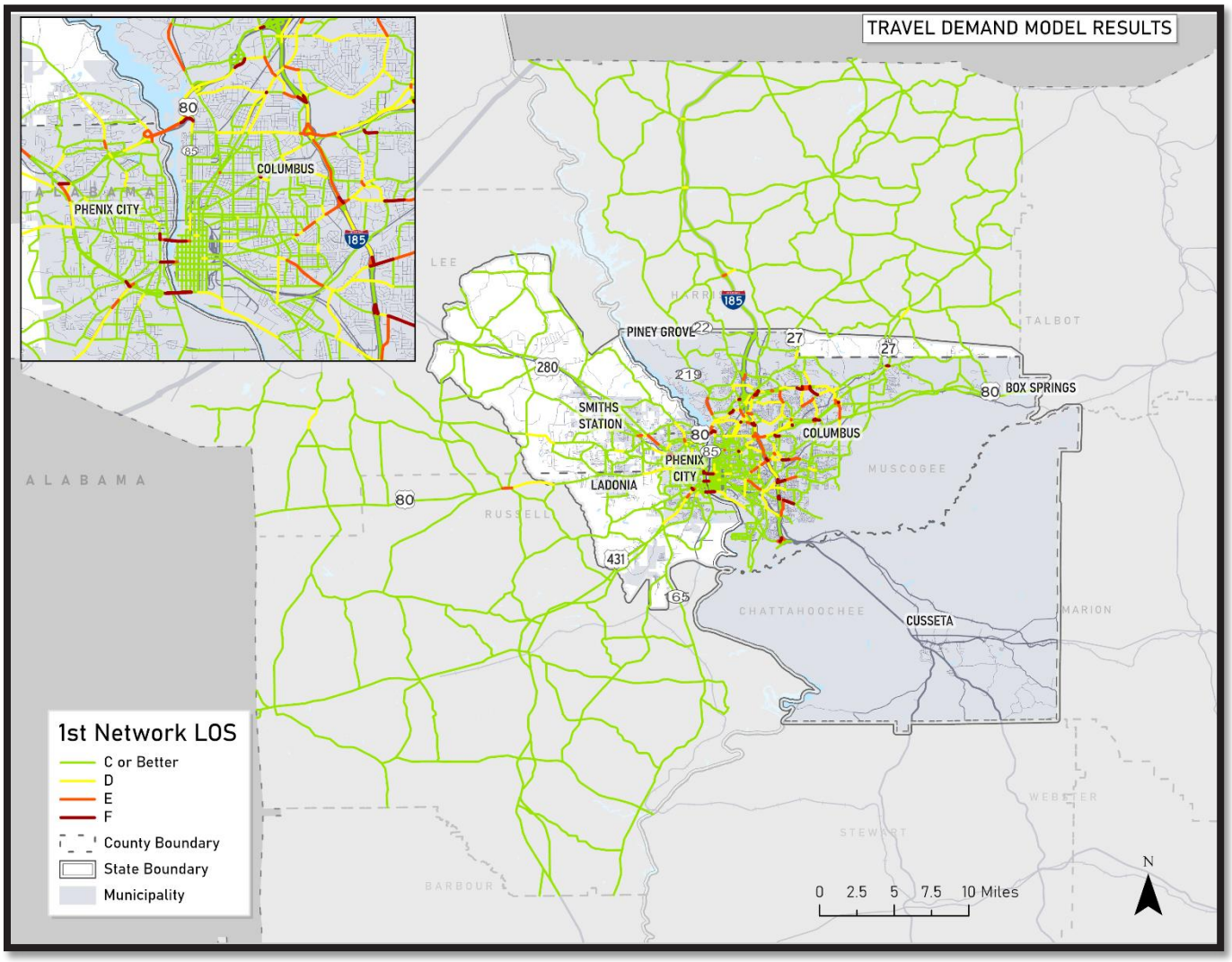
- 1st Network: 2020 Existing Conditions
- 2nd Network: 2050 No Build Conditions
- 3rd Network: 2050 Existing + Committed Roadway Network
- 4th Network: 2050 STIP Roadway Network
- 5th Network: 2050 All Considered MTP Projects
- 6th Network: 2050 Fiscally Constrained MTP Projects*

  *as of October 22, 2024 the model run for this network is not complete. However, due to the congestion levels reflected in the 5th model run. A 6th model run may not be necessary.

1st Network

The 1st network modeled "existing conditions", using 2020 socioeconomic data and the existing roadway network. The model results should generally reflect roadway volumes and level of service (LOS) as of the year 2020. LOS for roadways within the MPO area from the 1st network is presented below.

FIGURE 1: C-PCTS 1ST NETWORK ROADWAY LEVEL OF SERVICE

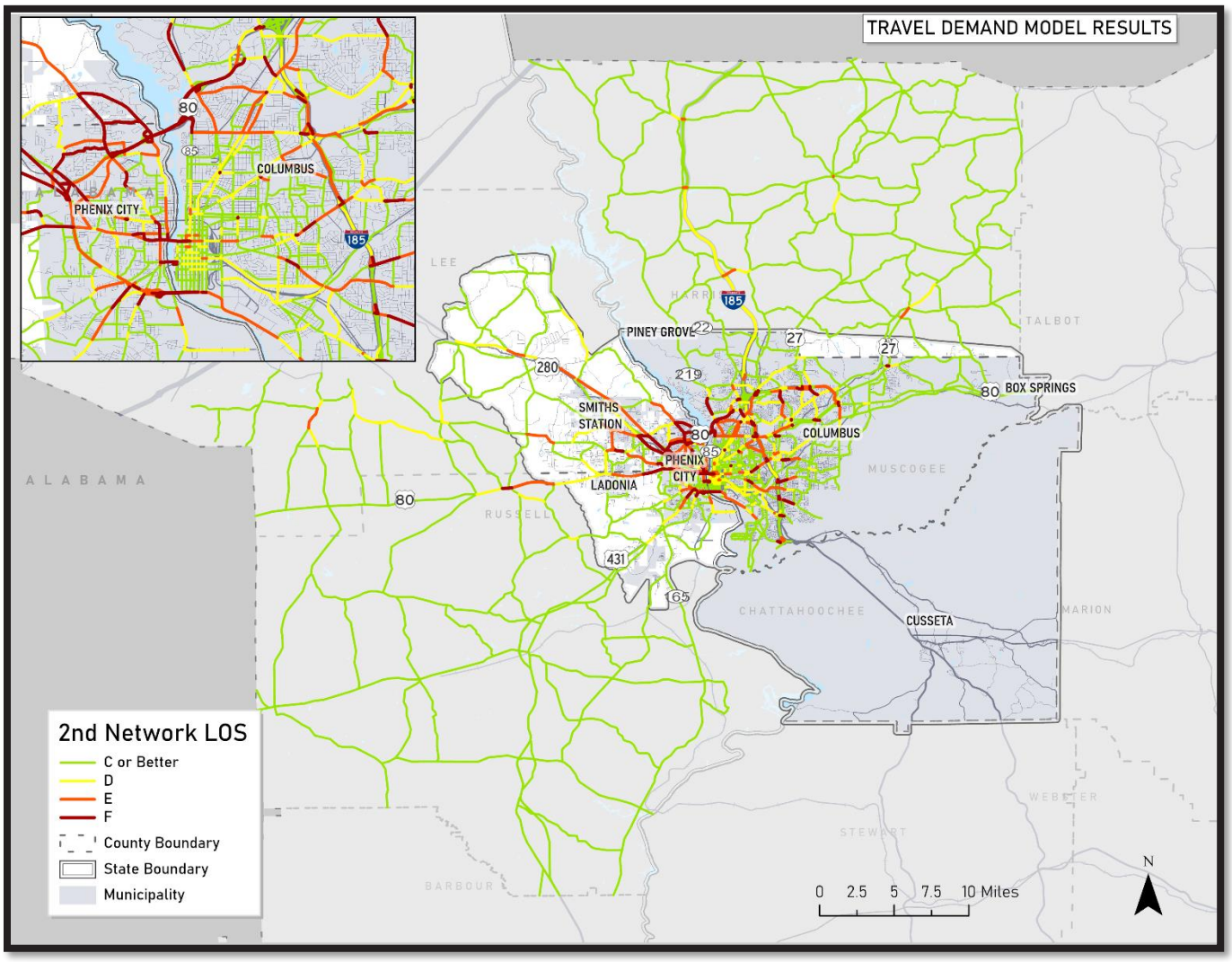


Acceptable LOS is typically defined as D or better, with LOS E/F indicating roadway volumes exceed capacity, causing congestion and increased delays for vehicles. The 1st network results indicate most roadways operate acceptably, with congestion along some segments of major arterial roads, particularly I-185 and roadways crossing the Chattahoochee River.

2nd Network

The 2nd network modeled "no build conditions", using 2050 socioeconomic data and the existing roadway network. The model results should generally reflect roadway volumes and LOS in 2050 if no capacity improvements are made to the existing roadway network. LOS for roadways within the MPO area for the 2nd network is presented below.

FIGURE 2: C-PCTS 2ND NETWORK ROADWAY LEVEL OF SERVICE

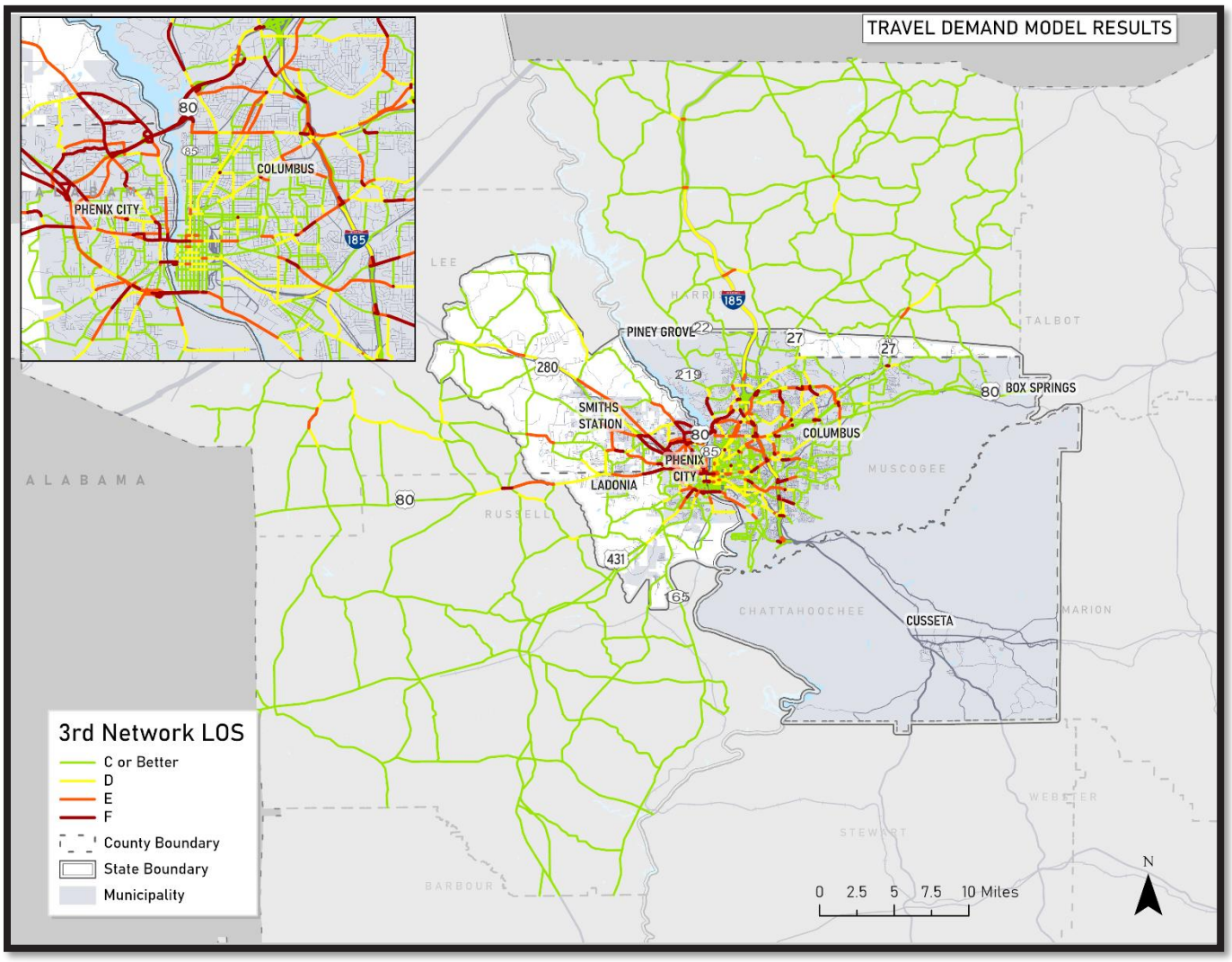


Acceptable LOS is typically defined as D or better, with LOS E/F indicating roadway volumes exceed capacity, causing congestion and increased delays for vehicles. The 2nd network results indicate poor operations on both arterial and local/collector roads throughout the MPO area, particularly along and surrounding US 80, US 280, and I-185.

3rd Network

The 3rd network modeled "existing + committed conditions", using 2050 socioeconomic data and capacity projects with committed funding added to the existing roadway network. The model results should generally reflect roadway volumes and LOS in 2050 if no capacity improvements are made to the existing roadway network. LOS for roadways within the MPO area for the 3rd network is presented below.

FIGURE 3: C-PCTS 3RD NETWORK ROADWAY LEVEL OF SERVICE



Acceptable LOS is typically defined as D or better, with LOS E/F indicating roadway volumes exceed capacity, causing congestion and increased delays for vehicles. The 3rd operates similarly to the 2nd network, with improved LOS along select roadways related to the committed capacity projects. In addition, a small number of roadways operate with a worse LOS due to increased volume caused by improved upstream capacity.

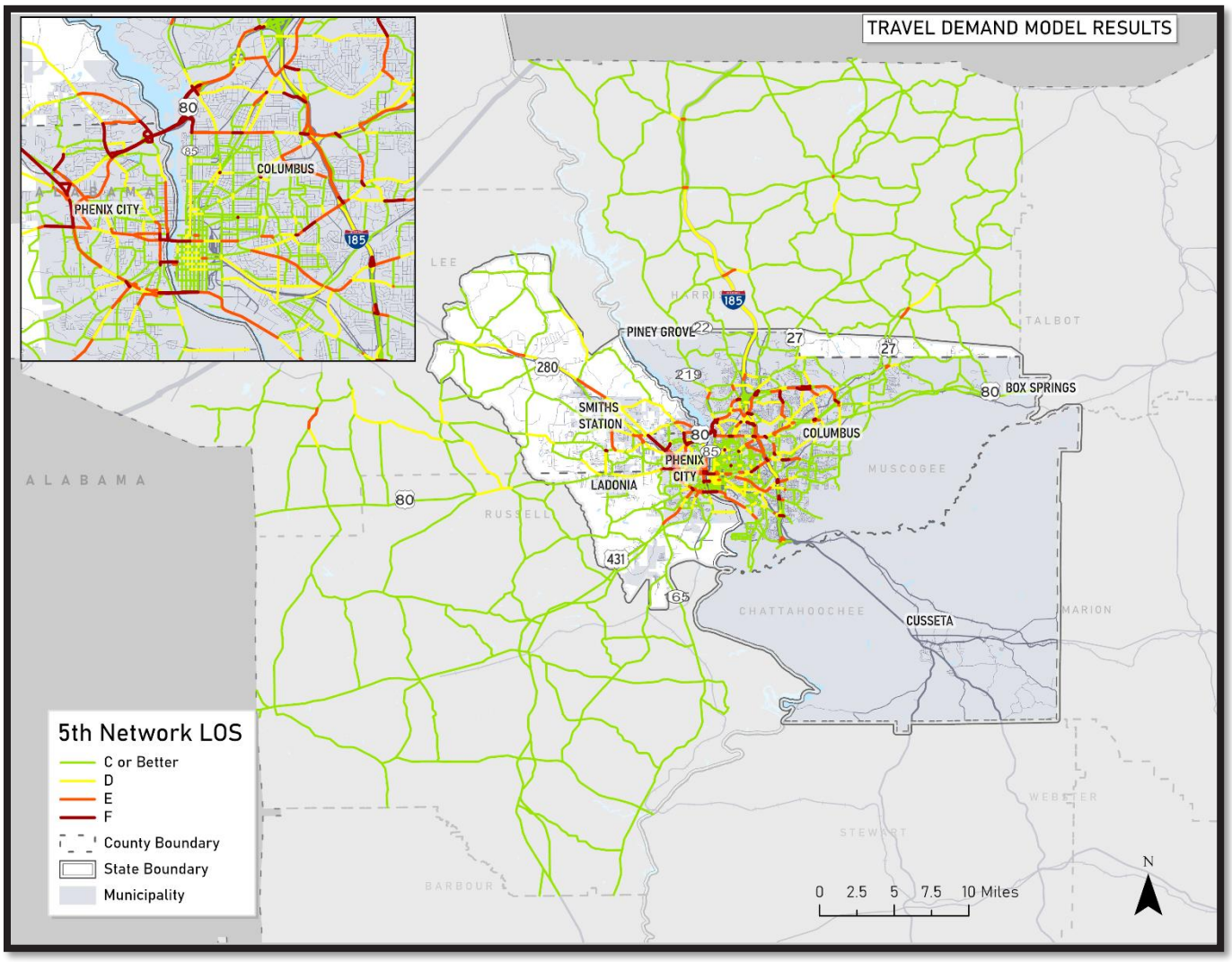
4th Network

The 4th network modeled "STIP conditions", using 2050 socioeconomic data and capacity projects included within GDOT's Statewide Transportation Improvement (STIP) added to the existing roadway network. As there were no identified capacity projects in the STIP that were not included in the existing + committed network, the 4th network inputs and outputs were identical to those of the 3rd network.

5th Network

The 5th network modeled "all considered projects conditions", using 2050 socioeconomic data and all capacity projects considered in the CPC-MPO 2050 MTP. The model results should generally reflect roadway volumes and LOS in 2050 if no capacity improvements are made to the existing roadway network. LOS for roadways within the MPO area for the 5th network is presented below.

FIGURE 4: C-PCTS 5TH NETWORK ROADWAY LEVEL OF SERVICE



Acceptable LOS is typically defined as D or better, with LOS E/F indicating roadway volumes exceed capacity, causing congestion and increased delays for vehicles. While the 5th network shows a significant improvement in operations for many roadways in the MPO area, many roadway segments still experience LOS E/F.

6th Network

The 6th network modeled “fiscally constrained projects conditions”, using 2050 socioeconomic data and all capacity projects included in the fiscally constrained C-PCTS MPO 2050 MTP. All capacity projects in Georgia are included in the fiscally constrained plan, while no capacity projects in Alabama are included. As of October 22, 2024 this model is still in development. Given the 5th network results showed significant congestion throughout the MPO area, 6th network results are not expected to identify additional needs.

Appendix C
Project Sheets

SR 1 / US 27 - Veteran's Parkway Widening

PROJECT DESCRIPTION:

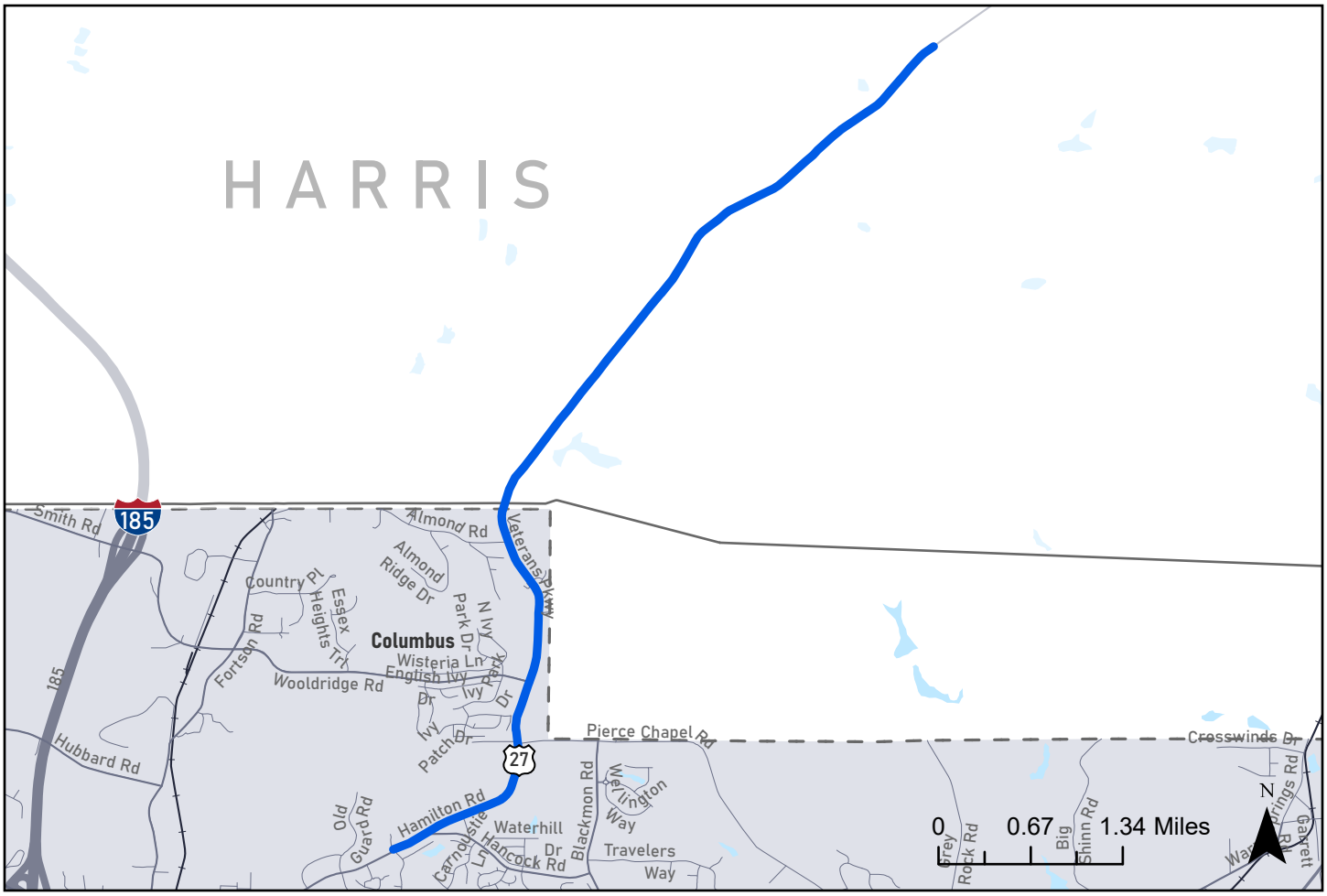
Turnberry Lane to SR 315. Widen from 2 or 3 to 4 lanes.

P.I. #:	0006446
COUNTY:	Muscogee / Harris
PROJ #:	GC-1
FUND:	TIA
DOT DISTRICT:	3
CONG DISTRICT:	2
RC:	River Valley
LENGTH (MI):	7.29

TRAFFIC VOL.	2022 AADT: 12300	2050 AADT:	16118
NO. OF LANES	EXISTING: 2	PLANNED:	3 or 4

PROJECT PHASE	$ SOURCE	FISCAL YEAR	COST
PRELIM. ENGR.			$ 0
RIGHT-OF-WAY			$ 0
UTILITY			$ 0
CONSTRUCTION	TIA	2025	$ 33,669,348
PROJECT COST			$ 33,669,348
FEDERAL COST			$ 26,935,478
STATE/LOCAL COST			$ 6,733,870

PROJECT LOCATION



Double Churches Road Improvements

PROJECT DESCRIPTION:

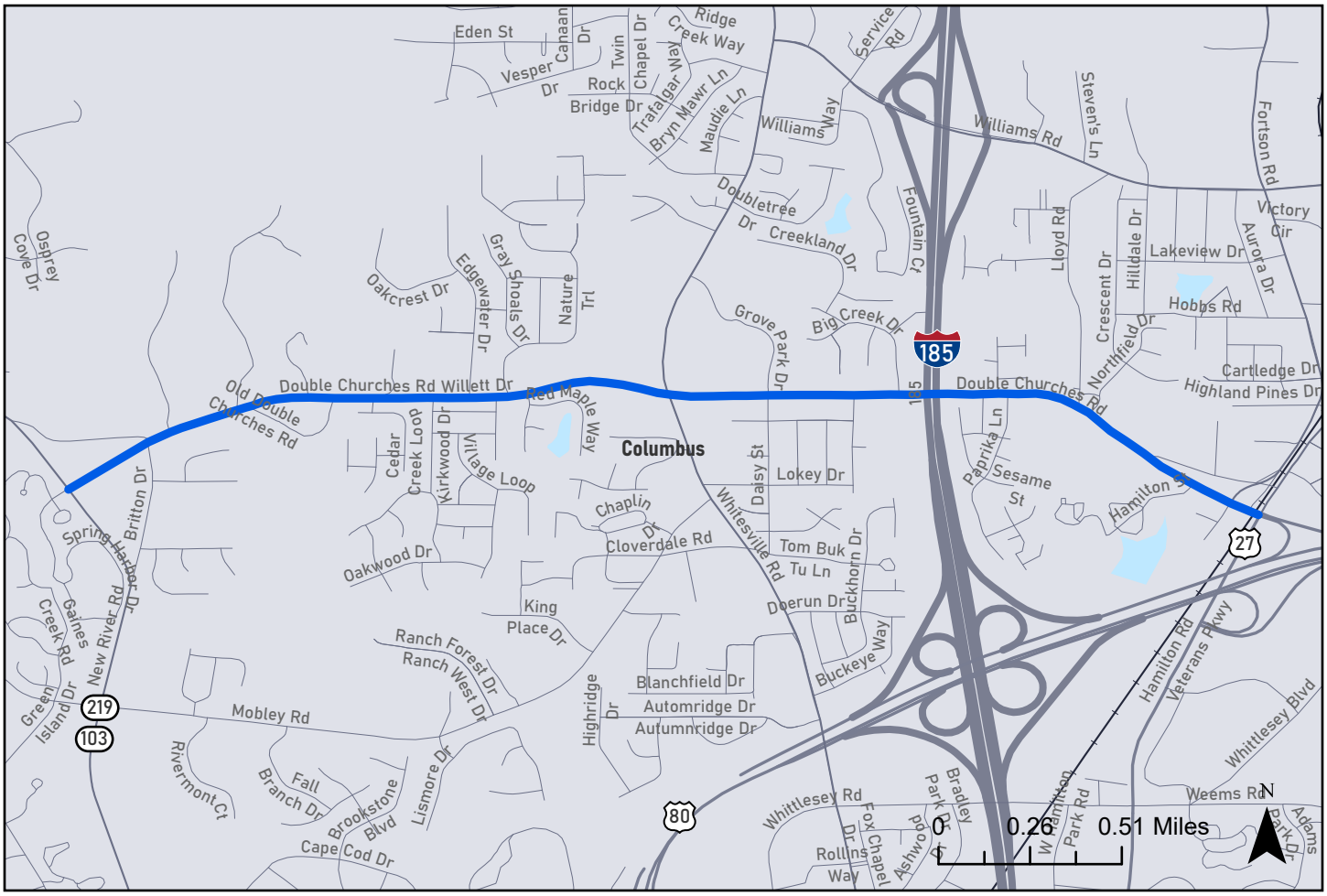
Double Churches Road Improvements from Veteran's Parkway to River Road. Project to include Multi-use trail and sidewalks with intersection improvements or roundabout at Double Churches & Whitesville Road.

P.I. #:	0019531
COUNTY:	Muscogee
PROJ #:	GO-4
FUND:	TIA
DOT DISTRICT:	3
CONG DISTRICT:	2
RC:	River Valley
LENGTH (MI):	2.98

TRAFFIC VOL.	2022 AADT: 9120	2050 AADT:	9398
NO. OF LANES	EXISTING: N/A	PLANNED:	N/A

PROJECT PHASE	$ SOURCE	FISCAL YEAR	COST
PRELIM. ENGR.			$ 0
RIGHT-OF-WAY			$ 0
UTILITY			$ 0
CONSTRUCTION	TIA	2025	$ 12,200,000
PROJECT COST			$ 12,200,000
FEDERAL COST			$ 0
STATE/LOCAL COST			$ 12,200,000

PROJECT LOCATION



Steam Mill Road Improvements

PROJECT DESCRIPTION:

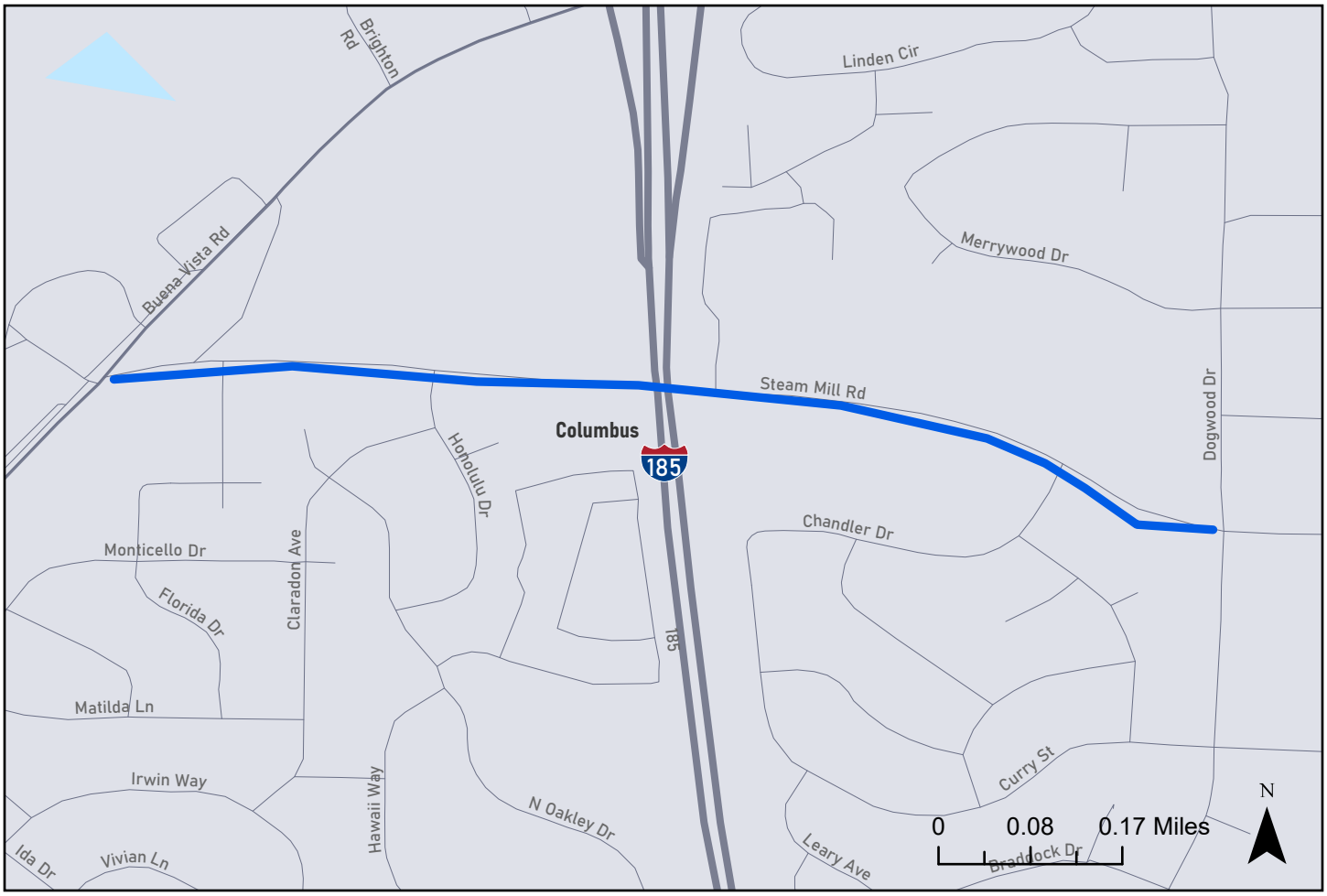
Steam Mill Road Improvements - Buena Vista Road to end of road.
Widening from 2 to 3 lanes with sidewalks, multiuse trail, streetscapes, adding pedestrian bridge across I-185 $22,500,000 Band 2 (2026-2029)

P.I. #:	0019519
COUNTY:	Muscogee
PROJ #:	GO-5
FUND:	TIA
DOT DISTRICT:	3
CONG DISTRICT:	2
RC:	River Valley
LENGTH (MI):	0.86

TRAFFIC VOL.	2022 AADT: 6130	2050 AADT: 7528	
NO. OF LANES	EXISTING: 2	PLANNED: 3	

PROJECT PHASE	$ SOURCE	FISCAL YEAR	COST
PRELIM. ENGR.			$ 0
RIGHT-OF-WAY			$ 0
UTILITY			$ 0
CONSTRUCTION	TIA	2025	$ 22,500,000
PROJECT COST			$ 22,500,000
FEDERAL COST			$ 0
STATE/LOCAL COST			$ 22,500,000

PROJECT LOCATION



13th Ave/17th St/Linwood Blvd Intersection Improvements

PROJECT DESCRIPTION:

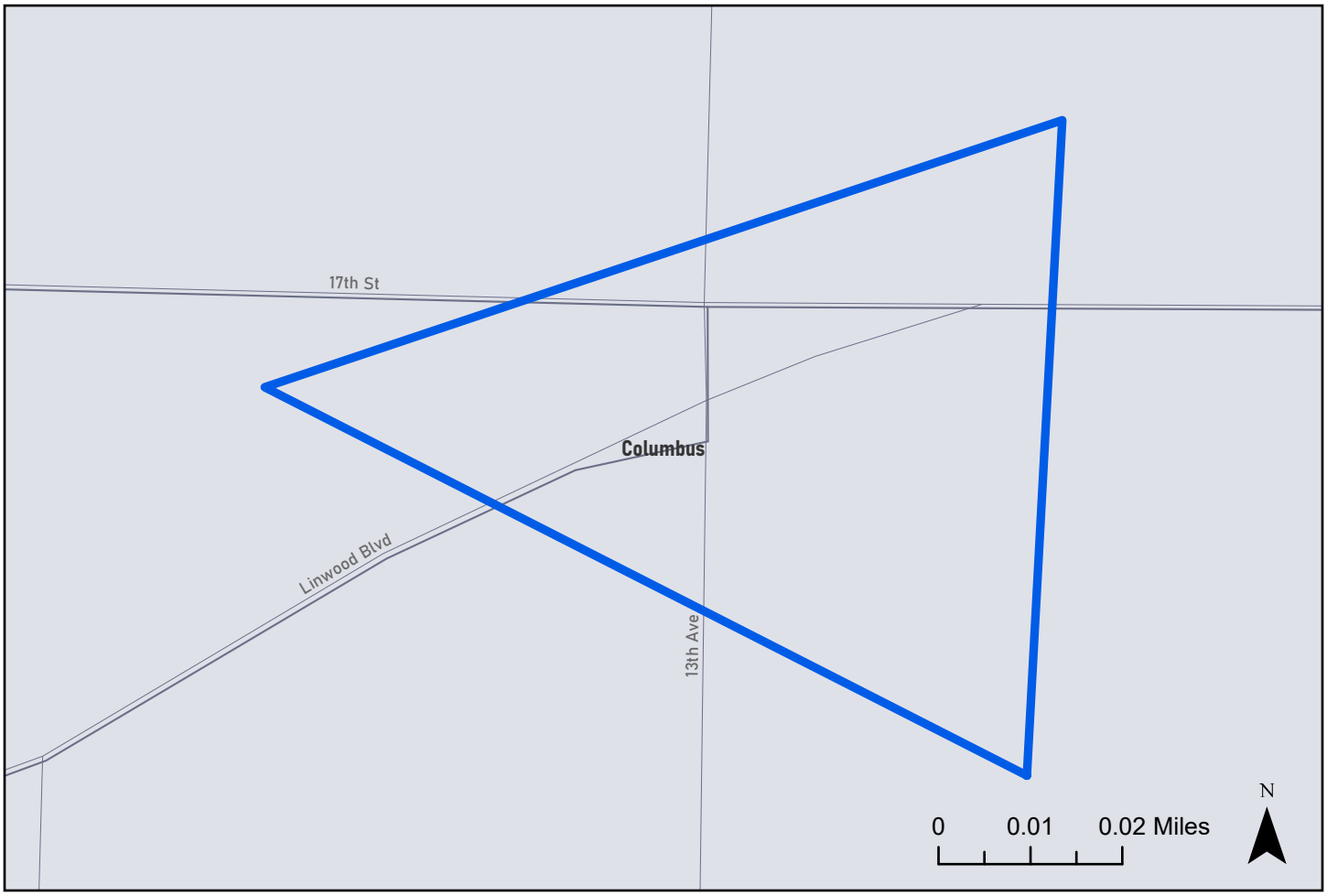
Construct a Roundabout

P.I. #:	0017690
COUNTY:	Muscogee
PROJ #:	GO-6
FUND:	TIA
DOT DISTRICT:	3
CONG DISTRICT:	2
RC:	River Valley
LENGTH (MI):	0.07

TRAFFIC VOL.	2022 AADT: 3870	2050 AADT: 8760	
NO. OF LANES	EXISTING: 2	PLANNED: 2	

PROJECT PHASE	$ SOURCE	FISCAL YEAR	COST
PRELIM. ENGR.			$ 0
RIGHT-OF-WAY			$ 0
UTILITY			$ 0
CONSTRUCTION	TIA	2025	$ 6,650,000
PROJECT COST			$ 6,650,000
FEDERAL COST			$ 0
STATE/LOCAL COST			$ 6,650,000

PROJECT LOCATION



Forrest Road Improvements

PROJECT DESCRIPTION:

Widen Forrest Road from Macon Road to Woodruff Farm Road from 2 lanes to 3 lanes with a roundabout at Trinity and Forrest. This project will include sidewalks and multi-use trail.

P.I. #:	0019523
COUNTY:	Muscogee
PROJ #:	GO-2
FUND:	TIA
DOT DISTRICT:	3
CONG DISTRICT:	2
RC:	River Valley
LENGTH (MI):	2.25

TRAFFIC VOL.	2022 AADT: 14500		2050 AADT:	15534
NO. OF LANES	EXISTING: 2		PLANNED:	3

PROJECT PHASE	$ SOURCE	FISCAL YEAR	COST
PRELIM. ENGR.			$ 0
RIGHT-OF-WAY			$ 0
UTILITY			$ 0
CONSTRUCTION	TIA	2025	$ 15,400,000
PROJECT COST			$ 15,400,000
FEDERAL COST			$ 0
STATE/LOCAL COST			$ 15,400,000

PROJECT LOCATION

Morris Road Improvements

PROJECT DESCRIPTION:

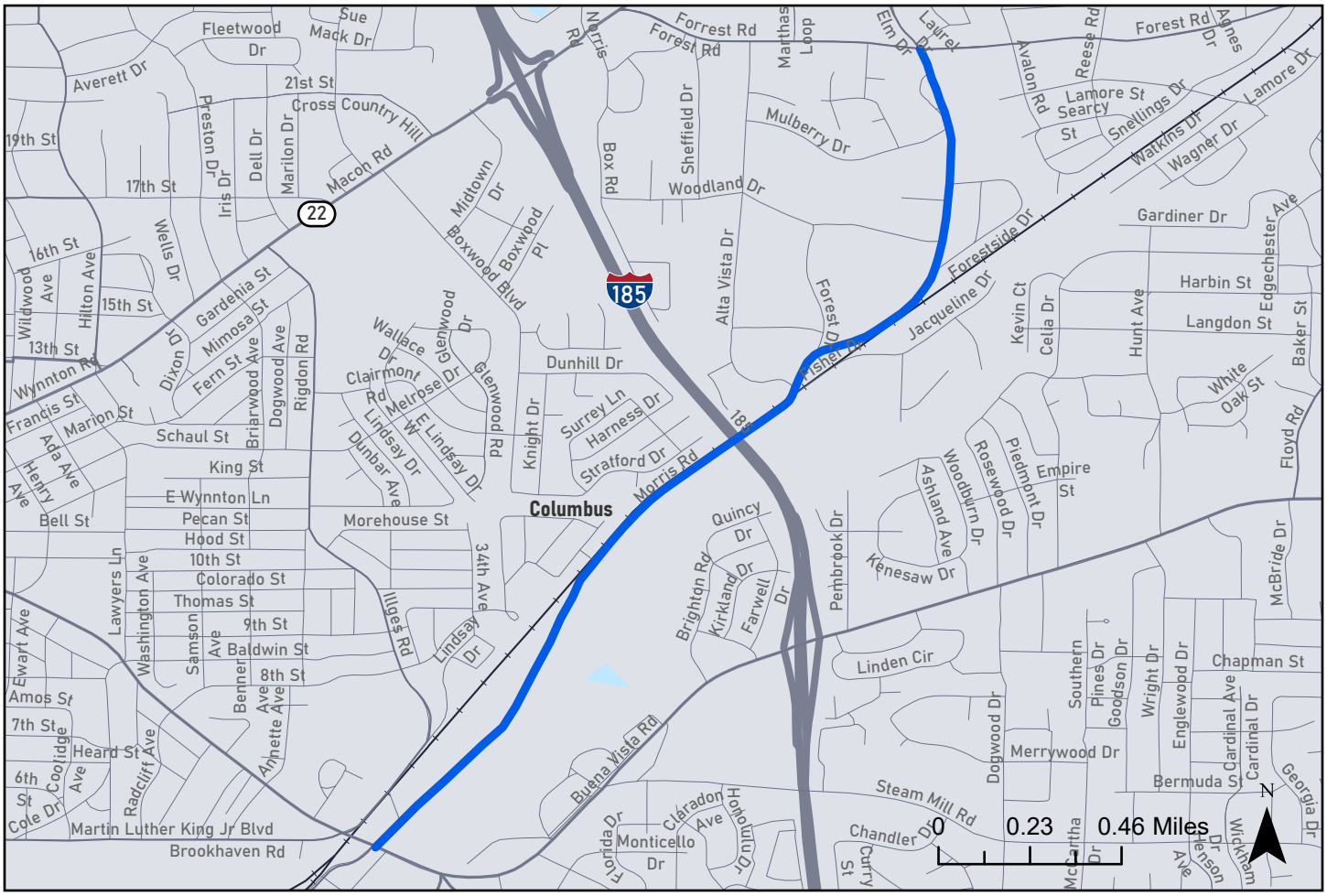
Morris Road from Buena Vista Road to Forrest Road. Widen from 2 to 3 lanes with sidewalks, multiuse trail and landscaping

P.I. #:	0019526
COUNTY:	Muscogee
PROJ #:	GO-3
FUND:	TIA
DOT DISTRICT:	3
CONG DISTRICT:	2
RC:	River Valley
LENGTH (MI):	2.48

TRAFFIC VOL.	2022 AADT: 7460	2050 AADT:	9373
NO. OF LANES	EXISTING: 2	PLANNED:	3

PROJECT PHASE	$ SOURCE	FISCAL YEAR	COST
PRELIM. ENGR.			$ 0
RIGHT-OF-WAY			$ 0
UTILITY			$ 0
CONSTRUCTION	TIA	2025	$ 15,400,000
PROJECT COST			$ 15,400,000
FEDERAL COST			$ 0
STATE/LOCAL COST			$ 15,400,000

PROJECT LOCATION



Whitesville Rd Widening

PROJECT DESCRIPTION:

Widen from 4 - 6 Lanes from Bradley Park Dr to US 27

P.I. #:	N/A
COUNTY:	Muscogee
PROJ #:	GC-5
FUND:	STBG
DOT DISTRICT:	3
CONG DISTRICT:	2
RC:	River Valley
LENGTH (MI):	0.52

TRAFFIC VOL.	2022 AADT: 17500	2050 AADT: 22993	
NO. OF LANES	EXISTING: 4	PLANNED: 6	

PROJECT PHASE	$ SOURCE	FISCAL YEAR	COST
PRELIM. ENGR.	STBG	2026	$ 383,594
RIGHT-OF-WAY	STBG	2028	$ 813,911
UTILITY	STBG	2034	$ 728,889
CONSTRUCTION	STBG	2034	$ 4,859,260
PROJECT COST			$ 6,785,654
FEDERAL COST			$ 5,428,523
STATE/LOCAL COST			$ 1,357,131

PROJECT LOCATION

Interchange at SR 85 and County Line Road

PROJECT DESCRIPTION:

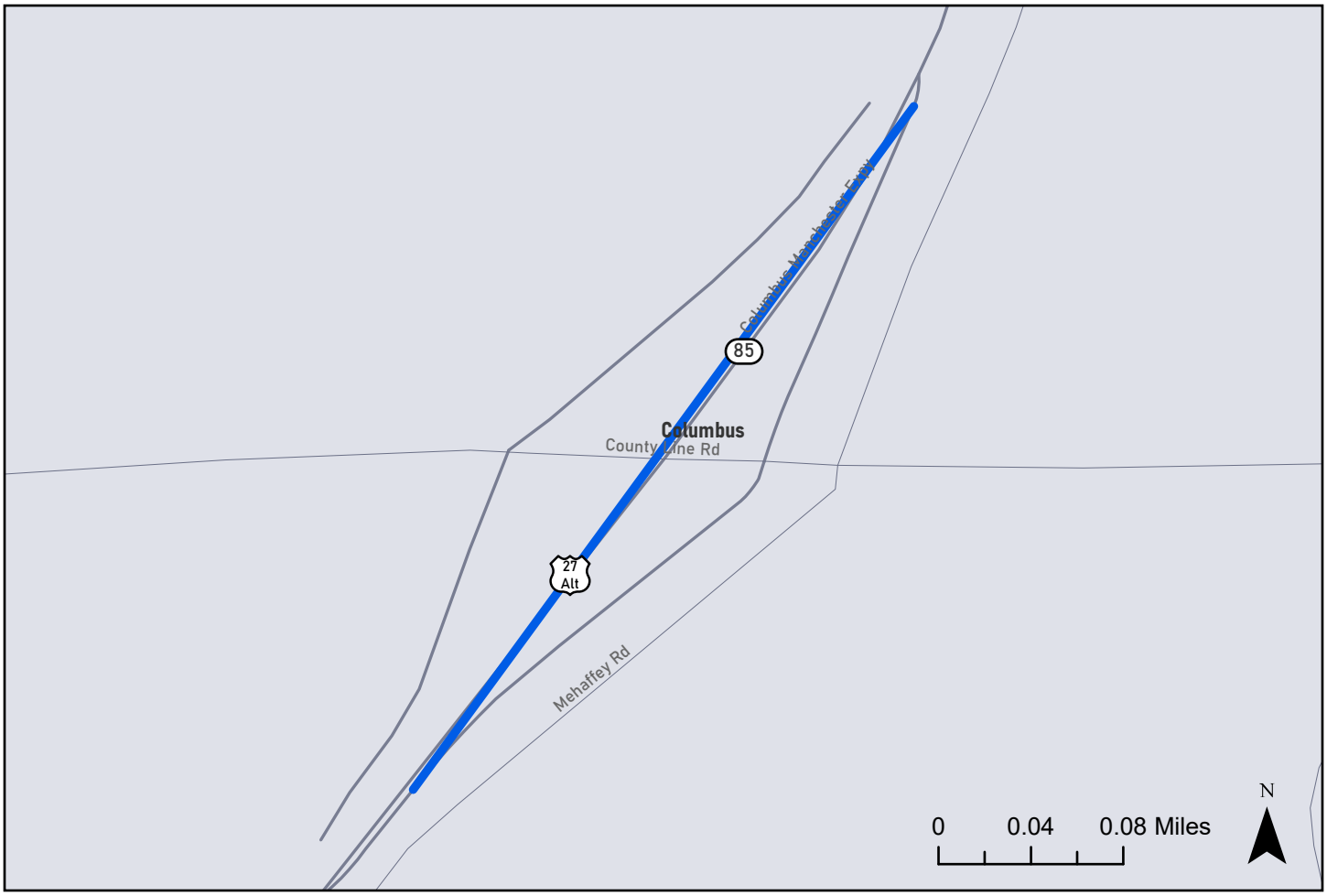
New Interchange

P.I. #:	0019518
COUNTY:	Muscogee
PROJ #:	GO-22
FUND:	TIA
DOT DISTRICT:	3
CONG DISTRICT:	2
RC:	River Valley
LENGTH (MI):	0.36

TRAFFIC VOL.	2022 AADT: 12500		2050 AADT:	14625
NO. OF LANES	EXISTING: N/A		PLANNED:	N/A

PROJECT PHASE	$ SOURCE	FISCAL YEAR	COST
PRELIM. ENGR.			$ 0
RIGHT-OF-WAY			$ 0
UTILITY			$ 0
CONSTRUCTION	TIA	2026	$ 800,000
PROJECT COST			$ 800,000
FEDERAL COST			$ 0
STATE/LOCAL COST			$ 800,000

PROJECT LOCATION



Buena Vista Road Corridor Improvements

PROJECT DESCRIPTION:

Buena Vista Road Corridor Improvements (Widening from two and four lanes to three lanes) - from Wynnton Road to Andrews Road with sidewalks and multiuse trail.

P.I. #:	0019527
COUNTY:	Muscogee
PROJ #:	GO-16
FUND:	TIA
DOT DISTRICT:	3
CONG DISTRICT:	2
RC:	River Valley
LENGTH (MI):	1.67

TRAFFIC VOL.	2022 AADT: 8660		2050 AADT:	16583
NO. OF LANES	EXISTING: 2 and 4		PLANNED:	3

PROJECT PHASE	$ SOURCE	FISCAL YEAR	COST
PRELIM. ENGR.	TIA	2025	$ 1,500,000
RIGHT-OF-WAY	TIA	2025	$ 1,000,000
UTILITY			$ 0
CONSTRUCTION	TIA	2027	$ 8,200,000
PROJECT COST			$ 10,700,000
FEDERAL COST			$ 0
STATE/LOCAL COST			$ 10,700,000

PROJECT LOCATION

Brennan Road Improvements

PROJECT DESCRIPTION:

Brennan Road Improvements - Buena Vista Road to Cusseta Road.
Widening from 2 to 3 lanes with sidewalks, multiuse trail, streetscapes.

P.I. #:	0019532
COUNTY:	Muscogee
PROJ #:	GO-18
FUND:	TIA
DOT DISTRICT:	3
CONG DISTRICT:	2
RC:	River Valley
LENGTH (MI):	1.18

TRAFFIC VOL.	2022 AADT: 9500	2050 AADT:	12984
NO. OF LANES	EXISTING: 2	PLANNED:	3

PROJECT PHASE	$ SOURCE	FISCAL YEAR	COST
PRELIM. ENGR.	TIA	2025	$ 1,500,000
RIGHT-OF-WAY	TIA	2025	$ 1,000,000
UTILITY			$ 0
CONSTRUCTION	TIA	2027	$ 6,700,000
PROJECT COST			$ 9,200,000
FEDERAL COST			$ 0
STATE/LOCAL COST			$ 9,200,000

PROJECT LOCATION

Andrews Road Improvements

PROJECT DESCRIPTION:

Andrews Road from Buena Vista Road to Cusseta Road. Widen from 2 to 3 lanes with sidewalks, multiuse trail and landscaping.

P.I. #:	0019529
COUNTY:	Muscogee
PROJ #:	GO-27
FUND:	TIA
DOT DISTRICT:	3
CONG DISTRICT:	2
RC:	River Valley
LENGTH (MI):	1.07

TRAFFIC VOL.	2022 AADT: 10400		2050 AADT: 11306	
NO. OF LANES	EXISTING: 2		PLANNED: 3	

PROJECT PHASE	$ SOURCE	FISCAL YEAR	COST
PRELIM. ENGR.	TIA	2025	$ 1,500,000
RIGHT-OF-WAY	TIA	2027	$ 1,000,000
UTILITY			$ 0
CONSTRUCTION	TIA	2027	$ 4,300,000
PROJECT COST			$ 6,800,000
FEDERAL COST			$ 0
STATE/LOCAL COST			$ 6,800,000

PROJECT LOCATION

Reese Rd Widening

PROJECT DESCRIPTION:

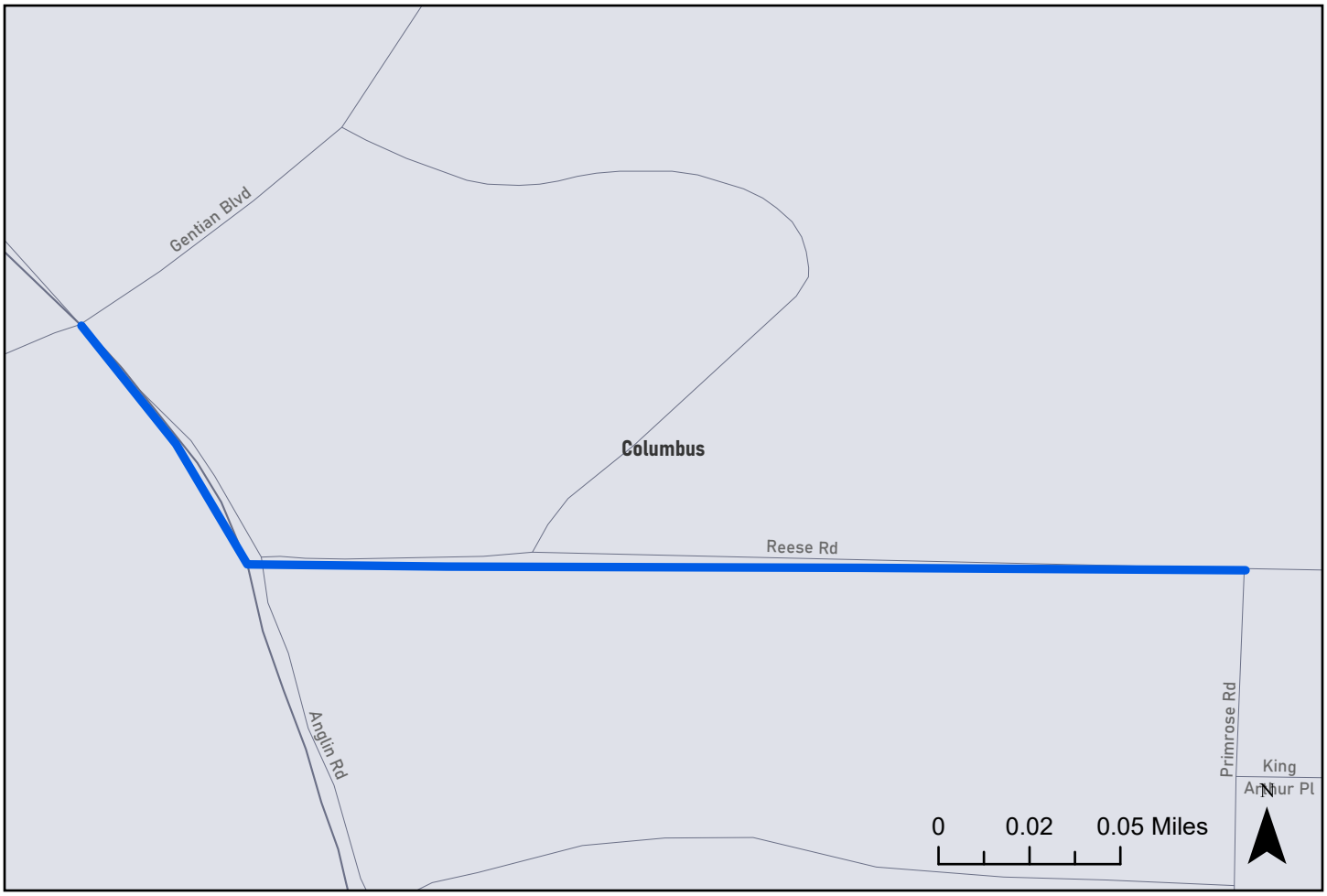
Widen 2 to 4 Lanes from Gentian Blvd to Primrose Rd

P.I. #:	N/A
COUNTY:	Muscogee
PROJ #:	GC-7
FUND:	STBG
DOT DISTRICT:	3
CONG DISTRICT:	2
RC:	River Valley
LENGTH (MI):	0.30

TRAFFIC VOL.	2022 AADT: 8460	2050 AADT:	10186
NO. OF LANES	EXISTING: 2	PLANNED:	4

PROJECT PHASE	$ SOURCE	FISCAL YEAR	COST
PRELIM. ENGR.	STBG	2025	$ 355,551
RIGHT-OF-WAY	STBG	2027	$ 754,407
UTILITY	STBG	2028	$ 582,780
CONSTRUCTION	STBG	2030	$ 8,639,129
PROJECT COST			$ 6,331,867
FEDERAL COST			$ 5,065,793
STATE/LOCAL COST			$ 1,266,373

PROJECT LOCATION



Military Drive

PROJECT DESCRIPTION:

New 2-lane roadway from Infantry Drive to Hampton Inn

P.I. #:	0017138
COUNTY:	Muscogee
PROJ #:	GC-8
FUND:	STBG
DOT DISTRICT:	3
CONG DISTRICT:	2
RC:	River Valley
LENGTH (MI):	0.43

TRAFFIC VOL.	2022 AADT: N/A	2050 AADT: N/A	
NO. OF LANES	EXISTING: N/A	PLANNED: 2	

PROJECT PHASE	$ SOURCE	FISCAL YEAR	COST
PRELIM. ENGR.			$ 0
RIGHT-OF-WAY			$ 0
UTILITY			$ 0
CONSTRUCTION	STBG	2028	$ 1,267,563
PROJECT COST			$ 1,267,563
FEDERAL COST			$ 1,014,051
STATE/LOCAL COST			$ 253,513

PROJECT LOCATION

Farr Road Improvements

PROJECT DESCRIPTION:

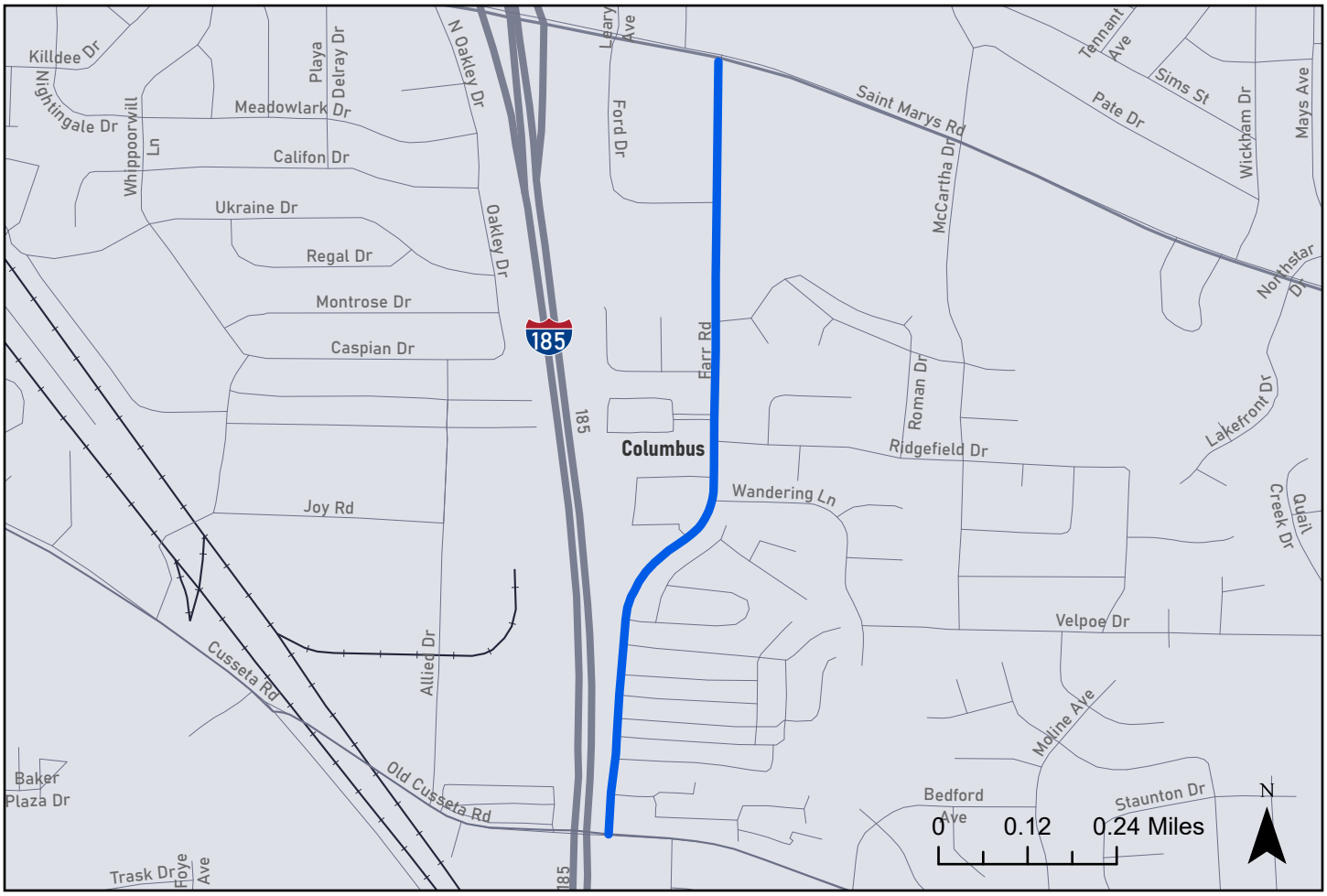
Widen from 2 to 3 lanes from Old Cusseta Road to St. Marys Road.

P.I. #:	N/A
COUNTY:	Muscogee
PROJ #:	GO-13
FUND:	STBG
DOT DISTRICT:	3
CONG DISTRICT:	2
RC:	River Valley
LENGTH (MI):	1.07

TRAFFIC VOL.	2022 AADT: 8120		2050 AADT: 8542	
NO. OF LANES	EXISTING: 2		PLANNED: 3	

PROJECT PHASE	$ SOURCE	FISCAL YEAR	COST
PRELIM. ENGR.	STBG	2025	$ 405,596
RIGHT-OF-WAY	STBG	2027	$ 860,593
UTILITY	STBG	2028	$ 664,808
CONSTRUCTION	STBG	2028	$ 4,432,055
PROJECT COST			$ 6,363,052
FEDERAL COST			$ 5,090,441
STATE/LOCAL COST			$ 1,272,610

PROJECT LOCATION



Whittlesey Road Widening

PROJECT DESCRIPTION:

Whitesville Road to Bradley Park Drive. Widen from 2 to 4 lanes

P.I. #:	0005749
COUNTY:	Muscogee
PROJ #:	GC-12
FUND:	STBG
DOT DISTRICT:	3
CONG DISTRICT:	2
RC:	River Valley
LENGTH (MI):	0.59

TRAFFIC VOL.	2022 AADT: 67		2050 AADT: 13045	
NO. OF LANES	EXISTING: 2		PLANNED: 4	

PROJECT PHASE	$ SOURCE	FISCAL YEAR	COST
PRELIM. ENGR.	STBG	2025	$ 720,371
RIGHT-OF-WAY	STBG	2027	$ 1,528,483
UTILITY	STBG	2028	$ 1,180,753
CONSTRUCTION	STBG	2029	$ 8,107,836
PROJECT COST			$ 11,537,441
FEDERAL COST			$ 9,229,953
STATE/LOCAL COST			$ 2,307,488

PROJECT LOCATION

Woodruff Farm Road New Roadway

PROJECT DESCRIPTION:

From Miller Road to Milgen Road New 4 lane roadway

P.I. #:	N/A
COUNTY:	Muscogee
PROJ #:	GO-20
FUND:	STBG
DOT DISTRICT:	3
CONG DISTRICT:	2
RC:	River Valley
LENGTH (MI):	0.16

TRAFFIC VOL.	2022 AADT: N/A	2050 AADT:	N/A
NO. OF LANES	EXISTING: N/A	PLANNED:	4

PROJECT PHASE	$ SOURCE	FISCAL YEAR	COST
PRELIM. ENGR.	STBG	2025	$ 266,621
RIGHT-OF-WAY	STBG	2027	$ 565,716
UTILITY	STBG	2029	$ 450,126
CONSTRUCTION	STBG	2029	$ 3,000,843
PROJECT COST			$ 4,283,306
FEDERAL COST			$ 3,426,645
STATE/LOCAL COST			$ 856,661

PROJECT LOCATION

JR Allen (US 80) Intersection Improvements

PROJECT DESCRIPTION:

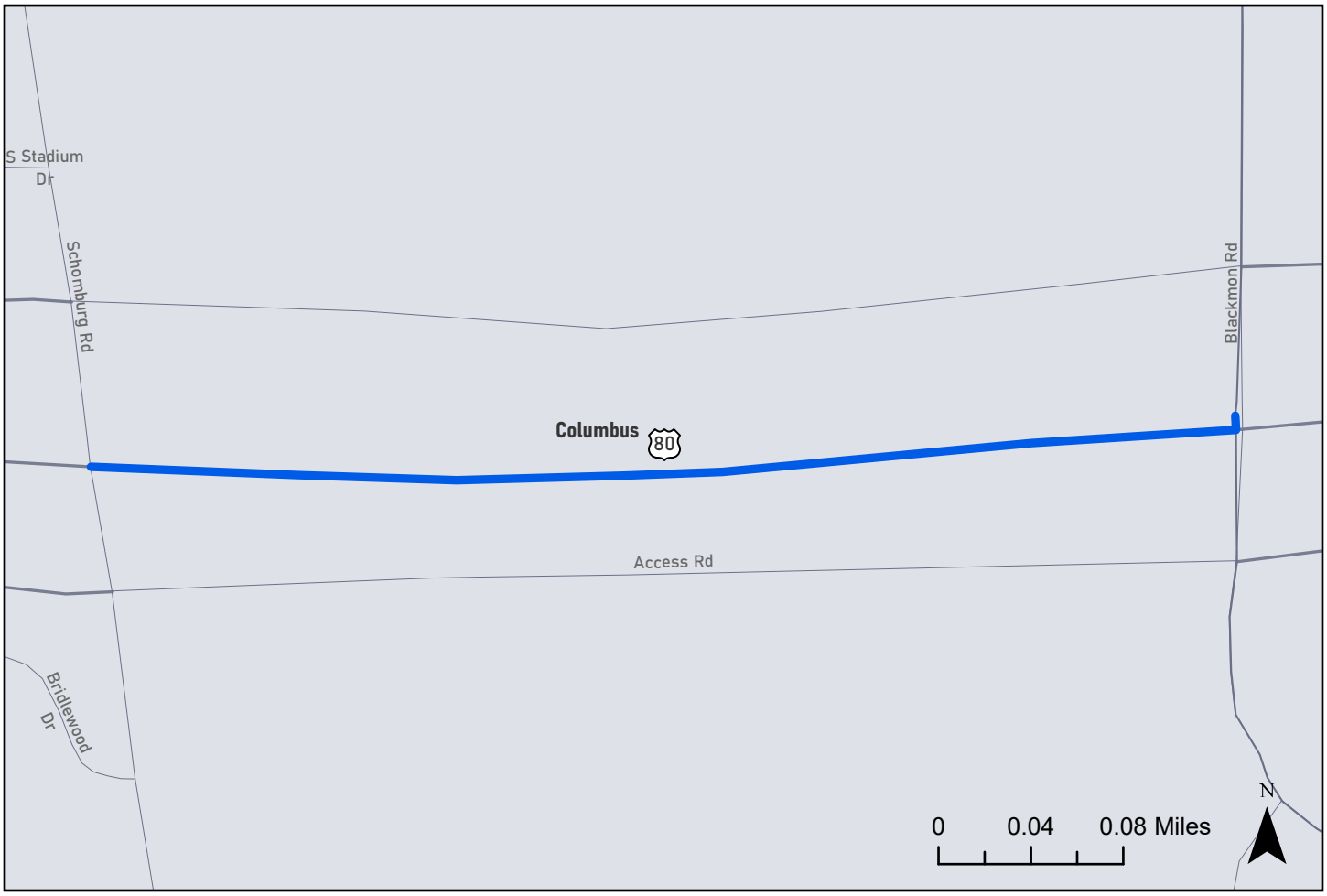
Schomburg Road/JR Allen Ramp Improvements - Eastbound and Westbound ramps. Schomburg Road - Blackmon Road Connector (Eastbound) - Convert the intersection from a stop-controlled intersection to a two-lane roundabout.

P.I. #:	0019535
COUNTY:	Muscogee
PROJ #:	GO-7
FUND:	STBG
DOT DISTRICT:	3
CONG DISTRICT:	2
RC:	River Valley
LENGTH (MI):	0.44

TRAFFIC VOL.	2022 AADT: 59600	2050 AADT: 42030	
NO. OF LANES	EXISTING: N/A	PLANNED: N/A	

PROJECT PHASE	$ SOURCE	FISCAL YEAR	COST
PRELIM. ENGR.	STBG	2026	$ 1,545,000
RIGHT-OF-WAY	STBG	2028	$ 830,473
UTILITY			$ 0
CONSTRUCTION	STBG	2029	$ 10,174,600
PROJECT COST			$ 12,550,072
FEDERAL COST			$ 9,040,000
STATE/LOCAL COST			$ 2,260,000

PROJECT LOCATION



Manchester Expy (US 27 Alt) Intersection Improvements

PROJECT DESCRIPTION:

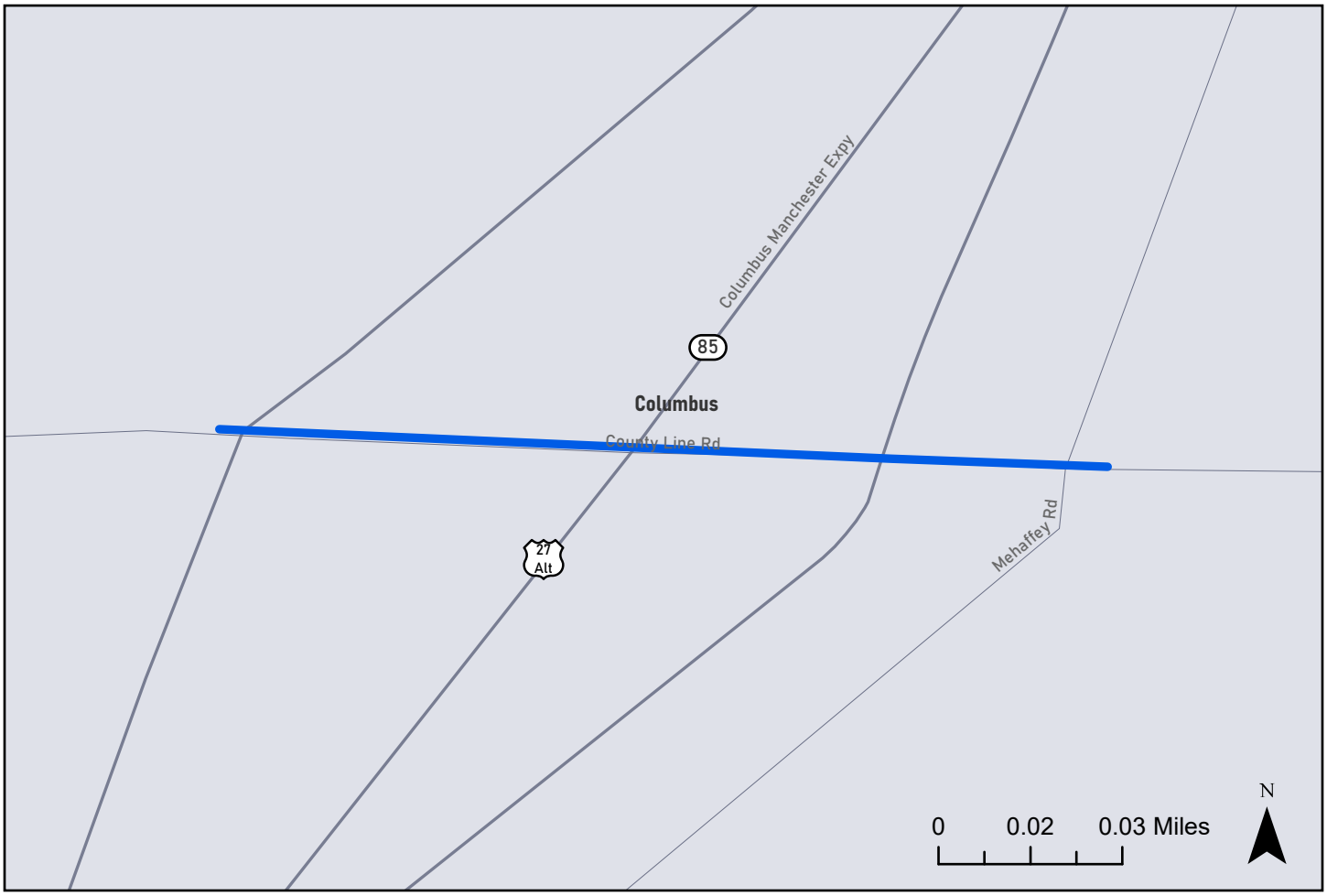
County Line Road/Mehaffey Road/Central Church Road Improvements - Muscogee and Harris Counties - (Interchange/ Intersection Improvements, Widen Bridge, and Widen Mehaffey Road from 2 lanes to 3 lanes). Project to include pedestrian / bicycle facilities

P.I. #:	0019517
COUNTY:	Muscogee
PROJ #:	GO-8
FUND:	STBG
DOT DISTRICT:	3
CONG DISTRICT:	2
RC:	River Valley
LENGTH (MI):	0.13

TRAFFIC VOL.	2022 AADT: 67	2050 AADT: 8629	
NO. OF LANES	EXISTING: N/A	PLANNED: N/A	

PROJECT PHASE	$ SOURCE	FISCAL YEAR	COST
PRELIM. ENGR.	STBG	2026	$ 2,060,000
RIGHT-OF-WAY	STBG	2028	$ 5,824,235
UTILITY			$ 0
CONSTRUCTION	STBG	2029	$ 32,999,918
PROJECT COST			$ 40,884,153
FEDERAL COST			$ 29,320,000
STATE/LOCAL COST			$ 7,330,000

PROJECT LOCATION



Williams Road at I-185 NB Exit Ramp Improvements

PROJECT DESCRIPTION:

Interchange Improvements / Possible Roundabout

P.I. #:	0019520
COUNTY:	Muscogee
PROJ #:	GO-1
FUND:	TIA
DOT DISTRICT:	3
CONG DISTRICT:	2
RC:	River Valley
LENGTH (MI):	0.34

TRAFFIC VOL.	2022 AADT: 10000		2050 AADT: 14487	
NO. OF LANES	EXISTING: N/A		PLANNED: N/A	

PROJECT PHASE	$ SOURCE	FISCAL YEAR	COST
PRELIM. ENGR.			$ 0
RIGHT-OF-WAY			$ 0
UTILITY			$ 0
CONSTRUCTION	TIA	2032	$ 18,700,000
PROJECT COST			$ 18,700,000
FEDERAL COST			$
STATE/LOCAL COST			$ 18,700,000

PROJECT LOCATION

Cusseta Road Improvements

PROJECT DESCRIPTION:

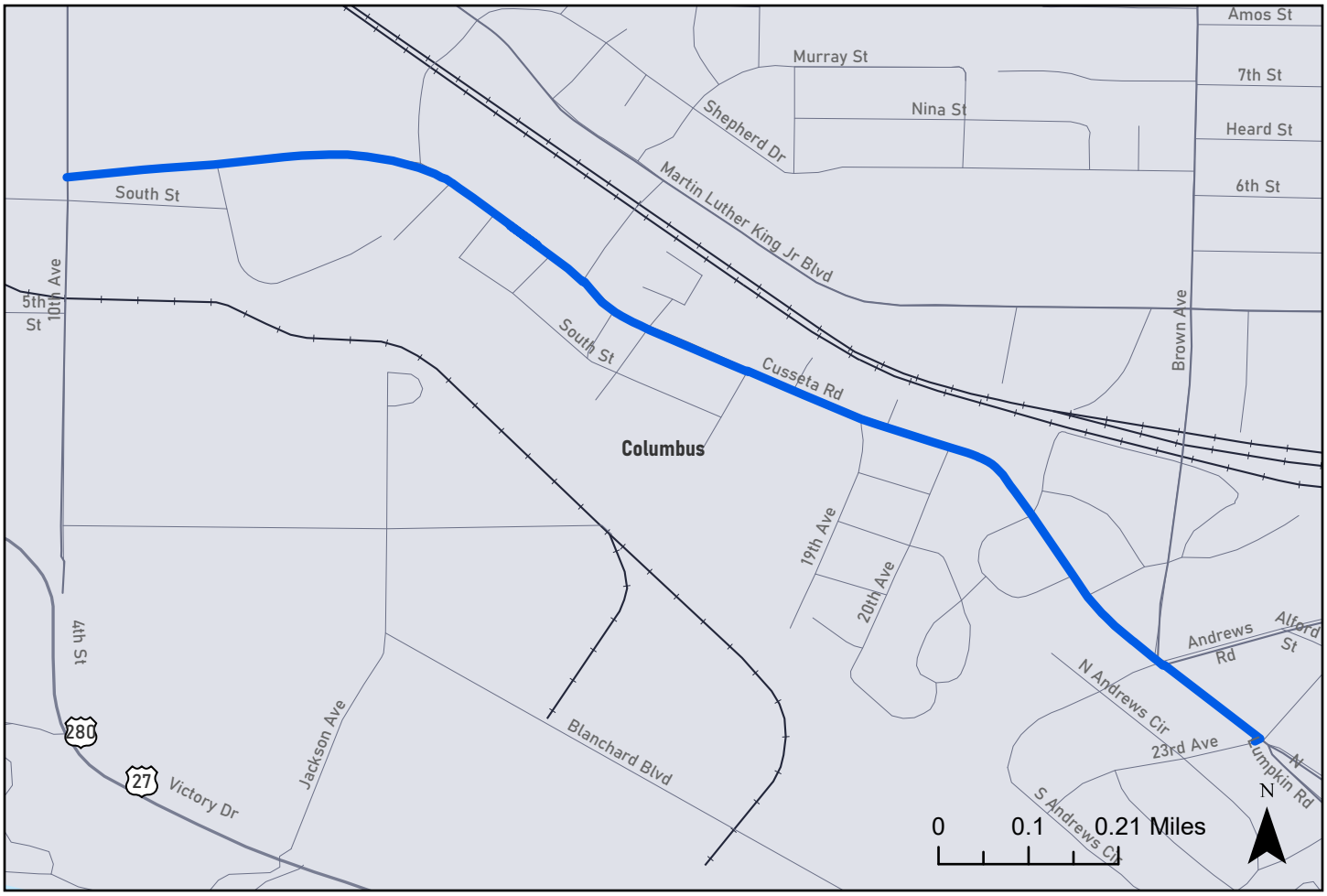
Widening from 2 lanes to 3 lanes with Roundabouts - from 10th Avenue to N. Lumpkin Road with roundabouts at North Lumpkin @ 23rd and Brown @ Andrews Road. Project to include sidewalks and a multiuse trail.

P.I. #:	0019522
COUNTY:	Muscogee
PROJ #:	GO-19
FUND:	TIA
DOT DISTRICT:	3
CONG DISTRICT:	2
RC:	River Valley
LENGTH (MI):	1.52

TRAFFIC VOL.	2022 AADT: 7310	2050 AADT:	13850
NO. OF LANES	EXISTING: 2	PLANNED:	3

PROJECT PHASE	$ SOURCE	FISCAL YEAR	COST
PRELIM. ENGR.			$ 0
RIGHT-OF-WAY			$ 0
UTILITY			$ 0
CONSTRUCTION	TIA	2032	$ 17,600,000
PROJECT COST			$ 17,600,000
FEDERAL COST			$
STATE/LOCAL COST			$ 17,600,000

PROJECT LOCATION



CR 2228 / Buena Vista Road Widening

PROJECT DESCRIPTION:

Lyndon Circle to Floyd Road. Widen from 4 to 6 lanes.

P.I. #:	0008483
COUNTY:	Muscogee
PROJ #:	GC-10
FUND:	STBG
DOT DISTRICT:	3
CONG DISTRICT:	2
RC:	River Valley
LENGTH (MI):	1.21

TRAFFIC VOL.	2022 AADT: 25600	2050 AADT: 40936	
NO. OF LANES	EXISTING: 4	PLANNED: 6	

PROJECT PHASE	$ SOURCE	FISCAL YEAR	COST
PRELIM. ENGR.	STBG	2025	$ 782,297
RIGHT-OF-WAY	STBG	2027	$ 1,659,878
UTILITY	STBG	2034	$ 1,531,081
CONSTRUCTION	STBG	2034	$ 10,207,206
PROJECT COST			$ 14,180,462
FEDERAL COST			$ 11,344,370
STATE/LOCAL COST			$ 2,836,092

PROJECT LOCATION

Whitesville Road Improvements

PROJECT DESCRIPTION:

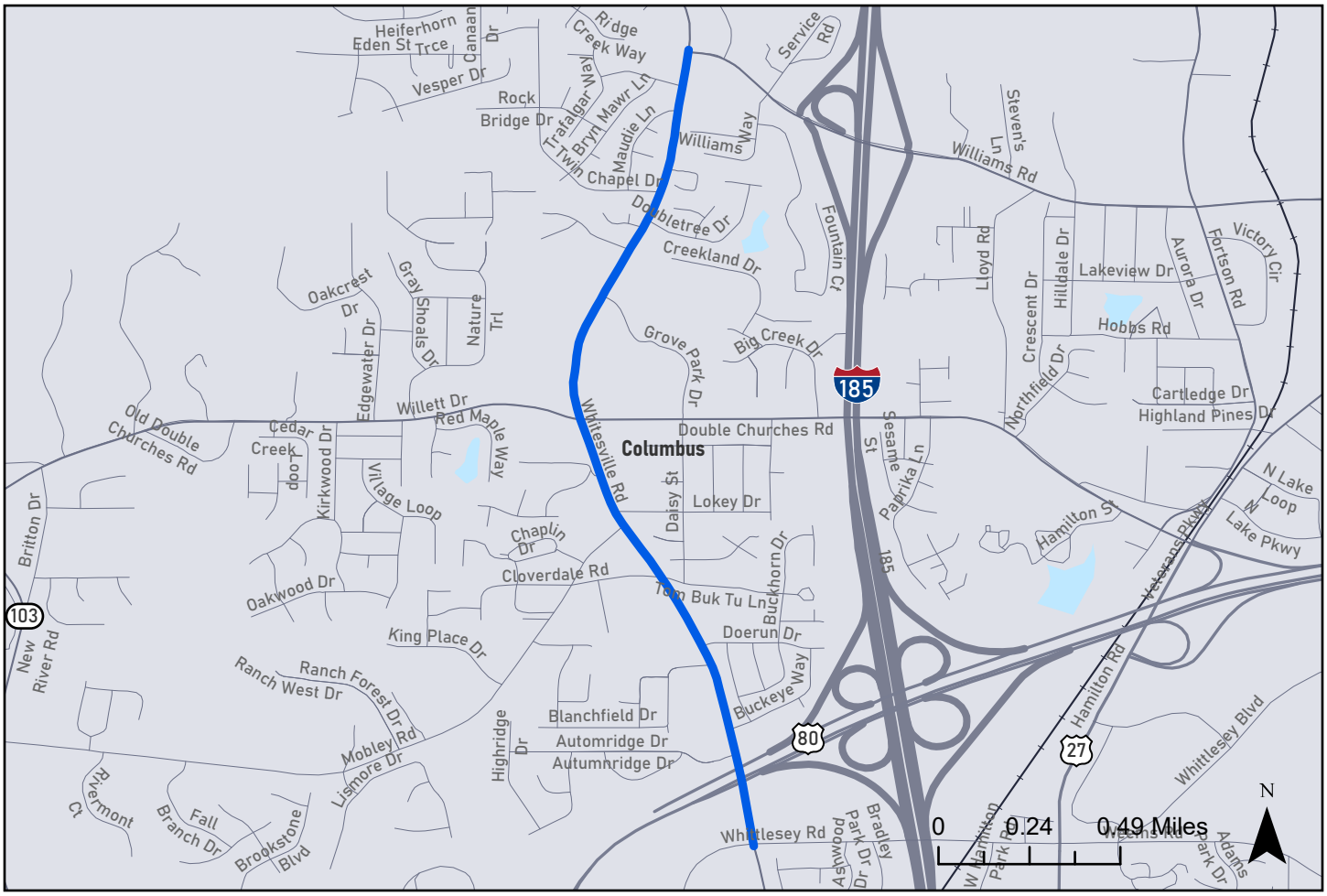
Widening from 2 lanes to 3 lanes from Whittlesey Road to Williams Road with intersection improvements or roundabouts with sidewalks and multiuse trail.

P.I. #:	N/A
COUNTY:	Muscogee
PROJ #:	GO-14
FUND:	TIA
DOT DISTRICT:	3
CONG DISTRICT:	2
RC:	River Valley
LENGTH (MI):	2.26

TRAFFIC VOL.	2022 AADT: 14400	2050 AADT:	12334
NO. OF LANES	EXISTING: 2	PLANNED:	3

PROJECT PHASE	$ SOURCE	FISCAL YEAR	COST
PRELIM. ENGR.			$ 0
RIGHT-OF-WAY			$ 0
UTILITY			$ 0
CONSTRUCTION	TIA	2026	$ 12,800,000
PROJECT COST			$ 12,800,000
FEDERAL COST			$ 0
STATE/LOCAL COST			$ 12,800,000

PROJECT LOCATION



Buena Vista Road at 13th Street Improvements

PROJECT DESCRIPTION:

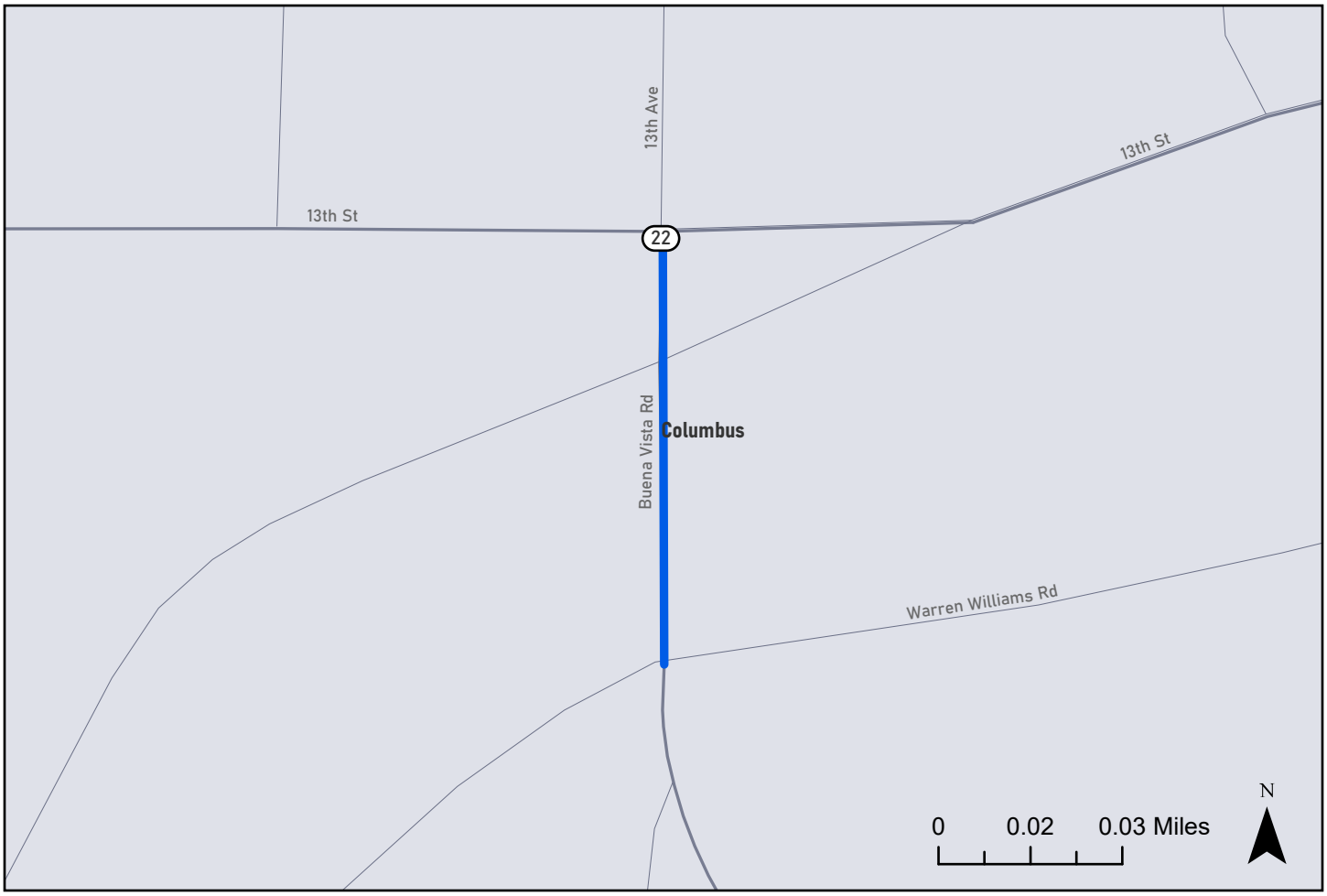
Restripe NB shared thru and right to be shared thru and left. Reconfigure existing WB thru as WB to SB left and shared thru. Replace existing signal heads and retime signal. Conduct engineering traffic study to identify potential alternative intersection design solution: One potential option might include a quadrant intersection design utilizing Warren Williams Road, Relocate NB to EB right turns and WB to SB left turns to Warren Williams Road and 13th Street intersection.

P.I. #:	N/A
COUNTY:	Muscogee
PROJ #:	GO-10
FUND:	STBG
DOT DISTRICT:	3
CONG DISTRICT:	2
RC:	River Valley
LENGTH (MI):	0.08

TRAFFIC VOL.	2022 AADT: 10800		2050 AADT:	21625
NO. OF LANES	EXISTING: N/A		PLANNED:	N/A

PROJECT PHASE	$ SOURCE	FISCAL YEAR	COST
PRELIM. ENGR.	STBG	2026	$ 281,932
RIGHT-OF-WAY	STBG	2027	$ 580,779
UTILITY	STBG	2044	$ 719,955
CONSTRUCTION	STBG	2044	$ 4,799,697
PROJECT COST			$ 6,382,362
FEDERAL COST			$ 5,105,890
STATE/LOCAL COST			$ 1,276,472

PROJECT LOCATION



US 27 at Airport Thruway/54th Street Improvements

PROJECT DESCRIPTION:

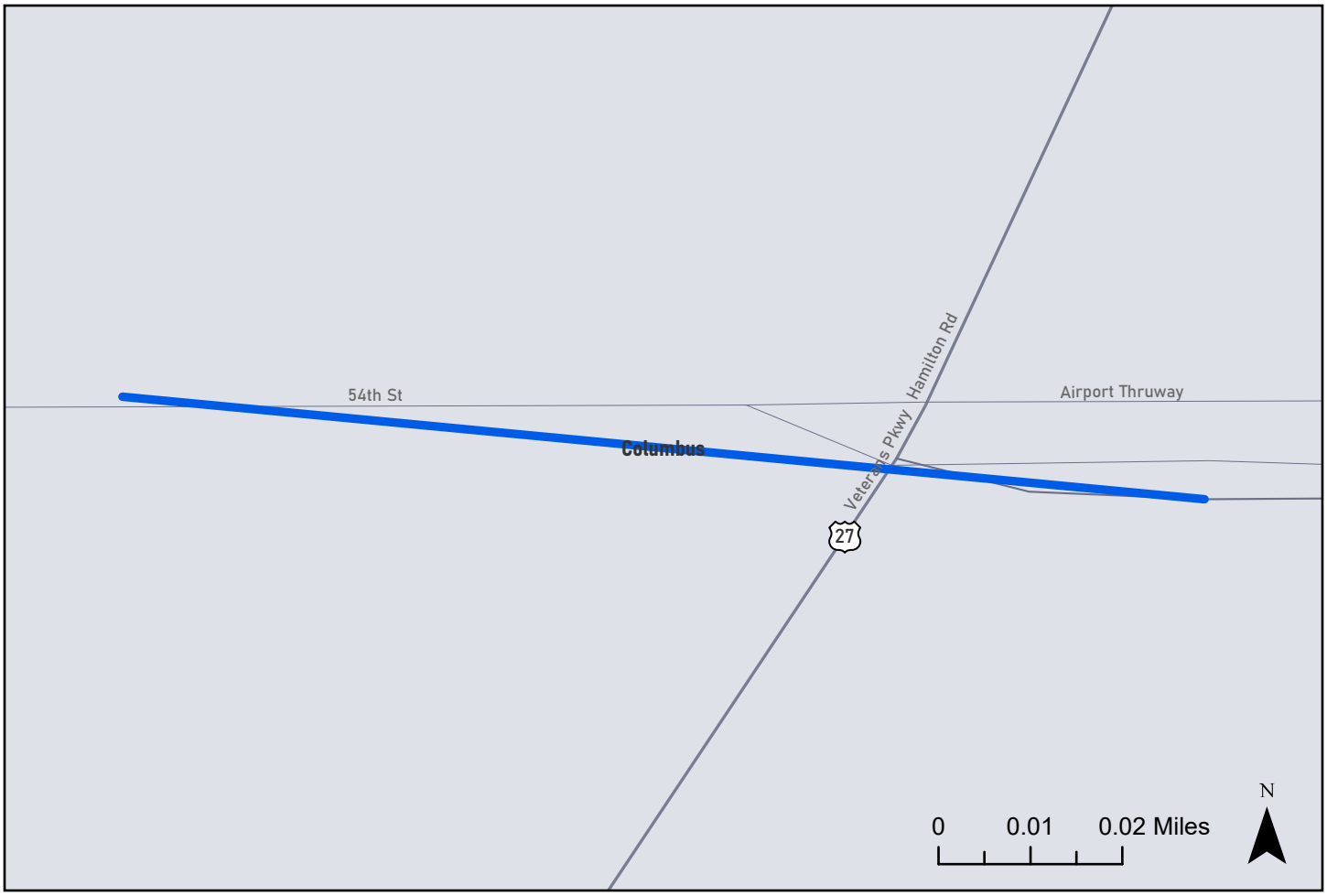
Reconfigure existing WB thru as WB to SB left and shared thru. Replace existing signal heads and retime signal. Long Term Considerations: Reconfigure EB and WB approaches to add additional lanes, Dual WB to SB left, or Separate EB to SB right from EB thru lane.

P.I. #:	N/A
COUNTY:	Muscogee
PROJ #:	GO-11
FUND:	STBG
DOT DISTRICT:	3
CONG DISTRICT:	2
RC:	River Valley
LENGTH (MI):	0.08

TRAFFIC VOL.	2022 AADT: 6930		2050 AADT: 19766	
NO. OF LANES	EXISTING: N/A		PLANNED: N/A	

PROJECT PHASE	$ SOURCE	FISCAL YEAR	COST
PRELIM. ENGR.	STBG	2026	$ 281,932
RIGHT-OF-WAY	STBG	2027	$ 580,779
UTILITY	STBG	2034	$ 535,714
CONSTRUCTION	STBG	2034	$ 3,571,425
PROJECT COST			$ 4,969,850
FEDERAL COST			$ 3,975,880
STATE/LOCAL COST			$ 993,970

PROJECT LOCATION



Shatluga Road at Corporate Ridge Parkway Improvements

PROJECT DESCRIPTION:

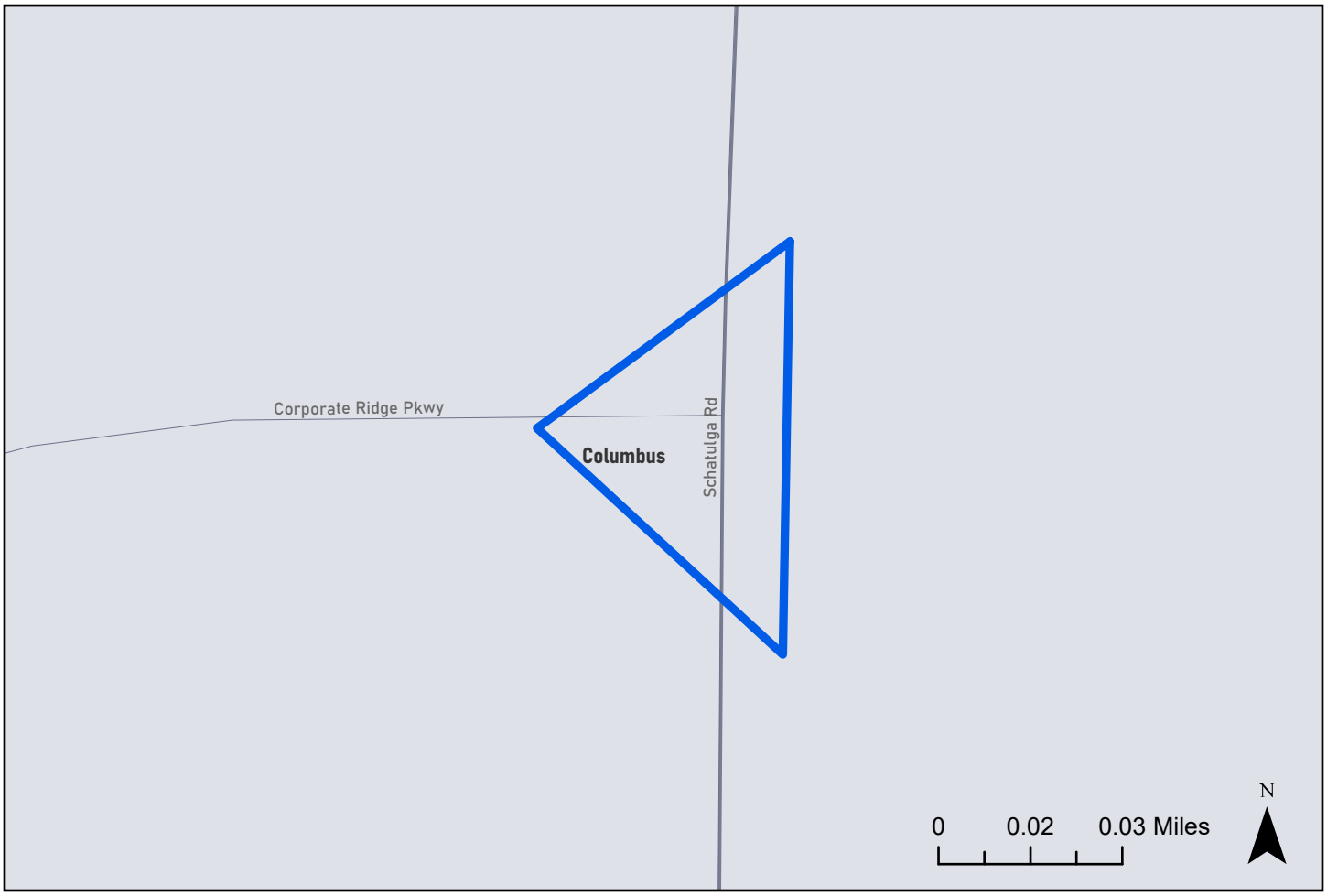
Conduct traffic study and revisit original intent for constructing roundabout. Conduct outreach to employers to begin or expand demand management strategies such as carpooling or transit vouchers.Survey existing transit riders to identify potential service improvements to increase ridership.

P.I. #:	N/A
COUNTY:	Muscogee
PROJ #:	GO-12
FUND:	STBG
DOT DISTRICT:	3
CONG DISTRICT:	2
RC:	River Valley
LENGTH (MI):	0.07

TRAFFIC VOL.	2022 AADT: 7240		2050 AADT:	13451
NO. OF LANES	EXISTING: N/A		PLANNED:	N/A

PROJECT PHASE	$ SOURCE	FISCAL YEAR	COST
PRELIM. ENGR.	STBG	2026	$ 281,932
RIGHT-OF-WAY	STBG	2028	$ 598,202
UTILITY	STBG	2034	$ 535,714
CONSTRUCTION	STBG	2034	$ 3,571,425
PROJECT COST			$ 4,987,273
FEDERAL COST			$ 3,989,818
STATE/LOCAL COST			$ 997,455

PROJECT LOCATION



US 80 at River Rd Ramp Improvements

PROJECT DESCRIPTION:

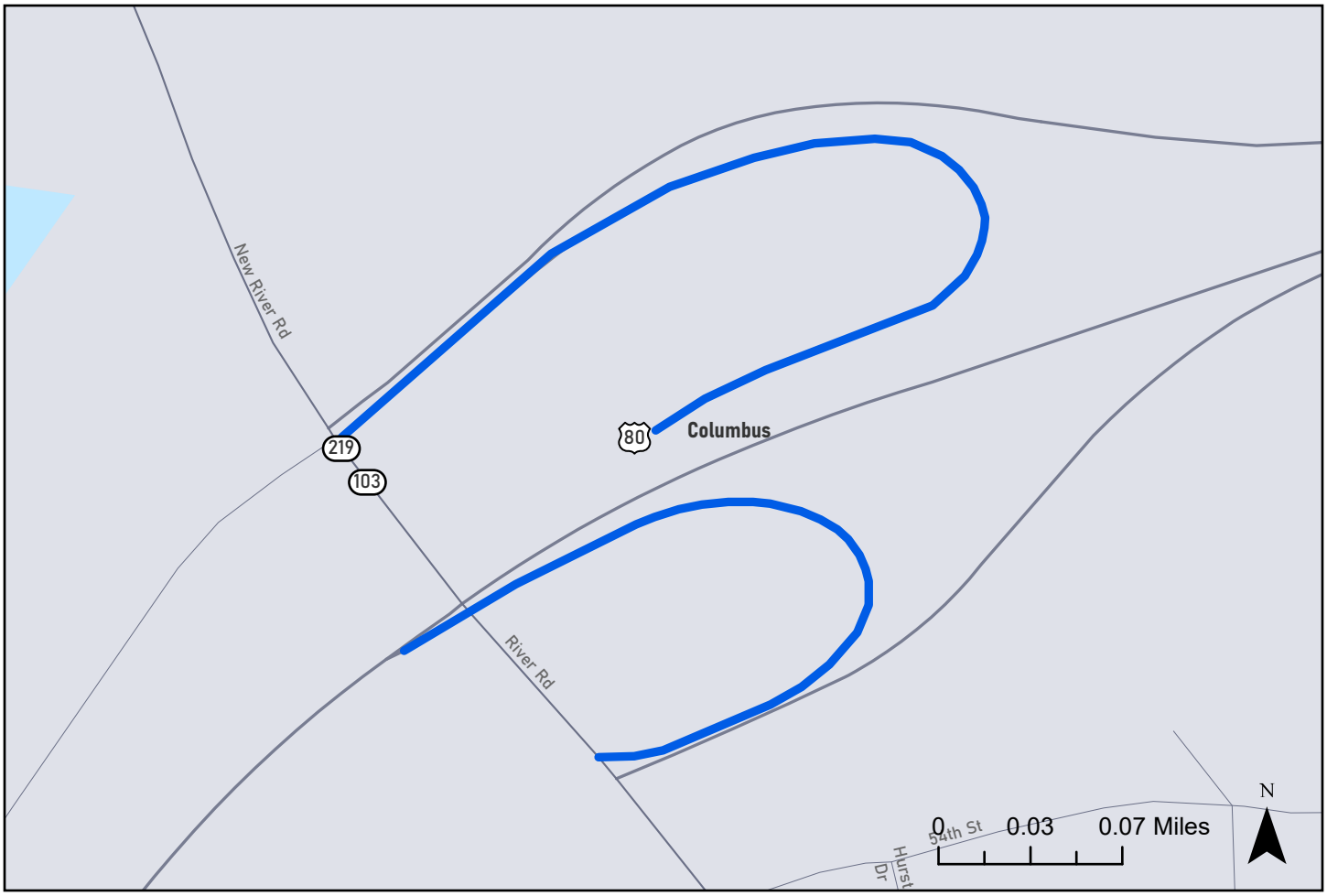
Interchange Modification

P.I. #:	N/A
COUNTY:	Muscogee
PROJ #:	GO-15
FUND:	STBG
DOT DISTRICT:	3
CONG DISTRICT:	2
RC:	River Valley
LENGTH (MI):	0.54

TRAFFIC VOL.	2022 AADT: 2430	2050 AADT: 7003	
NO. OF LANES	EXISTING: N/A	PLANNED: N/A	

PROJECT PHASE	$ SOURCE	FISCAL YEAR	COST
PRELIM. ENGR.	STBG	2025	$ 3,444,360
RIGHT-OF-WAY	STBG	2027	$ 7,308,243
UTILITY	STBG	2034	$ 6,741,163
CONSTRUCTION	STBG	2034	$ 44,941,086
PROJECT COST			$ 62,434,852
FEDERAL COST			$ 49,947,881
STATE/LOCAL COST			$ 12,486,970

PROJECT LOCATION



US 80 at I-185 Ramp Improvements

PROJECT DESCRIPTION:

Interchange Modification

P.I. #:	N/A
COUNTY:	Muscogee
PROJ #:	GO-17
FUND:	STBG
DOT DISTRICT:	3
CONG DISTRICT:	2
RC:	River Valley
LENGTH (MI):	0.41

TRAFFIC VOL.	2022 AADT: 15740		2050 AADT: 18548	
NO. OF LANES	EXISTING: N/A		PLANNED: N/A	

PROJECT PHASE	$ SOURCE	FISCAL YEAR	COST
PRELIM. ENGR.	STBG	2025	$ 3,444,360
RIGHT-OF-WAY	STBG	2027	$ 7,308,243
UTILITY	STBG	2034	$ 6,741,163
CONSTRUCTION	STBG	2034	$ 44,941,086
PROJECT COST			$ 62,434,852
FEDERAL COST			$ 49,947,881
STATE/LOCAL COST			$ 12,486,970

PROJECT LOCATION

Warm Springs Rd Connector Improvements

PROJECT DESCRIPTION:

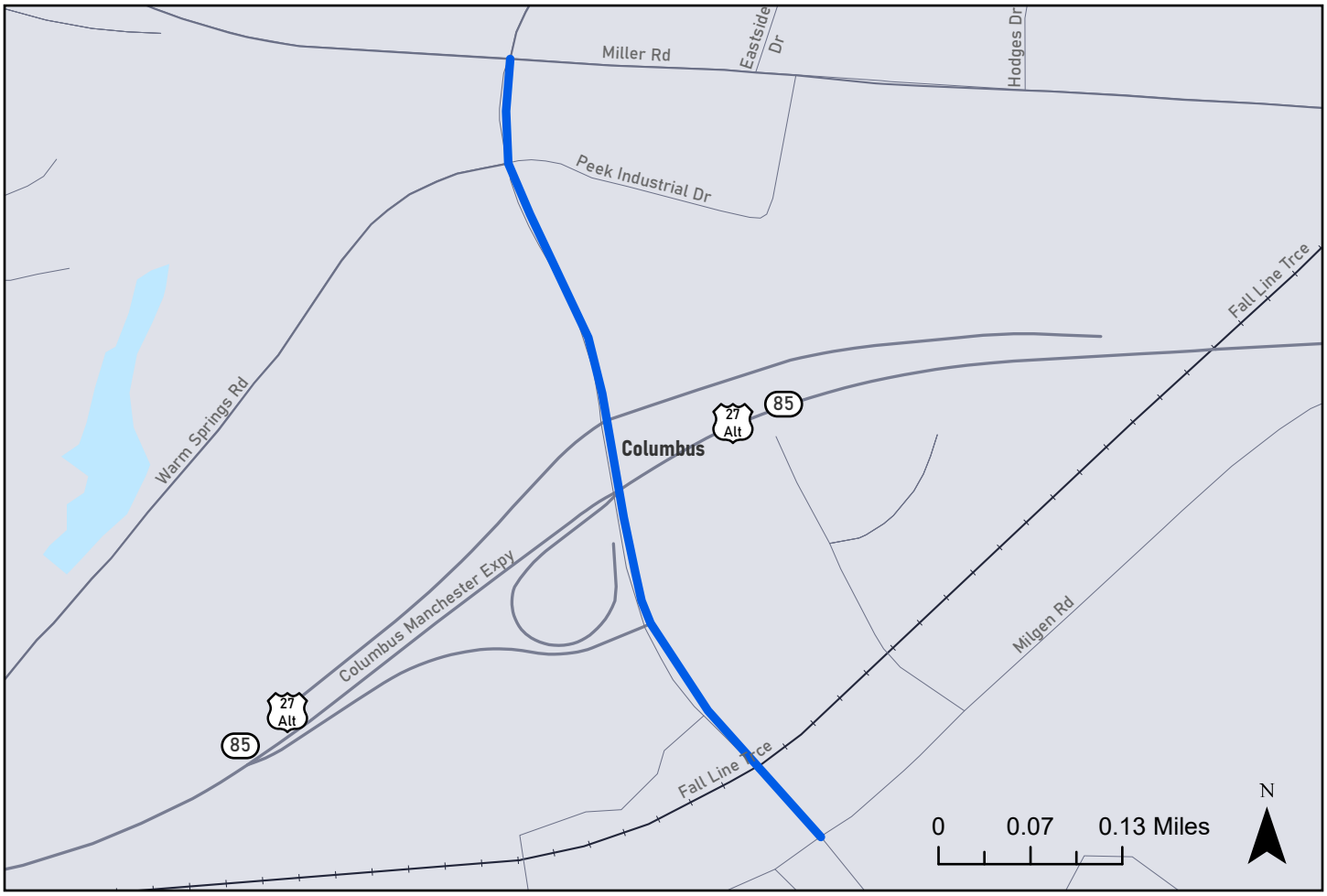
Interchange Modification

P.I. #:	N/A
COUNTY:	Muscogee
PROJ #:	GO-21
FUND:	STBG
DOT DISTRICT:	3
CONG DISTRICT:	2
RC:	River Valley
LENGTH (MI):	0.60

TRAFFIC VOL.	2022 AADT: 16200		2050 AADT: 24441	
NO. OF LANES	EXISTING: N/A		PLANNED: N/A	

PROJECT PHASE	$ SOURCE	FISCAL YEAR	COST
PRELIM. ENGR.	STBG	2026	$ 751,600
RIGHT-OF-WAY	STBG	2028	$ 1,594,744
UTILITY	STBG	2044	$ 1,919,323
CONSTRUCTION	STBG	2044	$ 12,795,484
PROJECT COST			$ 17,061,151
FEDERAL COST			$ 13,648,921
STATE/LOCAL COST			$ 3,412,230

PROJECT LOCATION



US 80 at GA 22 Ramp Improvements

PROJECT DESCRIPTION:

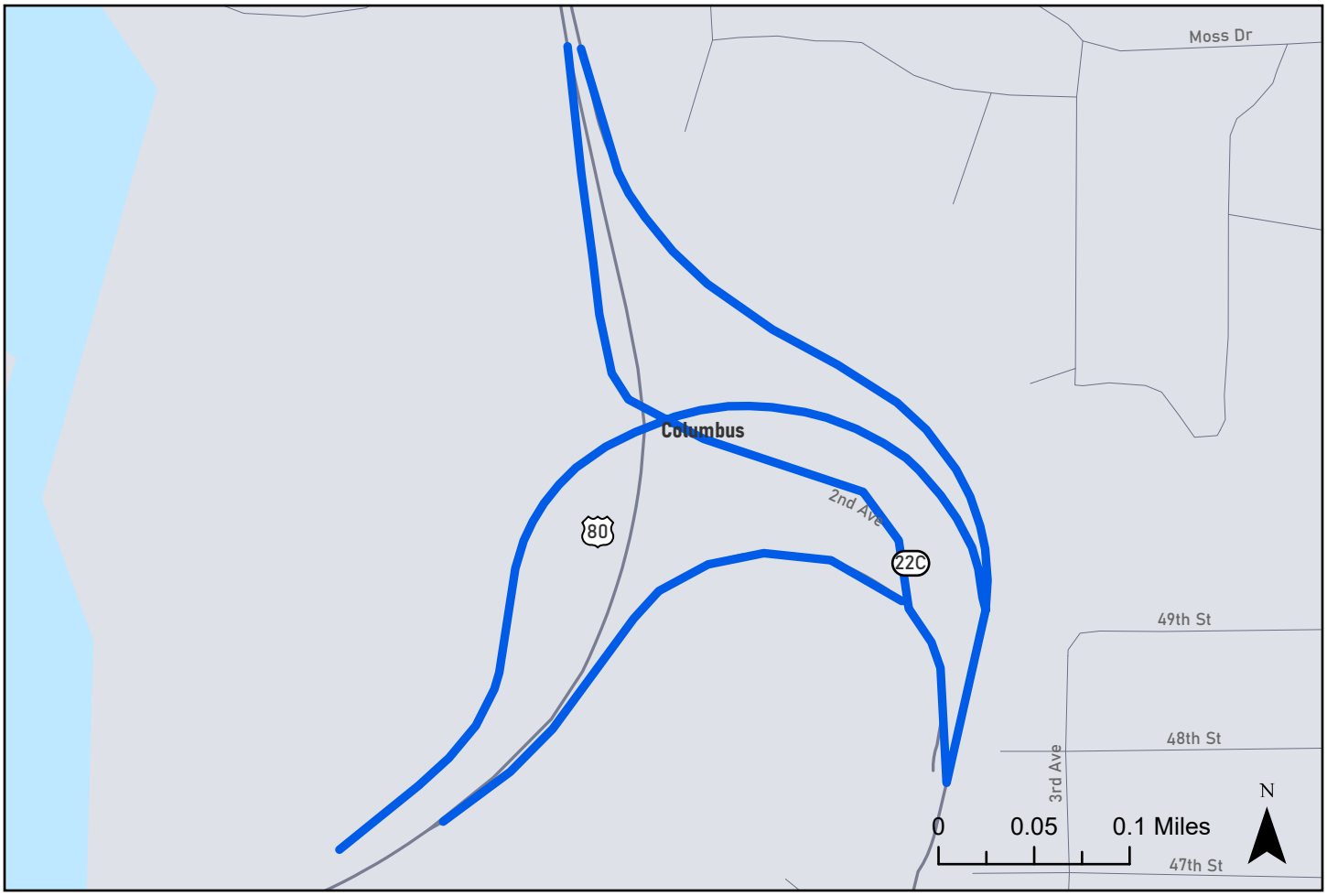
Interchange Modification

P.I. #:	N/A
COUNTY:	Muscogee
PROJ #:	GO-25
FUND:	STBG
DOT DISTRICT:	3
CONG DISTRICT:	2
RC:	River Valley
LENGTH (MI):	1.55

TRAFFIC VOL.	2022 AADT: 5750	2050 AADT:	4615
NO. OF LANES	EXISTING: N/A	PLANNED:	N/A

PROJECT PHASE	$ SOURCE	FISCAL YEAR	COST
PRELIM. ENGR.	STBG	2025	$ 3,444,360
RIGHT-OF-WAY	STBG	2027	$ 7,308,243
UTILITY	STBG	2034	$ 6,741,163
CONSTRUCTION	STBG	2034	$ 44,941,086
PROJECT COST			$ 62,434,852
FEDERAL COST			$ 49,947,881
STATE/LOCAL COST			$ 12,486,970

PROJECT LOCATION



Passing Lanes on SR 26

PROJECT DESCRIPTION:

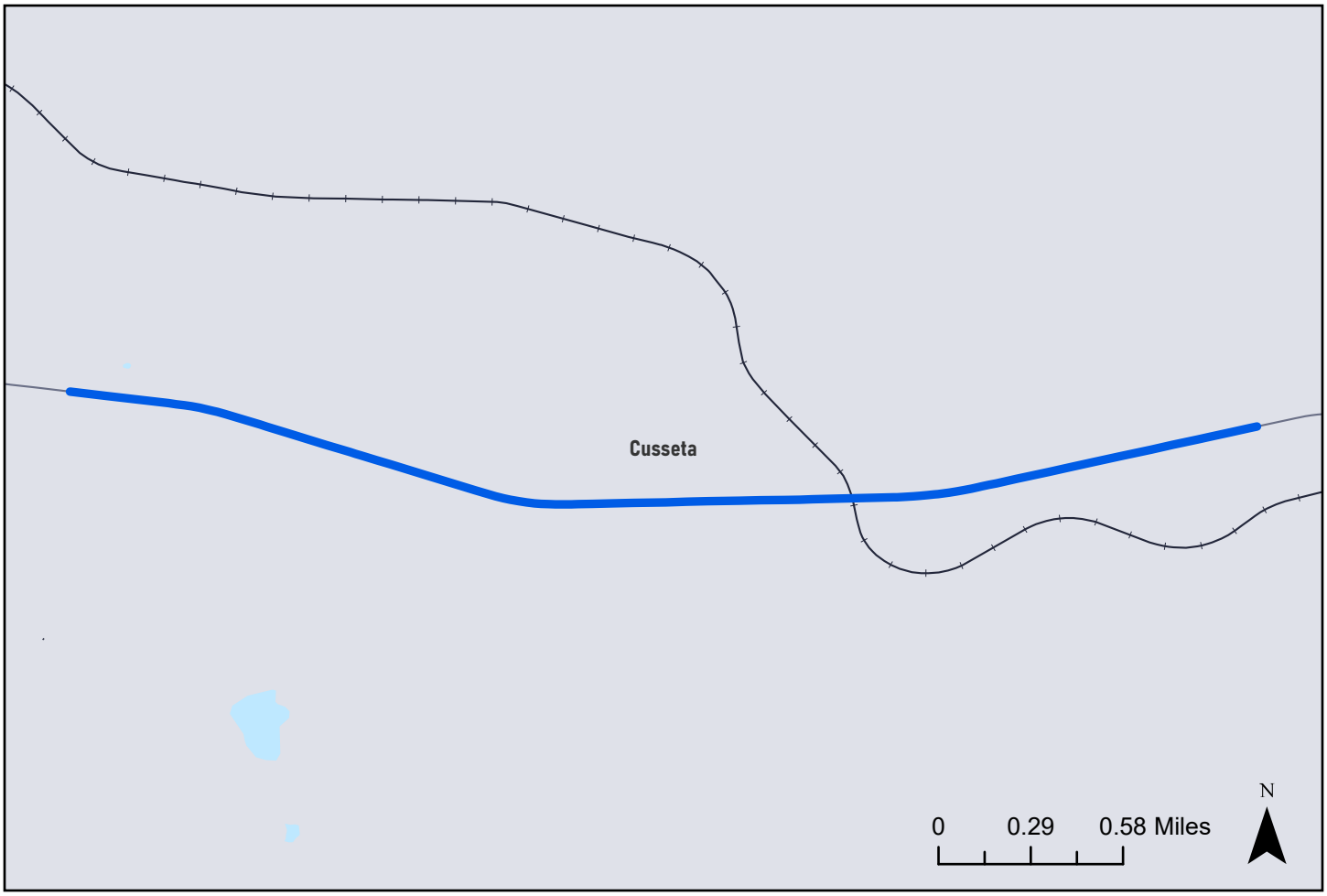
Passing Lanes on SR 26 from SR 1/SR 520 to Marion County at 2 Locations

P.I. #:	0014924
COUNTY:	Chattahoochee
PROJ #:	GO-23
FUND:	STBG
DOT DISTRICT:	3
CONG DISTRICT:	2
RC:	River Valley
LENGTH (MI):	3.24

TRAFFIC VOL.	2022 AADT: 3140		2050 AADT: N/A	
NO. OF LANES	EXISTING: N/A		PLANNED: N/A	

PROJECT PHASE	$ SOURCE	FISCAL YEAR	COST
PRELIM. ENGR.	STBG	2031	$ 652,387
RIGHT-OF-WAY	STBG	2033	$ 1,630,966
UTILITY			$ 0
CONSTRUCTION	STBG	2035	$ 6,523,866
PROJECT COST			$ 8,807,219
FEDERAL COST			$ 7,045,775
STATE/LOCAL COST			$ 1,761,444

PROJECT LOCATION



Miller Road Widening

PROJECT DESCRIPTION:

Widen from 2 to 3 or 4 lanes from Warms Springs to Macon Rd.

P.I. #:	0351200
COUNTY:	Muscogee
PROJ #:	GC-11
FUND:	STBG
DOT DISTRICT:	3
CONG DISTRICT:	2
RC:	River Valley
LENGTH (MI):	1.61

TRAFFIC VOL.	2022 AADT: 9500	2050 AADT:	17184
NO. OF LANES	EXISTING: 2	PLANNED:	3 or 4

PROJECT PHASE	$ SOURCE	FISCAL YEAR	COST
PRELIM. ENGR.	STBG	2026	$ 2,009,763
RIGHT-OF-WAY	STBG	2028	$ 4,264,315
UTILITY	STBG	2044	$ 5,132,230
CONSTRUCTION	STBG	2044	$ 34,216,869
PROJECT COST			$ 45,621,178
FEDERAL COST			$ 36,496,942
STATE/LOCAL COST			$ 9,124,236

PROJECT LOCATION

US 80 Widening

PROJECT DESCRIPTION:

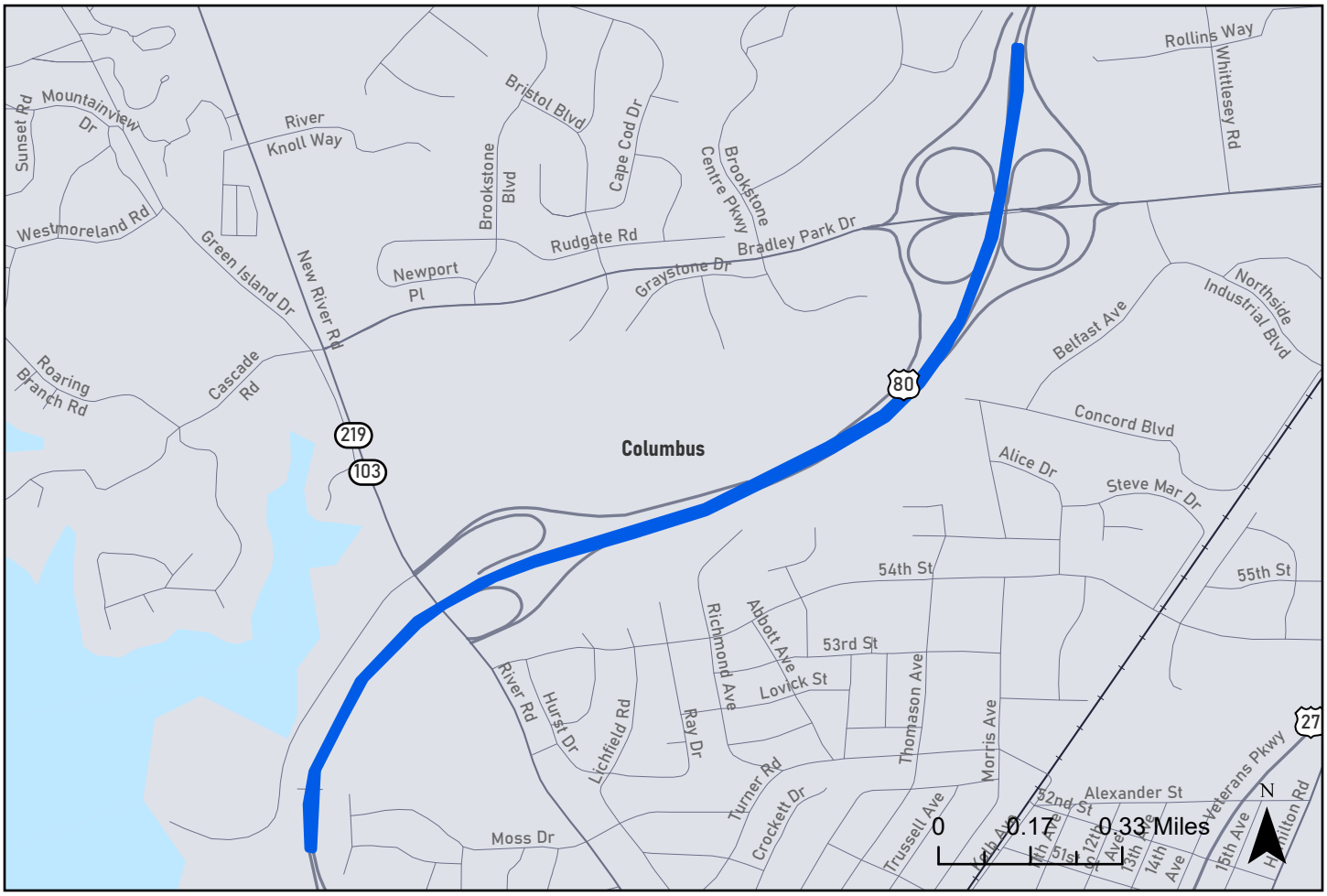
Widen from 4 - 6 Lanes from GA 22 Connector to Bradley Park Dr

P.I. #:	N/A
COUNTY:	Muscogee
PROJ #:	GC-2
FUND:	STBG
DOT DISTRICT:	3
CONG DISTRICT:	2
RC:	River Valley
LENGTH (MI):	3.87

TRAFFIC VOL.	2022 AADT: 70200	2050 AADT: 79472	
NO. OF LANES	EXISTING: 4	PLANNED: 6	

PROJECT PHASE	$ SOURCE	FISCAL YEAR	COST
PRELIM. ENGR.	STBG	2027	$ 3,110,076
RIGHT-OF-WAY	STBG	2029	$ 6,598,960
UTILITY	STBG	2034	$ 5,737,503
CONSTRUCTION	STBG	2034	$ 38,250,018
PROJECT COST			$ 53,696,557
FEDERAL COST			$ 42,957,246
STATE/LOCAL COST			$ 10,739,311

PROJECT LOCATION



54th Street Widening

PROJECT DESCRIPTION:

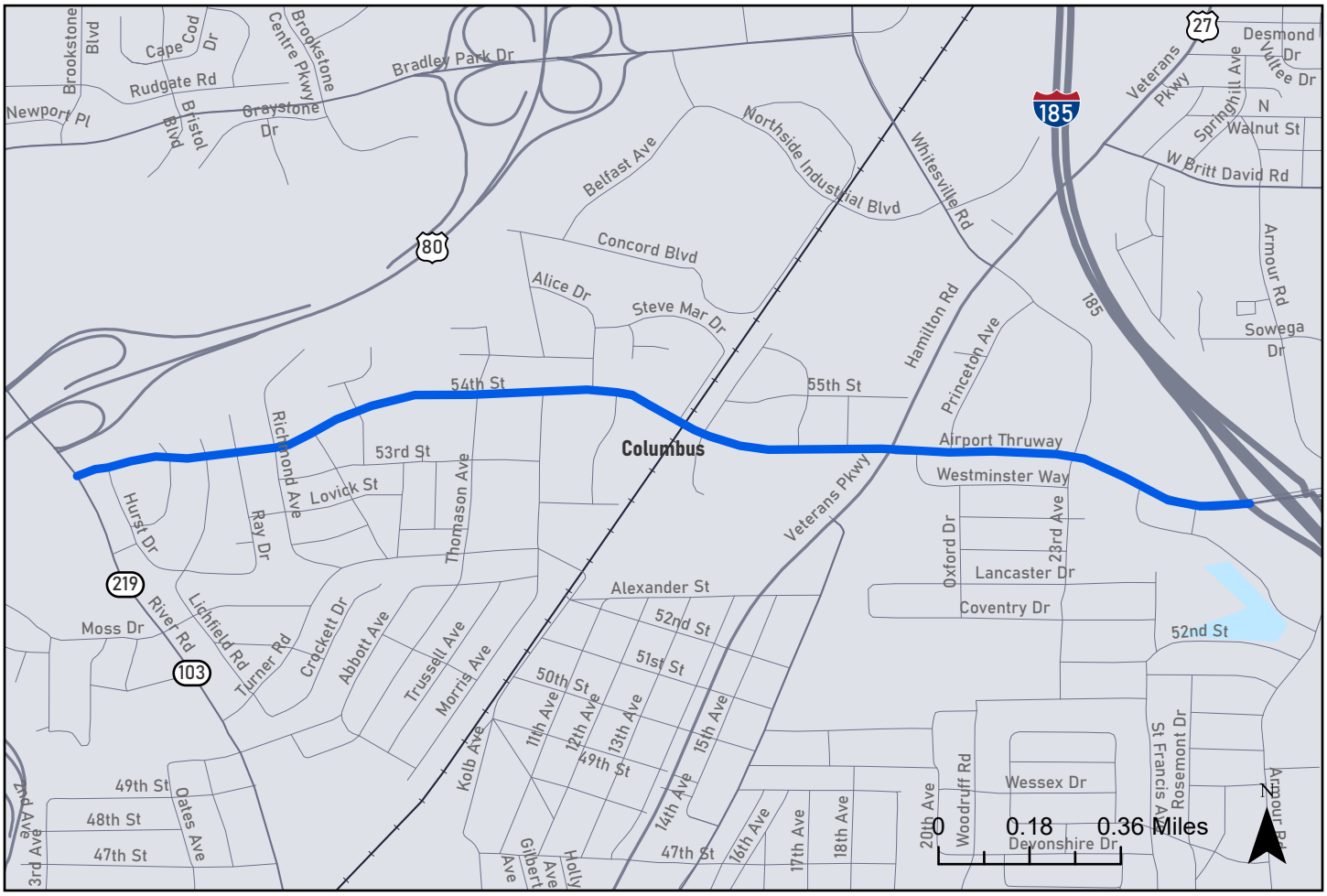
Widen 2 to 4 Lanes from GA 219 to I-185

P.I. #:	N/A
COUNTY:	Muscogee
PROJ #:	GC-4
FUND:	STBG
DOT DISTRICT:	3
CONG DISTRICT:	2
RC:	River Valley
LENGTH (MI):	2.04

TRAFFIC VOL.	2022 AADT: 6930	2050 AADT:	7435
NO. OF LANES	EXISTING: 2	PLANNED:	4

PROJECT PHASE	$ SOURCE	FISCAL YEAR	COST
PRELIM. ENGR.	STBG	2025	$ 1,552,447
RIGHT-OF-WAY	STBG	2027	$ 3,293,982
UTILITY	STBG	2034	$ 3,038,387
CONSTRUCTION	STBG	2034	$ 20,255,912
PROJECT COST			$ 28,140,728
FEDERAL COST			$ 22,512,582
STATE/LOCAL COST			$ 5,628,146

PROJECT LOCATION



St. Mary's Road Widening

PROJECT DESCRIPTION:

Robin Road to Northstar Drive. Widening from 2 to 4 lanes.

P.I. #:	0332780
COUNTY:	Muscogee
PROJ #:	GC-9
FUND:	STBG
DOT DISTRICT:	3
CONG DISTRICT:	2
RC:	River Valley
LENGTH (MI):	1.22

TRAFFIC VOL.	2022 AADT: 13300	2050 AADT:	18504
NO. OF LANES	EXISTING: 2	PLANNED:	4

PROJECT PHASE	$ SOURCE	FISCAL YEAR	COST
PRELIM. ENGR.	STBG	2025	$ 1,484,484
RIGHT-OF-WAY	STBG	2027	$ 3,149,778
UTILITY	STBG	2034	$ 2,905,372
CONSTRUCTION	STBG	2044	$ 26,030,514
PROJECT COST			$ 33,570,147
FEDERAL COST			$ 26,856,118
STATE/LOCAL COST			$ 6,714,029

PROJECT LOCATION

US 80 at US 27 Ramp Improvements

PROJECT DESCRIPTION:

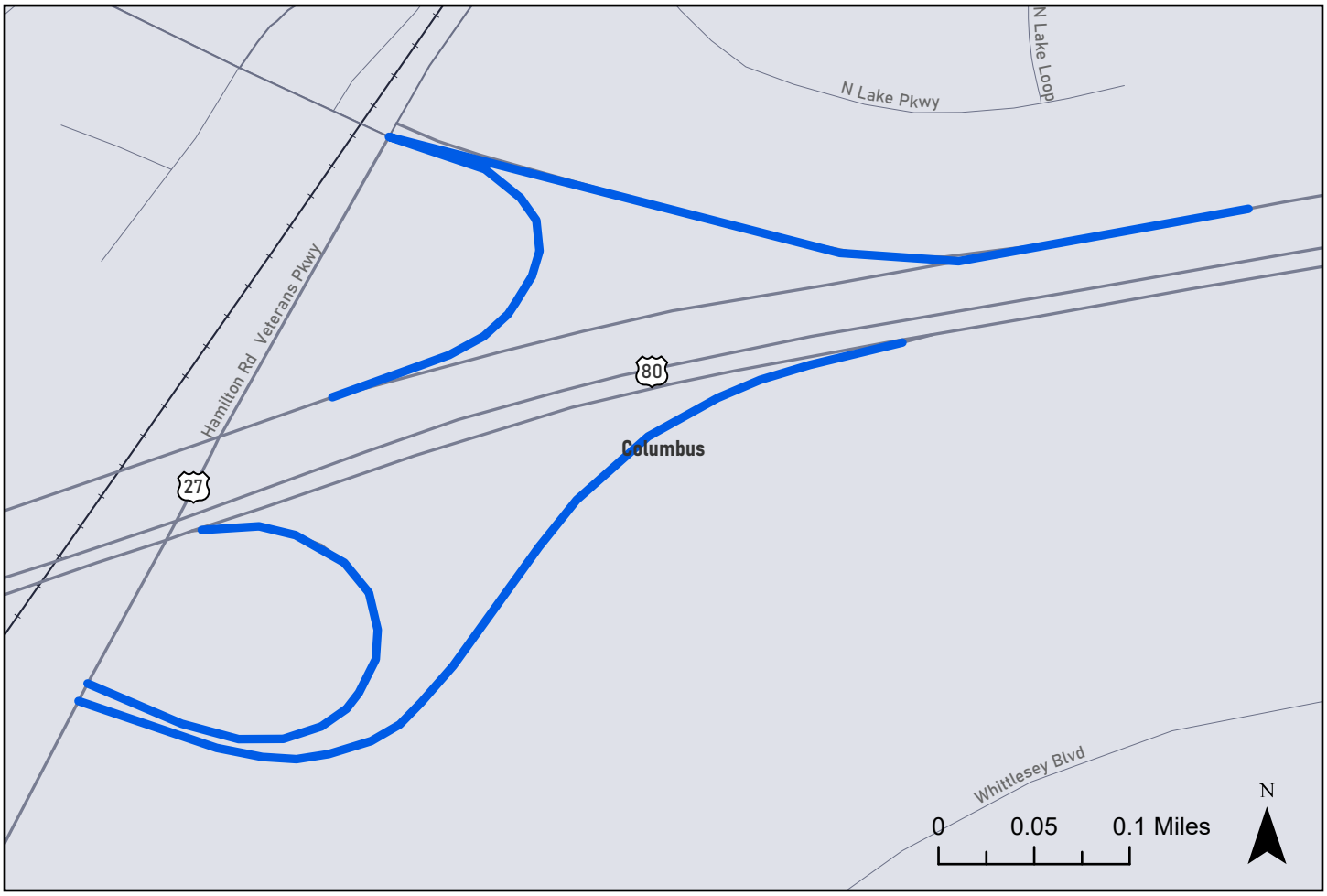
Interchange Modification

P.I. #:	N/A
COUNTY:	Muscogee
PROJ #:	GO-24
FUND:	STBG
DOT DISTRICT:	3
CONG DISTRICT:	2
RC:	River Valley
LENGTH (MI):	1.31

TRAFFIC VOL.	2022 AADT: 4370	2050 AADT:	4085
NO. OF LANES	EXISTING: N/A	PLANNED:	N/A

PROJECT PHASE	$ SOURCE	FISCAL YEAR	COST
PRELIM. ENGR.	STBG	2026	$ 3,547,691
RIGHT-OF-WAY	STBG	2028	$ 7,527,490
UTILITY	STBG	2044	$ 9,059,559
CONSTRUCTION	STBG	2044	$ 60,397,061
PROJECT COST			$ 80,531,801
FEDERAL COST			$ 64,425,441
STATE/LOCAL COST			$ 16,106,360

PROJECT LOCATION



US 27 at Lindsey Creek Pkwy Ramp Improvements

PROJECT DESCRIPTION:

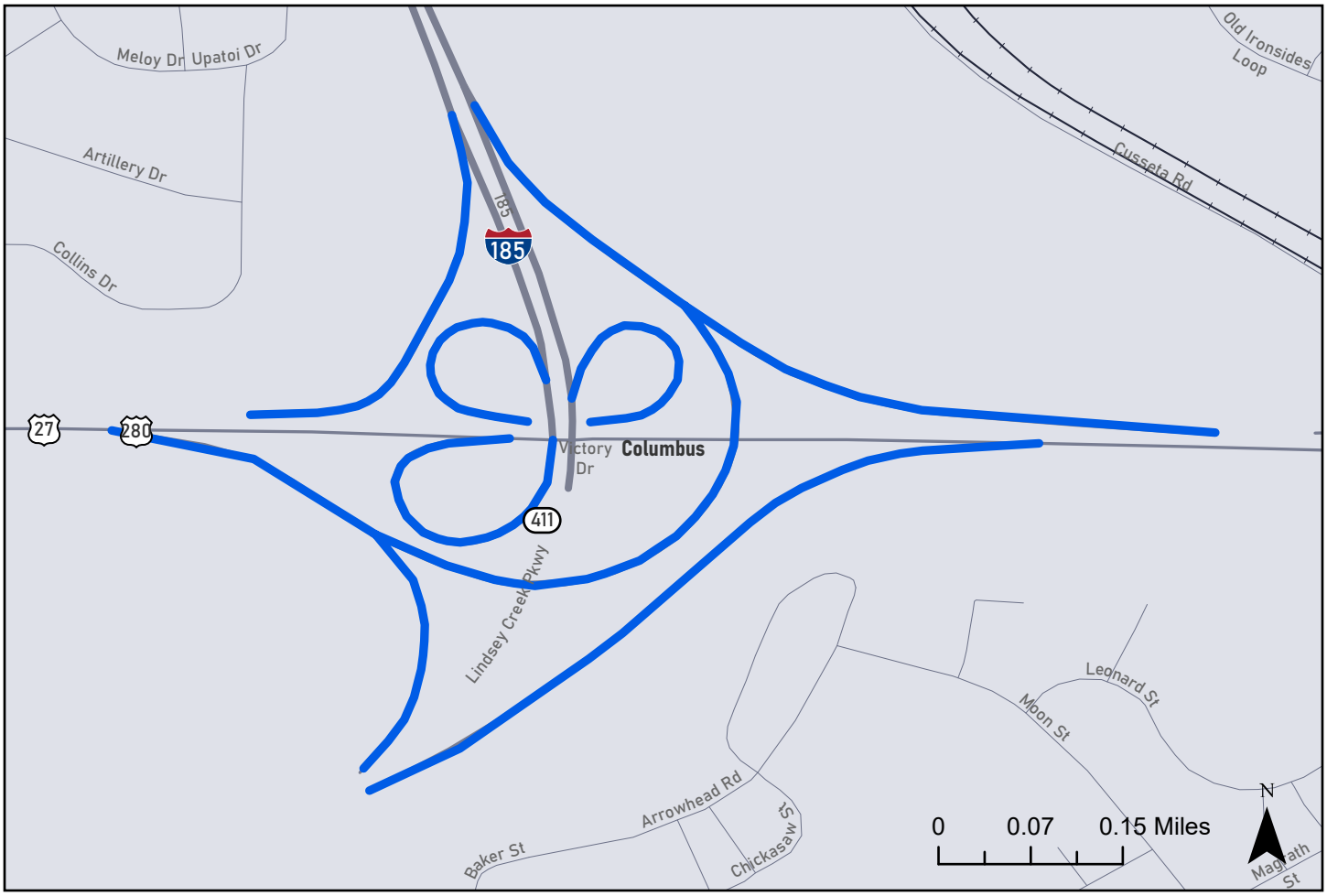
Interchange Modification

P.I. #:	N/A
COUNTY:	Muscogee
PROJ #:	GO-26
FUND:	STBG
DOT DISTRICT:	3
CONG DISTRICT:	2
RC:	River Valley
LENGTH (MI):	2.42

TRAFFIC VOL.	2022 AADT: 2340		2050 AADT: 4655	
NO. OF LANES	EXISTING: N/A		PLANNED: N/A	

PROJECT PHASE	$ SOURCE	FISCAL YEAR	COST
PRELIM. ENGR.	STBG	2026	$ 3,547,691
RIGHT-OF-WAY	STBG	2028	$ 7,527,490
UTILITY	STBG	2044	$ 9,059,559
CONSTRUCTION	STBG	2044	$ 60,397,061
PROJECT COST			$ 80,531,801
FEDERAL COST			$ 64,425,441
STATE/LOCAL COST			$ 16,106,360

PROJECT LOCATION



US 80 at Bradley Park Dr Ramp Improvements

PROJECT DESCRIPTION:

Interchange Modification

P.I. #:	N/A
COUNTY:	Muscogee
PROJ #:	GO-9
FUND:	N/A
DOT DISTRICT:	3
CONG DISTRICT:	2
RC:	River Valley
LENGTH (MI):	1.34

TRAFFIC VOL.	2022 AADT: 4940	2050 AADT:	7479
NO. OF LANES	EXISTING: N/A	PLANNED:	N/A

PROJECT PHASE	$ SOURCE	FISCAL YEAR	COST
PRELIM. ENGR.	N/A	ASP	$ 2,870,300
RIGHT-OF-WAY	N/A	ASP	$ 5,740,600
UTILITY	N/A	ASP	$ 4,305,450
CONSTRUCTION	N/A	ASP	$ 28,703,000
PROJECT COST			$ 52,024,188
FEDERAL COST			$ 41,619,350
STATE/LOCAL COST			$ 10,404,838

PROJECT LOCATION

Blackmon Rd Widening

PROJECT DESCRIPTION:

Widen 2 to 4 Lanes from Access Rd N to Warm Springs Rd

P.I. #:	N/A
COUNTY:	Muscogee
PROJ #:	GC-6
FUND:	N/A
DOT DISTRICT:	3
CONG DISTRICT:	2
RC:	River Valley
LENGTH (MI):	0.68

TRAFFIC VOL.	2022 AADT: 1657	2050 AADT:	16713
NO. OF LANES	EXISTING: 2	PLANNED:	4

PROJECT PHASE	$ SOURCE	FISCAL YEAR	COST
PRELIM. ENGR.	N/A	ASP	$ 614,838
RIGHT-OF-WAY	N/A	ASP	$ 1,229,677
UTILITY	N/A	ASP	$ 922,258
CONSTRUCTION	N/A	ASP	$ 6,148,384
PROJECT COST			$ 11,143,947
FEDERAL COST			$ 8,915,158
STATE/LOCAL COST			$ 2,228,789

PROJECT LOCATION

River Rd Widening

PROJECT DESCRIPTION:

Widen 2 to 4 lanes from Mountainbrook Dr to Bradley Park Dr

P.I. #:	N/A
COUNTY:	Muscogee
PROJ #:	GC-3
FUND:	N/A
DOT DISTRICT:	3
CONG DISTRICT:	2
RC:	River Valley
LENGTH (MI):	1.09

TRAFFIC VOL.	2022 AADT: 9890	2050 AADT:	15724
NO. OF LANES	EXISTING: 2	PLANNED:	4

PROJECT PHASE	$ SOURCE	FISCAL YEAR	COST
PRELIM. ENGR.	N/A	ASP	$ 1,143,724
RIGHT-OF-WAY	N/A	ASP	$ 2,287,448
UTILITY	N/A	ASP	$ 1,715,586
CONSTRUCTION	N/A	ASP	$ 11,437,240
PROJECT COST			$ 20,729,998
FEDERAL COST			$ 16,583,999
STATE/LOCAL COST			$ 4,146,000

PROJECT LOCATION

South Lumpkin Streetscape

PROJECT DESCRIPTION:

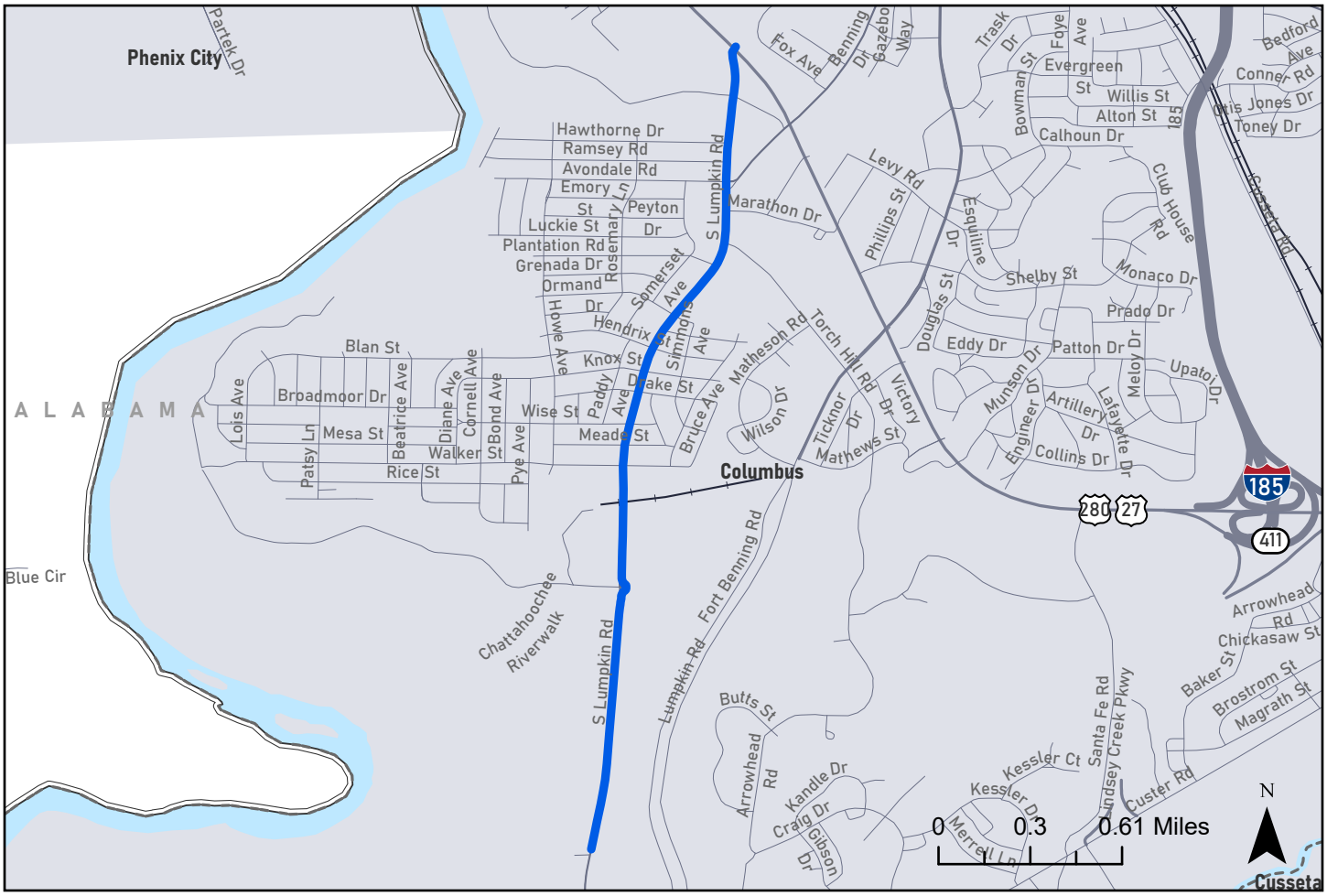
South Lumpkin Road Streetscape from Victory Drive to Walker Street.
Project to include sidewalks and multiuse trail.

P.I. #:	0019528
COUNTY:	Muscogee
PROJ #:	GA-6
FUND:	TIA
DOT DISTRICT:	3
CONG DISTRICT:	2
RC:	River Valley
LENGTH (MI):	2.74

TRAFFIC VOL.	2022 AADT: N/A	2050 AADT: N/A	
NO. OF LANES	EXISTING:	PLANNED:	

PROJECT PHASE	$ SOURCE	FISCAL YEAR	COST
PRELIM. ENGR.			$ 0
RIGHT-OF-WAY			$ 0
UTILITY			$ 0
CONSTRUCTION	TIA	2025	$ 10,100,000
PROJECT COST			$ 10,100,000
FEDERAL COST			$ 0
STATE/LOCAL COST			$ 10,100,000

PROJECT LOCATION



Liberty Theater Block Enhancement (8th Avenue)

PROJECT DESCRIPTION:

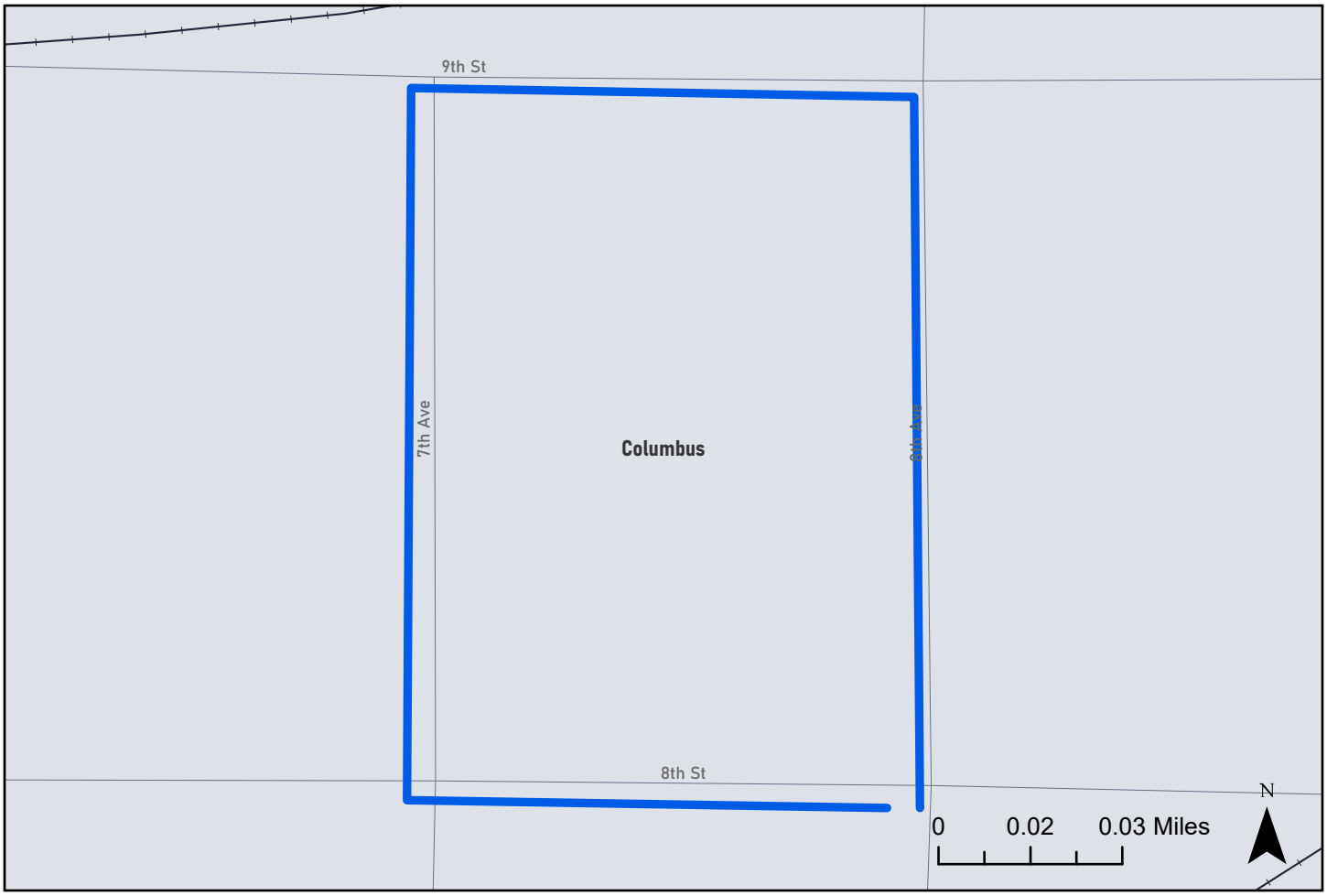
Streetscape enhancement along 8th Ave and 7th Ave from 8th St to 9th St

P.I. #:	0019536
COUNTY:	Muscogee
PROJ #:	GA-7
FUND:	TIA
DOT DISTRICT:	3
CONG DISTRICT:	2
RC:	River Valley
LENGTH (MI):	0.40

TRAFFIC VOL.	2022 AADT: N/A		2050 AADT: N/A	
NO. OF LANES	EXISTING: N/A		PLANNED: N/A	

PROJECT PHASE	$ SOURCE	FISCAL YEAR	COST
PRELIM. ENGR.			$ 0
RIGHT-OF-WAY			$ 0
UTILITY			$ 0
CONSTRUCTION	TIA	2025	$ 4,000,000
PROJECT COST			$ 4,000,000
FEDERAL COST			$ 0
STATE/LOCAL COST			$ 4,000,000

PROJECT LOCATION



5th Avenue Trail Connector

PROJECT DESCRIPTION:

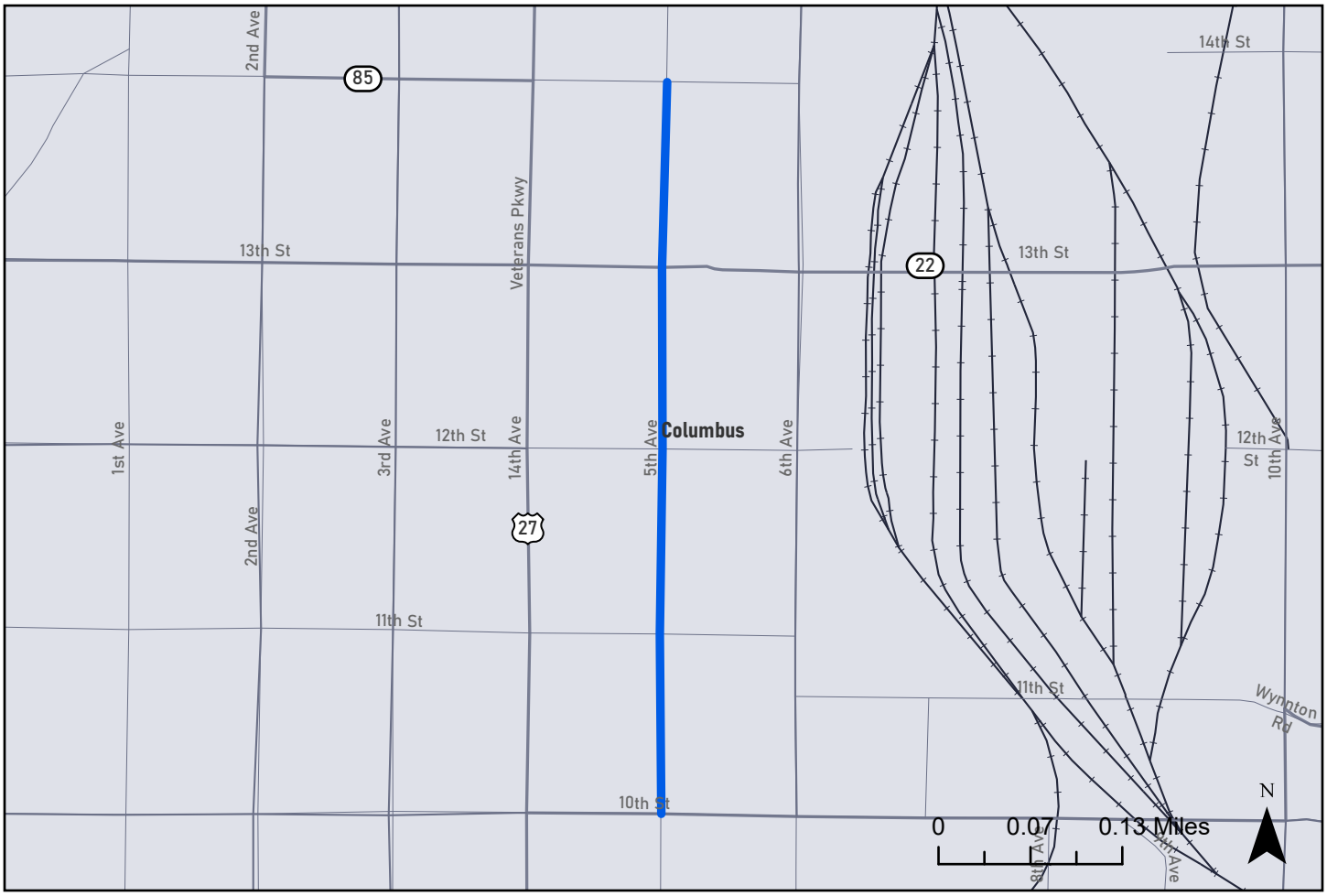
Trail extension from 10th Street to 14th Street

P.I. #:	0019537
COUNTY:	Muscogee
PROJ #:	GA-8
FUND:	TIA
DOT DISTRICT:	3
CONG DISTRICT:	2
RC:	River Valley
LENGTH (MI):	0.52

TRAFFIC VOL.	2022 AADT: N/A	2050 AADT:	N/A
NO. OF LANES	EXISTING: N/A	PLANNED:	N/A

PROJECT PHASE	$ SOURCE	FISCAL YEAR	COST
PRELIM. ENGR.			$ 0
RIGHT-OF-WAY			$ 0
UTILITY			$ 0
CONSTRUCTION	TIA	2025	$ 690,000
PROJECT COST			$ 690,000
FEDERAL COST			$ 0
STATE/LOCAL COST			$ 690,000

PROJECT LOCATION



ADA Facilities Needs

PROJECT DESCRIPTION:

Plan to identify needs for ADA improvements along the City's bicycle and pedestrian network.

P.I. #:	N/A
COUNTY:	Muscogee / Chattahoochee
PROJ #:	GA-11
FUND:	TAP
DOT DISTRICT:	3
CONG DISTRICT:	2
RC:	River Valley
LENGTH (MI):	N/A

TRAFFIC VOL.	2022 AADT: N/A		2050 AADT: N/A	
NO. OF LANES	EXISTING: N/A		PLANNED: N/A	

PROJECT PHASE	$ SOURCE	FISCAL YEAR	COST
PRELIM. ENGR.	TAP	2025	$ 1,000,000
RIGHT-OF-WAY			$ 0
UTILITY			$ 0
CONSTRUCTION			$ 0
PROJECT COST			$ 1,000,000
FEDERAL COST			$ 800,000
STATE/LOCAL COST			$ 200,000

PROJECT LOCATION

N/A

University Avenue Streetscape

PROJECT DESCRIPTION:

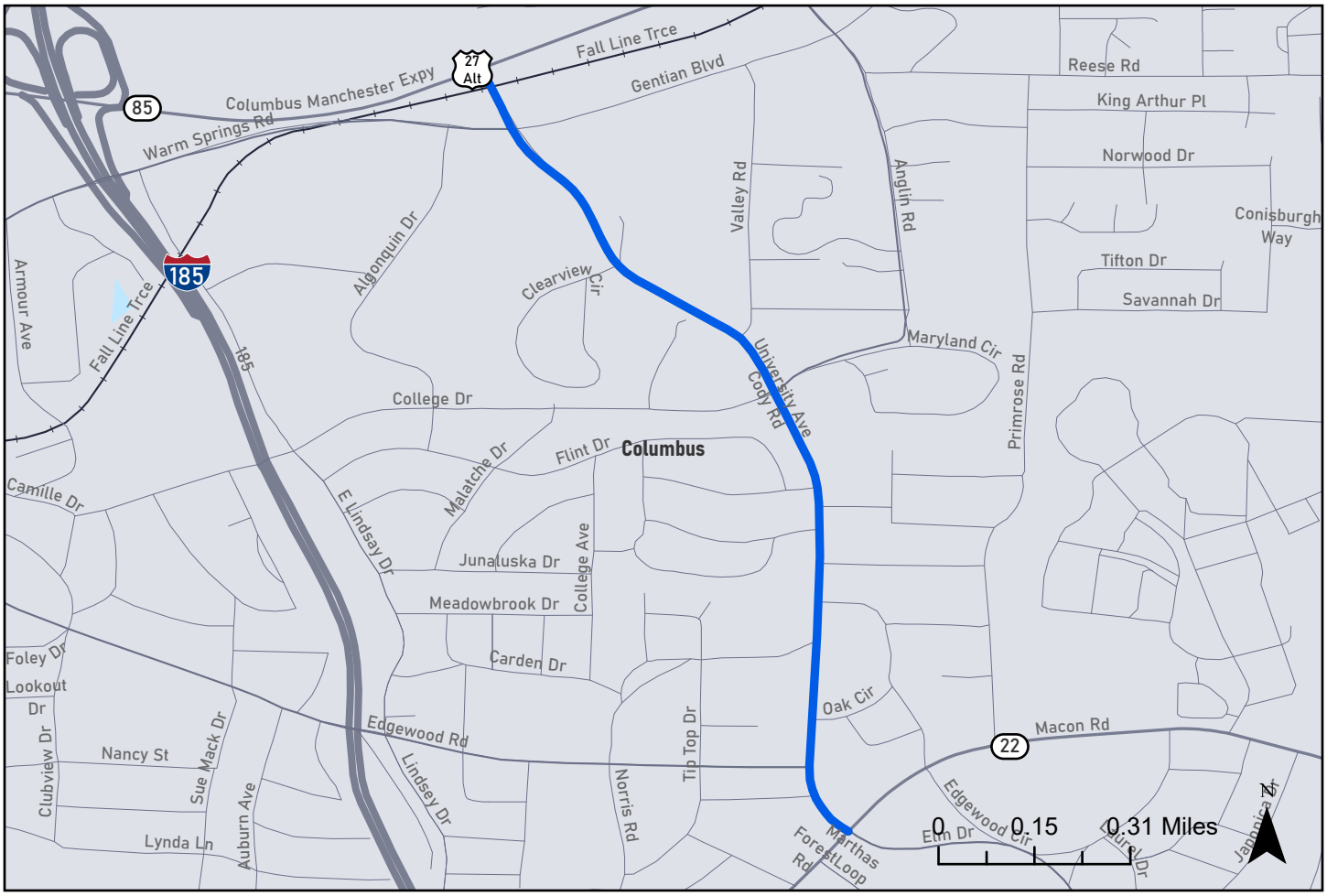
Road Diet 4-3 lanes from College Dr to GA 22 Spur

P.I. #:	0019534
COUNTY:	Muscogee
PROJ #:	GA-3
FUND:	TIA
DOT DISTRICT:	3
CONG DISTRICT:	2
RC:	River Valley
LENGTH (MI):	1.42

TRAFFIC VOL.	2022 AADT: N/A	2050 AADT:	N/A
NO. OF LANES	EXISTING: 4	PLANNED:	3

PROJECT PHASE	$ SOURCE	FISCAL YEAR	COST
PRELIM. ENGR.	TIA	2025	$ 480,000
RIGHT-OF-WAY			$ 0
UTILITY			$ 0
CONSTRUCTION	TIA	2026	$ 5,520,000
PROJECT COST			$ 6,000,000
FEDERAL COST			$ 0
STATE/LOCAL COST			$ 6,750,000

PROJECT LOCATION



ADA Facilities Improvement Program

PROJECT DESCRIPTION:

Programming for ADA improvements along the City's bicycle and pedestrian network.

P.I. #:	
COUNTY:	
PROJ #:	GA-12
FUND:	TAP
DOT DISTRICT:	3
CONG DISTRICT:	2
RC:	River Valley
LENGTH (MI):	N/A

TRAFFIC VOL.	2022 AADT: N/A	2050 AADT: N/A	
NO. OF LANES	EXISTING: N/A	PLANNED: N/A	

PROJECT PHASE	$ SOURCE	FISCAL YEAR	COST
PRELIM. ENGR.	TAP	2025	$ 125,000
RIGHT-OF-WAY			$
UTILITY			$
CONSTRUCTION	TAP	2026	$ 1,000,000
PROJECT COST			$ 1,125,000
FEDERAL COST			$ 900,000
STATE/LOCAL COST			$ 225,000

PROJECT LOCATION

N/A

Cherokee Ave & Slade Drive from Garrard Street to Fall Line Trace Trail

PROJECT DESCRIPTION:

New Shared Use Path

P.I. #:	0018352
COUNTY:	Muscogee
PROJ #:	GA-2
FUND:	STBG/CRP
DOT DISTRICT:	3
CONG DISTRICT:	2
RC:	River Valley
LENGTH (MI):	0.76

TRAFFIC VOL.	2022 AADT: N/A	2050 AADT:	N/A
NO. OF LANES	EXISTING: N/A	PLANNED:	N/A

PROJECT PHASE	$ SOURCE	FISCAL YEAR	COST
PRELIM. ENGR.			$ 0
RIGHT-OF-WAY	STBG/CRP	2026	$ 1,495,000
UTILITY	STBG	2028	$ 255,000
CONSTRUCTION	STBG	2028	$ 1,750,000
PROJECT COST			$ 3,500,000
FEDERAL COST			$ 2,800,000
STATE/LOCAL COST			$ 700,000

PROJECT LOCATION

Short-Term Sidewalk Improvements - Phase I

PROJECT DESCRIPTION:

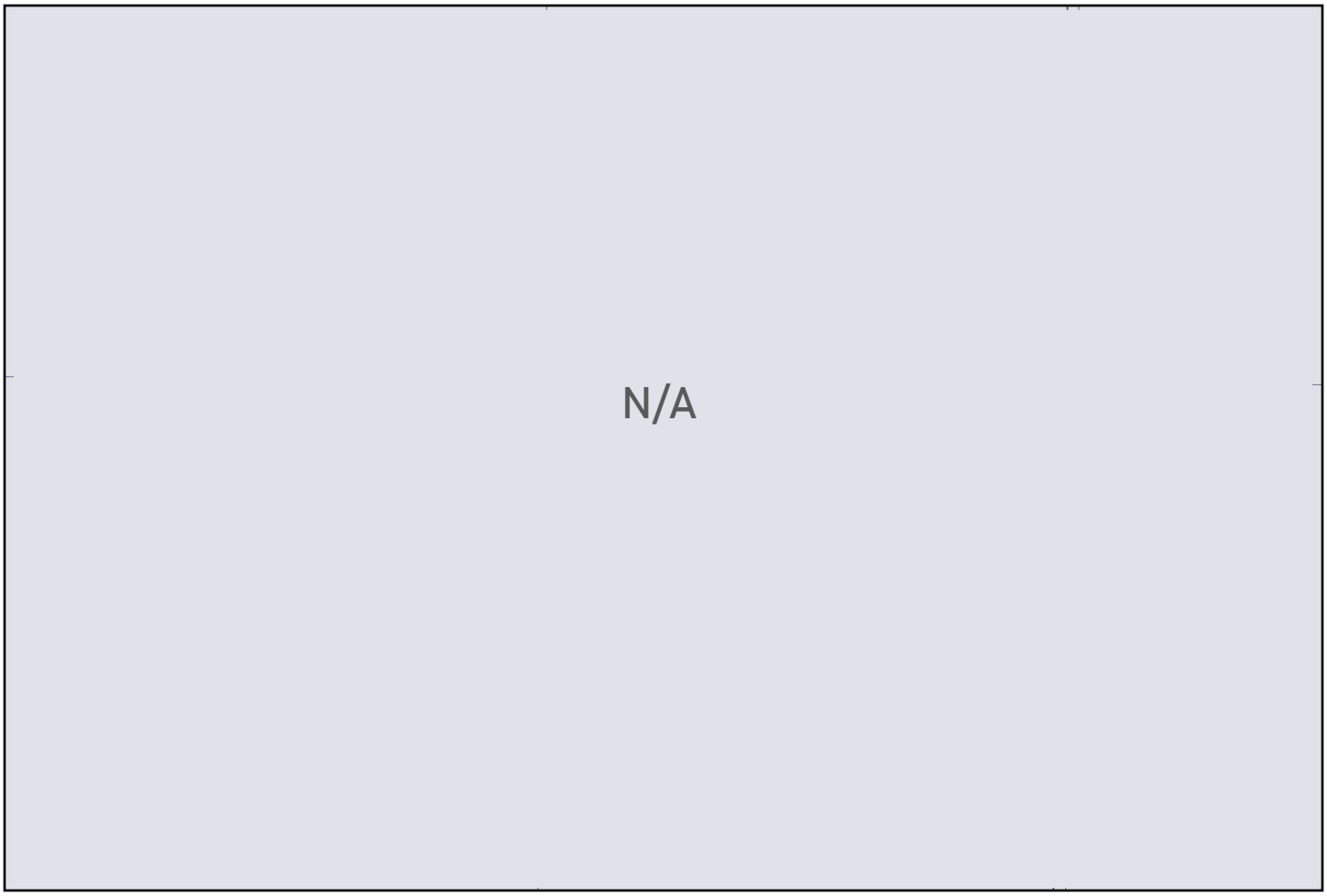
Batch of sidewalk projects along: 45th Street from existing sidewalk to River Road, Alexander St, 47th St from Kolb Avenue to Veterans Pkwy, Kolb Ave from 45th Street to Veterans Pkwy, 5th Avenue from 29th St to 32nd St., Hamilton Rd from Veterans Pkwy to Manchester Expy, 54th St from Veterans Parkway to Steve Mar Drive, Whiteville Rd from Veterans Pkwy to Airport Thruway, Steam Mill Rd from Buena Vista Road to Existing Sidewalk, Edgewood Rd from Norris Rd to University Ave.

P.I. #:	N/A
COUNTY:	Muscogee / Chattahoochee
PROJ #:	GA-9
FUND:	TAP/STBG
DOT DISTRICT:	3
CONG DISTRICT:	2
RC:	River Valley
LENGTH (MI):	N/A

TRAFFIC VOL.	2022 AADT: N/A	2050 AADT:	N/A
NO. OF LANES	EXISTING: N/A	PLANNED:	N/A

PROJECT PHASE	$ SOURCE	FISCAL YEAR	COST
PRELIM. ENGR.	TAP	2025	$ 626,798
RIGHT-OF-WAY	TAP/STBG	2026	$ 1,253,537
UTILITY	TAP/STBG	2027	$ 914,880
CONSTRUCTION	STBG	2028	$ 2,272,043
PROJECT COST			$ 5,067,258
FEDERAL COST			$ 4,053,807
STATE/LOCAL COST			$ 1,013,451

PROJECT LOCATION



Fall Line Trace Extension

PROJECT DESCRIPTION:

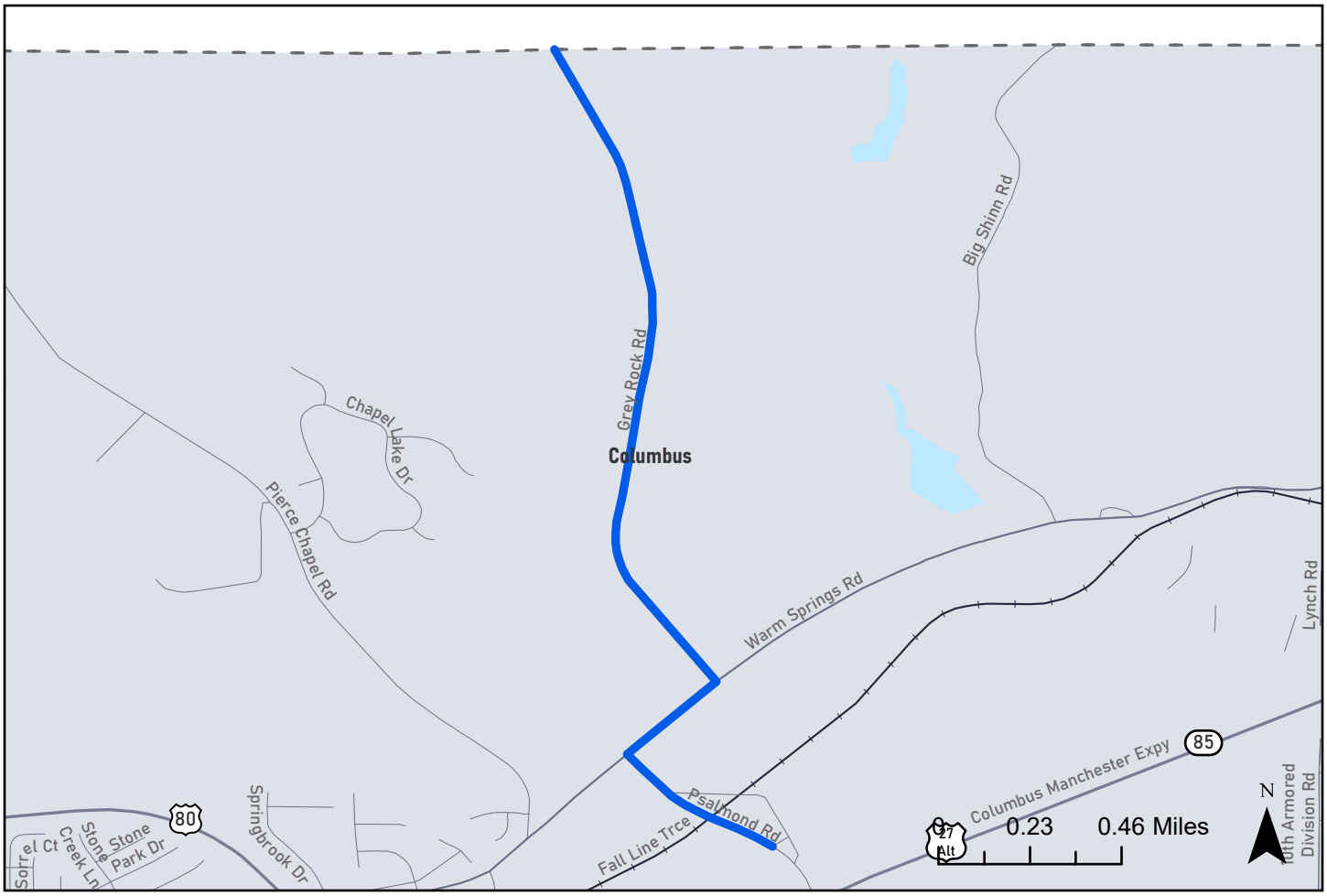
Trail Extension from current terminus to Harris County

P.I. #:	0020740
COUNTY:	Muscogee
PROJ #:	GA-1
FUND:	STBG/CRP
DOT DISTRICT:	3
CONG DISTRICT:	2
RC:	River Valley
LENGTH (MI):	2.35

TRAFFIC VOL.	2022 AADT: N/A	2050 AADT:	N/A
NO. OF LANES	EXISTING: N/A	PLANNED:	N/A

PROJECT PHASE	$ SOURCE	FISCAL YEAR	COST
PRELIM. ENGR.	STBG	2025	$ 1,000,000
RIGHT-OF-WAY	STBG/CRP	2027	$ 1,000,000
UTILITY	STBG	2029	$ 1,000,000
CONSTRUCTION	STBG	2029	$ 7,000,000
PROJECT COST			$ 10,000,000
FEDERAL COST			$ 8,000,000
STATE/LOCAL COST			$ 2,000,000

PROJECT LOCATION



Second Avenue Streetscape

PROJECT DESCRIPTION:

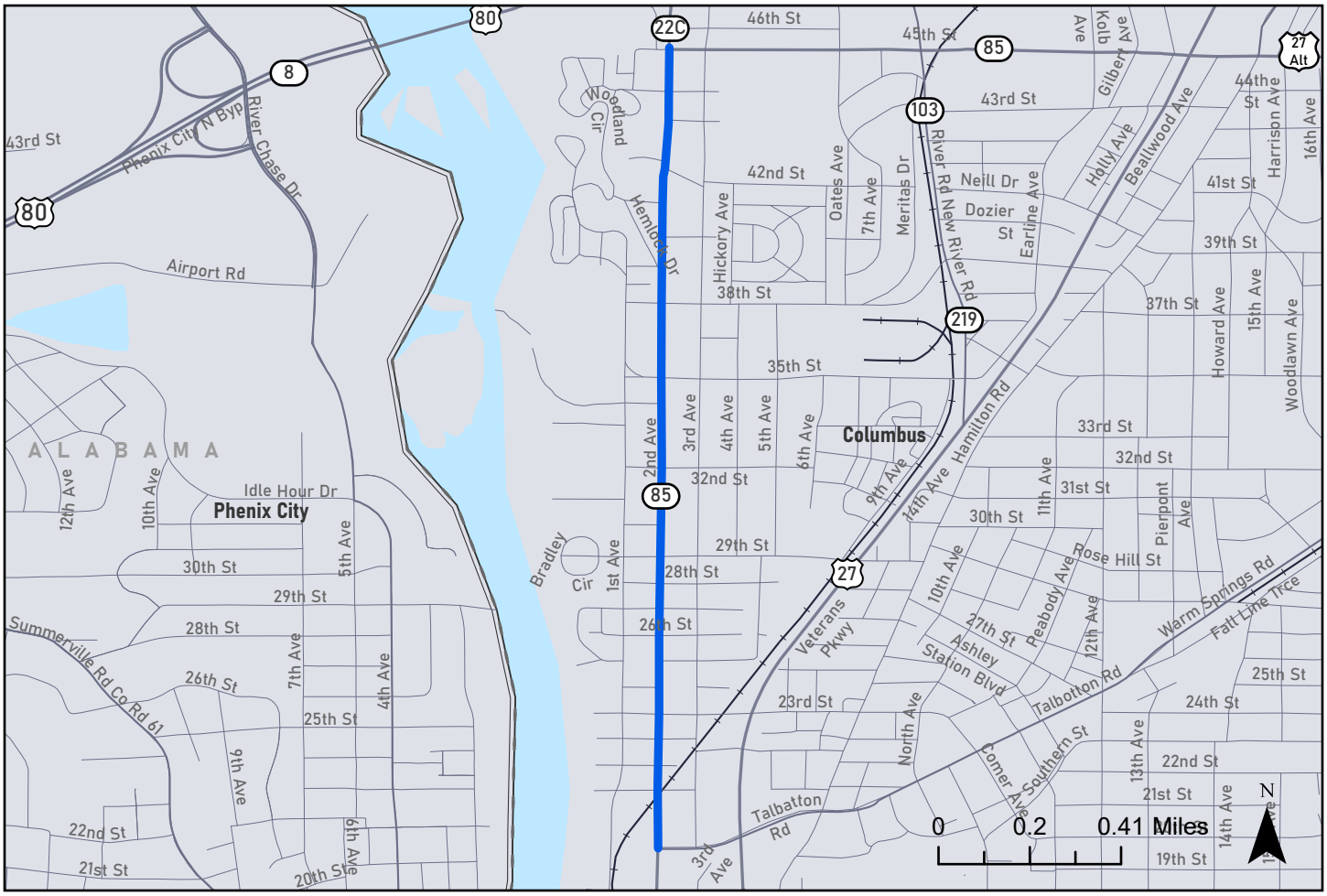
Second Avenue Streetscape - Manchester Expressway to Talbotton Road/19th Street. Project to include multiuse trails, sidewalks, and landscaping

P.I. #:	0019521
COUNTY:	Muscogee
PROJ #:	GA-4
FUND:	TIA
DOT DISTRICT:	3
CONG DISTRICT:	2
RC:	River Valley
LENGTH (MI):	1.79

TRAFFIC VOL.	2022 AADT: N/A	2050 AADT:	N/A
NO. OF LANES	EXISTING: N/A	PLANNED:	N/A

PROJECT PHASE	$ SOURCE	FISCAL YEAR	COST
PRELIM. ENGR.	TIA	2025	$ 1,500,000
RIGHT-OF-WAY	TIA	2026	$ 1,000,000
UTILITY			$ 0
CONSTRUCTION	TIA	2029	$ 15,700,000
PROJECT COST			$ 18,200,000
FEDERAL COST			$ 0
STATE/LOCAL COST			$ 18,200,000

PROJECT LOCATION



Short-Term Sidewalk Improvements - Phase II

PROJECT DESCRIPTION:

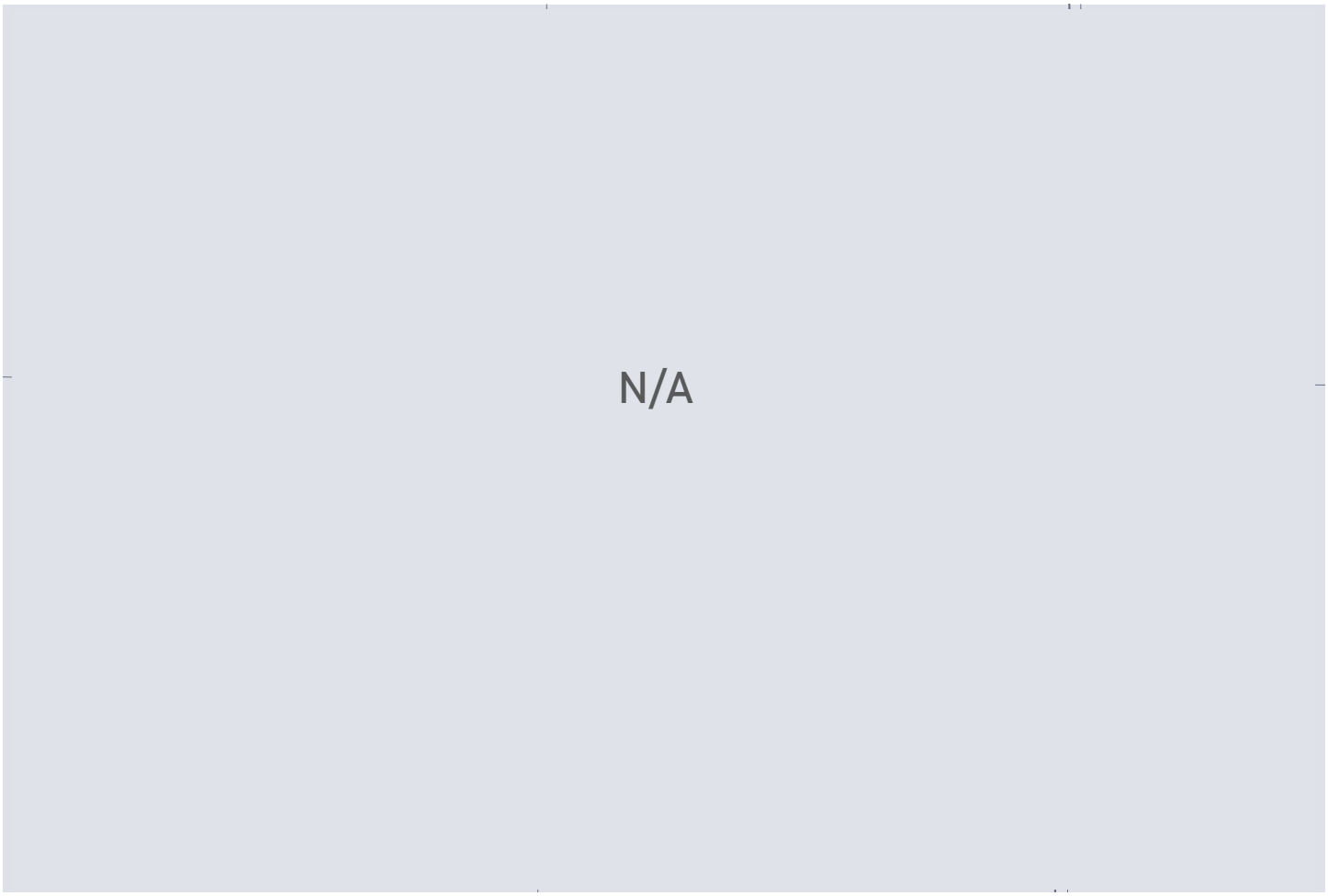
Batch of sidewalk projects along: 13th St/Buena Vista Rd from existing sidewalk to Warren Williams Rd, 18th St from Hamilton Rd to 10th Ave, Midtown Dr from Macon Road to Boxwood Blvd, 14th Ave from Hamilton Rd to Existing Sidewalk, College Dr from Lindsey Dr to University Ave, 33rd St from 12th Ave to Hamilton Rd, 13th St from Wildwood Ave to Peacock Ave.

P.I. #:	N/A
COUNTY:	Muscogee / Chattahoochee
PROJ #:	GA-10
FUND:	TAP/CRP
DOT DISTRICT:	3
CONG DISTRICT:	2
RC:	River Valley
LENGTH (MI):	N/A

TRAFFIC VOL.	2022 AADT: N/A	2050 AADT:	N/A
NO. OF LANES	EXISTING: N/A	PLANNED:	N/A

PROJECT PHASE	$ SOURCE	FISCAL YEAR	COST
PRELIM. ENGR.	TAP	2025	$ 558,481
RIGHT-OF-WAY	TAP/CRP	2026	$ 1,116,963
UTILITY	STBG	2029	$ 837,722
CONSTRUCTION	STBG	2029	$ 2,024,495
PROJECT COST			$ 4,537,662
FEDERAL COST			$ 3,630,130
STATE/LOCAL COST			$ 907,532

PROJECT LOCATION



Bull Creek Dragonfly Trail Connector

PROJECT DESCRIPTION:

Bull Creek Dragonfly Trail Connector

P.I. #:	0019533
COUNTY:	Muscogee
PROJ #:	GA-5
FUND:	TIA
DOT DISTRICT:	3
CONG DISTRICT:	2
RC:	River Valley
LENGTH (MI):	6.76

TRAFFIC VOL.	2022 AADT: N/A		2050 AADT: N/A	
NO. OF LANES	EXISTING: N/A		PLANNED: N/A	

PROJECT PHASE	$ SOURCE	FISCAL YEAR	COST
PRELIM. ENGR.			$ 0
RIGHT-OF-WAY			$ 0
UTILITY			$ 0
CONSTRUCTION	TIA	2032	$ 8,400,000
PROJECT COST			$ 8,400,000
FEDERAL COST			$ 0
STATE/LOCAL COST			$ 8,400,000

PROJECT LOCATION

Appendix D
Systemwide Performance Reports

Columbus-Phenix City Transportation Study Metropolitan Planning Organization (CPCTS MPO)
2050 Metropolitan Transportation Plan (MTP)
Georgia System Performance Report

Background

Pursuant to the Moving Ahead for Progress in the 21st Century Act (MAP-21) Act enacted in 2012 and the Fixing America's Surface Transportation Act (FAST Act) enacted in 2015, state Departments of Transportation (DOT) and Metropolitan Planning Organizations (MPO) must apply a transportation performance management (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 is a federal requirement as part of any Metropolitan Transportation Plan (MTP) to evaluate the condition and performance of the transportation system with respect to the established performance targets;
- While the implemented Transportation Improvement Program (TIP) shows progress towards meeting the established performance targets.

[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 Transportation Study Metropolitan Planning Organization (CPCTS MPO) 2050 Metropolitan Transportation Plan (MTP) is anticipated to be adopted in December 2024. Per the Planning Rule and the Georgia Performance Management Agreement, the System Performance Report for the CPCTS MPO 2050 MTP is included, herein, for the required Highway Safety/PM1, Bridge and Pavement Condition/PM2, and System Performance, Freight, and (if applicable) Congestion Management and Air Quality/PM3 measures.

Highway Safety (PM1)

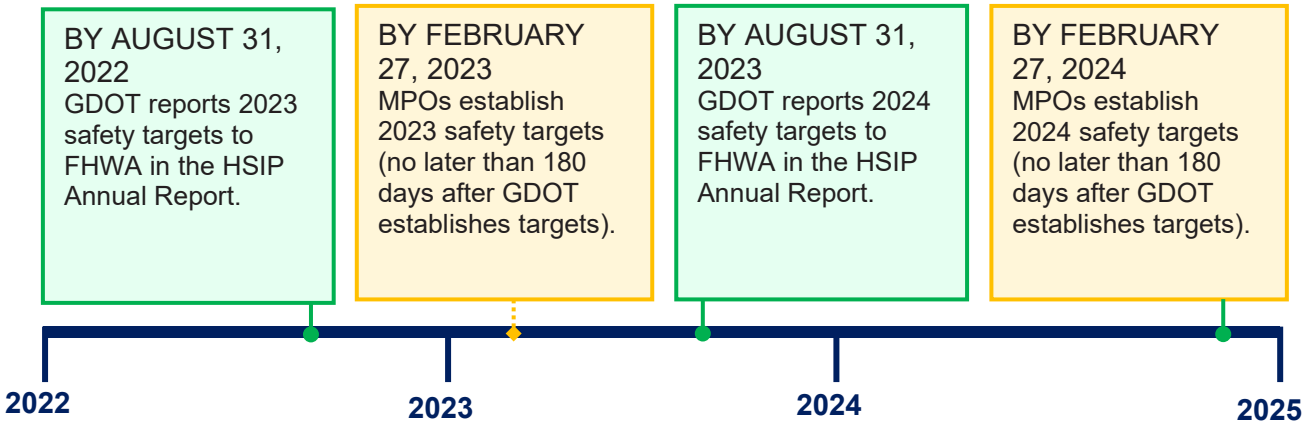
Effective April 14, 2016, the FHWA established the highway safety performance measures[3] to carry out the Highway Safety Improvement Program (HSIP). These performance measures are:

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 2022 annual report was submitted to FHWA by August 31, 2022 and established the statewide safety targets for year 2023 based on an anticipated five-year rolling average (2019-2023). Georgia statewide safety performance targets for 2023 are included in Table 1, along with statewide safety performance for the two most recent reporting periods[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 2023 MPO PM1 targets must be set by February 27, 2023. [5] The Columbus-Phenix City Transportation Study MPO adopted/approved the Georgia statewide safety performance targets on January 17, 2023.

[3] 23 CFR Part 490, Subpart B
[4] State Safety Targets - Safety | Federal Highway Administration (dot.gov)
[5] Safety Performance Management (Safety PM) - Safety | Federal Highway Administration (dot.gov)

Safety Performance Targets Timeline (2022-2024)



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

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

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

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

Source: GDOT's HSIP reports.

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

- The 2021 SSTP/2050 SWTP combines GDOT's strategic business case for transportation investment with the long-range, comprehensive transportation planning considerations under Federal law. The SSTP/SWTP is organized into three investment categories, reflecting three major ways people and freight move in Georgia; statewide freight and logistics, people mobility in Metro Atlanta, and people mobility in emerging metros and rural Georgia. The plan identifies strategies to bring about Foundational, Catalytic, and Innovation investments for the above-mentioned categories.[4]

The CPCTS MPO 2050 MTP increases the safety of the transportation system for motorized and non-motorized users as required by the Planning Rule. The MTP identifies safety needs within the metropolitan planning area and provides funding for targeted safety improvements. One of the primary focuses of the MTP is to prioritize safety throughout the transportation system. Safety was considered throughout planning analyses and in project recommendations, specifically aimed at improving areas with high frequency and severity of crashes.

Key projects in the CPCTS MPO MTP recommended to improve safety include multiple intersection improvements along Buena Vista Road, a corridor with a high frequency of crashes. Intersection improvements along US 80 and US 280 are also recommended to improve high crash frequency locations through multiple interchange modifications. In addition, the plan includes TIA roundabout projects, such as Forrest Road and Macon, 13th Avenue and 17th Road, and Cusseta Road at N Lumpkin Road and at Andrews Road. These roundabout projects are proven to reduce the likelihood of severe crashes by controlling traffic flow and reducing speed.

The CPCTS MPO MTP also includes pedestrian and bicycle infrastructure improvements, such as Complete Streets which involves roadway enhancements and the addition of dedicated bicycle and pedestrian to improve non-motorized user safety. Key Complete Street projects include St Mary's Road from Buena Vista Road to Northstar Drive, Wynnton Road from Buena Vista Road to Edgewood Circle, and Buena Vista Road from Anette Avenue to Floyd Road. In addition, recommended bicycle and pedestrian projects from TIA and the previous MTP have been integrated into the CPCTS MPO 2050 MTP Work Program, such as the Fall Line Trace Extension

[4] 2021Statewide Strategic Transportation Plan/2050 Statewide Transportation Plan

and University Avenue Streetscape from Manchester Expressway to Macon Road. These projects will improve mobility of non-motorized road users while reducing conflicts with motorized traffic and hence improving overall safety and security of the MPO transportation system.

Please Refer to **Table 4** at the end of this document to review a list of projects in the CPCTS MPO 2050 MTP and the relevance to the PM1 objectives.

Pavement and Bridge Condition (PM2)

Effective May 20, 2017, FHWA established performance measures to assess pavement condition[5] and bridge condition[6] for the National Highway Performance Program. This second FHWA performance measure rule (PM2) established six performance measures:

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

Pavement Condition Measures

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

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

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

Bridge Condition Measures

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

[5] 23 CFR Part 490, Subpart C
[6] 23 CFR Part 490, Subpart D

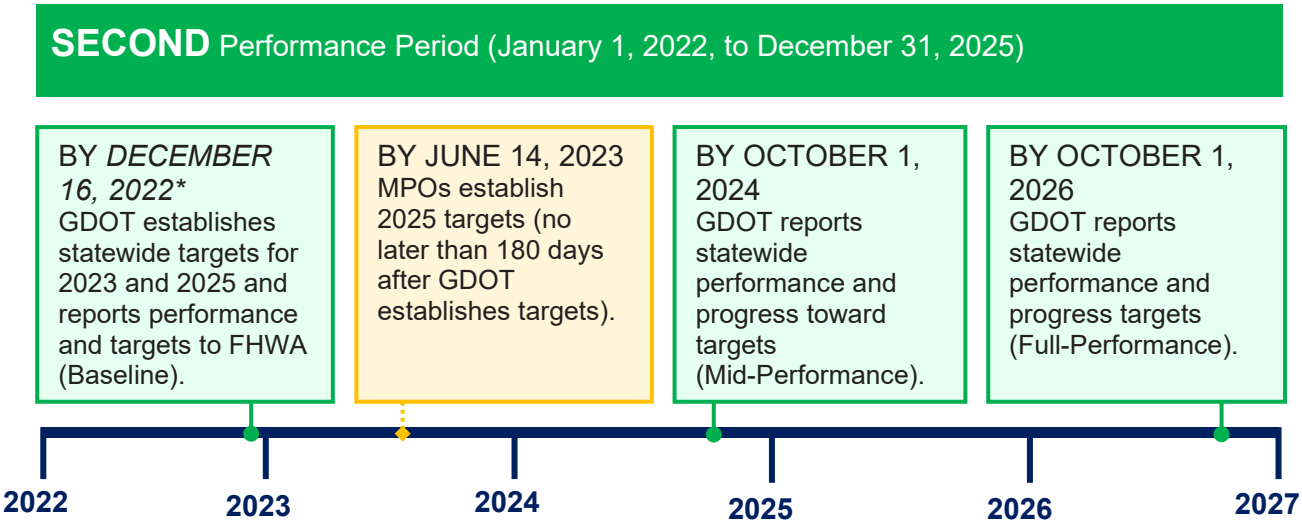
rating is less than or equal to four, the structure is classified as poor. If the lowest rating is five or six, it is classified as fair.

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

Pavement and Bridge Targets

Pavement and bridge condition performance is assessed and reported over a four-year performance period. The first performance period began on January 1, 2018, and ran through December 31, 2021. GDOT reported baseline PM2 performance and targets to FHWA on October 1, 2018, and reported updated performance information at the midpoint and end of the performance period. The second four-year performance period covers January 1, 2022, to December 31, 2025, with additional performance periods following every four years.

The PM2 rule requires states and MPOs to establish two-year and/or four-year performance targets for each PM2 measure. Current two-year targets under the second four-year performance period represent expected pavement and bridge condition at the end of calendar year 2023, while the current four-year targets represent expected condition at the end of calendar year 2025.



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

States establish targets as follows:

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

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

GDOT established current statewide two-year and four-year PM2 targets on December 16, 2022. MPOs have 180 days from December 16, 2022 to adopt the state PM2 targets or set their own PM2 targets; The MPO second performance period PM2 targets must be set by June 14, 2023. The CPCTS MPO 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.

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

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

Performance Measures	Georgia Performance (Baseline 2021)	Georgia 2-year Target (2023)	Georgia 4-year Target (2025)
Percent of Interstate pavements in good condition	67.4%	50.0%	50.0%
Percent of Interstate pavements in poor condition	0.1%	5.0%	5.0%
Percent of non-Interstate NHS pavements in good condition	49.2%	40.0%	40.0%
Percent of non-Interstate NHS pavements in poor condition	0.6%	12.0%	12.0%
Percent of NHS bridges (by deck area) in good condition	79.1%	60.0%	50.0%
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.[7]

The CPCTS 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. In alignment with the PM2, the MTP aims to ensure that bridges, roadways, and multimodal facilities meet necessary maintenance standards.

Many projects involve widening and will enhance roadway capacity and structural condition are included in the MTP. These projects include US 80 from GA 22 Connector to Bradley Park Dr, St Mary's Road from Robin Road to Northstar Drive, and 54th Street from GA 219 to I-185. These projects expand roadway capacity, reducing congestion and wear on existing pavement by distributing traffic more effectively.

Please Refer to **Table 4** at the end of this document to review a list of projects in the CPCTS MPO 2050 MTP and the relevance to the PM2 objectives.

[7] 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[8], freight movement on the Interstate system[9], and the Congestion Mitigation and Air Quality Improvement (CMAQ) Program[10]. 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 CPCTS 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 traveled, the vehicle miles traveled (VMT) on each segment is multiplied by average vehicle

[8] 23 CFR Part 490, Subpart E
[9] 23 CFR Part 490, Subpart F
[10] 23 CFR Part 490, Subparts G and H

occupancy. To calculate the percent of person miles traveled that are reliable, the sum of the number of reliable person miles traveled is divided by the sum of total person miles traveled.

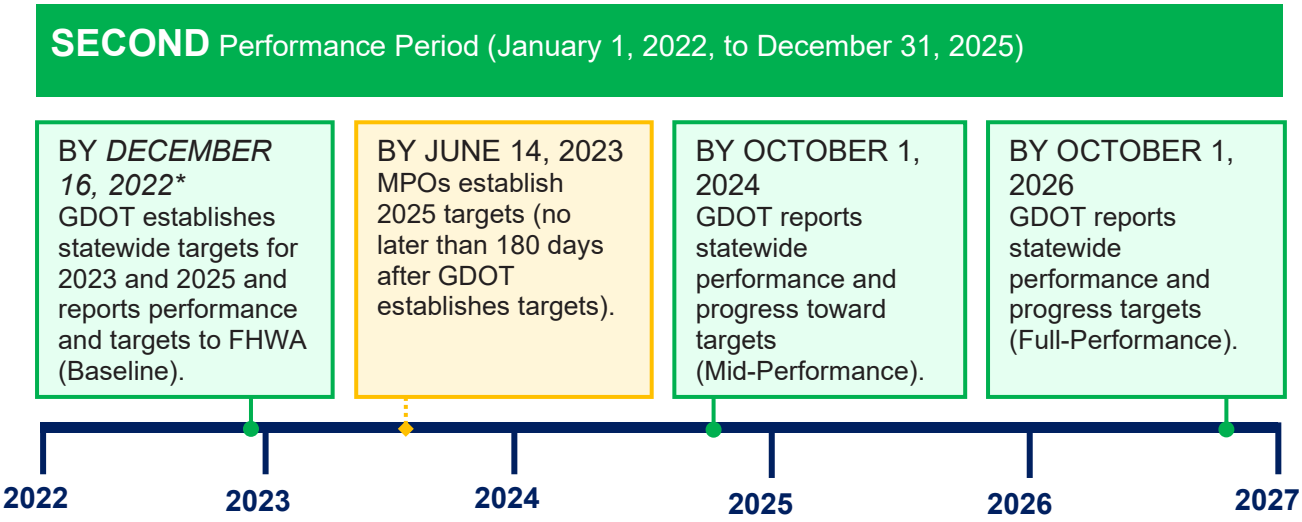
Freight Movement Performance Measure

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

PM3 Performance Targets

Performance for the PM3 measures is assessed and reported over a four-year performance period. For all PM3 measures except the CMAQ Emission Reduction measure, the first performance period began on January 1, 2018, and ended 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 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 PM3 rule requires state DOTs and MPOs to establish two-year and/or four-year performance targets for each PM3 measure. For all targets except CMAQ Emission Reductions, the current two-year and four-year targets represent under the second four-year performance period expected performance at the end of calendar years 2023 and 2025, respectively.



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

States establish targets as follows:

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

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

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

GDOT established statewide PM3 targets and submitted it 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.

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

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

Performance Measure	Georgia Performance (Baseline 2021)	Georgia 2-year Target (2023)	Georgia 4-year Target (2025)
Percent of person-miles on the Interstate system that are reliable	82.8%	73.9%	68.4%
Percent of person-miles on the non-Interstate NHS that are reliable	91.9%	87.3%	85.3%
Truck Travel Time Reliability Index	1.47	1.62	1.65
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%

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.[11]

- 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.[12]

The Columbus-Phenix City Transportation Study MPO 2050 MTP addresses reliability, freight movement, and congestion, and identifies needs for each of these issues within the metropolitan planning area and allocates funding for targeted improvements. The goals and objectives of the CPCTS MPO 2050 MTP align closely with performance measures aimed at enhancing system reliability and truck reliability. Project identification and prioritization analyzed a number of related data, including freight volumes, commercial vehicle crash frequency, existing and future congestions, and Level of Service. By addressing congestion and improving access to critical facilities, the MTP ensures that performance measures related to travel time reliability and freight movement are prioritized, ultimately supporting a more efficient transportation network.

The MTP incorporates a variety of project types that play a crucial role in mitigating congestion and enhancing overall traffic flow. Key initiatives include road widening projects, such as those planned for Buena Vista Road and US-27, which will increase lane capacity and facilitate smoother vehicular movement. Additionally, new connections and intersections are being strategically designed to improve access and reduce bottlenecks, such as Woodruff Farm Road at Miller Road.

Truck reliability is specifically addressed through targeted projects designed to accommodate freight movement more effectively. For example, the widening of SR 1/US 27 and US 80 will provide a more robust corridor for heavy vehicles, reducing the likelihood of congestion-related delays. In addition, intersection improvements and interchange modifications along major roadways like US 80 and US 280 aim to reduce truck delays and enhance operational efficiency, ensuring smoother and more reliable freight movement throughout the region.

Please Refer to **Table 4** at the end of this document to review a list of projects in the CPCTS MPO 2050 MTP and the relevance to the PM3 objectives.

[11] https://www.dot.ga.gov/GDOT/Pages/Freight.aspx
[12] 2021Statewide Strategic Transportation Plan/2050 Statewide Transportation Plan

Appendix A: CPCTS MPO 2050 MTP Georgia Projects

The matrix below presents a list of recommended projects included in the CPCTS MPO 2050 MTP Work Program and their alignment with each of the PMs based on the respective project characteristics and anticipated benefit yields.

** 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. CPCTS MPO does not have to track CMAQ measures on PHED, Non-SOV, or Emissions Reduction performance.*

Table 4: CPCTS MPO 2050 MTP Georgia Projects That Support Each Performance Measure Targets

Projects	PM1	PM2		PM3*	
	Safety	Bridges	Pavement	System Reliability	Truck Reliability
Williams Road at I-185 NB Exit Ramp Improvements Interchange Improvements / Possible Roundabout	✓				✓
Forrest Road Improvements Widen from 2 lanes to 3 lanes with a roundabout at Trinity and Forrest. This project will include sidewalks and multi-use trail.	✓		✓	✓	
Morris Road Improvements Widen from 2 to 3 lanes with sidewalks, multiuse trail and landscaping	✓		✓	✓	
Double Churches Road Improvements Project to include Multi-use trail and sidewalks with intersection improvements or roundabout at Double Churches & Whitesville Road.	✓				
Steam Mill Road Improvements Widening from 2 to 3 lanes with sidewalks, multi-use trail, streetscapes, adding pedestrian bridge across I-185	✓		✓	✓	
13th Ave/17th St/Linwood Blvd Intersection Improvements Construct a Roundabout	✓				
JR Allen (US 80) at Schomburg and Blackmon Road Intersection Improvements Ramp Improvements - Eastbound and Westbound ramps. Schomburg Road - Blackmon Road Connector (Eastbound) - Convert the intersection from a stop-controlled intersection to a two-lane roundabout.	✓				✓
Manchester Expy (US 27 Alt) Intersection Improvements County Line Road/Mehaffey Road/Central Church Road Improvements - Muscogee and Harris Counties - (Interchange/ Intersection Improvements, Widen Bridge, and Widen Mehaffey Road from 2 lanes to 3 lanes). Project to include pedestrian / bicycle facilities	✓		✓	✓	

Projects	PM1	PM2		PM3*	
	Safety	Bridges	Pavement	System Reliability	Truck Reliability
US 80 at Bradley Park Dr Ramp Improvements Interchange Modification	✓				✓
Buena Vista Road at 13th Street Improvements Restripe NB shared thru and right to be shared thru and left. Reconfigure existing WB thru as WB to SB left and shared thru. Replace existing signal heads and retime signal. Conduct engineering traffic study to identify potential alternative intersection design solution: One potential option might include a quadrant intersection design utilizing Warren Williams Road, Relocate NB to EB right turns and WB to SB left turns to Warren Williams Road and 13th Street intersection.	✓				
US-27 at Airport Thruway/54th Street Improvements Reconfigure existing WB thru as WB to SB left and shared thru. Replace existing signal heads and retime signal. Long Term Consideration (ROW Impacts should be anticipated): Reconfigure EB and WB approaches to add additional lanes, Dual WB to SB left, Separate EB to SB right from EB thru	✓				
Shatluga Road at Corporate Ridge Parkway Improvements Conduct traffic study and revisit original intent for constructing roundabout. Conduct outreach to employers to begin or expand demand management strategies such as carpooling or transit vouchers. Survey existing transit riders to identify potential service improvements to increase ridership.					
Technology Pkwy at US 80/Macon Road Improvements Continue monitoring location to evaluate future needs.					
Farr Road Improvements Widen from 2 to 3 lanes			✓	✓	
Whitesville Road Improvements Widening from 2 lanes to 3 lanes with intersection improvements or roundabouts with sidewalks and multi-use trail.	✓		✓	✓	
US 80 at River Rd Ramp Improvements Interchange Modification	✓				✓
Buena Vista Road Corridor Improvements Buena Vista Road Corridor Improvements (Widening from two and four lanes to three lanes) - with sidewalks and multi-use trail.	✓		✓	✓	
US 80 at I-185 Ramp Improvements Interchange Modification	✓				✓

Projects	PM1	PM2		PM3*	
	Safety	Bridges	Pavement	System Reliability	Truck Reliability
Brennan Road Improvements Widening from 2 to 3 lanes with sidewalks, multi-use trail, streetscapes.	✓		✓	✓	
Cusseta Road Improvements Widening from 2 lanes to 3 lanes with Roundabouts - from 10th Avenue to N. Lumpkin Road with roundabouts at North Lumpkin @ 23rd and Brown @ Andrews Road. Project to include sidewalks and a multiuse trail.	✓		✓	✓	
Woodruff Farm Road New Roadway New 4 lane roadway			✓	✓	
Warm Springs Rd Connector Improvements Interchange Modification	✓				
Interchange at SR 85 and County Line Road	✓				✓
Passing Lanes on SR 26			✓		
US 80 at US 27 Ramp Improvements Interchange Modification	✓				✓
US 80 at GA 22 Ramp Improvements Interchange Modification	✓				✓
US 27 at Lindsey Creek Pkwy Ramp Improvements Interchange Modification	✓				✓
Andrews Road Improvements Widen from 2 to 3 lanes with sidewalks, multi-use trail and landscaping.	✓		✓	✓	
SR 1 / US 27 - Veteran's Parkway Widening Widen from 2 to 3 or 4 lanes.			✓	✓	✓
US 80 Widening Widen from 4 - 6 Lanes			✓	✓	✓
River Rd Widening Widen 2 to 4 lanes			✓	✓	
54th Street Widening Widen 2 to 4 lanes			✓	✓	
Whitesville Rd Widening Widen from 4 - 6 Lanes			✓	✓	
Blackmmon Rd Widening Widen 2 to 4 lanes			✓	✓	

Projects	PM1	PM2		PM3*	
	Safety	Bridges	Pavement	System Reliability	Truck Reliability
Reese Rd Widening Widen 2 to 4 lanes			✓	✓	
Military Drive					
St. Mary's Road Widening Widen 2 to 4 lanes			✓	✓	
CR 2228 / Buena Vista Road Widening Widen from 4 to 6 lanes. Project would add a raised median and sidewalk along Buena Vista Road from Linden Lane to Floyd Road. Operational and safety improvements would be developed at all intersections.	✓		✓	✓	
Miller Road Widening Widen from 2 to 3 or 4 lanes from Warms Springs to Macon Rd.			✓	✓	
Whittlesey Road Widening Widen from 2 to 4 lanes.			✓	✓	
All Active Transportation Projects	✓				

Appendix E
Outreach Summary

C-PCTS MPO Metropolitan Transportation Plan

Community Survey Engagement Summary

Date: September 2024

Prepared for: Columbus-Phenix City Transportation Study MPO

Architects
Engineers
Planners
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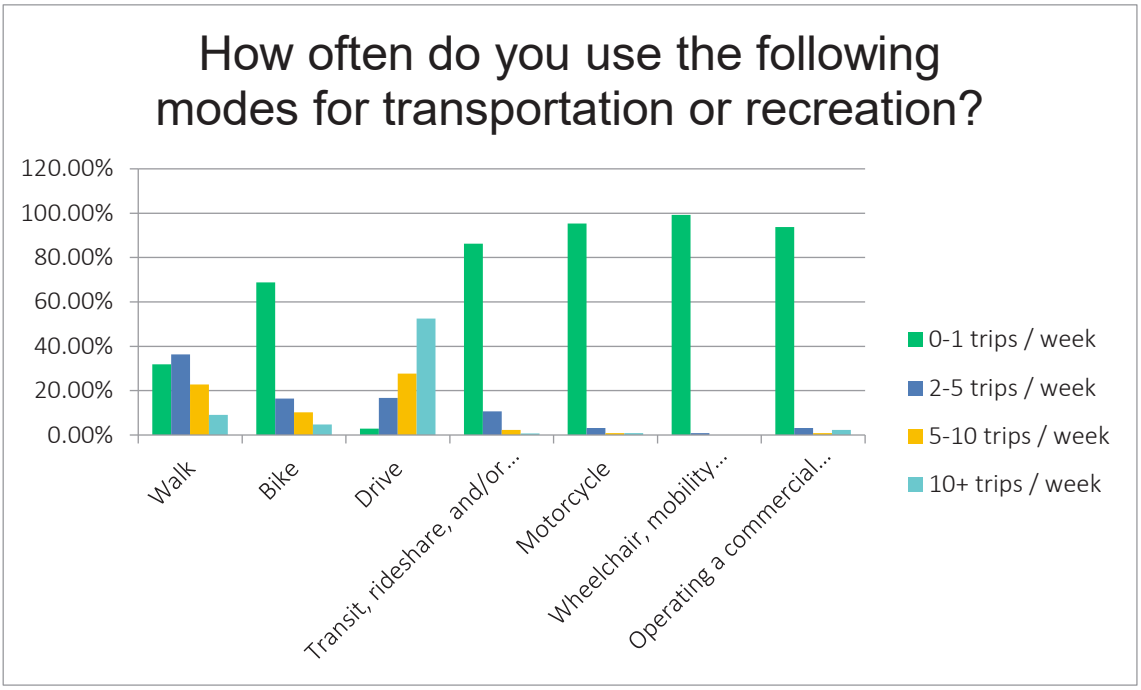
Introduction

The Columbus-Phenix City MPO Metropolitan Transportation Plan includes in-depth public engagement. A Community Survey was used to gauge how residents of the MPO currently utilize transportation and what improvements they would like to see. Between April 2, 2024, and August 15, 2024, 139 survey responses were received.

Summary

Figure 1 shows how driving is the mode of transportation generating the most trips currently, while Figure 2 shows respondents would walk and bike more if obstacles (e.g. safety, convenience) were removed. Figure 3 points out that the largest barrier preventing respondents from walking and biking more is a lack of dedicated infrastructure. The biggest issue in the region's transportation system, according to respondents, is a lack of pedestrian infrastructure, shown in Figure 4. Figure 5 reiterates the desire for new or enhanced infrastructure. Figure 6 shows that the most important national planning factor to the respondents is increasing the safety of the transportation system for motorized and non-motorized users. Figures 7-11 ask demographic-related questions. The most common respondent is a white Columbus-Muscogee County resident, between the ages of 35-44, with a household income greater than $80,000.

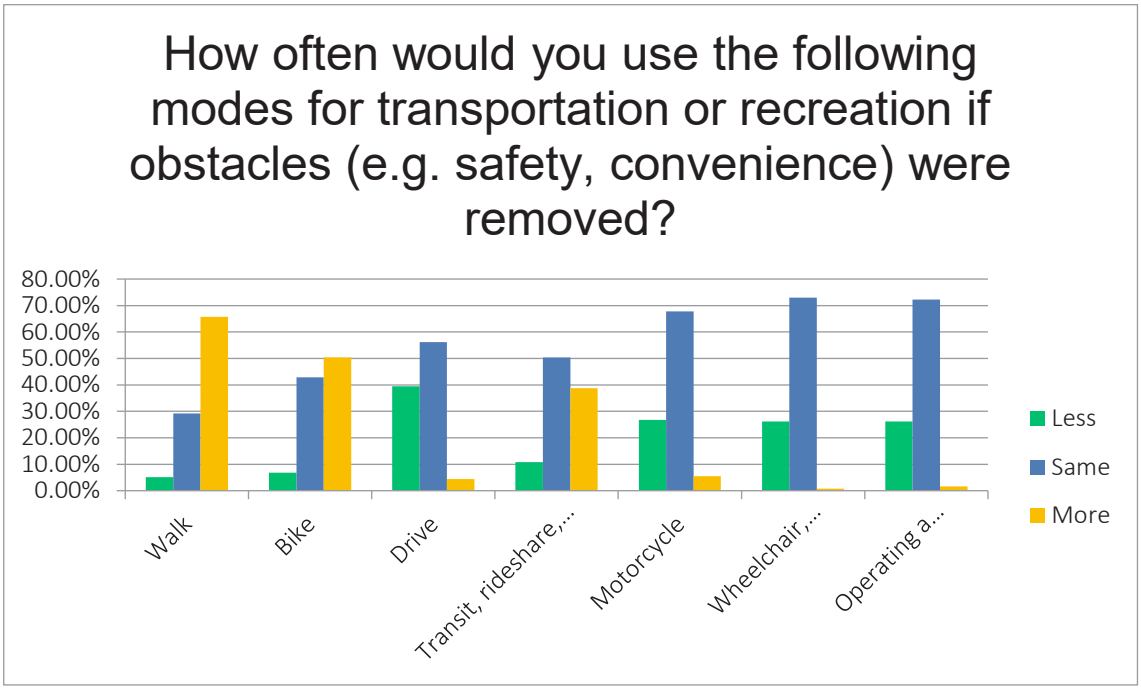
Figure 1: Question 1 Responses



Besides driving, most respondents said they used modes 0-1 times a week, with 127 respondents saying they used a wheelchair, mobility scooter, or other mobility assistance device 0-1 times a week. Walking was the only mode besides driving where 0-1 trips per week was not the highest response. 48 respondents said they walk 2-5 trips a week, with 42 walking 0-1 times a week. Most respondents said they only biked 01- times a week, with 88 responses. However, 40 respondents said they biked 2-5, 5-10, or 10+ trips per week. Driving was the most selected mode, with 137 out of 139 total respondents selecting driving. The most common frequency was 10+ trips per week, with 72 responses. Motorcyles, commercial vehicles, and wheelchair/mobility scooter/mobility assistance device were the most common modes that

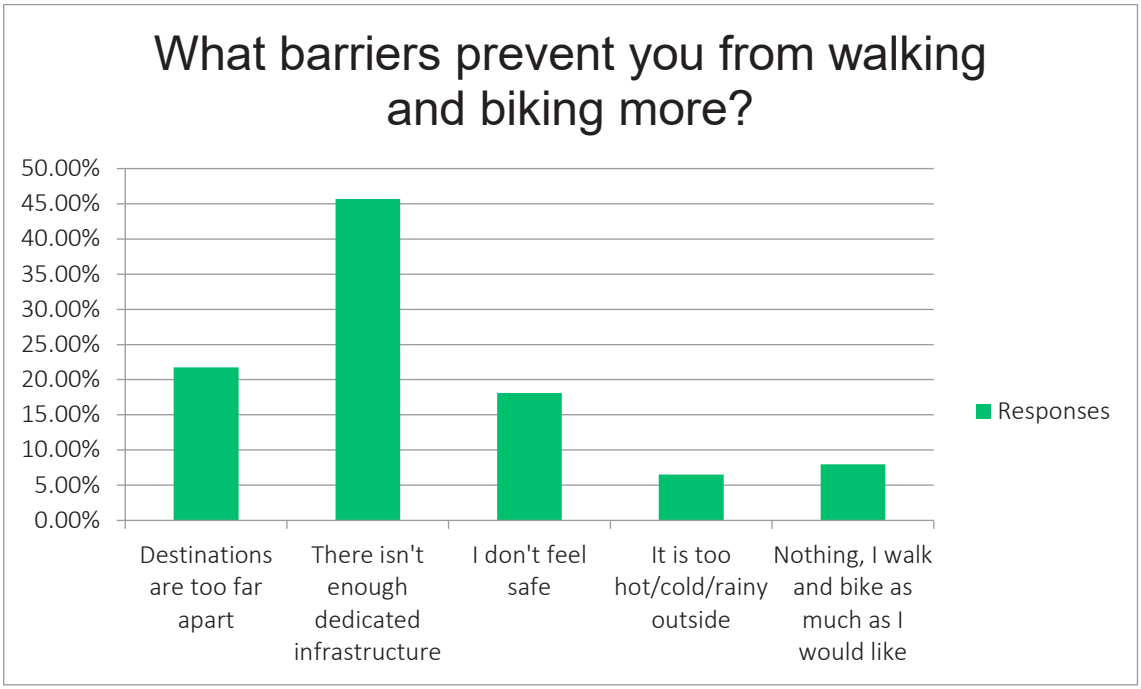
respondents selected 0-1 trips per week. Transit/rideshare/on-demand services was also chosen at 0-1 weekly trips highly, with only 18 respondents using it 2-5 trips or more per week.

Figure 2: Question 2 Responses



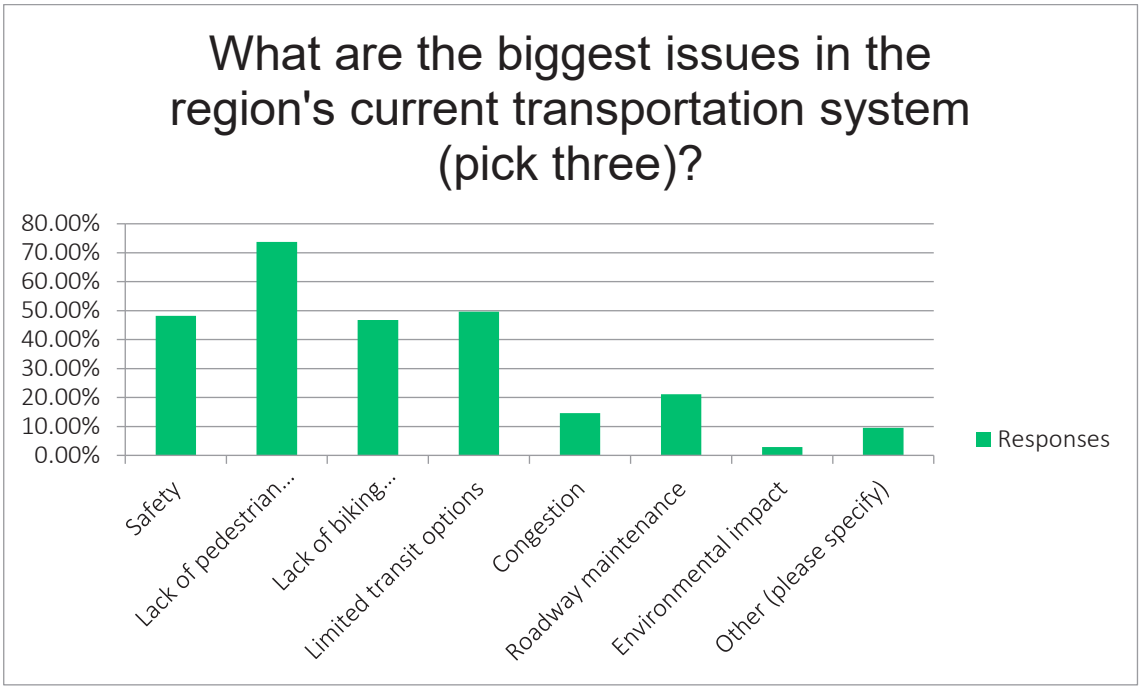
Walking and biking were the top choices for more, with 90 respondents saying they would walk more if obstacles were removed and 67 respondents for biking. This is compared to 40 respondents for walking and 57 respondents for biking who said removing obstacles would not change their trip amount. Conversely, 54 respondents said they would drive less, likely due to the increased bike and walking trips. However, 77 respondents said they would still drive the same amount. Transit/rideshare/on-demand services also had a large response rate to more trips, with 50 respondents saying the would use it more if obstacles were removed. 65 respondents said they would use it the same, and based on the responses from question 1, this means they would use transit or other similar services 0-1 times per week. Motorcycle, wheelchair, and mobility assistance devices remained mostly unchanged with the removal of obstacles, also likely due to the small amount of responses from respondents saying the utilize these modes currently.

Figure 3: Question 3 Responses



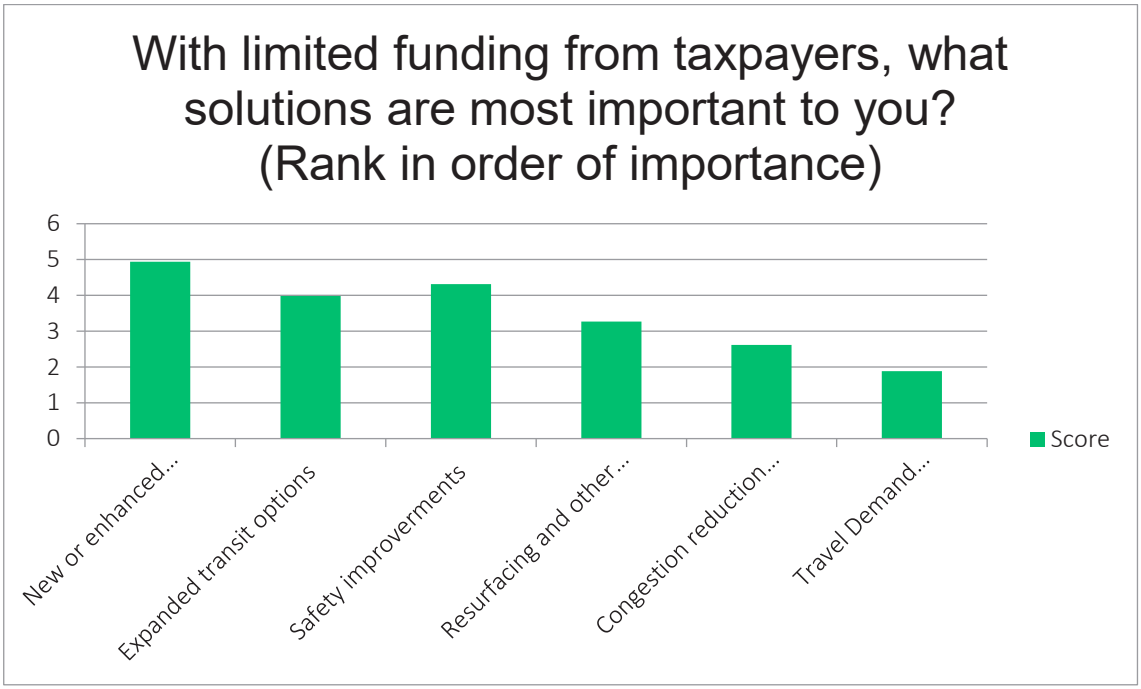
The top choice for which barrier is preventing users from walking and biking more was a lack of dedicated infrastructure, with 63 out of 138 responses. Other answers receiving relatively high marks were destinations being too far apart and not feeling safe, with 30 and 25 responses, respectively. Only a small number of respondents chose weather-related barriers or being satisfied with their current level of walking and biking. These options only received 9 votes for weather-related barriers and 11 for nothing.

Figure 4: Question 4 Responses



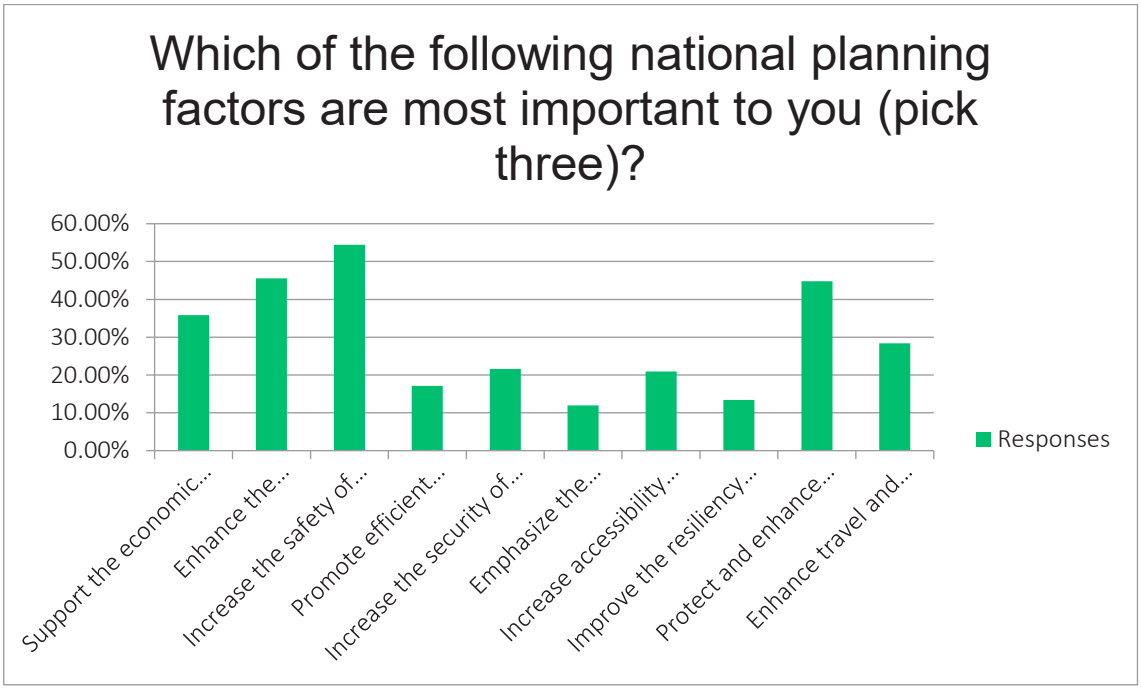
101 out of 137 respondents identified one of the three biggest issues as lack of pedestrian infrastructure. The next closest response was limited transit options, with 68 votes. Closely behind the lack of transit was safety and lack of biking infrastructure, with 66 and 64 votes respectively. Although the question asks for three issues, the responses indicate a clear break in the top four issues: lack of pedestrian infrastructure, limited transit, safety, and lack of biking infrastructure. The remaining four choices received significantly less responses, with roadway maintenance being the next highest selection, with 29 votes. 13 respondents chose other, and these responses need to be investigated to determine what exact issues the respondents chose.

Figure 5: Question 5 Responses



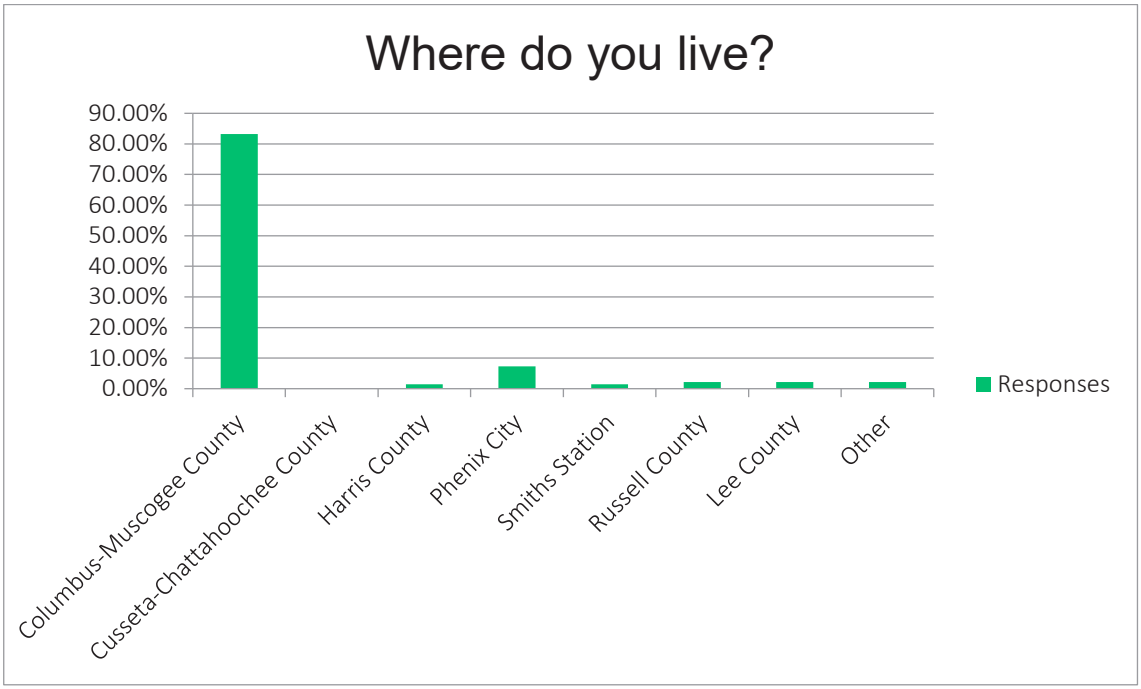
The top solution identified by respondents was new or enhanced infrastructure. This question utilized ranked choice voting, and it was the top first-place response, with 58 out of 125 respondents. Safety improvements was the next highest-scoring solution, with 24 first-place votes and 40 second-place votes. Expanded transit options was closely behind safety, with 31 first-place votes and 27 second-place votes. Resurfacing and other maintenance was the fourth solution ranked, receiving the most fourth-place votes with 47. The last two solutions were congestion reduction, with only 9 first-place votes and travel demand management, with one first-place vote.

Figure 6: Question 6 Responses



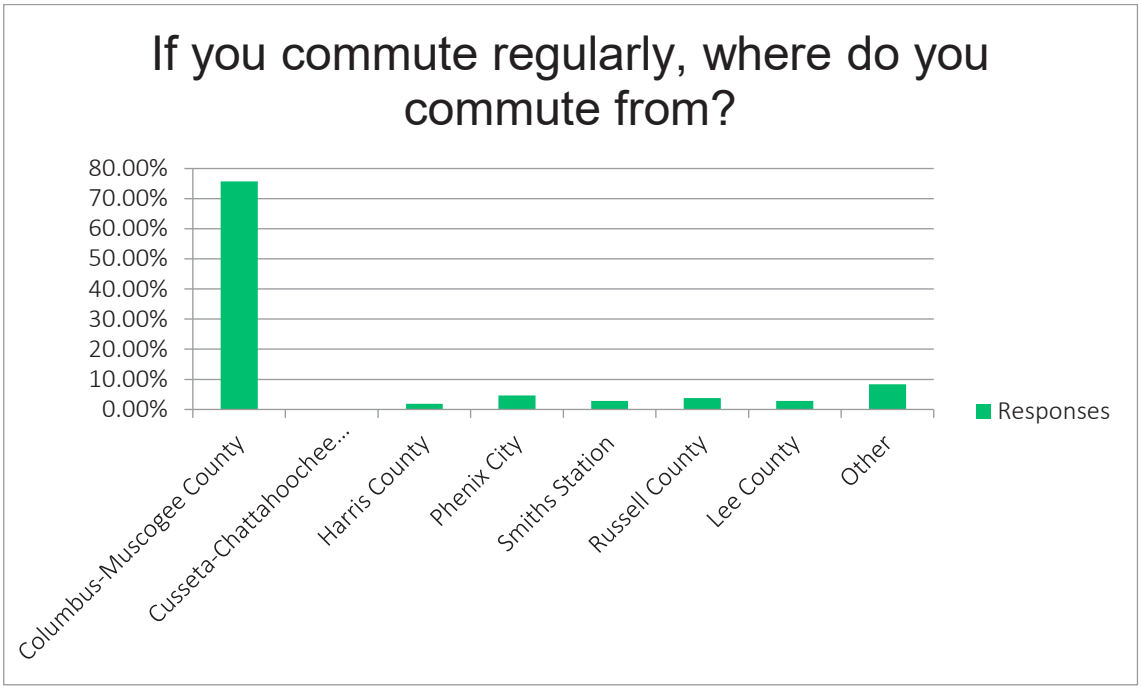
Increasing the safety of the transportation system for motorized and non-motorized users was identified as the top national planning factor of importance. It received 73 responses, 12 higher than the next. Enhancing the integration and connectivity of the transportation system, across and between modes, for people and freight was the next top factor, with 61 votes, and it was followed by protecting and enhancing the environment, promoting energy conservation, improve the quality of life, and promoting consistency between transportation improvements, which received 60 votes. Supporting the economic vitality of the metropolitan area also received a significant number of votes, with 48. Enhancing travel and tourism also received 38 votes, ranking as the 5th highest factor. The factors that received few votes were increasing the security of transportation systems for motorized and non-motorized users (29 votes), increasing accessibility and mobility of people and freight (28 votes), promoting efficient system management and operation (23 votes), improving the resiliency and reliability of the transportation system and reduce or mitigate stormwater impacts of surface transportation (18 votes), and emphasizing the preservation of the existing transportation system (16 votes).

Figure 7: Question 8 Responses



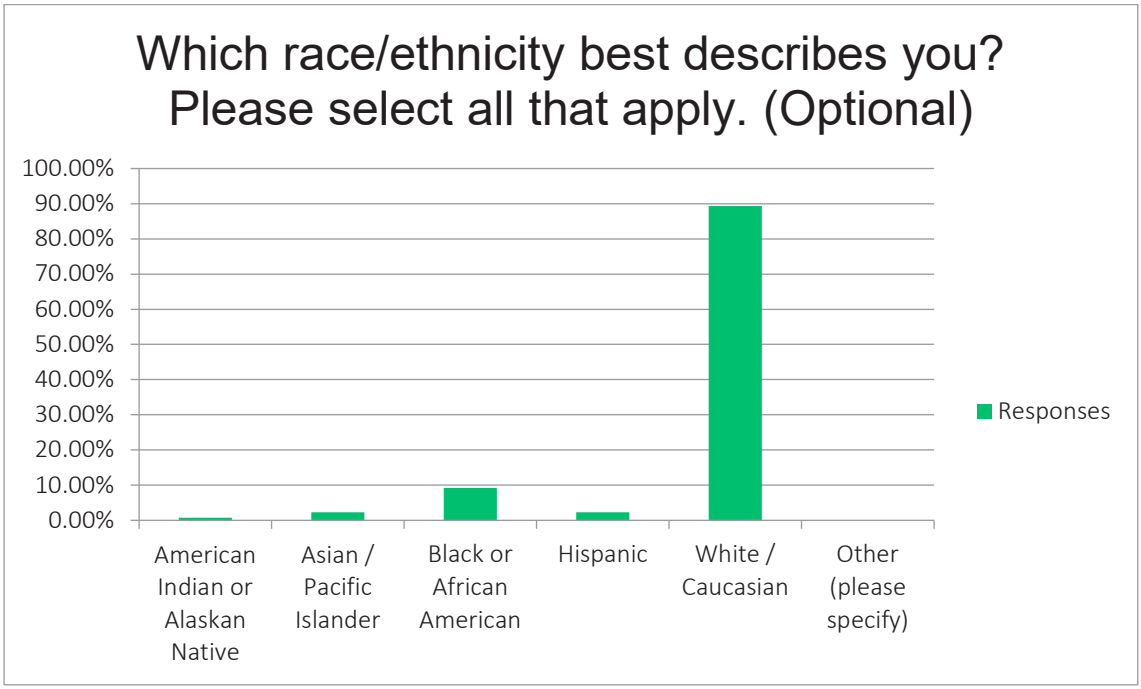
Of the 137 respondents, 114 identified as residents of Columbus-Muscogee County. 10 were residents of Phenix City, representing 7% of survey respondents. All other choices received three or less votes, including 0 respondents selecting Cusseta-Chattahoochee County.

Figure 8: Question 9 Responses



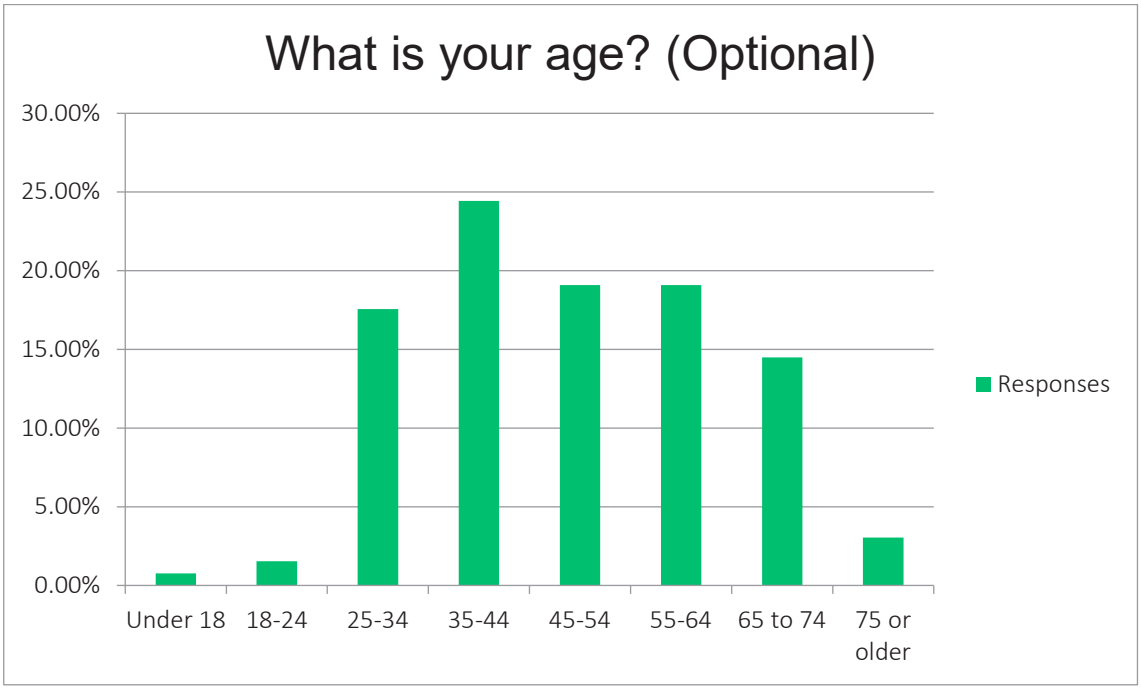
81 of the 107 respondents who chose to answer the question responded that they commute from Columbus-Muscogee County. 9 specified other, which will require further research to determine where those respondents commute from. All other choices received less than five votes.

Figure 9: Question 10 Responses



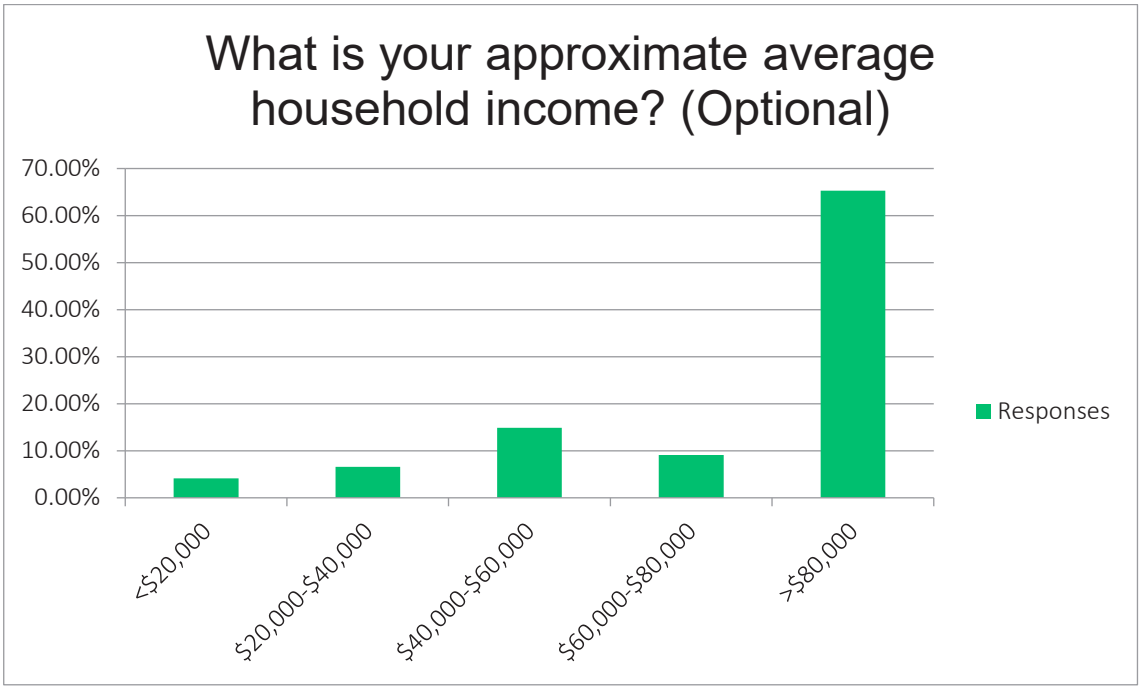
117 of the 131 respondents identified as White/Caucasian. 12 identified as Black of African American, while 3 identified as Asian/Pacific Islander and 3 as Hispanic. One respondent identified as American Indian or Alaskan Native, while 8 respondents chose to skip the question.

Figure 10: Question 11 Responses



The most selected age bracket was 35-44 years, with 32 votes. 25-34, 45-54, and 55-64 were almost evenly split, with 23, 25, and 25 votes respectively. 19 respondents selected 65-74, and only 4 chose 75 or older. The under 25 was also scarce, with 2 respondents between 18-24 and only 1 under 18 years old.

Figure 11: Question 13 Responses

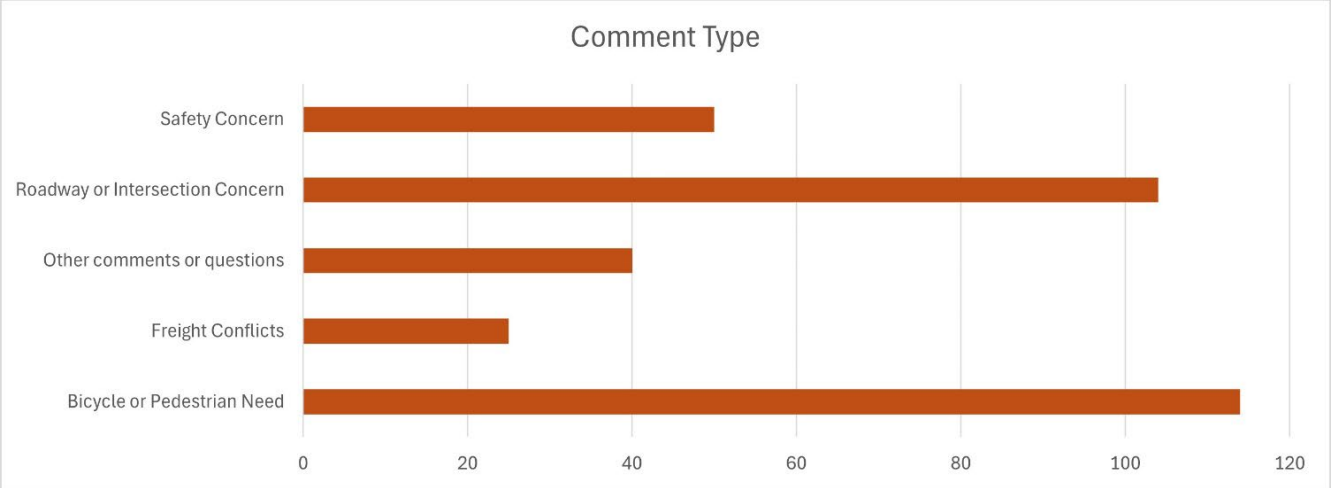


79 out of the 121 respondents who chose to answer the question responded that their household income was >$80,000. 18 respondents said there household income was between $40,000 and $60,000, while 11 respondents said it was between $60,000 and $80,000. Only 8 respondents reported having a household income between $20,000-$40,000, and 5 respondents said theirs was below $20,000.

Social Pinpoint Interactive Map Summary

Concurrent to the survey, community members were invited to post their location-specific comments via an online map. 96 participants left a total of 333 comments on the map. Participants were asked to categorize their comments as a safety concern, roadway or intersection concern, freight conflict, bicycle or pedestrian need, or other. Figure 12 shows the distribution of comments received across these categories. Almost a third of the comments received were related to bicycle or pedestrian needs. About another third related to roadway or intersection concerns.

Figure 12: Comment Type Distribution



Overall, most of the comments received identified areas of concern for bicycle and pedestrian needs. While comments provide specific detail and information, similar sentiments can be seen throughout much of the information provided. Figure 13 shows words that were frequently used throughout all of the comments as a word cloud.

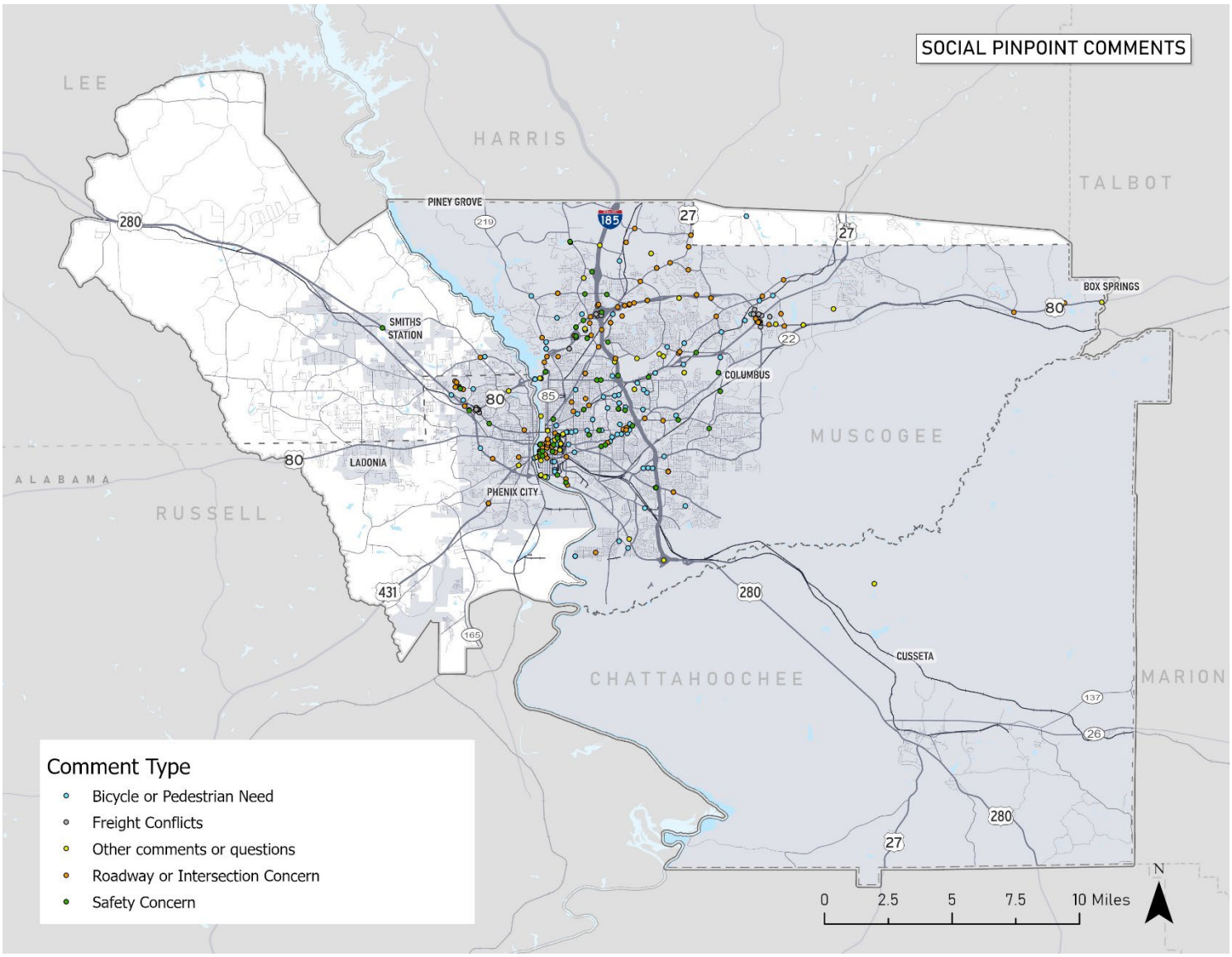
The roadway and intersection concern comments are clustered along US Highway 80, I-185, and downtown Columbus, while comments for bicycle or pedestrian need and safety concerns are spread out across the MPO, with concentrations east of downtown Columbus. Several comments about safety concerns occur in downtown Columbus, specifically along US Highway 27, 13th Street, and Broadway. Most of the freight concerns occur along US Highway 80 and I-185. One repetitive comment in the Other category was the need for "Welcome to Georgia" signs along several roads, including US Highway 280, Dillingham Street, W 13th Street, and US Highway 80.

The results from the word cloud closely align with the comments. The top word was "traffic", followed closely by "intersection". Other common words were "lanes", "sidewalks", "columbus", "dangerous", and "crossing", all of which align with the comments received on the map.

Figure 13: Word Cloud of Common Topics

The map below shows comment location on the map of Columbus-Phenix City MPO with a comment ID found in Table 1.

Figure 14: Comment Location



The table below shows each comment that was received, as well as the comment type and ID that is related to the location on the above map. The up-votes and down-votes that each comment received are also listed, showing general agreement or disagreement.

Table 1: List of Comments Received

ID	Comment Type	Comment	Up Votes	Down Votes
1	Bicycle or Pedestrian Need	Need more bike paths and shaded sidewalks so residents can get to shopping without having to drive.	7	0
2	Bicycle or Pedestrian Need	Creating some sort of way for this to be used by pedestrians would be ideal. This could link up Columbus's Riverwalk with north Phenix City including Idle Hour Park. Possible consider a bridge suspended under the current bridge like the one in the attached image that can be found in Richmond, VA.	7	0
3	Bicycle or Pedestrian Need	See attached	0	0
4	Bicycle or Pedestrian Need	expansion of the Riverwalk to Green Island	7	0
5	Bicycle or Pedestrian Need	expansion of the Fall Line Trace to the Man O' War RR Rec Trail! This would be comparable to Greenville's trail expanding from downtown Greenville to Traveler's Rest providing for linkage between the two towns and an exciting biking destination for those wishing to escape the city.	10	0
6	Bicycle or Pedestrian Need	Better crossing for the Fall Line Trace over Veteran's Parkway. Consider a pedestrian bridge, tunnel, or at the very least a raised intersection to slow down traffic. A bridge could provide some sort of "Welcome to Columbus" like the one in Newnan, GA over I-85.	7	0
7	Bicycle or Pedestrian Need	Better crossing for the Fall Line Trace over Second Ave. Consider a pedestrian bridge, tunnel, or at the very least a raised intersection to slow down traffic. A bridge could provide some sort of "Welcome to Columbus" like the one in Newnan, GA over I-85.	4	0
8	Bicycle or Pedestrian Need	Completion of the streetscape plan proposed a few year back.	7	0
9	Bicycle or Pedestrian Need	Creating some sort of way for this to be used by pedestrians would be ideal. This could link up Columbus's Riverwalk with Phenix City. Possibly consider a bridge suspended under the current bridge like the one in the attached image that can be found in Richmond, VA.	2	0

10	Bicycle or Pedestrian Need	See other comment. See attached. Additionally, to the other benefits, this would provide runners and bikers with an Alabama-Georgia loop they using the 14th Street Bridge and Dillingham and both cities' respective riverwalks.	5	0
11	Bicycle or Pedestrian Need	In addition to proposed sidewalks (as there are several in this area as it stands) this is a very bicycle active community. Hamilton Rd. from the 2000-4300 blocks has pavement conditions which are in despair. Furthermore, 35th St. between the 1000-1700 blocks are riddled with damaged pavement. These present significant safety hazards to citizens in our community and cause unnecessary wear on vehicles.	0	0
12	Bicycle or Pedestrian Need	Completion of this project would be incredibly beneficial to the city of Columbus.	2	0
13	Bicycle or Pedestrian Need	A pedestrian bridge would give better safety and comfort to walkers/riders within the community.	1	0
14	Bicycle or Pedestrian Need	Bike lanes here and in other areas of the city need dividers between the lane and the car lanes. It does not feel safe to ride my bike with cars zooming past	4	1
15	Bicycle or Pedestrian Need	The sidewalk under the bridge seems to end abruptly. Install steps/ramp or continue sidewalk transition	6	0
16	Bicycle or Pedestrian Need	sidewalk needed on the other side of this street	3	0
17	Bicycle or Pedestrian Need	sidewalk needed on the other side of this street	1	0
18	Bicycle or Pedestrian Need	add crosswalk	2	0
19	Bicycle or Pedestrian Need	The Riverwalk extension to Green Island is an easy win. Even better would be then adding bike paths east/west along Bradley Park Drive, where the two lanes are narrow, the cars are fast, and the shoulders practically non-existent. ... But this short corridor could connect bikers via a shady road to all the shopping and restaurants between JR Allen and Whitesville Road.	1	0

20	Bicycle or Pedestrian Need	A connector from the top of the Riverwalk switchback here to First Ave and 38th Street would be great for bikers/walkers trying to get to the restaurants and shops along Second Ave near 38th Street (The Food Mill, MercyMed, pottery studio, art galleries, Fiddleheads, etc.). This would also be a great spot for a parking node, since the one below the switchback is very small and often crowded. The new access would also likely generate more commercial renovation and revitalization here.	7	0
21	Bicycle or Pedestrian Need	I *so* agree. And if it could be tied to the Phenix City and Columbus Riverwalk, imagine a whole new slew of 5K/10K loops, criterion bike circuits and more.	0	0
22	Bicycle or Pedestrian Need	Sidewalks are a critical need on riverchase , also summerville. Use tax allocation districts, us dot grants and other financing mechanisms	0	0
23	Bicycle or Pedestrian Need	Cross Country Hill is increasingly used as an artery for vehicles to get from Auburn Ave to 17th Street (via either Marilon or Wells). Vehicles using it as a cut-through tend to drive at speeds in excess of the speed limit. There are no sidewalks, so residents (Cross Country Hill from Auburn Ave to Wells is exclusively residential) cannot safely walk in their own neighborhood. We need sidewalks! In the interim, the speed limit should be reduced to 25 mph.	3	0
24	Bicycle or Pedestrian Need	This needs to be done. I don't know why it has not been a focus.	0	0
25	Bicycle or Pedestrian Need	Yes they need to put back the plastic uprights on Dillingham bridge the that they originally had, cars don't respect the painted lines.	0	0
26	Bicycle or Pedestrian Need	Cheap easy fix can be done now.	0	0
27	Bicycle or Pedestrian Need	Need to make bike lane from Moon rd to the fall line trace along miller rd. to bring walking bike traffic from all connected subdivisions to the fall line. There is plenty of room on the shoulders to make a bike lane with very little work.	5	0

Columbus-Phenix City Metropolitan Planning Organization (CPCMPO)

2050 Metropolitan Transportation Plan (MTP)

Stakeholder and Public Involvement Summary

Prepared by

MPH and Associates, Inc.

In Association with

Pond and Company

October 2024

Table of Contents

Introduction

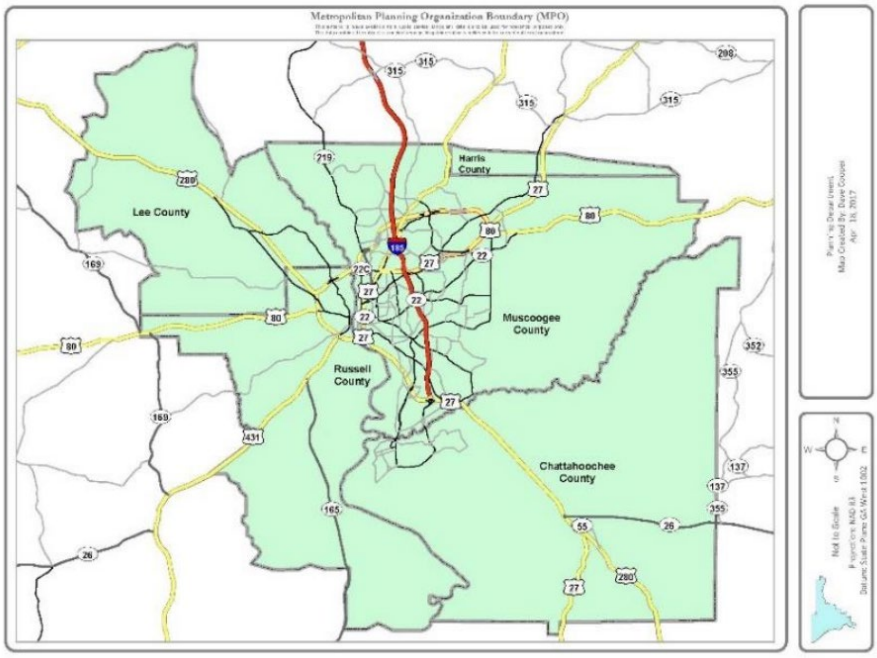
The Columbus-Phenix City Metropolitan Planning Organization (CPCMPO) prepared a Metropolitan Transportation Plan (MTP) with a 20-year planning horizon. Performance measures and targets were utilized to develop policies and infrastructure investment to support the regional and multimodal transportation network. The plan addresses improved mobility and access for people and goods while promoting the preservation and efficient performance of the existing system. The fiscally constrained MTP is updated every 5 years and amended as needed.

The C-PCTS MPO's overall stakeholder and public involvement goal throughout the plan update was to maintain a continuing, comprehensive, and cooperative transportation planning process. Led by two standing committees (MPO Policy Board and Technical Coordination Committee (TCC)), the process was designed to encourage involvement by all interested groups and the public.

A robust stakeholder and public involvement program was utilized throughout the MTP Update development as community involvement is integral to the C-PCTS MPO's transportation planning mission. This document contains a summary of the strategies and activities that were utilized to both educate and involve the community in the plan development process.

The study area includes the City of Columbus/Muscogee County, Chattahoochee County, and a portion of Harris County in Georgia plus the City of Phenix City, the City of Smiths Station, and parts of Lee and Russell Counties in Alabama as illustrated below.

Figure 1: CPCMPO Planning Area

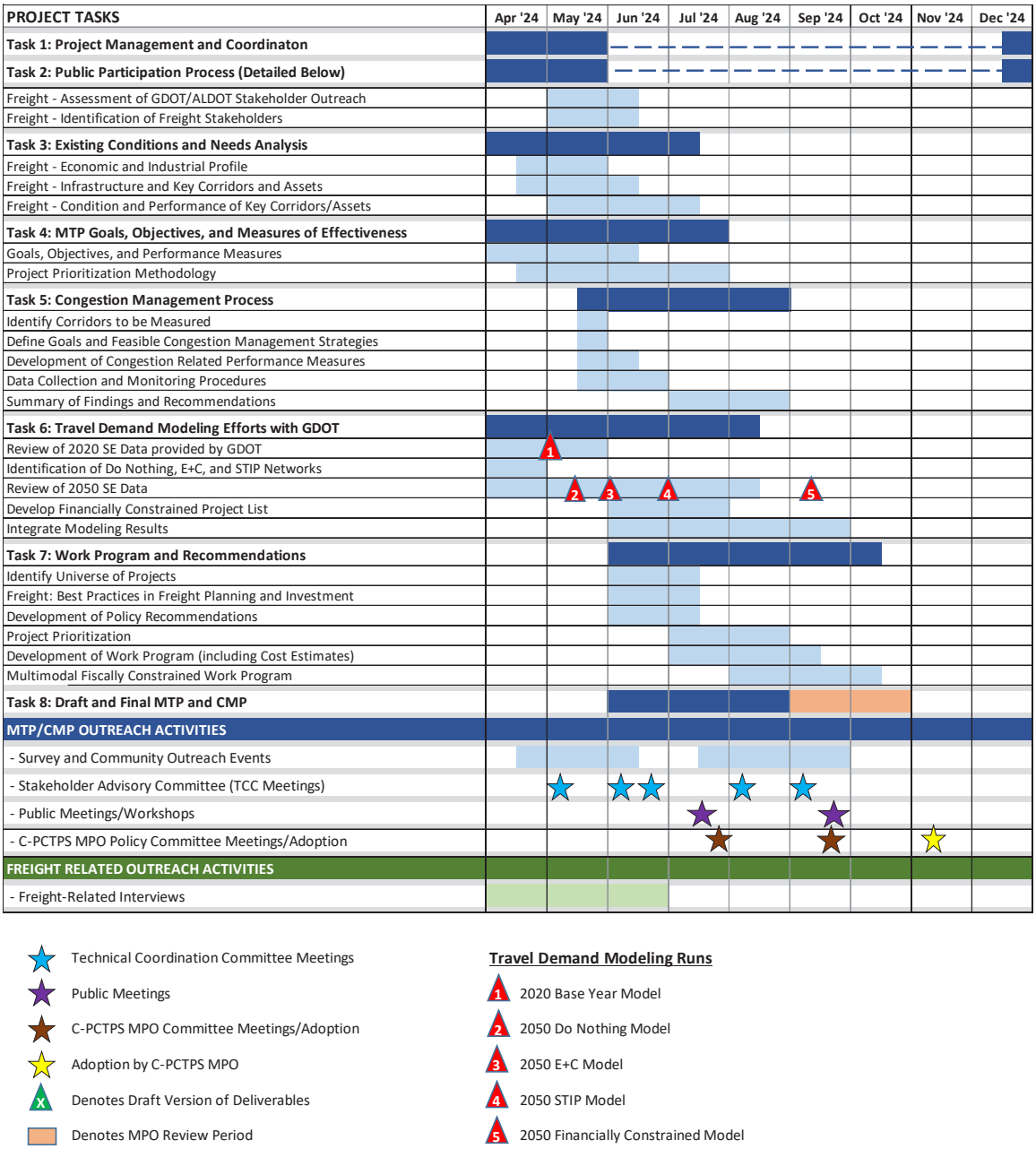


The stakeholder and public engagement process was centered around three key milestones during plan development:

- Milestone 1: Review of Draft Goals, Objectives, and Measures of Effectiveness
- Milestone 2: Review Results of Existing and Future Conditions Analysis
- Milestone 3: Review the Draft 2050 MTP Update

The study schedule is shown below.

Figure 2: Study Schedule



Equity

Following requirements outlined in the MPO Public Participation Plan, the outreach program was designed and implemented with careful emphasis on Title VI and Environmental Justice principles to achieve equity in the planning process. The Americans with Disabilities Act was adhered to when selecting locations to hold public meetings.

Figure 3: Equity Guiding Principles

	Americans with Disabilities Act (ADA)	Title VI Program[6]	Environmental Justice[7] (EJ)
How does it relate to transportation?	• Ensure pedestrians with disabilities have opportunity to use the transportation system in an accessible and safe manner.	• FHWA Title VI Program is broader than the statute and encompasses race, color, national origin, sex, age, limited English proficiency, low-income, and disability.	• Data collection and analysis; Assess adverse impacts on minority and/or low-income populations.
Who must follow?	• State and local governments • All public organizations	• State and local governments that receive federal grants and aid. • Governmental organizations.	• Federal agencies
What are agencies required to provide?	• Accessible buildings, buses, trains, sidewalks, and more. • When agencies provide transportation options, they must be accessible for persons with disabilities.	• Title VI Plan. • Notice to the public. • Translation/interpreters for people with limited English proficiency.	• Meaningful public participation. • Adopt USDOT EJ Principles.
Where can you get involved?	• Public meetings for new projects. • State or local disability councils • File a complaint with a local, state, or federal agency if something is not accessible.	• Public meetings when government organizations do transportation planning. • Public meetings during the NEPA process. • File a complaint with a local, state, or federal agency if you feel a project discriminates.	• Public meetings for projects affecting your community.

[5] FHWA and FTA provide additional resources via the Office of Civil Rights. This chart is adapted from 2017 Update of Transportation Briefing Book.
[6] To learn more about Title VI, visit https://www.columbusga.gov/Planning/pdfs/TitleVI.pdf.
[7] To learn more about Environmental Justice, visit https://www.columbusga.gov/planning/enviro_justice.htm.

MPO Committees

The Policy Committee is at the top of the organization, provides policy guidelines, and approves the work of the other committees. The Technical Coordinating Committee provides technical support and guidelines. Outlined below are the 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.

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.

1. Collects, maintains, and analyzes data for transportation planning.
2. Prepares transportation plan and advises the Policy Committee on changes in the plan and programs.
3. Evaluates transportation system improvements and recommends changes to decision makers in the government.
4. Prepares the Unified Planning Work Program and the Transportation Improvement Program with the MPO staff.

Stakeholder Advisory (TCC) Meetings

The Technical Coordinating Committee served as the primary stakeholder advisory body to guide the development of the MTP. The advisory committee met at each milestone to ensure milestone measures were met and offered additional guidance into the plan's development.

- **Milestone 1** *(May 16, 2024 at 10:30 am)*: Review of Draft Goals, Objectives, and Measures of Effectiveness. Stakeholders provided input into the needs assessment based on data collected.
- **Milestone 2** *(June 13, 2024 at 10:30 am)*: Review Results of Existing and Future Conditions Analysis. Stakeholders provided input into the project identification process.
- **Milestone 3** *(September 18, 2024 at 2:00 pm)*: Review the Draft 2050 MTP Update. Stakeholders provided input into prioritization and refinement of the potential improvements.

During Milestone 3, the following comments were provided by the Stakeholder Advisory Committee:

Capacity Project Prioritization

Project #1 is already a 6-lane facility and widening to 8 lanes is not a viable solution. A flyover/grade separation to get to US 80 may be needed. A set of plans for this flyover is in exitance – look into locating a copy of the plans.

Project #19 (SR1/US 27) is still showing congestion. Be sure that the widening project completed several years ago is included in the model.

Veterans Parkway from Manchester Parkway to Whitesville Road could be easily widened as it has a 6-lane footprint with very wide outside shoulders.

A scoping study needs to be conducted on all 10 capacity projects to ensure inclusion of the correct project components.

Operations Project Prioritization

Project #16 dynamics could change due to the interchange at Old Cusseta. The new alignment of Farr Road is just two lanes. The school on St. Mary's Road has closed. This student population was combined with the North Star school on Kennedy essentially at the former Northstar school. location.

All traffic on Farr Road has to ultimately get on St. Mary's Road or Old Cusseta Road. Dynamics on Farr Road will likely be impacted.

Active Transportation

No comments

Public Open Houses

During both milestones 2 and 3, C-PCTS MPO held a public open house to inform and engage the public and interested parties. Each open house allowed the public to interact one-on-one with the study team, MPO professional staff and offered an opportunity for community members to provide meaningful input into the transportation planning process. Both public meetings were held at the Columbus Public Library, in an ADA approved meeting room.

Environmental Justice is an essential aspect of public involvement. This term refers to providing reasonable opportunities for all interested parties to comment on transportation planning activities. Equitable involvement requires convenient and accessible locations and access to electronic formats. The C-PCTS MPO notified organizations representing traditionally underrepresented members of the community through email for public engagement opportunities and plan review comment periods. The mailing list was updated with new contact information as new partners and contacts were identified.

Public comment forms were provided at all public meetings to allow attendees to provide comments and concerns related to the plans that are under review and/or the process that is being used. Study Team members each had a clipboard in hand while speaking with meeting attendees and documented verbal comments offered by meeting attendees. The C-PCTS MPO website included appropriate methods for the public to contact and provide comments to the C-PCTS MPO staff by email or telephone.

- **Milestone 2** *August 1, 2024 5:00-7:00pm)*: Review Results of Existing and Future Conditions Analysis. The public had the opportunity to provide input into the project identification process.
- **Milestone 3** *(September 18, 2024 5:00-7:00pm)*: Review the Draft 2050 MTP Update. The public had the opportunity to provide input into prioritization and refinement of the potential improvements.

The following comments were received during the public meetings:

Crosswalks are needed east of Manchester Parkway.

Sidewalks are needed on Miller Road and Milgen Road for pedestrian safety.

Audible crosswalks are needed at strip malls and in downtown.

An app is available that can enable crosswalks to be audible. There was talk of installing some in the area and this should be followed up on.

The upcoming trails and sidewalks plan will include pedestrian crossings.

Metra Transit: The current system is a hub and spoke-designed system. A grid system would be more efficient with multiple transfer points at Victory Drive, Veterans Parkway, Beuna Vista/St. Marys, Macon Road, Airport Thoroughway, Manchester Parkway, Brookstone Corporate Center, and Porter Chef Center.

The Citizens Transportation Committee is recommended to reactivate. ADA system users and all jurisdictions need to be represented.

Future meeting dates need to be included on the Columbus Consolidated Government website.

Several organizations representing disabled groups need to be notified of future transportation meetings:

- Mayors Committee of Persons with Disabilities
- Access to Independence
- Columbus State University Disabilities Department
- Columbus Tech Disabilities Department
- Blind Veterans Association
- National Federation for the Blind – Fountain City Chapter

Blind Citizens request meeting information be emailed, mailed or a flyer to be physically handed to them. The visually impaired are not privy to the presence of physical flyer posted in a public areas.

Transit stops should be sheltered and ADA accessible.

There was an inquiry regarding the schedule to update the transit plan. Paratransit needs should be addressed during the plan development.

Is there an app to reload transit tokens? Currently, the rider must travel to the central hub to reload transit fare.

A traffic signal was requested at Veterans Parkway and Veterans Court near Ross/Old Navy/Winn Dixie. It is very hard to take a left onto Veterans Parkway from Veterans Court.

It would be beneficial if Dial-a-Ride connected to Phenix City. Transit needs to be available across state lines.

Stakeholder and Public Involvement Tools

The stakeholder and public involvement tools outlined in this section were utilized to aid in a robust stakeholder and public involvement program to enhance the development of the C-PCTS MPO 2050 MTP Update. These tools were designed to educate stakeholders and members of the community while also encouraging involvement in the planning process through participation and by providing feedback. The tasks outlined below were performed during the study.

Stakeholder and Public Involvement Plan

The *Stakeholder and Public Involvement Plan* (SPIP) prepared at the onset of the plan update process outlined the stakeholder and public involvement approach to be taken during the plan development. The purpose of the SPIP is to define how staff, stakeholders, and the public will be involved throughout the plan development. Collection of public input occurred throughout the duration of the study and was used to guide the plan development and recommendations.

Webpage

A webpage (**https://planningatpond.com/columbus-phenix-city-mtp**) for the *C-PCTS MPO 2050 MTP Update* was linked to the **columbusga.gov** website. This standalone page contains up to date study information including a link to a printable fact sheet, press releases, study findings, meeting information, and study team contact information. The webpage, hosted through Social Pinpoint, was updated as meeting details and presentations were available. The webpage was established and operational prior to issuing the first study Press Release.

Fact Sheet

A study fact sheet was developed to provide background information regarding the plan update. An overview of the study process and study schedule was included. Contact information for the study team was included to ensure that stakeholders and the public was able to obtain information about the progress, findings, and recommendations resulting from the study process. The fact sheet was available to community members throughout the plan development process.

Online Community Engagement Survey

An online survey was developed to solicit input on needs, opportunities, and multimodal alternatives for improvement. The survey was developed early in the planning process and remained open during milestone phases 1 and 2 of the study. The input received was used to guide the C-PCTS MPO staff, MPO Committees, Stakeholder Advisory Committee, and consultant team as plan recommendations were developed. A detailed Community Survey Engagement Summary is available in Appendix XXX.

Press Releases and Display Advertisements

A press release and display advertisement was prepared during each of the two rounds of public involvement during the study period. The press releases and display ads included information about the study process, key findings, opportunities for engagement, webpage address, and C-PCTS MPO staff contact information. The press releases were publicized through the study website, Ledger-Enquirer, Columbus Consolidated Government Communications, and C-PCTS MPO Facebook Page. Display advertisements were published in the Ledger-Enquirer twice before each public meeting.

MTP Document Notification, Review, and Documentation Procedures

For each public meeting or open house, a notice was posted on the C-PCTS MPO website and sent to committee members, the Columbus Consolidated Government mailing list, media outlets and other interested parties at least two weeks prior to the event. All meetings hosted by the C-PCTS MPO were open to the public and held at a location that is accessible for persons with disabilities. All meetings were be held at times that offer reasonable convenience to the broadest population possible.

The C-PCTS MPO will make copies both electronically and in print of the draft MTP available for public review for a period of at least 30 days. The draft MTP will be available in print at the Columbus Planning Department, 420 E 10th Street #2, Columbus, GA 31901. Draft and final documents will also be loaded onto the CPCMPO web site. A legal notice will be placed in the area's newspaper of largest circulation on or before the first day of publication of the document for public comment. The legal notice will provide basic information on the study, public review period, means of submitting comments and plans for the open house and other public involvement opportunities. This information will be posted on the C-PCTS MPO web site and sent to the Columbus Consolidated Government mailing list and media contacts. The legal notices will also be sent to any available minority language media outlets in the area including newspapers, websites, etc., when available. Members of the C-PCTS MPO standing committees (Policy, and Technical) will be given an advanced review period of 30 days.

All comments received during the plan development and public comment period will become a record of the MTP and will be included in an appendix to the Final Report. Comments received and any necessary responses will also be shared with the C-PCTS MPO Policy Committee and other appropriate agencies.

Evaluation of Public Involvement Tools

The C-PCTS MPO strives to meet all goals and strategies of the SPIP. At the conclusion of each of the three milestone periods, the measures outlined in Table 1 were considered by the consulting team and plan development working committee to ensure the effectiveness of the outreach and involvement strategies and activities. To evaluate the outcomes of public participation efforts, the C-PCTS MPO staff records activities using an After-Action Report (AAR). Questions on the AAR measure each public participation performance objective are included in Table 1 below. Future public outreach activities are designed based on feedback from these evaluations.

Table 1: Public Participation Performance Objectives

QUESTION #	RESPONSE REQUESTED
1	Email address of responder
2	Date
3	Start Time
4	End Time
5	Location
6	Staff or Committee members who worked the event/activity?
7	How did MPO notify participants?
8	If applicable, list publication dates of public notices for this meeting/event.
9	What was the format of the event/activity?
10	Was format determined by MPO?
11	Is this event on the MPO calendar of prioritized community events?
12	Which visualization techniques were used?
13	Which experiential techniques were used?
14	Which policy and planning issues were addressed?
15	Number of attendees or participants reached?
16	Characteristics of the people reached.
17	Which partners were involved?
18	List Community-Based Organizations you partnered with.
19(1)	Was the location ADA accessible?
19(2)	Was the location conveniently located for your audience?
19(3)	Was the location reachable by transit and paratransit?
19(4)	Did you collect contact information?
19(5)	Did you provide a 30–45-day comment period?

Appendix F
Work Program Tables

Identified GA Roadway Projects

GDOT PI #	Map ID	Name	Termini From	Termini To	Project Type	2025 - 2029 PE	ROW	UTL	CST	Total Project Cost	2030 - 2039 (Mid Year 2035) PE	ROW	UTL	CST	Total Project Cost	2040 - 2050 (Mid Year 2045) PE	ROW	UTL	CST	Total Project Cost	Aspirational PE	ROW	UTL	CST	Total Project Cost	Comment
N/A	GO-20	Woodruff Farm Road New Roadway	Mitigen Road	Miller Road	Operational Improvements	$ 266,621	$ 565,716	$ 450,126	$ 3,000,843	$ 4,283,306					$ -					$ -					$ -	2045 MTP
0350860	GO-13	Farr Road Improvements	St. Marys Road	Old Cussetta Road	Operational Improvements	$ 405,596	$ 860,593	$ 664,808	$ 4,432,055	$ 6,363,052					$ -					$ -					$ -	GDOT
0005749	GC-12	Whittlesey Road Widening	Bradley Park Road	Whitesville Road	Roadway Capacity	$ 720,371	$ 1,528,483	$ 1,180,753	$ 8,107,636	$ 11,537,443					$ -					$ -					$ -	2045 MTP
0017138	GC-8	Military Drive	Hampton Inn	Infantry Road	Roadway Capacity				$ 1,267,563	$ 1,267,563					$ -					$ -					$ -	GDOT
0019535	GO-7	JR Allen (US 80) Intersection Improvements	Schomburg/Blackmon	US 80	Operational Improvements	$ 1,545,000	$ 830,473		$ 10,174,600	$ 12,550,073					$ -					$ -					$ -	
0019517	GO-8	Manchester Expy (US 27 Alt) Intersection Improvements	US 27 Alt	County Line Road/Mahaffey Road	Operational Improvements	$ 2,060,000	$ 5,824,235		$ 32,999,918	$ 40,884,153					$ -					$ -					$ -	
0006446	GC-1	SR 1 / US 27 - Veteran's Parkway Widening	Turnberry Lane	SR 315	Roadway Capacity				$ 33,669,348	$ 33,669,348					$ -					$ -					$ -	TIA
0019531	GO-4	Double Churches Road Improvements	River Road	Veteran's Parkway	Operational Improvements				$ 12,200,000	$ 12,200,000					$ -					$ -					$ -	TIA
0019519	GO-5	Steam Mill Road Improvements	McCartha Dr	Fair Oaks Dr	Operational Improvements				$ 22,500,000	$ 22,500,000					$ -					$ -					$ -	TIA
0017690	GO-6	13th Ave/17th St/Linwood Blvd Intersection Improvements	13th Ave/Linwood	17th St	Operational Improvements				$ 6,650,000	$ 6,650,000					$ -					$ -					$ -	TIA
0019523	GO-2	Forrest Road Improvements	Woodruff Farm Road	Macon Road	Operational Improvements				$ 15,400,000	$ 15,400,000					$ -					$ -					$ -	TIA
0019526	GO-3	Morris Road Improvements	Forrest Road	Buena Vista Road	Operational Improvements				$ 15,400,000	$ 15,400,000					$ -					$ -					$ -	TIA
0017688	GO-14	Whitesville Road Improvements	Williams	Whittlesey	Operational Improvements				$ 12,800,000	$ 12,800,000					$ -					$ -					$ -	TIA
0019518	GO-22	Interchange at SR 85 and County Line Road	NA	NA	Operational Improvements				$ 800,000	$ 800,000					$ -					$ -					$ -	TIA
0019527	GO-16	Buena Vista Road Corridor Improvements	Andrews Road	Wynnton Road	Operational Improvements	$ 1,500,000	$ 1,000,000		$ 8,200,000	$ 10,700,000					$ -					$ -					$ -	TIA
0019532	GO-18	Brennan Road Improvements	Cussetta Road	Buena Vista Road	Operational Improvements	$ 1,500,000	$ 1,000,000		$ 6,700,000	$ 9,200,000					$ -					$ -					$ -	TIA
0019529	GO-27	Andrews Road Improvements	Cussetta Road	Buena Vista Road	Operational Improvements	$ 1,500,000	$ 1,000,000		$ 4,300,000	$ 6,800,000					$ -					$ -					$ -	TIA
N/A	GC-7	Reese Rd Widening	Primrose Rd	Gentian Blvd	Roadway Capacity	$ 355,551	$ 754,407	$ 582,780		$ 6,331,867				$ 4,639,129	$ 4,639,129					$ -					$ -	Capacity Analysis
0008483	GC-10	CR 2228 / Buena Vista Road Widening	Floyd Road	Lindon Circle	Roadway Capacity	$ 782,297	$ 1,659,878			$ 2,442,175				$ 10,207,206	$ 11,738,287					$ -					$ -	2045 MTP
0014924	GO-23	Passing Lanes on SR 26	NA	NA	Operational Improvements					$ -	$ 652,387	$ 1,630,966		$ 6,523,866	$ 8,807,219					$ -					$ -	GDOT Work Program
0019520	GO-1	Williams Road at I-185 NB Exit Ramp Improvements	I-185	SR1/Veterans Parkway	Operational Improvements					$ -				$ 18,700,000	$ 18,700,000					$ -					$ -	TIA
0019522	GO-19	Cussetta Road Improvements	N. Lumpkin Road	10th Avenue	Operational Improvements					$ -				$ 17,600,000	$ 17,600,000					$ -					$ -	TIA
N/A	GO-15	US 80 at River Rd Ramp Improvements	River Rd	US 80	Operational Improvements	$ 3,444,360	$ 7,308,243			$ 10,752,603			$ 6,741,163	$ 44,941,086	$ 51,682,249					$ -					$ -	Capacity Analysis
N/A	GC-2	US 80 Widening	Bradley Park Dr	GA 22 Connector	Roadway Capacity	$ 3,110,078	$ 6,598,960			$ 9,709,036			$ 5,737,503	$ 38,250,018	$ 43,987,521					$ -					$ -	Capacity Analysis
N/A	GC-4	54th Street Widening	I-185	GA 219	Roadway Capacity	$ 1,552,447	$ 3,293,982			$ 4,846,429			$ 3,038,397	$ 20,255,912	$ 23,294,309					$ -					$ -	Capacity Analysis
N/A	GC-5	Whitesville Rd Widening	US 27	Bradely Park Dr	Roadway Capacity	$ 383,594	$ 813,911			$ 1,197,505			$ 728,889	$ 4,859,260	$ 5,588,149					$ -					$ -	Capacity Analysis
N/A	GO-12	Shattuga Road at Corporate Ridge Parkway Improvements	Corporate Ridge Parkway	Shattuga Road	Operational Improvements	$ 281,932	$ 598,202			$ 880,134			$ 535,714	$ 3,571,425	$ 4,107,139					$ -					$ -	CMP Project
N/A	GO-25	US 80 at GA 22 Ramp Improvements	GA 22	US 80	Operational Improvements	$ 3,444,360	$ 7,308,243			$ 10,752,603			$ 6,741,163	$ 44,941,086	$ 51,682,249					$ -					$ -	Capacity Analysis
N/A	GO-17	US 80 at I-185 Ramp Improvements	I-185	US 80	Operational Improvements	$ 3,444,360	$ 7,308,243			$ 10,752,603			$ 6,741,163	$ 44,941,086	$ 51,682,249					$ -					$ -	Capacity Analysis
N/A	GO-11	US 27 at Airport Thruway/54th Street Improvements	Airport Thruway/54th Street	US-27	Operational Improvements	$ 281,932	$ 580,779			$ 862,711			$ 535,714	$ 3,571,425	$ 4,107,139		$ 410,580	$ 2,737,200	$ 3,147,780						CMP Project
0352780	GC-9	St. Mary's Road Widening	Northstar Drive	Robin Road	Roadway Capacity	$ 1,484,484	$ 3,149,778			$ 4,634,262			$ 2,905,372		$ 2,905,372			$ 26,030,514	$ 26,030,514						2045 MTP
N/A	GO-26	US 27 at Lindsey Creek Pkwy Ramp Improvements	Lindsey Creek Pkwy	US 27	Operational Improvements	$ 3,547,691	$ 7,527,490			$ 11,075,181					$ -		$ 9,059,559	$ 60,397,061	$ 69,456,620						Capacity Analysis
0352200	GC-11	Miller Road Widening	Macon Rd	Wiarm Springs Road	Roadway Capacity	$ 2,009,763	$ 4,264,315			$ 6,274,078					$ -		$ 51,132,250	$ 34,216,869	$ 85,349,099						2045 MTP
N/A	GO-10	Buena Vista Road at 13th Street Improvements	13th Street	Buena Vista Road	Operational Improvements	$ 281,932	$ 580,779			$ 862,711					$ -		$ 719,955	$ 4,799,697	$ 5,519,652						CMP Project
N/A	GO-21	Warm Springs Rd Connector Improvements	Warm Springs Rd	Milgen Road and Miller Road	Operational Improvements	$ 751,606	$ 1,594,744			$ 2,346,344					$ -		$ 1,919,323	$ 12,795,484	$ 14,714,807						Capacity Analysis
N/A	GO-24	US 80 at US 27 Ramp Improvements	US 27	US 80	Operational Improvements	$ 3,547,691	$ 7,527,490			$ 11,075,181					$ -		$ 9,059,559	$ 60,397,061	$ 69,456,620						Capacity Analysis
N/A	GO-9	US 80 at Bradley Park Dr Ramp Improvements	Bradley Park Dr	US 80	Operational Improvements					$ -					$ -					$ -	$ 2,870,300	$ 5,740,600	$ 4,305,450	$ 28,703,000	$ 52,024,188	Capacity Analysis
N/A	GC-3	River Rd Widening	Bradley Park Dr	Mountainbrook Dr	Roadway Capacity					$ -					$ -					$ -	$ 1,143,724	$ 2,287,448	$ 1,715,586	$ 11,437,240	$ 20,729,998	Capacity Analysis
N/A	GC-6	Blackmon Rd Widening	Warm Springs Rd	Access Rd N	Roadway Capacity					$ -					$ -					$ -	$ 614,838	$ 1,229,677	$ 922,258	$ 6,149,384	$ 11,143,947	Capacity Analysis
									Total Cost	$ 317,800,361				Total Cost	$ 300,521,001				Total Cost	$ 273,675,092				Total Cost	$ 83,898,133	
									Total Revenue for Specific Highway Projects	$ 125,778,293				Total Revenue for Specific Highway Projects	$ 273,050,868				Total Revenue for Specific Highway Projects	$ 333,463,488				Total Revenue for Specific Highway Projects	$ 89,423,653	
									Balance	$ (192,022,068)				Balance	$ (27,470,133)				Balance	$ 59,788,396.00				Balance	$ 5,525,520	

Identified AL Roadway Projects

GDOT PI #	Map ID	Name	Termini From	Termini To	Project Type	2025 - 2029 PE	ROW	UTL	CST	Total Project Cost	2030 - 2039 (Mid Year 2035) PE	ROW	UTL	CST	Total Project Cost	2040 - 2050 (Mid Year 2045) PE	ROW	UTL	CST	Total Project Cost	Comment
N/A	AO-1	New Interchange at US 80 and US 280	US 280	US 80	Operational Improvements	$ 2,870,300.00	$ 5,740,600.00	$ 4,305,450.00	$ 28,703,000.00	$ 52,024,188.00					$ -					$ -	Capacity Analysis
N/A	AO-2	US 280 at General Colin Powell Pkwy Ramp Improvements	General Colin Powell Pkwy	US 280	Operational Improvements	$ 2,870,300.00	$ 5,740,600.00	$ 4,305,450.00	$ 28,703,000.00	$ 52,024,188.00					$ -					$ -	Capacity Analysis
N/A	AO-3	6th Avenue Improvements	22nd Street	Airport Road	Operational Improvements	$ 359,312.93	$ 718,625.86	$ 538,969.39	$ 3,593,129.28	$ 6,512,547.00					$ -					$ -	CMP Project
N/A	AO-4	US-280 North Off Ramp Improvements	Seale Road	Broad Street Extension	Operational Improvements	$ 456,200.00	$ 912,400.00	$ 684,300.00	$ 4,562,000.00	$ 8,268,625.00					$ -					$ -	CMP Project
N/A	AO-5	US 80 at SR 61 Ramp/Summerville Rd Improvements	SR 61/Summerville Rd	US 80	Operational Improvements	$ 2,870,300.00	$ 5,740,600.00	$ 4,305,450.00	$ 28,703,000.00	$ 52,024,188.00					$ -					$ -	Capacity Analysis
N/A	AC-1	River Chase Dr Widening	US 80	Summerville Rd	Roadway Capacity	$ 2,038,756.07	$ 4,077,512.14	$ 3,058,134.10	$ 20,387,560.68	$ 36,552,454.00					$ -					$ -	Capacity Analysis
N/A	AO-6	Brickyard Road Improvements	South Of Fontaine Rd	Dillingham Street	Operational Improvements	$ 925,470.73	$ 1,850,941.47	$ 1,388,206.10	$ 9,254,707.34	$ 16,774,157.00					$ -					$ -	CMP Project
N/A	AO-7	US 80 at River Chase Dr Ramp Improvements	River Chase Dr	US 80	Operational Improvements	$ 199,738.33	$ 399,476.65	$ 299,607.49	$ 1,997,383.26	$ 3,620,257.00					$ -					$ -	Capacity Analysis
N/A	AC-2	South Railroad Street Widening	Lakewood Dr	18th Ave	Roadway Capacity	$ 1,508,474.16	$ 3,016,948.33	$ 2,262,711.25	$ 15,084,741.65	$ 27,341,094.00					$ -					$ -	Capacity Analysis
N/A	AC-3	Summerville Rd/Broad St Improvements	13th Street	Railroad St	Roadway Capacity	$ 144,786.79	$ 289,573.58	$ 217,180.18	$ 1,447,867.90	$ 2,624,261.00					$ -					$ -	Capacity Analysis
N/A	AC-4	Lee Road 430/Opelika Road Widening	US 80/280 Bypass	Stafford Road/Cut Rate Road	Roadway Capacity	$ 2,059,734.77	$ 4,119,469.54	$ 3,089,602.16	$ 20,597,347.72	$ 37,332,693.00					$ -					$ -	Capacity Analysis
N/A	AC-5	US 431 Widening	US 280	5th St	Roadway Capacity	$ 947,676.26	$ 1,895,352.53	$ 1,421,514.40	$ 9,476,762.64	$ 17,176,832.00					$ -					$ -	Capacity Analysis
N/A	AC-6	US 80 Improvements	GA 22 Connector	Summerville Rd	Roadway Capacity	$ 1,060,661.49	$ 2,121,322.98	$ 1,590,992.24	$ 10,606,614.92	$ 19,224,490.00					$ -					$ -	Capacity Analysis
									Total Cost	$ 331,899,774.00				Total Cost	$ -				Total Cost	$ -					
									Total Revenue for Specific Highway Projects	$ 81,675,560.00				Total Revenue for Specific Highway Projects	$ -				Total Revenue for Specific Highway Projects	$ -					
									Balance	$ (250,224,214.00)				Balance	$ -				Balance	$ -					

Identified GA Non-Motorized Projects

GDOT PI #	Map ID	Name	Termini From	Termini To	Project Type	2025 - 2029 PE	ROW	UTL	CST	Total Project Cost	2030 - 2039 (Mid Year 2035) PE	ROW	UTL	CST	Total Project Cost	2040 - 2050 (Mid Year 2045) PE	ROW	UTL	CST	Total Project Cost	Comment
0019528	GA-6	South Lumpkin Streetscape	Walker Street	Victory Drive	Active Transportation/Complete Streets				$ 10,100,000	$ 10,100,000					$ -					$ -	TIA
0019536	GA-7	Liberty Theater Block Enhancement (8th Avenue)	8th Street	8th Street	Active Transportation/Complete Streets				$ 4,000,000	$ 4,000,000					$ -					$ -	TIA
0019537	GA-8	6th Avenue Trail Connector	14th Street	10th Street	Active Transportation/Complete Streets				$ 690,000	$ 690,000					$ -					$ -	TIA
NA	GA-11	ADA Facilities Needs Plan	NA	NA	Active Transportation/Complete Streets	$ 1,000,000				$ 1,000,000					$ -					$ -	Policy
0019534	GA-3	University Avenue Streetscape	Macon Road	Manchester Expressway	Active Transportation/Complete Streets	$ 480,000			$ 5,520,000	$ 6,000,000					$ -					$ -	TIA
NA	GA-12	ADA Facilities Improvement Program	NA	NA	Active Transportation/Complete Streets	$ 125,000			$ 1,000,000	$ 1,158,750					$ -					$ -	Policy
0018352	GA-2	Cherokee Ave & Slade Drive from Garrard Street to Fall Line Trace Trail	Fall Line Trace	Gerard Street	Active Transportation		$ 1,495,000	$ 255,000	$ 1,750,000	$ 3,824,545					$ -					$ -	GDOT Work Program
N/A	GA-9	Short-Term Sidewalk Improvements - Phase I	NA	NA	Active Transportation/Complete Streets	$ 626,798	$ 1,253,537	$ 914,880	$ 2,272,043	$ 5,537,130					$ -					$ -	Sidewalk Analysis
0020740	GA-1	Fall Line Trace Extension	Trail Terminus	Harris County	Active Transportation	$ 1,000,000	$ 1,000,000	$ 1,000,000	$ 7,000,000	$ 11,255,088					$ -					$ -	GDOT Work Program
0019521	GA-4	Second Avenue Streetscape	Talbotton Road	Manchester Expressway	Active Transportation/Complete Streets	$ 1,500,000	$ 1,000,000		$ 15,700,000	$ 18,200,000					$ -					$ -	TIA
	GA-10	Short-Term Sidewalk Improvements - Phase II	NA	NA	Active Transportation/Complete Streets	$ 558,481	$ 1,116,963	$ 837,722	$ 2,024,495	$ 5,107,179					$ -					$ -	Sidewalk Analysis
0019533	GA-5	Bull Creek Dragonfly Trail Connector			Active Transportation/Complete Streets									$ 8,400,000	$ 8,400,000					$ -	
									Total Cost	$ 66,872,692				Total Cost	$ 8,400,000				Total Cost	$ -	
									Total Revenue for Non-Motorized Set Aside	$ 36,765,963				Total Revenue for Non-Motorized Set Aside	$ 79,814,869				Total Revenue for Non-Motorized Set Aside	$ -	
									Balance	$ (30,106,729)				Balance	$ 71,414,869				Balance	$ -	

Identified AL Non-Motorized Projects

GDOT PI #	Map ID	Name	Termini From	Termini To	Project Type	2025 - 2029 PE	ROW	UTL	CST	Total Project Cost	2030 - 2039 (Mid Year 2035) PE	ROW	UTL	CST	Total Project Cost	2040 - 2050 (Mid Year 2045) PE	ROW	UTL	CST	Total Project Cost	Comment
1000758862	AA-1	Downtown Streetscape Improvements	Trail Terminus	12th Avenue	Active Transportation				$ 1,058,451	$ 1,058,451					$ -					$ -	ALDOT Work Program
									Total Cost	$ 1,058,451				Total Cost	$ -				Total Cost	$ -	
									Total Revenue for Non-Motorized Set Aside	$ 23,000,318				Total Revenue for Non-Motorized Set Aside	$ -				Total Revenue for Non-Motorized Set Aside	$ -	
									Balance	$ 21,941,867				Balance	$ -				Balance	$ -	

Identified GA Maintenance Projects

GDOT PI #	Map ID	Name	Termini From	Termini To	Project Type	2025 - 2029 PE	ROW	UTL	CST	Total Project Cost	2030 - 2039 (Mid Year 2035) PE	ROW	UTL	CST	Total Project Cost	2040 - 2050 (Mid Year 2045) PE	ROW	UTL	CST	Total Project Cost	Comment
0019525	GM-6	Columbus River Repaving and Maintenance			Maintenance				$ 12,500,000	$ 12,500,000					$ -					$ -	TIA
0017691	GM-1	City of Columbus Resurfacing @ 8 Locations			Maintenance				$ 2,123,000	$ 2,123,000					$ -					$ -	GDOT Work Program
0016508	GM-3	First Division Road over US 27/SR 520 Bridge Reaplacement			Bridge	$ 620,000			$ 3,214,440	$ 3,834,440					$ -					$ -	GDOT Work Program
0010559	GM-2	US 280/SR 520 Bridge Over Chattahoochee River			Bridge	$ 2,920,000	$ 513,000		$ 38,156,991	$ 41,589,997					$ -					$ -	GDOT Work Program
M005022	GM-5	Resurfacing SR 85 from SR 1 to SR 1			Maintenance				$ 21,000,000	$ 21,000,000					$ -					$ -	GDOT Work Program
0008376	GM-4	I-185 Shoulder from CR 62/Old Cusseta Road to SR 22 Spur			Maintenance						$ 200,000	$ 900,000		$ 13,046,000	$ 14,146,000					$ -	GDOT Work Program
									Total Cost	$ 81,047,437				Total Cost	$ 14,146,000				Total Cost	$ -	
									Total Revenue for Maintenance	$ 33,174,187				Total Revenue for Maintenance	$ 71,807,181				Total Revenue for Maintenance	$ -	
									Balance	$ (47,873,250)				Balance	$ 57,661,181				Balance	$ -	

Identified AL Maintenance Projects

GDOT PI #	Map ID	Name	Termini From	Termini To	Project Type	2025 - 2029 PE	ROW	UTL	CST	Total Project Cost	2030 - 2039 (Mid Year 2035) PE	ROW	UTL	CST	Total Project Cost	2040 - 2050 (Mid Year 2045) PE	ROW	UTL	CST	Total Project Cost	Comment
1000674449	AM-1	Seale Road Bridge Replacement	NA	NA	Maintenance				$ 2,356,521	$ 2,356,521					$ -					$ -	ALDOT Work Program
100067546	AM-2	CR-379 Resurfacing	CR-158	SR-38 (US-280)	Maintenance				$ 1,625,000	$ 1,625,000					$ -					$ -	ALDOT Work Program
100073186	AM-3	Owens Rd and McClendon Rd Resurfacing			Maintenance				$ 676,590	$ 676,590					$ -					$ -	ALDOT Work Program
100073346	AM-4	Various Street Resurfacing			Maintenance				$ 547,525	$ 547,525					$ -					$ -	ALDOT Work Program
100073174	AM-5	CR-240 Resurfacing	County Line Road	Hospitlika Creek Bridge	Maintenance				$ 1,205,540	$ 1,205,540					$ -					$ -	ALDOT Work Program
100073177	AM-6	CR-235 Widening and Resurfacing	CR-240	CR-240	Maintenance				$ 616,055	$ 616,055					$ -					$ -	ALDOT Work Program
100073204	AM-7	CR-212 Widening and Resurfacing	CR-240	Russell County Line	Maintenance				$ 568,244	$ 568,244					$ -					$ -	ALDOT Work Program
100073836	AM-8	4th Ave, Opelika Rd, Seale Rd Resurfacing			Maintenance	$ 455,250				$ 455,250					$ -					$ -	ALDOT Work Program
100073176	AM-9	4th Ave, Opelika Rd, Seale Rd Resurfacing			Maintenance				$ 2,572,000	$ 2,572,000					$ -					$ -	ALDOT Work Program
100063093	AM-10	CR-24 Resurfacing	CR-24 (Tarver Road)	CR-137 (Uchee Hill Highway	Maintenance				$ 578,986	$ 578,986					$ -					$ -	ALDOT Work Program
100063094	AM-11	CR-24 Resurfacing	CR-39 (NUCKOLSROAD)	CR-24 (LATO ROAD)	Maintenance				$ 466,986	$ 466,986					$ -					$ -	ALDOT Work Program
100073184	AM-12	Patterson Rd Resurfacing	END OF PAVEMENT	SR-165	Maintenance				$ 281,540	$ 281,540					$ -					$ -	ALDOT Work Program
100073185	AM-13	Terminal Road Resurfacing	END OF TERMINAL ROAD	SR-165	Maintenance				$ 427,000	$ 427,000					$ -					$ -	ALDOT Work Program
100078610	AM-14	CR-427 (Pierce Road) Resurfacing	CR-248(SUMMERVILLE ROAD)	RUSSELL COUNTY LINE	Maintenance				$ 993,600	$ 993,600					$ -					$ -	ALDOT Work Program
100078612	AM-15	CR-427 (Opelika Rd) Resurfacing	CRAWFORD ROAD	SR-1 (US-280)	Maintenance	$ 80,000				$ 80,000					$ -					$ -	ALDOT Work Program
100078613	AM-16	CR-427 (Opelika Rd) Resurfacing	CRAWFORD ROAD	SR-1 (US-280)	Maintenance				$ 480,000	$ 480,000					$ -					$ -	ALDOT Work Program
100078611	AM-17	14th Street Resurfacing	5TH AVENUE	CRAWFORD ROAD	Maintenance				$ 130,000	$ 130,000					$ -					$ -	ALDOT Work Program
100078614	AM-18	CR-145 Resurfacing	CR-175	CR-149	Maintenance				$ 1,004,400	$ 1,004,400					$ -					$ -	ALDOT Work Program
100078616	AM-19	Patterson Rd Resurfacing	OWENS ROAD	SR-165	Maintenance				$ 417,970	$ 417,970					$ -					$ -	ALDOT Work Program
NA	AM-20	Resurfacing of Riverchase Dr.			Maintenance	$ 180,000			$ 1,200,000	$ 1,380,000					$ -					$ -	Phenix City
NA	AM-21	CR-248 Resurfacing			Maintenance				$ 805,000	$ 805,000					$ -					$ -	Lee County
NA	AM-22	Resurfacing of Knowles Rd.			Maintenance	$ 118,000			$ 785,000	$ 903,000					$ -					$ -	Phenix City
NA	AM-23	CR-236 Resurfacing			Maintenance					$ -				$ 487,500	$ 487,500					$ -	Lee County
NA	AM-24	CR-208 Resurfacing			Maintenance					$ -				$ 945,000	$ 945,000					$ -	Lee County
NA	AM-25	CR-179 Widening and Resurfacing			Maintenance					$ -				$ 1,105,000	$ 1,105,000					$ -	Lee County
NA	AM-26	CR-240 Resurfacing			Maintenance					$ -				$ 1,280,000	$ 1,280,000					$ -	Lee County
NA	AM-27	CR-230 Resurfacing			Maintenance					$ -				$ 340,000	$ 340,000					$ -	Lee County
NA	AM-28	CR-197 Resurfacing			Maintenance					$ -					$ -				$ 960,000	$ 960,000	Lee County
NA	AM-29	Resurfacing Various Streets - Broad St. and Dillingham St.			Maintenance					$ -		$ 120,000			$ 147,000				$ 370,000	$ 490,000	Phenix City
NA	AM-30	Resurfacing Various Streets - Colin Powell Pkwy. and 20th Ave.			Maintenance					$ -		$ 120,000			$ 147,000				$ 780,000	$ 927,000	Phenix City
NA	AM-31	Resurfacing Various Streets - Meadowlans Dr. and 10th Ave. S			Maintenance					$ -		$ 120,000			$ -				$ 640,000	$ 760,000	Phenix City
NA	AM-32	Resurfacing Various Streets - Idle Hour Dr., 36th St. and Opelika Rd.			Maintenance					$ -		$ 220,000			$ -				$ 980,000	$ 1,200,000	Phenix City
NA	AM-33	Resurfacing of Summerville Rd.			Maintenance					$ -		$ 150,000			$ -				$ 1,000,000	$ 1,150,000	Phenix City
NA	AM-34	Resurfacing of Summerville Rd.			Maintenance					$ -		$ 122,000			$ -				$ 810,000	$ 932,000	Phenix City
NA	AM-35	Resurfacing of Lakewood Dr.			Maintenance					$ -		$ 120,000			$ -				$ 800,000	$ 920,000	Phenix City
NA	AM-36	Resurfacing of Stadium Dr.			Maintenance					$ -		$ 105,000			$ -				$ 700,000	$ 805,000	Phenix City
NA	AM-37	Resurfacing of Seale Rd.			Maintenance					$ -		$ 78,000			$ -				$ 520,000	$ 598,000	Phenix City
NA	AM-38	Resurfacing Various Streets - 16th St. and 5th Ave.			Maintenance					$ -		$ 120,000			$ -				$ 340,000	$ 460,000	Phenix City
NA	AM-39	Resurfacing Various Streets - Martin Luther King, Jr. Pkwy and Broad St.			Maintenance					$ -		$ 120,000			$ -				$ 185,000	$ 305,000	Phenix City
NA	AM-40	Resurfacing of Sandfort Rd.			Maintenance					$ -		$ 127,500			$ -				$ 850,000	$ 977,500	Phenix City
NA	AM-41	Resurfacing of Wright Rd.			Maintenance					$ -		$ 75,000			$ -				$ 500,000	$ 575,000	Phenix City
NA	AM-42	Resurfacing of Broad St.			Maintenance					$ -		$ 80,000			$ -				$ 350,000	$ 410,000	Phenix City
NA	AM-43	Resurfacing of Various Streets - Dillingham St., 14th St. and Fontaine Rd.			Maintenance					$ -		$ 90,000			$ -				$ 295,000	$ 385,000	Phenix City
NA	AM-44	CR-158 Resurfacing			Maintenance					$ -					$ -				$ 2,160,000	$ 2,160,000	Lee County
NA	AM-45	CR-379 Resurfacing			Maintenance					$ -					$ -				$ 3,120,000	$ 3,120,000	Lee County
NA	AM-46	CR-318 Resurfacing			Maintenance					$ -					$ -				$ 1,920,000	$ 1,920,000	Lee County
NA	AM-47	CR-246 Resurfacing			Maintenance					$ -					$ -				$ 1,232,500	$ 1,232,500	Lee County
									Total Cost	$ 18,571,207				Total Cost	$ 4,157,500				Total Cost	$ 20,287,000	
									Total Revenue for Maintenance	$ 16,341,975				Total Revenue for Maintenance	$ 40,834,512				Total Revenue for Maintenance	$ 44,917,963	
									Balance	$ (2,229,232)				Balance	$ 36,677,012				Balance	$ 24,630,963	
									Balance	$ 11,086,041				Balance							

		Identified EV Projects				2025 - 2029					2030 - 2039 (Mid Year 2035)					2040 - 2050 (Mid Year 2045)									
			Termini																						
GDOT PI #	Map ID	Name	From	To	Project Type	PE	ROW	UTL	CST	Total Project Cost	PE	ROW	UTL	CST	Total Project Cost	PE	ROW	UTL	CST	Total Project Cost					Comment
0020334	GEV-1	EV Charging Station at 1 Location in Muscogee County			NEVI	$ 30,000			$ 1,250,000	$ 1,282,025															GDOT Work Program
NA	GEV-2	Columbus-Muscogee EV Deployment Study			Studies				$ 1,000,000	$ 1,002,025															Policy
									Total Cost	$ 2,284,050				Total Cost					Total Cost						
									Total Revenue for EV Set Aside	$ 56,983,954				Total Revenue for EV Set Aside					Total Revenue for EV Set Aside						
									Balance	$ 54,699,904				Balance					Balance						

		Identified Special Studies Projects				2025 - 2029					2030 - 2039 (Mid Year 2035)					2040 - 2050 (Mid Year 2045)									
			Termini																						
GDOT PI #	Map ID	Name	From	To	Project Type	PE	ROW	UTL	CST	Total Project Cost	PE	ROW	UTL	CST	Total Project Cost	PE	ROW	UTL	CST	Total Project Cost					Comment
0020288	GS-1	Columbus School Traffic Impact Study	NA	NA	Studies	$ 1,000,000				$ 1,000,000															GDOT
0020289	GS-2	Edgewood Road Corridor Study	University Avenue	Hilton Avenue	Studies	$ 200,000				$ 200,000															GDOT
0020290	GS-3	Columbus Trails and Sidewalks Study	NA	NA	Studies	$ 1,000,000				$ 1,000,000															GDOT
									Total Cost	$ 2,200,000				Total Cost					Total Cost						
									Studies	$ 13,266,041				Total Revenue for Special Studies					Total Revenue for Special Studies						

Appendix G
Environmental Mitigation

Appendix G

Environmental Mitigation Policy

The Columbus-Phenix City Transportation Study is committed to minimizing and mitigating the negative effects of transportation projects on the natural and built environments.

Some projects, such as new roadways and roadway widening, involve major construction with considerable earth disturbance. Others, like intersection improvements, street lighting, and resurfacing projects, involve minor construction and minimal, if any, earth disturbance. The mitigation efforts will be based on the anticipated severity of the impact on environmentally sensitive areas of the project.

To the extent possible, transportation projects should minimize off-site disturbance in sensitive areas, develop strategies to preserve air and water quality, limit tree removal, minimize grading and other earth disturbance, provide erosion and sediment control, and limit noise and vibration. Where feasible, alternative designs or alignments are developed to lessen the project's impact on environmentally sensitive areas. For major construction projects, such as new roadways, or for projects that may have a region-wide environmental impact, a context-sensitive solution process with considerable public participation and alternative design solutions should be used to lessen the impact of the project.

The table on the following page details mitigation activities and measures that should be considered when addressing environmental impacts during the project development phase.

Potential Environmental Impacts and Mitigation Measures

Impacts	Potential Mitigation Factors
Air Quality	• Designate pedestrian/Transit Oriented Development areas • Adopt local air quality mitigation fee program • Develop energy efficient incentive programs • Adopt air quality enhancing design guidelines
Archaeological	• Design modifications to avoid area • Archaeological excavation • Educational activities
Community Impacts	• Bridge community • Sidewalks • Bike lanes • Develop recreational areas • Traffic calming • Oral history project
Justice 40 Communities	• Property owners paid fair market value for property acquired • Residential and commercial relocation
Farmland	• Protect one to one farmland acre for every acre converted • Agricultural conservation easement on farmland • Compensation
Fragmented Animal Habitats	• Wildlife crossing structures, including overpasses or underpasses, that facilitate movement of terrestrial and aquatic species through the landscape • Other innovative wildlife crossings and design measures • Native plant species to provide habitat for native insects and animal species; control of invasive species infestations • Regional and county-wide conservation plans • Adoption of zoning, ordinances, and development standards that protect connected natural areas
Historic Sites	• Relocation of historic property • Design modification • Landscaping to reduce visual impacts • Photo documentation • Historic archival recording to present information to the public
Light Impacts	• Lens color • Direction of lighting • Low-level lighting • Use of lighting that illuminates roadways while protecting natural nighttime environment for humans and wildlife
Noise	• Depressed roads • Noise barriers • Planting trees • Construct tunnels

Park Impacts	• Construct bike/pedestrian pathways • Dedicate land • Compensation for park dedication fees • Replace impaired functions
Streams	• Crossing minimization • Stream restoration • Vegetative/forested buffer zones—undisturbed and forested along perennial streams; vegetated along intermittent streams • Native plant species in riparian areas to provide habitat for native insects and animal species; control of invasive species infestations. • Strict erosion and sedimentation control measures • Best management practices for stormwater management, particularly with potential impact on 303(d) listed waters • Ecosystem Enhancement Program (EEP) • Impervious surface limits • Low impact development • Alternatives to curb and gutter streets
Threatened & Endangered Species	• Preservation, enhancement or restoration of degraded habitat • Creation of new habitats • Establishment of vegetated buffer areas around existing habitats and streams • Modifications of land use practices • Restrictions on land access • Regional and county-wide conservation plans • Protected corridors to facilitate movement of species across the landscape • Best management practices for habitat protection • Incentives to protect habitat in developing landscapes
Viewshed Impacts	• Vegetation and landscaping • Screening • Buffers • Earthen berms • Camouflage • Lighting limitations
Wetlands	• Vegetated/forested buffers around wetlands • “Critical habitat zones” around wetlands • Wetland restoration • Creation of new wetlands • Strict erosion and sedimentation control measures • Use silt fencing and other methods to keep wildlife out of active construction areas. • Native plant species to provide habitat for native insects and animal species; control of invasive species infestations • Ecosystem Enhancement Program (EEP) • Compensation

Appendix H
Planning Emphasis Areas

MTP Addressing of Planning Emphasis Areas

The FHWA has also identified eight Planning Emphasis Areas (PEAs) that the C-PCTS MPO is encouraged to address in the MTP planning process. The following identifies matrix how these PEAs were addressed the 2050 MTP process:

The following

Planning Emphasis Area	MTP
Tackling the Climate Crisis – Transition to a Clean Energy, Resilient Future	The MTP recognizes the need for cleaner transportation in the region. To this end, the MTP contains two significant studies to promote clean energy – EV Deployment Plan and Sidewalk and Trails Plan. Furthermore, $50 million of anticipated has been set aside for EV infrastructure improvements.
Equity and Justice 40 in Transportation Planning	The MTP identifies historically disadvantaged communities within the Plan. Equity was also a consideration in the project prioritization process. Furthermore, the Plan calls for a $1 million study to identify ADA needs throughout the region and another $1 million set aside specifically for ADA projects.
Complete Streets	The MTP conducted an analysis of the region's roadways to identify those most suitable for Complete Streets based on their ability to: serve historically disadvantaged; connect to schools, parks and other activity centers; serve active transportation demand; and connect to area transit.
Public Involvement	The plan undertook a robust program that included public meetings and surveys consistent with the MPO Public Participation Plan. A summary of outreach activities and results is provided in Appendix E.
Strategic Highway Network (STRAHNET)/U.S. Department of Defense (DOD) Coordination	The STRAHNET network was identified in the Plan and coordination with Fort Moore took place during the Plan.
Federal Land Management Agency (FLMA) Coordination	Given the relatively short schedule, the MPO's Technical Coordination Committee served as the stakeholder committee for the MTP. Their TCC currently does not include representatives from a specific FLMA.
Planning and Environmental Linkages (PEL)	An Environmental Mitigation Strategy is provided in Appendix G.
Data in Transportation Planning	The project team utilized the best available data sources from Federal databases, GDOT, ALDOT and the region's

	local governments. Furthermore, the team utilized Replica data to identify demand for pedestrian and freight travel.