



**FY 2024 – 2027  
DRAFT TRANSPORTATION IMPROVEMENT PROGRAM**

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For information regarding this document, please contact  
Lynda R. Temples, Principal Transportation Planner  
Columbus-Phenix City Transportation Study  
420 10<sup>th</sup> Street, 2<sup>nd</sup> Floor  
P.O. Box 1340  
Columbus, Georgia 31902  
Telephone: 706-225-3938  
Email: [ltemples@columbusga.org](mailto:ltemples@columbusga.org)

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## **2024-2027 DRAFT TRANSPORTATION IMPROVEMENT PROGRAM**

This report was financed in part by the U.S. Department of Transportation, Federal Highway Administration, Federal Transit Administration, the Alabama Department of Transportation, the Georgia Department of Transportation, and local participating governments, in partial fulfillment of Task 4.12 of the UPWP and as required by amended Title 23 USC 134 (Infrastructure Investment and Jobs Act, November 2021). The contents of this document do not necessarily reflect the official views or policy of the U.S. Department of Transportation.

The Columbus-Phenix City MPO complies with Title VI of the Civil Rights Act of 1964 (42 U.S. C. 2000d et seq.), which states that “no person in the United States shall, on the ground of race, color, or national origin, be excluded from participation in, be denied the benefits of, or be subjected to discrimination under any program or activity receiving Federal financial assistance.” In addition to Title VI, there are other Nondiscrimination statutes that afford legal protection. These statutes include the following: Section 162 (a) of the Federal-Aid Highway Act 1973 (23 USC 324) (sex), Age Discrimination Act of 1975 (age), and Section 504 of the Rehabilitation Act of 1973 / Americans with Disabilities Act of 1990 (disability).

**RESOLUTION**

**COLUMBUS-PHENIX CITY TRANSPORTATION STUDY  
POLICY COMMITTEE  
ENDORSEMENT OF THE DRAFT FISCAL YEAR 2024-2027  
TRANSPORTATION IMPROVEMENT PROGRAM**

**WHEREAS:** the Infrastructure, Investment, and Jobs Act (IIJA) requires the Metropolitan Planning Organization, in cooperation with participants in the planning process, develop and update annually the Transportation Improvement Program (TIP); and

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

**WHEREAS:** the TIP is consistent with all plans, goals, and objectives of the C-PCTS, and shall be updated annually with revisions to reflect changes in program emphasis and funding availability; and

**WHEREAS:** the C-PCTS has made efforts to obtain the participation of public and private transit operations in the development and implementation of transit – related projects in the TIP; and

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

**WHEREAS:** the Columbus-Phenix City Transportation Study Policy Committee finds that the requirements of Title 23 USC 134 and 23 CFR 450 regarding urban transportation planning have been met and authorizes its chairman to execute a joint certification of this fact with the Georgia Department of Transportation, the Alabama Department of Transportation, the Federal Transit Administration, and the Federal Highway Administration.

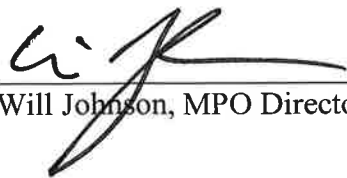


\_\_\_\_\_  
Mayor B.H. "Skip" Henderson, III  
Chair, Policy Coordinating Committee

August 15, 2023

Date

Attest:



\_\_\_\_\_  
Will Johnson, MPO Director

## TRANSPORTATION PLANNING COMMITTEES

### POLICY COMMITTEE

**VOTING:** Mayor B.H. “Skip” Henderson, III, Columbus – Chair  
Mayor Eddie Lowe, Phenix City – Vice-Chair  
Charles Coffey, Chairman, Cusseta-Chattahoochee Commission  
Mayor Fred Copeland, Jr., Smiths Station  
Rod Costello, Chairman, Russell County Commission  
Bill English, Chairman, Lee County Commission  
Rosa Evans, Director of METRA, Columbus  
Steve Graben, PE, Southeast Regional Engineer, Alabama DOT  
Will Johnson, Director of Planning, Columbus  
Jannine Miller, Director of Planning, Georgia DOT  
**, Chairman, Citizens Advisory Committee**  
Lisa Sandt, Lee Russell County of Governments, PEX  
Cathy Williams, Georgia State Transportation Board

**ADVISORY:** Mark D. Bartlett, PE, Division Administrator, FHWA, Alabama  
Daniel Hinton, PE, Acting Division Administrator, FHWA, Georgia  
Bradley B. Lindsey, PE, State Local Transportation Engineer – Alabama DOT  
**Michael Presley**, PE, District Engineer, Georgia DOT  
Brian C. Langford, Office of Planning – Georgia DOT

### TECHNICAL COORDINATING COMMITTEE

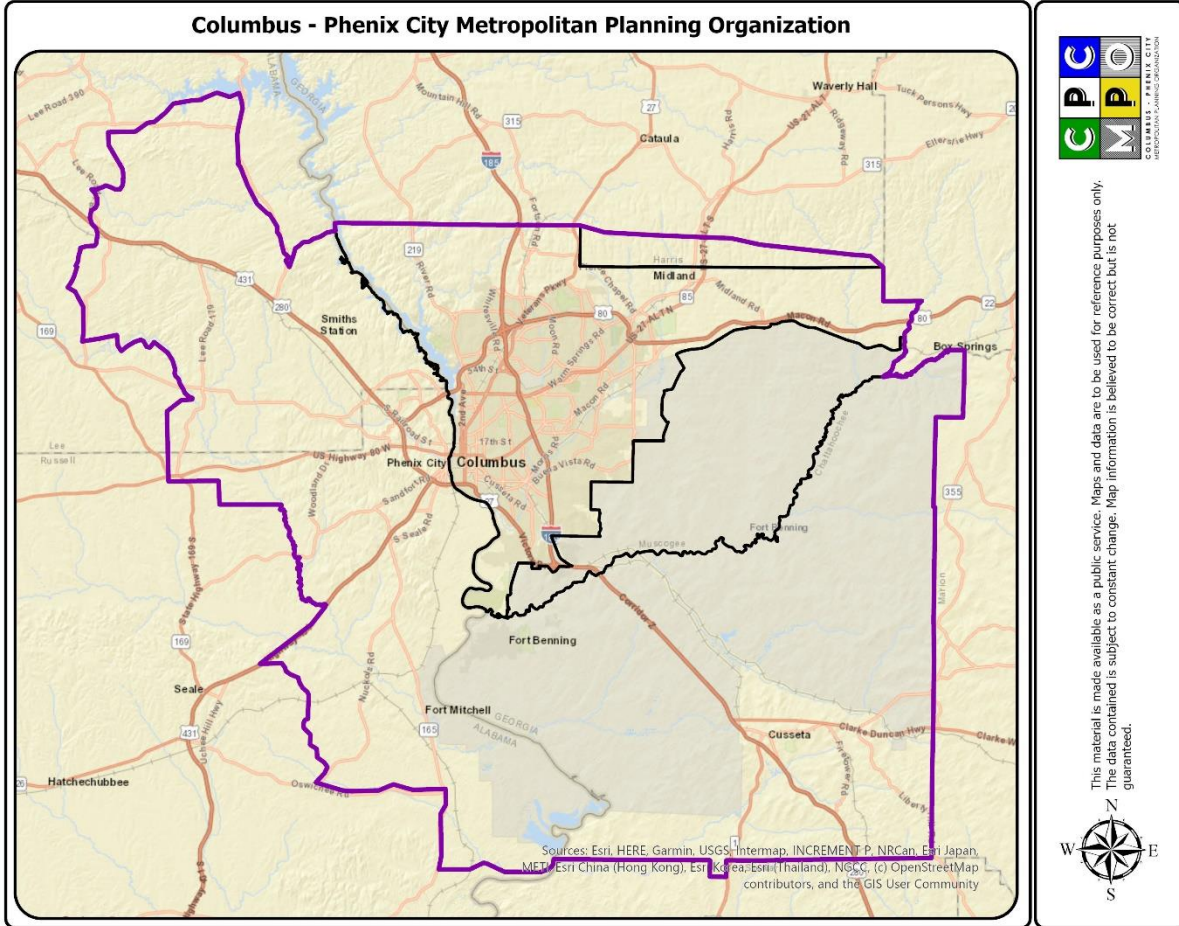
**VOTING:** Will Johnson, Director of Planning, Columbus, Chair  
**Jim Adcock, Master Planner, Fort Benning**  
Vance Beck, PE, Traffic Engineer, Columbus  
Tom Bickel, Board of Commissioners, Chattahoochee County  
Shawn Blakeney, PE, Russell County Engineer  
Cooper Calhoun, PE, Montgomery Area Traffic Engineer, Alabama DOT  
Amber Clark, Director, Columbus Airport  
Felton Grant, Transportation Planning Coordinator, Columbus  
Justin Hardee, PE, Lee County Engineer  
Pam Hodge, Deputy City Manager, Columbus  
Wallace Hunter, City Manager, Phenix City  
Matt Leverette, PE, Assistant Region Engineer, Alabama DOT  
Jim Livingston, Executive Director, River Valley Regional Commission  
Angel Moore, PE, City Engineer, Phenix City  
Andrew Swicegood, PE, Engineer, Smiths Station  
Ena Rivera, METRA, Columbus  
Adam Smith, PE, Pre-Construction Engineer, Georgia DOT  
Jackie Williams, Transportation Planning Specialist, Georgia DOT

**ADVISORY:** Larry Alexander, Federal Highway Administration, Alabama  
Carol Comer, Multi-modal Planning Division, Georgia DOT  
Ann-Marie Day, Planning Team Leader, and FHWA, Georgia  
Michael Hora, PE, Asst. State Local Transportation Engineer – Planning,  
Alabama DOT  
Josh Kervin, PE, Southeast Region Pre-Construction Engineer, Alabama DOT  
Olivia Lewis, Federal Highway Administration, Georgia  
Harland Smith, District Planning & Programming Coordinator, Georgia DOT  
Nicole Spivey, FTA – Georgia  
Tim Toomy, PE, Area Engineer, Georgia DOT

#### **CITIZENS ADVISORY COMMITTEE**

MPO Staff is restructuring the CAC or looking at other ways to engage the communities.

**Columbus-Phenix City Transportation Study**  
**Boundary Map based on 2020 Census**





## INTRODUCTION

### About the MPO

The Columbus-Phenix City Transportation Study (C-PCTS) is one (1) of sixteen (16) Metropolitan Planning Organizations in the State of Georgia and one (1) of twelve (12) in the State of Alabama. In 1964, the C-PCTS was designated a Metropolitan Planning Organization (MPO) through the Federal-Aid Highway Act of 1962. An MPO is defined as a transportation policy-making body made up from representatives of local governments and transportation agencies with authority and responsibility in metropolitan planning areas. The Act required Governors of each state to formally designate local government entities to make up a MPO in each urbanized area with a population of 50,000 persons or more. Listed below are several core functions of the MPO:

- ✚ Program and allocate federal funds to transportation projects and infrastructure investments through identifying and evaluating alternative transportation investment options.
- ✚ Create and coordinate policy that guides transportation planning in its area of jurisdiction. A key element of policy development is that it is data driven, goal focused and anticipated outputs are measurable.
- ✚ Establish and manage a fair and impartial setting for effective regional decision making in the metropolitan area. Transparent decision making through active public involvement is a key requirement. Successful existing and future transportation plans seek to incorporate and sustain a significant level of public input.
- ✚ Prepare and maintain a Metropolitan Transportation Plan (MTP). Preparation of this document usually occurs once every five (5) years and has a typical planning horizon between 20 to 30 years.
- ✚ Develop a Transportation Improvement Program (TIP), which is similar to the MTP, however with a much shorter planning horizon, e.g., four (4) years. Transportation projects presented in the TIP are also included in the MTP.

### MPO Participants

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

Participants in the transportation planning process include the C-PCTS, the Policy Coordinating Committee (PCC), the Technical Coordinating Committee (TCC), and the Citizens Advisory Committee (CAC), public transit operators including METRA and PEX, counties, local officials, private citizens, and the U.S. Department of Transportation (U.S. DOT).

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

The Transportation Planning Division is the staff to the MPO Committees. The Division collects information, analysis' it and presents it to the committees. Listed below are detailed functions of each committee.

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

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

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

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

The **Citizen Advisory Committee (CAC)** is an important link for two-way communication between the citizens and the transportation professionals. This committee conveys the needs of the citizens to the planners and explains the plans and programs to the citizens. The Citizen Advisory Committee has the following responsibilities.

1. Reviews current year transportation improvements and recommends a Unified Planning Work Program for the next year.
2. Makes transportation recommendations to the Policy Committee and the Technical Coordinating Committee.
3. Review policy and procedure matters and make appropriate recommendations to the Policy Committee and the Technical Coordinating Committee.
4. Assesses public opinion through opinion polls and interviews and conveys to the Policy and the Technical Committees the needs of the public.

The Columbus-Phenix City / Urbanized Areas include all of Muscogee and Chattahoochee counties and a portion of Harris County in Georgia and portions of Lee and Russell counties in Alabama and Phenix City, Alabama. The Urbanized Areas as designated by the United States Census Bureau and reflect urban growth, not political boundaries. Study areas serve a dual purpose: (1) they represent the geographic area in which MPO funds can be used and (2) defines an area that may be urbanized over the next 20 years. Study areas are established by the MPO; however, require the approval of the Governor.

## **PURPOSE OF THE TRANSPORTATION IMPROVEMENT PROGRAM (TIP)**

The Transportation Improvement Program (TIP) covers four years of federal, state, and locally funded multimodal transportation projects that are derived from the Metropolitan Transportation Plan (MTP). The TIP functions as the near-term implementation plan for projects that have specific federal funding assigned to them, while the MTP is a long-range planning effort that determines the regional needs for a multi-modal transportation system over at least the next twenty years.

The projects in the TIP may include facilities for pedestrians, bicycles, automobiles (cars, trucks), as well as public transit. Projects identified in the TIP and MTP are primarily paid for by federal funds in accordance with the United State Code (U.S.C.) and current transportation legislation: Infrastructure Investment and Jobs Act signed into law on November 15, 2021, superseding Fixing America's Surface Transportation (FAST) Act. In addition to federally funded state projects in the C-PCTS MPO area or grants received by C-PCTS MPO member jurisdictions, federal funds programmed at the C-PCTS MPO's discretion are based on population.

Projects that are identified in the TIP have made significant progression from the conceptual regional plan to a funded program, with federal dollars available to begin phases of work identified on the project's individual project pages. The TIP covers a four-year period and is based on funds, which are reasonably expected to be available for project implementation, making it fiscally constrained.

### **TIP Development Process**

The Columbus-Phenix City Transportation Study, is a federally designated Metropolitan Planning Organization (MPO), is responsible for the development of both the Alabama and Georgia portions of the TIP, which are then incorporated by reference into the State Transportation Improvement Program(s) (STIP) for each state. The TIP is developed by the MPO through a comprehensive, continuing, and cooperative effort with the Federal Highway Administration (FHWA), Federal Transit Administration (FTA), the Alabama Department of Transportation (ALDOT), and the Georgia Department of Transportation (GDOT), local transit operators, local city/county governments, the public and other interested parties to implement project, strategies, and services. **"As recipients of Section 5307, the public involvement requirements for METRA and PEX are met through the MPO's Public Participation Plan".** A new TIP is developed at least every four years and updates are made to the TIP/STIP annually and as necessary through Amendments and Administrative Modifications further outlined in the Amendment Process section of this document. TIP documents operate on four-year planning horizons that cover July 1 through June 30 (Georgia) and October 1 through September 30 (Alabama). The previous TIP covered Fiscal Years 2018-

2021, and this current TIP overlaps by one year to ensure continuity and covers Fiscal Years 2021-2024 and the next TIP will cover years 2024-2027.

**Table 1. TIP Development & Review Process**

<b>Columbus-Phenix City Transportation Study MPO Activities for Federal Required Documents</b>			
<b>Document</b>	<b>Reviewing Agency/Group</b>	<b>Review/Comment Period</b>	<b>Material</b>
<b>Transportation Improvement Program (TIP)</b>			
Scheduled Updates	Federal / State	30 Calendar Days	Digital & Print
	C-PCTS MPO Committees	30 Calendar Days	
	Public	30 Calendar Days	
Amendments	Federal / State	15 Business Days	Digital only
	Public	15 Business Days	Digital & Print
	C-PCTS MPO Committees	One Week	Digital & Print
Special Call for Projects	All	Follows Amendment Schedule	
Administrative Modification	Staff prepared with only a notification of the completed activity to all agencies/groups		

The TIP is based on transportation needs identified through the MPO transportation planning process including, the adopted long-range transportation plan, and the Congestion Management Process. The TIP must incorporate local as well as state planning projects within their boundaries that may utilize federal funds. The TIP is made available to the public for review and comment for thirty-days (30) prior to the adoption of the final document. The final TIP is then included in the Statewide Transportation Improvement Programs by reference without modification once approved by the MPO Policy Board and Governors, or his designee.

## **LAWS AND REGULATIONS**

The laws that require Metropolitan Planning Organizations to develop TIP's are found in Section 134 of Title 23 and Section 5303 of Title 49 of the United States Code. The rules that govern Metropolitan Planning Organizations (MPOs) are published in the Code of Federal Regulations (CFR's) as Title 23, Chapter 1, Part 450, Sub-part C. Sections 450.324 through 450.330 specifically relate to the development of the TIPs.

On November 15, 2021, President Joe Biden signed the Infrastructure Investment and Jobs Act, or "IIAJ Act" into law, the largest federal investment bill in United States history. The \$1.2 trillion package includes a five-year allocation of \$440 billion in federal investments in American's infrastructure to upgrade highways and major roads, bridges, airports, ports, and water systems. Additional investments cover expansions and improvements to the nation's broadband access, public transportation systems, and energy grid infrastructure. Almost 80% of the \$550 billion in new spending will go to projects funded entirely or primarily by grants. Program feasibility guidelines will extend funding accessibility for all states, regions, and localities. The Infrastructure Bill is classified into 12 programs to summarize the core objectives while highlighting the primary funding agencies and provide a representative sample of affected programs within each program's category. The IIAJ Act transportation programs are outlined below:

### **ROADS, BRIDGES, & MAJOR PROJECTS - \$110 Billion:**

- Reauthorize surface transportation programs
- Invest in additional funding to repair roads and bridges and support major transformational projects

### **PUBLIC TRANSPORTATION - \$39 Billion**

- Repair public transit infrastructure (i.e., buses, railcars, stations and track, signals, and power systems)
- Replace deficient transit vehicles, including buses with clean, zero-emission vehicles
- Invest in modernizing transit to reduce greenhouse emissions.

### **PASSENGER & FREIGHT RAIL - \$66 Billion**

- Eliminate Amtrak maintenance
- Modernize the Northeast Corridor
- Bring reliable rail service to areas outside the northeast and mid-Atlantic

### **AIRPORTS - \$25 Billion**

- Repair airports and reduce maintenance backlogs
- Reduce congestion and emissions near airports and drive electrification and other low carbon technologies

### **PORTS AND WATERWAYS - \$16 Billion**

- Upgrade port infrastructure and waterways
- Reduce congestion and emissions near ports and waterways and drive electrification and other low carbon technologies

### **ELECTRIC VEHICLES, BUSES, AND FERRIES - \$15 Billion**

- Build and expand a national network of EV chargers

- Provide funding for deploying chargers along highway corridors
- Reduce emissions and improve air quality

**SAFETY - \$11 Billion**

- Invest in the safety of transit system, including highways, pedestrians, vehicles, and trucks
- Enhance crash avoidance and drunk driving prevention technologies.

Described below are other requirements of the MPO planning process include compliance with several existing laws, regulations, and policy directives.

- The Americans with Disabilities Act (ADA) of 1990 mandates equal opportunity for, and prohibits discrimination against, individuals with disabilities. Title II of the ADA and Section 504 of the Rehabilitation Act of 1973 requires State, local, and regional agencies to provide transportation programs, services, and activities that are accessible to all individuals.
- Title VI of the Civil Rights Act of 1964 prohibits discrimination based on race, color, or national origin. Section 162a of the Federal-Aid Highway Act of 1973 to 1976 (Section 324, Title 23 U.S.C.), the enabling legislation of the Federal Highway Administration (FHWA), prohibits discrimination based on gender.
- The Uniform Relocation Assistance and Real Property Acquisition Act of 1970 prohibits unfair and inequitable treatment of persons as a result of projects that are undertaken with federal financial assistance. The Civil Rights Restoration Act of 1987 clarified the intent of Title VI to include all programs and activities of federal aid recipients and contractors whether those programs and activities are federally funded or not. Environmental Justice is a concept founded in the intent of the non-discrimination prohibitions of the federal legislation.
- The incorporation of Environmental Justice and non-discrimination principals into transportation planning and decision-making processes as well as project-specific environmental reviews as founded in *Executive Order 12898, Federal Actions to Address Environmental Justice in Minority Populations and Low-Income Populations* and reaffirmed in both the United States Department of Transportation (US DOT) Order 5610.2 (a), *Actions to Address Environmental Justice in Minority Populations and Low-Income Populations and FTA Circular 4703.1 Environmental Justice Policy Guidance for Federal Transit Administration Recipients*. These policy directives require federal agencies and grant recipients of federal funds to identify and address disproportionately high and / or adverse environmental or human health effects that any of its programs, policies, and / or activities may have on minority and low-income populations. Further, each agency and grant recipient must work to prevent the denial, reduction, or delay of benefits received by minority and low-income populations and must develop policies and strategies to ensure full and fair participation by affected populations in transportation decisions.
- In 2009, the US DOT, the US Department of Housing and Urban Development (HUD), and US EPA announced a new Interagency Partnership for Sustainable Communities to improve access to affordable housing, provide more transportation options, and lower transportation costs while protecting the environment in communities nationwide. The partnership costs while protecting the environment in communities nationwide. The partnership established six livability principals: provide more transportation choices; promote equitable-affordable housing; enhance economic competitiveness; support

existing communities; coordinate and leverage policies and investments; and value communities and neighborhoods. MPOs are encouraged to incorporate these livability principals into their plans and programs to ensure that transportation investments support both mobility and broader community goals.

## **PERFORMANCE BASED PLANNING (GOALS AND OBJECTIVES)**

Goals and objectives serve to focus planning activities on those items that represent critical issues and concerns reflected in the results of public outreach activities. They also serve to consider the potential improvements suggested in response to needs and deficiencies identified in the evaluation of current and future conditions.

### *Overview of Performance Based Planning*

Over the past two decades, transportation agencies have been applying “performance measures” – a strategic approach that uses performance data to help achieve desired outcomes – to support decision-making. Performance management is credited with improving project and program delivery, informing investment decision making, focusing staff on leadership priorities, and providing greater transparency and accountability to the public.

Performance-based planning and programming (PBPP) refers to transportation agencies’ application of performance management in their planning and programming to achieve desired outcomes for the multi-modal transportation system. For MPO’s this embraces a range of activities and products together with other agencies, stakeholders, and the public as part of the 3C Metropolitan Transportation Planning Process.

The goal of PBPP is to ensure that transportation investment decisions – both long-term planning and short-term programming – are based on the ability to meet established goals.

The Infrastructure Investment and Jobs Act continues the performance-based planning and programming provisions established under MAP-21 and the FAST Act.



States will invest resources in projects to achieve individual state targets that collectively will make progress toward national goals, as detailed in the IJA.

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

#### Performance Based Planning

In addition to the cooperative, continuous, and comprehensive planning process and the incorporation of the federal planning factors, IJA also includes a requirement for performance-based planning. As stated in the legislation, “*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...*”



## **Planning Factors**

The MPO develops the UPWP to provide comprehensive, cooperative, and continuing transportation planning (known as the “3-C Process”) for the Columbus-Phenix City area. The FAST Act requires that the metropolitan planning process consider and analyze the following ten factors for each planning activity. *The ten planning activity factors with C-PCTS’s associated goals and objectives are shown below and are integrated into the UPWP task elements.*

1. Support the economic vitality of the metropolitan area, especially by enabling global competitiveness, productivity, and efficiency while promoting consistency among transportation improvements and state and local planning growth and economic development patterns.

**Goal: A globally competitive, diversified economy that protects and enhances our natural environment:**

### **Metrics:**

- Number of demolished structures during construction of transportation projects. *TIA Project – Intersection Improvements along Buena Vista Road (Columbus Spider Web Network) – During the ROW phase, ten (10) structures were demolished. One (1), maybe two (2) structures to be demolished once the ROW phase is completed. There were three (3) structures demolished during the ROW Phase for the Cusseta Road Interchange. There are five (5) structures that will be demolished during the construction of the DDI at Buena Vista Road and I-185 bridge.*
  - Acres of agricultural land or vacant properties converted to another use. *21.75 acres of vacant properties that were converted to another use.*
  - Number of rezoning cases that negatively affect the transportation network. *Staff completed twenty-seven (27) traffic analysis for the rezoning cases with one (1) case that will affect the transportation network.*
    - Objective 1: Emphasize public/private partnership resulting in increased regional investment.
    - Objective 2: Accentuate the utilization and expansion of our existing transportation and infrastructure advantages.
    - Objective 3: Promote growth that protects and enhances the environment.
2. Increase the safety of the transportation system for motorized and non-motorized users. *On January 19, 2023, the Columbus-Phenix City Transportation Study (C-PCTS) MPO Policy Committee adopted the Georgia Department of Transportation (GDOT) Safety Performance Management Targets for 2023. On October 18, 2022, the Columbus-Phenix City Transportation Study (C-PCTS) MPO Policy Committee adopted the Alabama Department of Transportation (ALDOT) Safety Performance management Targets for 2023. The Safety Targets are adopted on a yearly basis.*

**Goal: A safe transportation system:**

Metrics:

- Number of automobile collisions per year - (January 1, 2022 to December 15, 2022 Georgia) – 7,634 with 25 fatalities. Data received from GEARS, Columbus Police Department.
  - Number of bike fatalities per year – (2022 Georgia) – 6 bicycle crashes with zero (0) fatalities. Data received from GEARS & the Columbus Police Department.
  - Number of pedestrian fatalities per year. January 1, 2022 to December 15, 2022 (Georgia) – 7 fatalities. Data received from GEARS & the Columbus Police Department. There is no data available for Harris County as they have a disclaimer on their website: “Please note that the 2020 Data is incomplete for some agencies and therefore is not recommended to be including for crash analysis”.
    - Objective 1: Locate the top five (5) most dangerous intersections. MPO Staff continues to work with the Law Enforcement Offices and the Engineering Departments of the counties/cities within the MPO region to locate the top five most dangerous intersections. Funding to improve these intersections can be MPO or local funds.
    - Objective 2: Continue to educate drivers and bicyclists-pedestrians about safely sharing the road.
    - Objective 3: MPO Staff will work with the Transit agencies on incorporating incident data for Safety Planning
3. Increase the security of the transportation system for motorized and non-motorized users.

**Goal: A secure transportation system:**

Metrics:

- Improve the safety of transit facilities including stops and vehicles. METRA currently has cameras on all buses and is currently discussing ways to improve security on the bus stops. METRA will utilize FTA 5307 funding to add amenities along METRA’s 10 fixed bus routes and the dial-a-ride routes. These amenities will include new benches, shelters, concrete slabs under shelters, and trash receptacles. Future improvements will include lightening installed around the bus stops/shelters.
  - Support the development of regional preparedness and evacuation planning.
4. Increase the accessibility and mobility of people and for freight. MPO is utilizing GAMPO PL Funds to develop the 2050 MTP with a Freight Plan component and the 2023 Congestion Management Process (CMP).

**Goal: An accessible transportation system:**

Metrics:

- Dial-A-Ride ridership per year. METRA transports 587,929 riders annually (about 2,500 per day) for the dial-a-ride and fixed routes. (Ridership is measured by FTA in Unlinked Passenger Trips (UPTs). Every time someone gets on a bus to go somewhere they are counted. One (1) person may be counted multiple times

*if they have more than one trip. It determines the frequency of usage as opposed to the number of customers using transit).*

- Average Truck Speed on the National Highway System.
  - Objective 1: Strive to integrate local, regional, and national transportation systems to facilitate movement of people and freight between modes. *MPO will conduct a Freight Plan Component with the MTP update for 2050 and update the Congestion Management Process for 2023.*
  - Objective 2: Support Freight facilities connecting the region to national and global markets. *MPO Staff will conduct a Freight Plan Component with the 2050 MTP update during FY 23 and FY 24.*
  - Objective 3: Enhance connectivity between housing, jobs, services, and educational facilities.
  - Objective 4: Continue to improve system accessibility for people with special transportation needs, including persons with disabilities, the elderly, and the young and low-income populations. Increase ADA compliance with intersection improvements. *MPO Staff continues to work with the Cities of Columbus (Georgia) and Phenix City (Alabama) on implementing projects identified in the ADA Compliance Documents for each city.*
  - Objective 5: Encourage land use policy that supports access for disabled persons, efficient mass transit, and non-motorized travel.
  - Objective 6: Number of projects that comply with Complete Streets. (A complete street is a safe, accessible, and convenient street for all users regardless of transportation mode, age, or physical ability. Complete streets adequately provide for bicyclists, pedestrians, transit riders, and motorists. Complete streets promote healthy communities and reductions in traffic congestion by offering viable alternatives to driving). *The MPO and City staff continue to work with the consulting and construction firms for the Buena Vista Road Spider Web, and the Cusseta / Old Cusseta Road, and the Buena Vista Road Interchange TIA projects and Infantry Road-Follow Me Trail Extension, Military Drive. These projects will include the Complete Streets policy.*

5. Protect and enhance the environment, promote energy conservation, improve quality of life, and promote consistency between transportation improvements and State and Local planned growth and economic development patterns.

***Goal: A sustainable transportation system:***

*Metrics:*

- Percentage of workers commuting by bus
- Percentage of workers commuting by bicycle
- Percentage of workers commuting by walking
  - Objective 1: Continue to collect data on bicyclists using mobile app and compiling data into annual report. *MPO Staff will utilize the Safety Targets to educate commuters on safety measures.*

- Objective 2: Create inventory of bike lane mileages and types as a shape file. *Please click on this link for updated bike lanes / multi-use trails. <http://arcgis/115XvW>*
  - Objective 3: Update inventory of sidewalk mileage and type as shape file. *MPO staff is working on producing an inventory of sidewalks in Columbus and Phenix City. The MPO included a study in the 2045 MTP to complete a sidewalk study throughout the MPO urbanized area.*
  - Objective 4: Continue to add bicycle-pedestrian infrastructure to the network. *MPO Staff continues to work with the City of Columbus on implementing projects identified in the MPO's Alternative Transportation Plan. Listed in the 2045 MTP are a few of these projects.*
6. Enhance the integration and connectivity of the transportation system, across and between modes, for people and freight.

***Goal: An integrated transportation system:***

*Metrics:*

- Survey count of Park and Ride users. *MPO Staff continues to work with the transit agencies to promote the use of Park and Ride locations.*
  - Percentage of workers commuting by bus.
  - Percentage of workers commuting from other counties.
    - Objective 1: Reduce congestion on major freight and passenger routes. *MPO Staff is working with GDOT on the US 80 / Beaver Run corridor on traffic signal upgrades and two roundabouts to increase travel time and reduce wait time at the traffic signals. MPO Staff is working with the Engineering Department for the City of Columbus on improving the intersection of 17<sup>th</sup> Street/Linwood Blvd/13<sup>th</sup> Avenue. TSPLOST Funds will be used to construct a Roundabout at this location.*
    - Objective 2: Improve the internal connectivity of the transportation network.
    - Objective 3: Increase access, expansion and improve the reliability of public mass transit.
7. Promote efficient system management and operation.

***Goal: An efficient transportation system:***

*Metrics:*

- Level of Travel Time Reliability (LTTR)
  - Peak Hour Travel Time Ratio (PHTR)
  - Truck Travel Time Reliability (TTTR)
8. Objective 1: June 19, 2018, the Columbus-Phenix City Transportation Study (C-PCTS) MPO Policy Committee adopted the Georgia Department of Transportation (GDOT) Travel Time Targets and on August 21, 2018, the MPO Policy Committee adopted the Alabama Department of Transportation (ALDOT) Travel Time Targets for 2018. *March 21, 2023, the Columbus-Phenix City Transportation Study (C-PCTS) MPO Policy Committee adopted the Georgia Department of Transportation (GDOT) and the Alabama Department of Transportation (ALDOT) Travel Time Targets.*

9. Emphasize the preservation of the existing transportation system.

**Goal: Maximize transportation system:**

Metrics:

- Number of rezoning cases (changes in land use) that do not have a negative impact on the transportation system. *Staff completed twenty-seven (27) traffic analysis for the rezoning cases with one (1) case that effect the transportation network.*
  - Number of completed projects that increase capacity without widening the road.
    - Objective 1: Promote projects that increase capacity and safety without widening the road. *The Buena Vista Road Diverging Diamond Interchange (TIA) project will increase capacity and safety without widening the roadway / bridge. GDOT is in the process of completing the design for replacing the current cloverleaf interchange on Bradley Park Drive and J.R. Allen / US 80 with a diverging diamond interchange.*
    - Objective 2: Promote multi-modal transportation that diverts travel demand off single occupancy automobile trips.
10. Improve the resiliency and reliability of the transportation system and reduce or mitigate storm water impacts of the surface transportation.

Metrics:

- Gallons of storm water diverted off roadways and land use changes.
    - Staff will assist the firms contracted to design projects on reducing storm water impacts for all road projects. Creating watersheds, detention ponds, etc., can control storm water. *Staff continues to work with the engineering firm (Heath-Linebeck) on the design for the Infantry Road / Follow Me Trail Extension on watersheds located along the new road.*
11. Enhance travel and tourism.

Metrics:

- Number of visitors to Columbus and surrounding counties/cities.
  - Objective 1: Encourage the use of the Fall Line Trace. *The MPO Staff is working with the City of Columbus' Parks & Recreation Department on new signage for the Fall Line Trace, the River Walk and updating the Park and Ride locations.*
  - Objective 4: Congestion Mitigation during events.
  - Objective 5: Identify funds for the Environmental Impact Study for the High-Speed Rail Project.
  - Objective 6: *Completion of the Mott's Green Plaza – The construction on this project is underway and should be completed by late 2023.*
  - Objective 7: Completion of the Dragonfly Trails – *The TAP project – Multiuse trail along Cherokee Avenue is under design.*

The IIAJ Act also requires federally funded transportation projects to support national goals for the nation's transportation system by focusing on projects that:

- Achieve a significant reduction in traffic fatalities and serious injuries on all public roads.
- Maintain the “highway infrastructure asset system” in a state of good repair.
- Achieve a significant reduction in congestion on the National Highway System.
- Improve the efficiency of the surface transportation network.
- Improve the national freight network, strengthen the ability of rural communities to access national and international trade markets, and support regional economic development.
- Enhance the performance of the transportation system while protecting and enhancing the natural environment.
- Reduce project costs, promote jobs and the economy, and expedite the movement of people and goods by accelerating project completion through eliminating delays in the project development and delivery process, including reducing regulatory burdens and improving agencies' work practices (23 U.S. Code § 150).
- Reduce project costs, promote jobs and the economy, and expedite the movement of people and goods by accelerating project completion through eliminating delays in the project development and delivery process, including reducing regulatory burdens and improving agencies' work practices (23 U.S. Code § 150).

MPO goals provide the foundation for the TIP criteria used in the project selection process, as described on the following page. This criterion describes the ways that individual projects are expected to help the MPO advance in various goals. Over time, the contributions made by TIP projects are expected to generate changes in the transportation system's performance.

### **Planning Emphasis Areas – FHWA**

The Federal Highway Administration and Federal Transit Administration has encouraged the inclusion of the Planning Emphasis Areas (PEAs) in the TIP as these are considered U.S. DOT Secretarial priorities and avenues for continuous improvement for Metropolitan Transportation Planning.

With continued focus on transportation planning the Federal Highway Administration (FHWA) and the Federal Transit Administration (FTA) Offices of Planning have jointly issued updated Planning Emphasis Areas (PEAs) to include eight new PEAs.

The Columbus-Phenix City MPO is making it a priority to focus on connectivity and the need for a truly multimodal system. The MPO Staff is working with local groups on new multi-use trails that are being constructed in Columbus.

The performance measures align with the IITA and FAST Act goal areas and evaluate projects by purpose and scale. The Columbus-Phenix City MPO is currently establishing additional performance targets and will work with ALDOT, GDOT and FHWA (Georgia & Alabama).

1. Performance Based Planning and Programming: The development and implementation of a performance management approach to transportation planning and programming that supports the achievement of the performance outcomes of the transportation system.

Performance measures and indicators will be developed and tracked as the plans are updated.

- On January 16, 2018, the Columbus-Phenix City Transportation Study (C-PCTS) MPO Policy Committee adopted the Georgia Department of Transportation (GDOT) and the Alabama Department of Transportation (ALDOT) Safety Performance Management Targets. The MPO Policy Committee adopted the GDOT and ALDOT's 2019 Safety Targets on January 15, 2019 and the 2020 Safety Targets (GDOT & ALDOT) on December 16, 2019. The MPO Policy Committee adopted ALDOT's 2021 Safety Targets on October 20, 2020. On January 19, 2021, the Columbus-Phenix City Transportation Study (C-PCTS) MPO Policy Committee adopted the Georgia Department of Transportation (GDOT) Safety Performance Management Targets for 2021. On October 20, 2020, the Columbus-Phenix City Transportation Study (C-PCTS) MPO Policy Committee adopted the Alabama Department of Transportation (ALDOT) Safety Performance management Targets for 2021. On February 15, 2022, the Columbus-Phenix City Transportation Study (C-PCTS) MPO Policy Committee adopted the Georgia Department of Transportation (GDOT) and the Alabama Department of Transportation (ALDOT) Safety Performance Management Targets. *On October 18, 2022, the Columbus-Phenix City MPO Policy Committee adopted the Alabama Department of Transportation (ALDOT) Safety Performance Management Targets. On January 17, 2023, the MPO Policy Committee will adopt GDOT's Safety Performance Measurement Targets for 2023. The Safety Targets are adopted on a yearly basis.*
  - On September 13, 2018, the MPO Policy Committee adopted GDOT's Transit Targets and ALDOT's Bridge and Pavement Targets. *On March 21, 2023, the MPO Policy Committee adopted GDOT's and ALDOT's Bridge and Pavement Targets.*
  - On June 19, 2018, the MPO Policy Committee adopted GDOT's Bridge, Pavement and Travel Time Performance Targets. New targets are expected to be adopted in January of 2023. *On March 21, 2023, the MPO Policy Committee adopted GDOT's Bridge, Pavement and Travel Time Performance Targets.*
  - On August 21, 2018, the MPO Policy Committee adopted ALDOT's Travel Time Performance Targets and the Transit Targets. *On March 17, 2023, the MPO Policy Committee adopted ALDOT's Travel Time Performance Targets.*
  - *On October 20, 2020, the MPO Policy Committee adopted ALDOT's adjusted the Travel Time Performance Targets (PM3).*
- a. Land Use and Preservation:
    - The City of Columbus adopted the complete streets criteria. MPO staff will collaborate with the city to ensure compliance.
    - Acres of agricultural land or vacant property converted to another use. *There was one rezoning case with 21.75 acres of agricultural land and vacant property converted to another use.*

- MPO staff is currently tracking number of converted properties that negatively affect the transportation network. *Staff has completed twenty-seven (27) traffic analysis for the rezoning cases with one (1) case that will affect the transportation network.*
  - Number of vacant or blighted buildings demolished due to MPO projects. MPO staff is currently tracking number of demolishing due to MPO or City projects.
- b. Pedestrian and Bicycle System:
- Number of pedestrian/bicycle improvement projects completed (safe street crossings, pedestrian signals). *The City of Columbus completed a multiuse trail along Martin L. King, Jr. Boulevard and along 10<sup>th</sup> Street in FY 2021.*
  - Linkages to existing or planned public transit nodes. Number of projects that incorporate existing bus stops as a component of the design. *The MPO will incorporate bus stops into all transportation improvement projects during the design phase.*
  - Miles of on street bike lanes created (tracked by GIS Division for the City of Columbus). *Currently the City of Columbus has a little over six (6) miles of street bike lanes.*
  - Miles of sidewalks created (currently tracked by GIS Division)
  - Percentage of workers commuting by bike (Data Source: American Community Survey).
  - Percentage of workers commuting by walking (Data Source: American Community Survey).
- c. Road Safety: *MPO Staff will utilize GEARS on determining where to improve and / or add road / pedestrian / bicycle facilities.*
- Traffic crash data to include number of injuries, fatalities.
  - Intersection improvements based on crash data.
  - Number of bike fatalities per year.
  - Number of pedestrian fatalities per year.

Data to be collected from Georgia Electronic Accident Reporting System (GEARS) and the Critical Analysis Reporting Environment (CARE).

2. Models of Regional Planning Cooperation: Promote cooperation and coordination across MPO Boundaries and across State boundaries where appropriate to ensure a regional approach to transportation planning.
- Define which seats/members cooperating agencies and subcommittees must fill. The subcommittees must constitute representatives within the MPO boundaries and shall be key stakeholders from each region.
  - To ensure regional access, MPO committee meetings to be conducted at different locations within the MPO.
  - Identify funds for the Environmental Impact Study for the High-Speed Rail Project.



3. Access to Essential Services/Ladders of Opportunity: Access to essential services in which the transportation planning process identifies transportation connectivity gaps and solutions to address those gaps.
  - a. Sidewalks / Multi-Use Paths
    - Identify funds and locations to construct sidewalks that will connect neighborhoods and public places. Staff is working with local community groups on new sidewalks / multiuse paths. Staff amended the 2045 MTP and the 2021-2024 TIP to include a TAP Project for the City of Columbus – Construct a 10’ multiuse trail along Cherokee Avenue on September 21, 2021.
    - Implement projects identified in the Alternative Transportation Plan.

December 15, 2021 – FHWA advised MPO’s that there are eight (8) new PEA’s (see below). The MTP Development will focus on “equity, resiliency, climate change, complete streets, and freight”. C-PCTS will amend / update documents once more guidance is received from FHWA.

4. Tackling the Climate Crisis – Transition to a Clean Energy, Resilient Future: To ensure that our transportation plans and infrastructure investments help achieve the national greenhouse gas reduction goals of 50-52 percent below 2005 levels by 2030, and net-zero emissions by 2050, and increase resilience to extreme weather events and other disasters resulting from the increasing effects of climate change.
5. Equity and Justice in Transportation Planning: Ensure that public involvement in the planning process and that plans, and strategies reflect various perspectives, concerns, and priorities from impacted areas. Encourage the use of strategies that:
  - Improve infrastructure for non-motorized travel, public transportation access, and increased public transportation service in underserved communities.
  - Plan for the safety of all road users, particularly those on arterials, through infrastructure improvements and advanced speed management. *The City of Columbus adopted a Complete Streets Policy in 2018. This policy is considered in all improvements along arterials and collectors.*
  - Reduce single-occupancy vehicle travel and associated air pollution in communities near high-volume corridors.
  - Offer reduced public transportation fares as appropriate – *METRA (Transit – Columbus) offers reduced fares for Seniors, students, Medicare/Medicaid recipients and the disabled.*
  - Target demand-response service towards communities with higher concentrations of older adults and those with poor access to essential services – *METRA (Transit – Columbus) offers Dial-A-Ride Services (14 buses).*
  - Consider equitable and sustainable practices while developing transit-oriented development including affordable housing strategies and consideration of environmental justice populations. *METRA (Transit – Columbus) partners with the Housing Authority of Columbus to include bus stops at all housing locations.*
6. Complete Streets: FHWA and FTA assist Federal aid recipients to plan, develop, and operate streets and networks that prioritize safety, comfort, and access to destinations for people who use the street network, including pedestrians, bicyclists, transit riders, micro-

mobility users, freight delivery services, and motorists. The goal is to provide an equitable and safe transportation network for travelers for all ages and abilities, including those from marginalized communities facing historic disinvestment.

➤ *The City of Columbus and the Columbus-Phenix City MPO implemented a Complete Streets Policy in 2018.*

7. Public Involvement: Early, effective, and continuous public involvement brings diverse viewpoints into the decision-making process. FHWA Division and FTA regional offices encourage MPOs, State DOTs, and providers of public transportation to increase meaningful public involvement in transportation planning by integrating Virtual Public Involvement (VPI) tools into the overall public involvement approach while ensuring continued public participation by individuals without access to computers and mobile devices. *The MPO conducted two studies during 2020 and 2021 and Virtual Public Involvement was used for public input. The VPI was very successful with more participation than past in person public meetings. Postcards were sent out to citizens to inform them of the studies and to ask for comments.*
8. Strategic Highway Network (STRAHNET) / U.S. Department of Defense (DOD) Coordination: FHWA Division and FTA Regional offices encourage MPOs and State DOTs to coordinate with representatives from DOD in the transportation planning and project programming process on infrastructure and connectivity needs for STRAHNET routes and other public roads that connect to DOD facilities.

➤ *A representative from Fort Benning, Georgia is an advisory member on the PCC and a voting member on the TCC.*
9. Federal Land Management Agency (FLMA) Coordination: FHWA Division and FTA regional offices encourage MPOs and State DOTs to coordinate with FLMAs in the transportation planning and project programming process on infrastructure and connectivity needs related to access routes and other public roads and transportation services that connect to Federal lands.
10. Planning and Environment Linkages (PEL): FHWA Division and FTA regional offices encourage State DOTs, MPOs, and Public Transportation Agencies to implement PEL as part of the transportation planning and environmental review processes. The use of PEL is a collaborative and integrated approach to transportation decision-making that considers environmental, community, and economic goals early in the transportation planning process, and uses the information, analysis, and products developed during planning to inform the environmental review process.
11. Data in Transportation Planning: FHWA Division and FTA regional offices should encourage State DOTs, MPOs, and providers of public transportation to incorporate data sharing and consideration into the transportation planning process, because data assets have value across multiple programs. *The MOU between the MPO, State DOT's and the cities and counties includes data sharing.*



C-PCIS MPO 2050 GOALS ----- Page 1											
Project Name	Project Type	Project Description	Accessibility and Mobility: Assure that freight moves safely and efficiently while minimizing impacts on sensitive community areas.	System Management and Operation: Assure that transportation investments-capital, operating, and maintenance costs - effectively and safety serve the transportation need.	Environment and Quality of Life: Reduce auto related emissions. Minimize and avoid noise impacts.	Integration and Connectivity: Build, operate and maintain an interconnected network of transportation facilities that meet the needs of motorists, transit riders, pedestrians, cyclists, and shippers and receivers.	System Preservation: Preserve the quality and capacity of transportation facilities and the street and highway network by using and developing all modes of transportation to their highest and most efficient use.	Increase the Safety and Security: Reduce crashes and fatalities and enhance security.	Economic Vitality: Contribute to the economic vitality and quality of life supporting continued growth and development.	Improve the Resiliency and Realibility of the Transportation System & Stormwater Impacts: Improve livability and the quality of the transportation system.	Enhance travel and tourism: Provide a network that enhances regional accessibility for travel and tourism.
SR 520 / US 280 @ Chattahoochee River in Columbus	Bridge	Bridge Replacement	X	X		X	X			X	
Resurface Eight (8) Road in the City of Columbus (Muscogee Cty)	Maintenance	Resurfacing	X	X		X	X			X	
Construct a Multiuse Trail on Cherokee Avenue	Trail	Construct a 10' Multiuse Trail		X	X	X	X		X	X	X
Resurface & Maintenance on SR 85	Maintenance	Resurfacing	X	X		X	X			X	
Master Study on Trails/Sidewalks in Columbus	Pedestrian /Bicycle Facilities	Pedestrian / Bicycle Facilities Study		X		X	X		X	X	X
Infantry Road & Follow Me Trail Extension	Complete Streets	New 2-lane Road with pedestrian/bicycle facilities	X	X	X	X	X	X	X	X	X
SR 520 / US 27 @ First Division Road 7.5 MI NW of Cusseta	Bridge	Bridge Replacement	X	X		X	X				
Military Drive	Complete Streets	New 2-lane Road with pedestrian/bicycle facilities	X	X	X	X	X	X	X	X	X
School Traffic Impact Study	Traffic Study	Conduct a School traffic study and how it impacts the transportation network									
Edgewood Road Corridor Study	Complete Streets	Corridor / Complete Streets Study	X	X	X	X	X	X			X
South Lumpkin Road Streetscapes	Complete Streets	Add Bicycle/Pedestrian Facilities	X	X	X	X	X	X	X	X	X
Whitesville Rd Widening from Whittlesey Rd to Williams Rd	Roadway Capacity	Widen from 2 to 3 lanes	X	X	X	X	X	X	X	X	X
Cusseta Road Widening from 10th Avenue to North Lumpkin Road	Roadway Capacity	Widen from 2 to 3 lanes	X	X	X	X	X	X	X	X	X
Buena Vista Road Corridor Improvements	Complete Streets	Widen from 2 and 4 lanes to three lanes with pedestrian / bicycle facilities	X	X	X	X	X	X	X	X	X
Riverwalk Trail - Resurface & Maint.	Maintenance	Resurfacing and Maintenance									X
Steam Mill Road Improvements	Complete Streets	Widen from 2 to 3 lanes with pedestrian/bicycle facilities	X	X	X	X	X	X	X	X	X
Andrews Road Improvements	Complete Streets	Widen from 2 to 3 lanes with pedestrian/bicycle facilities	X	X	X	X	X	X	X	X	X

**C-PCTS MPO 2050 GOALS ---- Page 1 Continued**

Project Name	Project Type	Project Description	C-PCTS MPO 2050 GOALS ---- Page 1 Continued								
			<b>Accessibility and Mobility:</b> Assure that freight moves safely and efficiently while minimizing impacts on sensitive community areas.	<b>System Management and Operation:</b> Assure that transportation investments-capital, operating, and maintenance costs - effectively and safety serve the transportation need.	<b>Environment and Quality of Life:</b> Reduce auto related emissions. Minimize and avoid noise impacts.	<b>Integration and Connectivity:</b> Build, operate and maintain an interconnected network of transportation facilities that meet the needs of motorists, transit riders, pedestrians, cyclists, and shippers and receivers.	<b>System Preservation:</b> Preserve the quality and capacity of transportation facilities and the street and highway network by using and developing all modes of transportation to their highest and most efficient use.	<b>Increase the Safety and Security:</b> Reduce crashes and fatalities and enhance security.	<b>Economic Vitality:</b> Contribute to the economic vitality and quality of life supporting continued growth and development.	<b>Improve the Resiliency and Realibility of the Transportation System &amp; Stormwater Impacts:</b> Improve livability and the quality of the transportation system.	<b>Enhance travel and tourism:</b> Provide a network that enhances regional accessibilty for travel and tourism.
Brennan Road Improvements	Complete Streets	Widen from 2 to 3 lanes with pedestrian/bicycle facilities	X	X	X	X	X	X	X	X	X
University Avenue Road Diet / Streetscape	Complete Streets	Reduce roadway from four lanes to two lanes with pedestrian/ bicycle facilities	X	X	X	X	X	X	X	X	X
5th Avenue Trail Connector	Construct multi-use trail	Construct a multiuse trail from 14th Street to 10th Street.									X
17th Street / Linwood Boulevard / 13th Avenue Roundabout	Safety	Install Roundabout	X	X	X	X	X	X	X	X	X
Resurface Seale Road from 10th Ave to City Limits	Safety /Pavement	Resurfacing	X	X		X	X			X	
Resurface Opelika Road	Safety/ Pavement	Resurfacing	X	X		X	X			X	
Resurface 4th Avenue	Safety/ Pavement	Resurfacing	X	X		X	X			X	
Resurface CR-240 from Hospilika Creek Bridge to the Russell County Line	Safety/ Pavement	Resurfacing	X	X		X	X			X	
Resurface CR-235 from CR-246 to CR-240	Safety/ Pavement	Resurfacing	X	X		X	X			X	
Widen & Resurface Lato Drive	Safety/ Pavement	Resurfacing	X	X		X	X			X	
Widen & Resurface Tarver Road	Safety/ Pavement	Resurfacing	X	X		X	X			X	
Resurface Mullins Road	Safety/ Pavement	Resurfacing	X	X		X	X			X	
Resurface CR-212 from CR-240 to the Russell County Line	Safety/ Pavement	Resurfacing	X	X		X	X			X	
Resurface Opelika Road	Safety/ Pavement	Resurfacing	X	X		X	X			X	
Resurface CR-427 from Russell County line to CR-248	Safety/ Pavement	Resurfacing	X	X		X	X			X	

C-PTS MPO 2050 GOALS ---- Page 2 Continued											
Project Name	Project Type	Project Description	<b>Accessibility and Mobility:</b> Assure that freight moves safely and efficiently while minimizing impacts on sensitive community areas.	<b>System Management and Operation:</b> Assure that transportation investments-capital, operating, and maintenance costs - effectively and safety serve the transportation need.	<b>Environment and Quality of Life:</b> Reduce auto related emissions. Minimize and avoid noise impacts.	<b>Integration and Connectivity:</b> Build, operate and maintain an interconnected network of transportation facilities that meet the needs of motorists, transit riders, pedestrians, cyclists, and shippers and receivers.	<b>System Preservation:</b> Preserve the quality and capacity of transportation facilities and the street and highway network by using and developing all modes of transportation to their highest and most efficient use.	<b>Increase the Safety and Security:</b> Reduce crashes and fatalities and enhance security.	<b>Economic Vitality:</b> Contribute to the economic vitality and quality of life supporting continued growth and development.	<b>Improve the Resiliency and Realibility of the Transportation System &amp; Stormwater Impacts:</b> Improve livability and the quality of the transportation system.	<b>Enhance travel and tourism:</b> Provide a network that enhances regional accessibilty for travel and tourism.
Widen & Resurface Terminal Road	Safety/Pavement	Resurfacing	X	X		X	X			X	
Resurface 14th Street from Crawford Road to 5th Avenue	Safety/Pavement	Resurfacing	X	X		X	X			X	
Resurface CR-145 from CR-149 to CR-175	Safety/Pavement	Resurfacing	X	X		X	X			X	
Widen & Resurface Patterson Road	Safety/Pavement	Resurfacing	X	X		X	X			X	
Intersection Improvements on SR-1 and SR-165	Safety	Intersection Improvement	X	X		X	X	X		X	

C-PCTS MPO 2050 OBJECTIVES - Page 1											
Project Name	Project Type	Project Description	<b>Accessibility and Mobility:</b> *To allow for truck circulation and movement *To provide for the special infrastructure needs	<b>System Management and Operation:</b> To establish priorities for implementation of transportation improvement projects. *To create facilities and services that respond to the needs of the community, neighborhoods, and adjoining properties. *To encourage trips by pedestrians and bicycle trips. *To minimize impact on environmental resources, wetlands, wildlife, historical, water quality.	<b>Environment and Quality of Life:</b> *To conform to regional and local land use plans providing connectivity & mobility *To reduce sprawl and foster compact, mixed use development patterns. *To promote site development that provides the opportunity for access & on-side circulation *To protect existing neighborhoods and community integrity	<b>Integration and Connectivity:</b> *To provide physical connections among modes. *To create a seamless public transportation system – service, fares, and operations.	<b>System Preservation:</b> *To minimize congestion and delay on main travel arteries *To adequately fund routine maintenance and rehabilitation-pavement, bridges, etc. *To achieve a well maintained transit fleet	<b>Increase the Safety and Security:</b> *To reduce the number and severity of accidents involving vehicles, bicyclists, pedestrians, and others. *To correct systematically high crash locations.	<b>Economic Vitality:</b> *To provide transportation linkages to employment, business, retail activity, and other activity centers *To maintain accessibility in heavily traveled corridors	<b>Improve the Resiliency and Realibility of the Transportation System &amp; Stormwater Impacts:</b> *Maximize livability by addressing recurring and non-recurring congestion *Determine vulnerable areas that impact the transportation network and target investments to mitigate *Identify deficiencies in storm-water infrastructure related to transportation and develop mitigation strategies	<b>Enhance travel and tourism:</b> *Promote investments in transportation facilities that provide access to tourist *Promote investments in multimodal transportation facilities that encourage use by visitors *Promote investments in transportation facilities that support/provide greater accessibility to public airport
SR 520 / US 280 @ Chattahoochee River in Columbus	Bridge	Bridge Replacement	X	X			X				X
Resurface Eight (8) Road in the City of Columbus (Muscogee Cty)	Maintenance	Resurfacing		X			X				X
Construct a Multiuse Trail on Cherokee Avenue	Trail	Construct a 10' Multiuse Trail		X							X
Resurface & Maintenance on SR 85	Maintenance	Resurfacing					X				
Master Study on Trails/Sidewalks in Columbus	Pedestrian /Bicycle Facilities	Pedestrian / Bicycle Facilities Study		X	X						
Infantry Road & Follow Me Trail Extension	Complete Streets	New 2-lane Road with pedestrian/bicycle facilities	X	X	X	X	X	X	X	X	X
SR 520 / US 27 @ First Division Road 7.5 MI NW of Cusseta	Bridge	Bridge Replacement	X				X				
Military Drive	Complete Streets	New 2-lane Road with pedestrian/bicycle facilities	X	X	X	X	X	X	X	X	X
School Traffic Impact Study	Traffic Study	Conduct a School traffic study and how it impacts the transportation network		X			X	X			
Edgewood Road Corridor Study	Complete Streets	Corridor / Complete Streets Study					X	X			
South Lumpkin Road Streetscapes	Complete Streets	Add Bicycle/Pedestrian Facilities	X	X	X	X	X	X	X	X	X
Whitesville Rd Widening from Whittlesey Rd to Williams Rd	Roadway Capacity	Widen from 2 to 3 lanes	X	X	X	X	X	X	X	X	X
Cusseta Road Widening from 10th Avenue to North Lumpkin Road	Roadway Capacity	Widen from 2 to 3 lanes	X	X	X	X	X	X	X	X	X
Buena Vista Road Corridor Improvements	Complete Streets	Widen from 2 and 4 lanes to three lanes with pedestrian / bicycle facilities	X	X	X	X	X	X	X	X	X
Riverwalk Trail - Resurface & Maint.	Maintenance	Resurfacing and Maintenance					X				X

C-PCTS MPO 2050 OBJECTIVES - Page 2

Project Name	Project Type	Project Description	Accessibility and Mobility: *To allow for truck circulation and movement *To provide for the special infrastructure needs	System Management and Operation: To establish priorities for implementation of transportation improvement projects. *To create facilities and services that respond to the needs of the community, neighborhoods, and adjoining properties. *To encourage trips by pedestrians and bicycle trips. *To minimize impact on environmental resources, wetlands, wildlife, historical, water quality.	Environment and Quality of Life: *To conform to regional and local land use plans providing connectivity & mobility *To reduce sprawl and foster compact, mixed use development patterns. *To promote site development that provides the opportunity for access & on-side circulation *To protect existing neighborhoods and community integrity	Integration and Connectivity: *To provide physical connections among modes. *To create a seamless public transportation system – service, fares, and operations.	System Preservation: *To minimize congestion and delay on main travel arteries *To adequately fund routine maintenance and rehabilitation-pavement, bridges, etc. *To achieve a well maintained transit fleet	Increase the Safety and Security: *To reduce the number and severity of accidents involving vehicles, bicyclists, pedestrians, and others. *To correct systematically high crash locations.	Economic Vitality: *Provide transportation linkages to employment, business, retail activity, and other activity centers *To maintain accessibility in heavily traveled corridors	Improve the Resiliency and Realibility of the Transportation System & Stormwater Impacts: *Maximize livability by addressing recurring and non-recurring congestion *Determine vulnerable areas that impact the transportation network and target investments to mitigate *Identify deficiencies in storm-water infrastructure related to transportation and develop mitigation strategies	Enhance travel and tourism: *Promote investments in transportation facilities that provide access to tourist *Promote investments in multimodal transportation facilities that encourage use by visitors *Promote investments in transportation facilities that support/provide greater accessibility to public airport
Steam Mill Road Improvements	Complete Streets	Widen from 2 to 3 lanes with pedestrian/bicycle facilities	X	X	X	X	X	X	X	X	X
Andrews Road Improvements	Complete Streets	Widen from 2 to 3 lanes with pedestrian/bicycle facilities	X	X	X	X	X	X	X	X	X
Brennan Road Improvements	Complete Streets	Widen from 2 to 3 lanes with pedestrian/bicycle facilities	X	X	X	X	X	X	X	X	X
University Avenue Road Diet / Streetscape	Complete Streets	Reduce roadway from four lanes to two lanes with pedestrian/ bicycle facilities	X	X	X	X	X	X	X	X	X
5th Avenue Trail Connector	Construct multi-use trail	Construct a multiuse trail from 14th Street to 10th Street.									X
17th Street / Linwood Boulevard / 13th Avenue Roundabout	Safety	Install Roundabout	X	X	X		X	X		X	
Resurface Seale Road from 10th Ave to City Limits	Safety /Pavement	Resurfacing					X				
Resurface Opelika Road	Safety/ Pavement	Resurfacing					X				
Resurface 4th Avenue	Safety/ Pavement	Resurfacing					X				
Resurface CR-240 from Hospilika Creek Bridge to the Russell County Line	Safety/ Pavement	Resurfacing					X				
Resurface CR-235 from CR-246 to CR-240	Safety/ Pavement	Resurfacing					X				
Widen & Resurface Lato Drive	Safety/ Pavement	Resurfacing					X				
Widen & Resurface Tarver Road	Safety/ Pavement	Resurfacing					X				



C-PCIS MPO 2050 OBJECTIVES - Page 3

Project Name	Project Type	Project Description	Accessibility and Mobility: *To allow for truck circulation and movement *To provide for the special infrastructure needs	System Management and Operation: To establish priorities for implementation of transportation improvement projects. *To create facilities and services that respond to the needs of the community, neighborhoods, and adjoining properties. *To encourage trips by pedestrians and bicycle trips. *To minimize impact on environmental resources, wetlands, wildlife, historical, water quality.	Environment and Quality of Life: *To conform to regional and local land use plans providing connectivity & mobility *To reduce sprawl and foster compact, mixed use development patterns. *To promote site development that provides the opportunity for access & on-side circulation *To protect existing neighborhoods and community integrity	Integration and Connectivity: *To provide physical connections among modes. *To create a seamless public transportation system – service, fares, and operations.	System Preservation: *To minimize congestion and delay on main travel arteries *To adequately fund routine maintenance and rehabilitation-pavement, bridges, etc. *To achieve a well maintained transit fleet	Increase the Safety and Security: *To reduce the number and severity of accidents involving vehicles, bicyclists, pedestrians, and others. *To correct systematically high crash locations.	Economic Vitality: *Provide transportation linkages to employment, business, retail activity, and other activity centers *To maintain accessibility in heavily traveled corridors	Improve the Resiliency and Realibility of the Transportation System & Stormwater Impacts: *Maximize livability by addressing recurring and non-recurring congestion *Determine vulnerable areas that impact the transportation network and target investments to mitigate *Identify deficiencies in storm-water infrastructure related to transportation and develop mitigation strategies	Enhance travel and tourism: *Promote investments in transportation facilities that provide access to tourist *Promote investments in multimodal transportation facilities that encourage use by visitors *Promote investments in transportation facilities that support/provide greater accessibility to public airport
Resurface Mullins Road	Safety/ Pavement	Resurfacing					X				
Resurface CR-212 from CR-240 to the Russell County Line	Safety/ Pavement	Resurfacing					X				
Resurface Opelika Road	Safety/ Pavement	Resurfacing					X				
Resurface CR-427 from Russell County line to CR-248	Safety/ Pavement	Resurfacing					X				
Widen & Resurface Terminal Road	Safety/ Pavement	Resurfacing					X				
Resurface 14th Street from Crawford Road to 5th Avenue	Safety/ Pavement	Resurfacing					X				
Resurface CR-145 from CR-149 to CR-175	Safety/ Pavement	Resurfacing					X				
Widen & Resurface Patterson Road	Safety/ Pavement	Resurfacing					X				
Intersection Improvements on SR-1 and SR-165	Safety	Intersection Improvement	X		X		X	X	X	X	

### Performance Targets

Federal transportation legislation places greater emphasis on system performance and national performance management measures to guide a performance-based planning process at the metropolitan and state level. States, MPOs, and operators of public transportation are required to establish and coordinate targets they set in key national performance areas, linking planning and programming to performance targets.

In January 2017, FHWA and FTA promulgated the remaining set of final rules on performance measures to assess performance in 12 areas of the Federal-aid highway program and for transit agencies that receive FTA federal financial assistance (under 49 U.S.C.). Specifically, these agencies are expected to set performance targets to monitor, assess, and utilize to improve the state of good repair of their capital assets and the safety performance of their public transportation systems.

### National Transportation Performance Measures and State Targets

The Infrastructure, Investment Jobs Act (IIJA) and Fast Act prescribed the national goals for performance management to be included in Transportation Plans at the state and local levels. The States and MPO's are required to coordinate to develop measures and targets for transportation plans in areas of safety, interstate, and NHS pavement condition, interstate and NHS bridge condition, system reliability, freight reliability, peak hour excessive delay, and total emissions reduction. These measures are broken into three groups with incremental implementation:

- PM1: Safety Performance Measures: Initial targets were adopted in 2018 and are updated annually by February 27.
- PM2: Pavement and Bridge Condition on Interstate and non-Interstate NHS roads: Initial Targets were adopted in 2018 and will be updated every four years.
- PM3: Travel Time Reliability, Peak Hour Excessive Delay, and Freight Reliability on Interstate and non-Interstate NHS roads: Initial Targets were adopted in 2018 and will be updated every four years.

By May 27, 2018, MPO's, states, and public transportation providers were required to have jointly agreed upon provisions for cooperatively developing and sharing information related to transportation performance data, the selection of performance targets, and the reporting of performance. The Table on the following page provides a summary of these established measures.

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

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

Per the last three transportation bills (IIJA, the FAST Act and MAP 21), the Columbus-Phenix City Transportation Study MPO adopted GDOT's and ALDOT's performance targets for Safety (PM1), Bridge & Pavement (PM2), Travel Time Reliability (PM3), and the Transit Targets.

Alabama Department of Transportation (ALDOT) Safety Targets:

- Number of Fatalities – To maintain the 5-year rolling average for traffic fatalities under the projected 1000.0 (2019-2023) 5-year average by December 2023.
- Rate of Fatalities per 100 million vehicle miles traveled (VMT) – To maintain the 5-year rolling average for the rate of traffic fatalities per 100 million VMT under the projected 1.400 (2019-2023) 5-year by December 2023.
- Number of Serious Injuries – To maintain the 5-year rolling average for serious injuries under the projected 6500.0 (2019-2023) 5-year average by December 2023.
- Rate of Serious injuries per 100 million VMT – To maintain the 5-year rolling average for the rate of serious injuries per 100 million VMT under the projected 9.820 (2019-2023) 5-year average by December 2023.
- Number of Non-motorized Fatalities and Serious Injuries – To maintain the 5-year rolling average for non-motorized fatalities and serious injuries under the projected 400.0 (2019-2023) 5-year average by December 2023.

Georgia Department of Transportation (GDOT) Safety Targets:

- Number of Fatalities – To maintain the 5-year rolling average for traffic fatalities under the projected 1,680 (2019-2023) 5-year average by December 2023.
- Rate of Fatalities per 100 million vehicle miles traveled (VMT) – To maintain the 5-year rolling average for the rate of traffic fatalities per 100 million VMT under the projected 1.36 (2019-2023) 5-year by December 2023.
- Number of Serious Injuries – To maintain the 5-year rolling average for serious injuries under the projected 8,966 (2019-2023) 5-year average by December 2023.
- Rate of Serious injuries per 100 million VMT – To maintain the 5-year rolling average for the rate of serious injuries per 100 million VMT under the projected 7.679 (2019-2023) 5-year average by December 2023.
- Number of Non-motorized Fatalities and Serious Injuries – To maintain the 5-year rolling average for non-motorized fatalities and serious injuries under the projected 802 (2019-2023) 5-year average by December 2023.

Bridge / Pavement Targets (PM2):

The PM2 targets consist of the pavement and bridge condition measures on all interstates and non-interstate roadways designated as part of the National Highway System (NHS). As with the safety performance measures, MPOs could develop their own specific targets or agree to support ALDOT’s and GDOT’s targets. The targets in this group are updated every four years after the initial adoption, and with a possible revision at the two-year interim. C-PCTS MPO agreed to support the PM2 targets developed by ALDOT and GDOT. These targets, shown below provide a critical element of the performance-based planning framework and ongoing performance management.

Georgia DOT - PM 2 Targets - Bridge Level of Service Measures:

ASSET	PERFORMANCE MEASURE	DESCRIPTION	TARGET
Bridge Structures	Percent of NHS Bridges in <b>Poor condition</b> as a percentage of total NHS bridge deck area	Bridge Conditions are based on the results of inspections on all Bridge structures. Bridges rated as “Poor” are safe to drive on; however, they are nearing a point where it is necessary to either replace the bridge or extend its service life through substantial rehabilitation investments.	≤ 10% (NHS) in Poor Condition
Bridge Structures	Percent of NHS Bridges in <b>Good condition</b> as a percentage of total NHS bridge deck area	Bridges rated as “Good” will be evaluated as to cost of to maintain Good condition. Bridges rated as “Fair” will be evaluated as to cost of replacement vs rehabilitation to bring the structure back to a condition rated of Good.	≥ 50% (NHS) in Good Condition

Georgia DOT - PM 2 Targets – Pavement Level of Service Measures:

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

Alabama DOT – PM 2 Targets – Bridge and Pavement Level of Service Measures

- PM 2 Targets - Bridge Level of Service Measures:

ASSET	PERFORMANCE MEASURE	DESCRIPTION	TARGET
Bridge Structures	Percent of NHS Bridges in <b>Poor condition</b> as a percentage of total NHS bridge deck area	Bridge Conditions are based on the results of inspections on all Bridge structures. Bridges rated as “Poor” are safe to drive on; however, they are nearing a point where it is necessary to either replace the bridge or extend its service life through substantial rehabilitation investments.	≤ 3% (NHS) in Poor Condition
Bridge Structures	Percent of NHS Bridges in <b>Good condition</b> as a percentage of total NHS bridge deck area	Bridges rated as “Good” will be evaluated as to cost of to maintain Good condition. Bridges rated as “Fair” will be evaluated as to cost of replacement vs rehabilitation to bring the structure back to a condition rated of Good.	≥ 25% (NHS) in Good Condition

- PM 2 Targets – Pavement Level of Service Measures:

ASSET	PERFORMANCE MEASURE	DESCRIPTION	TARGET
Interstate NHS	Percent of Interstate NHS pavements in <b>Poor condition</b>	Pavement conditions are measured through field inspections. Pavements in “poor” condition are in need of work due to either the ride quality or due to a structural deficiency.	≤ 5% in Poor Condition
Interstate NHS	Percent of Interstate NHS pavements in <b>Good condition</b>	Interstate pavement rated as “good” will be considered for potential preservation treatments to maintain the “good” rating.	≥ 50% in Good Condition
Non-Interstate NHS	Percent of NHS pavements in <b>Poor condition</b>	Non-interstate NHS pavements in “poor” condition are in need of major maintenance. These will be evaluated for potential projects.	≤ 5% in Poor Condition
Non-Interstate NHS	Percent of NHS pavements in <b>Good condition</b>	Non-interstate NHS pavements in “good” condition will be evaluated for potential preservation treatments.	≥ 25% in Good Condition

Travel Time Reliability Targets (PM3):

The PM3 targets consist of travel time reliability, freight reliability, peak hour excessive delay, and total emissions reduction on all interstates and non-interstate NHS roadways. Similar to PM2, these targets are updated every four years, with possible revisions at the two-year interim. C-PCTS MPO agreed to support the PM2 targets developed by ALDOT and GDOT. These targets, shown below provide a critical element of the performance based planning framework and ongoing performance management.

Travel Time Reliability Targets (PM3) - GDOT

<b>National Safety Performance Measures</b>	<b>GDOT PM 3 – 2-Year Target</b>	<b>GDOT PM3 – 4-Year Target</b>
Percentage of Person – Miles Traveled on the Interstate System that are Reliable	79.9%	68.4%
Percentage of Person-Miles Traveled on Non-Interstate NHS that are Reliable	87.3%	85.3%
Truck Travel Time Reliability (TTTR) Index (Interstate)	1.62%	1.65%
Annual Hours of Peak Hour Excessive Delay (PHED) Per Capita*	23.7 Hours	27.2 Hours
Percent of Non-Single Occupancy Vehicle (SOV) Travel*	22.7%	22.7%
Total Emissions Reduction	VOC: 157.200 kg/day; NOx: 510.900 kg/day	VOC: 257.100 kg/day; NOx: 904.200 kg/day

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



Travel Time Reliability Targets (PM3) - ALDOT:

Performance Measure	Baseline Score	2-year Target	4-year Target
Report Year	2022	2024	2026
Based upon Data from the calendar year ending	2021	2023	2025
Percent of person-miles traveled on the Interstate System that is reliable	98.8%	92.0%	92.0%
Percent of person-miles traveled on the non-Interstate NHS that is reliable	95.3%	90.0%	90.0%
Truck Travel Time Reliability (TTTR) Index	1.22	1.30	1.30

Transit Performance Measures (PM4):

Transit Asset Performance Measures – PM4 - GDOT

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

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

## Transit Asset Performance Measures – PM4 - ALDOT

- Asset Category; Rolling Stock (All revenue vehicles)
  - Performance Measures
    - Age - % of revenue vehicles within a particular asset class that have been met or exceed their Useful Life Benchmark
  - Performance Targets
    - Vans – reduce by 5% of current active inventory
    - Cutaway Buses – reduce by 5% of current active inventory
    - Body-in-Chassis – reduce by 5% of current active inventory
    - Full size buses – reduce by 5% of current active inventory
      - ◇ Statewide Goals will be to replace at least
        - ❖ 26 vans
        - ❖ 3 small buses (16-21 Passengers)
        - ❖ 4 small buses (24-27 Passengers)
- Asset Category: Equipment (Non-revenue vehicles)
  - Performance Measures
    - Age - % of revenue vehicles within a particular asset class that have met or exceed their Useful Life Benchmark
  - Performance Targets
    - Overall reduction in the current inventory by 5%
      - ◇ Equipment is defined as nonexpendable, tangible property, having a useful life of at least one year. (ALDOT will inventory only FTA purchased equipment over \$50,000.00)
- Asset Category: Facilities (ALDOT will only rate FTA funded facilities)
  - Performance Measures
    - Conditions - % of facilities with a condition rating below 3.0 on a FTA Transit Economic Requirement Modal (TERM) Scale
  - Performance Targets
    - No more than 20% of FTA funded Facilities to have a rating of below 3.0 (Good) Condition

*Project Contribution to Performance Targets*

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

PI#	Project Name	PM1	PM2			PM3		
			Safety	Bridges	Pavement	System Reliability	Truck Reliability	CMAQ
0015559	SR 520 / US 280 @ Chattahoochee River	X	X					
0015285	Infantry Road & Follow Me Trail	X		X				
0016508	SR 520 / US 27 @ First Division Road 7.5 MI NW of Cusseta, GA	X	X					
0017138	Military Drive (New Road)	X		X				
0017691	Resurface Eight (8) Road in the City of Columbus			X				
0018352	Construct a Multiuse Trail on Cherokee Avenue	X						
M005022	Resurface SR 85 from SR1 to SR1	X		X				
	Master Study of Trails/Sidewalks in Columbus	X						
	Edgewood Road Corridor Study	X				X		
	School Traffic Impact Study	X				X		
0017687	South Lumpkin Road Streetscapes	X		X		X	X	
0019524	Whitesville Road from Whittlesey Road to Williams Road	X		X		X	X	
0019527	Buena Vista Road Corridor Improvements	X		X		X	X	
0019530	Install Roundabout at 17th St/Linwood/13th Ave	X		X		X	X	
0019525	River Walk Trail - Resurfacing & Maint.	X						
0019519	Steam Mill Road Streetscape	X	X	X		X	X	
0019529	Andrews Road Improvements	X		X		X	X	
0019532	Brennan Road Improvements	X		X		X	X	
0019537	5th Avenue Trail Connector	X						
100073835/ 100073350	Resurface on Seale Road from 10th Avenue to the City Limits	X		X				
100073348	Resurfacing on Opelika Road from SR-38 to the City Limits	X		X				
100073176	Resurface 4th Ave from Idle Hour Drive to 16th Street	X		X				

PI#	Project Name	PM1	PM2		PM3		
			Safety	Bridges	Pavement	System Reliability	Truck Reliability
1000	Resurface CR-240 from the Hospilika Creek Bridge to the Russell Cty Line	X		X	X	X	
100073177	Resurface CR-235 from CR-246 to CR-240	X		X	X	X	
1000	Widening & Resurface on Lato Drive	X		X	X	X	
1000	Widening & Resurface on Tarver Road	X		X	X	X	
1000	Resurface Mullins Road	X		X	X	X	
100073204	Resurface CR-212 from CR-240 to Russell County Line	X		X	X	X	
1000	Resurface Opelika Road from US Hwy 280 to Crawford Road	X		X	X	X	
1000	Resurface CR-427 from Russell County Line to Cr-248	X		X	X	X	
10073185	Widen & Resurface on Terminal Road	X		X	X	X	
1000	Resurface 14th Street from Crawford Road to 5th Avenue	X		X	X	X	
1000	Resurface CR-145 from CR-149 to CR-175	X		X	X	X	
100073184	Widen & Resurface on Patterson Road	X		X	X	X	
100077208	Intersection Improvements at SR-1 & SR-165	X		X	X	X	

## PROJECT SELECTION AND PRIORITIZATION PROCESS

The TIP serves as the implementation mechanism for transportation projects identified in the 2045 Metropolitan Transportation Plan. Federal guidelines require the TIP to be financially constrained per actual funding levels. Therefore, the Columbus-Phenix City Transportation Study's TIP only displays projects that the funding source is identified and are scheduled for a phase of activity (i.e., preliminary engineering, right-of-way, or construction) during FY 24 to FY 27.

The project selection process begins with a review of all projects identified in the 2045 MTP. Using the 2045 Plan, a master project list was prepared that initially sequenced road improvement by funding categories. New evaluation factors are applied to the project list. Each of the factors, and the corresponding point assessments are described below.

### Project Evaluation Factors:

#### Congestion Relief (8) Points (A & B)

A - Existing Level of Congestion = existing volume and capacity

Four (4) points:  $V/C > 1$

Three (3) points:  $V/C > 0.85$  and  $V/C < 1.0$

Two (2) points:  $V/C > 0.70$  and  $V/C < 0.84$

One (1) point:  $V/C < 0.7$

B - Future Level of Congestion = future volume / existing capacity

Four (4) Points:  $V/C > 1$

Three (3) Points:  $V/C > 0.85$  and  $V/C < 1.0$

Two (2) Points:  $V/C > 0.70$  and  $V/C < 0.84$

One (1) Point:  $V/C < 0.7$

(Determined from Year 2045 Columbus No-Build Traffic Model)

#### Service to Major Activity Centers (3) Points

Three (3) points: Project provides improvements in access to an existing regional major activity center – or – project reduces single-occupant vehicle travel to, between, and within activity centers.

Two (2) points: Project provides improvements in access to a future local major activity center – or – project reduces single-occupant vehicle within activity centers.

One (1) point: Project does not benefit activity centers.

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

Three (3) points: Project enhances the ability for a National Highway System Route, Interstate Route, or other major state or local route to efficiently move freight.

Two (2) points: Project maintains the ability for a National Highway System Route, Interstate Route, or other major state or local route to efficiently move freight.

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

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

Vehicle Crash Incidence (3) Points: Potential to Reduce Crash History (3 Points): Project with Highest Crash Rate (Segment Rate)

Three (3) points: Project in area ranked in top 1/3<sup>rd</sup> crash rates (segment rate)

Two (2) points: Project in area ranked in middle third of crash rates (segment rate)

One (1) point: Project within lowest 1/3<sup>rd</sup> of crash rates (segment rate)

Bike/Pedestrian Accommodation (3) Points: Contributor to improved accessibility for pedestrians and bicyclists

Three (3) points: Project provides positive benefit to pedestrian and bicycle safety (i.e., provides new sidewalks, bikeways, multiuse paths, trails, improved crossings, and similar)

Two (2) points: Project will not change conditions for pedestrians or bicyclists.

One (1) point: Project will negatively affect bicycle or pedestrian facilities and accommodation

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

Natural Environment (3) Points: Impact on wetlands, watersheds, ecosystems, air, and water quality

Three (3) points: Project has significant and measureable net positive impact on wetlands, watersheds, ecosystems, air, and water quality

Two (2) points: Project is neutral in its environmental impact, neither providing significant benefit nor detriment to the environment

One (1) point: Project has significant and net negative impact on wetlands, watersheds, ecosystems, air, and water quality

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

Neighborhood (3) Points: Impact on neighborhoods, communities, and historic and archaeological sites

Three (3) points: Project has a net positive impact on neighborhood, community, historic, or archaeological elements in the community. The project is sensitive to the area context. Project has limited or no impact to significant community elements (schools, churches, archaeological sites, homes, cultural amenities, etc.) and provides measurable and real impact to community elements (schools, churches, archaeological sites, homes, cultural amenities, etc.)

Two (2) points: Project is neutral in its impact on neighborhoods, community, historic, or archaeological elements in the community. The project is somewhat context sensitive; however, it

has some measurable and real impact to community elements (schools, churches, archaeological sites, homes, cultural amenities, etc.)

One (1) point: Project has a net negative impact on neighborhood, communities, and historic and archaeological sites. Project encourages unsustainable growth.

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

#### Adherence to Existing State / Local Plans (4 Points)

Three (3) points: Adherence to existing street and highway, master, regional, and local model plans

Two (2) points: Project is state project

One (1) point: Project is not a part of any of the aforementioned plans, nor has local support

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

#### Feasibility (3 Points): Reasonable cost, efficient, resourceful, having positive long-term economic impacts

Three (3) points: Project has been studied thru completion of preliminary engineering or a completed feasibility study, project has begun design work

Two (2) points: Project has undergone some level of preliminary engineering or feasibility study, the ability to be implemented

One (1) point: Project is undefined, except by long range or comprehensive plan

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

#### Project Ready (3 Points)

Three (3) points: Project ready to go (designed and mostly funded)

Two (2) points: Project is well-defined (designed and partially funded)

One (1) point: Project expands an existing or constructs a new road but does not have funding identified

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

#### Growth Areas (3 Points): Promotion of sensible, sustainable growth

Three (3) points: Project promotes, encourages, and supports sustainable patterns of growth

Two (2) points: Project neither promotes or discourages sustainable patterns of growth

One (1) point: Project encourages unsustainable patterns of growth



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

Intermodal (3 Points): Enhance of intermodal access

Three (3) points: Project is on a transit route, a designated bicycle route and in a pedestrian activity area

Two (2) points: Project is on a transit route or a designated bicycle route or pedestrian activity area

One (1) point: Project is not on a transit route, a designated bicycle route nor is in a pedestrian activity area.

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

## **AMENDMENT PROCESS**

The Federal Highway Administration (FHWA) and Federal Transit Administration (FTA) issued the Final Rule to revise the Statewide and Metropolitan Planning regulations incorporating changes from the Moving Ahead for Progress in the 21<sup>st</sup> Century Act (MAP-21) that was signed into law on July 6, 2012. The revised regulations clearly define administrative modifications and amendments as actions to update plans and programs. 23 Code of Federal Regulations (CFR) Part 450.104 defines administrative modifications and amendments as follows:

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

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

Administrative Modifications for Initial Authorizations

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

1. Revise a project description without changing the project scope, conflicting with the environmental document or changing the conformity finding in nonattainment and maintenance areas (less than 10% change in project termini). This change would not alter the original project intent.
2. Splitting or combining projects.
3. Federal funding category change.
4. Minor changes in expenditures for transit projects.
5. Roadway project phases may have a cost increase less than \$2,000,000 or 20% of the amount to be authorized.
6. Shifting projects within the 4-year STIP as long as the subsequent annual draft STIP was submitted prior to September 30.
7. Projects may be funded from lump sum banks as long as they are consistent with category definitions.

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

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

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

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

Amendment for Initial Authorizations

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

- A. Addition or deletion of a project.
- B. Addition or deletion of a phase of a project.
- C. Roadway project phases that increase in cost over the thresholds described in the Administrative Modification section.
- D. Addition of an annual TIP.
- E. Major change to scope of work of an existing project. A major change would be any change that alters the original intent i.e. a change in the number of through lanes, a change in termini of more than 10 percent.
- F. Shifting projects within the 4-year STIP, which require re-demonstration of fiscal constraint or when the subsequent annual draft STIP was not submitted prior to September 30. (See Administrative Modification item F).

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

Notes:

- 1. The date a TIP becomes effective is when the Governor or his designee approves it. For non-attainment and maintenance areas, the effective date of the TIP is based on the date of U.S. Department of Transportation's positive finding of conformity.\
- 2. The date of the STIP becomes effective is when FHWA and FTA approve it.
- 3. The STIP is developed on the state fiscal year which is July 1 – June 30 (Georgia) and October 1 – September 30 (Alabama).
- 4. Funds for cost increases will come from those set aside in the STIP financial plan by the GDOT for modifications and cost increases. Fiscal Constraint will be always maintained in the STIP.

## Alabama Department of Transportation – Statewide Procedures for TIP Revisions

### Purpose

This Memorandum of Understanding (MOU) establishes a set of procedures to be used in the State of Alabama for processing revisions to the Metropolitan Planning Organization (MPO) FY 2024-2027 Transportation Improvement Program (TIPs), and the Alabama Department of Transportation's Statewide Transportation Improvement Program (STIP). The STIP is the aggregation of the MPO TIP's, ALDOT statewide and Interstate programs.

### Definitions

- *Administration Modification* means a minor revision to a long-range statewide or metropolitan transportation plan, Transportation Improvement Program (TIP), or Statewide Transportation Improvement Program (STIP) that includes minor changes to project/project phase costs, minor changes to funding sources of previously-included projects, and minor changes to project / project phase initiation dates. An administrative modification is a revision that does not require public review comment period, and re-demonstration of fiscal constraint, or a conformity determination (in nonattainment and maintenance areas). [23 CFR 450.104]
- *Amendment* means a revision to a long-range statewide or metropolitan transportation plan, TIP, or STIP that involves a major change to a project included in a metropolitan transportation plan, TIP, or STIP, including the addition or deletion of a project or a major change in project cost, project/project phase initiation dates, or a major change in design concept or design scope (e.g., changing project termini or the number of through traffic lanes). Changes to projects that are included only for illustrative purposes do not require an amendment. An amendment is a revision that requires public review and comment, re-demonstration of fiscal constraint, or a conformity determination (for metropolitan transportation plans and TIPs involving “non-exempt” projects in non-attainment and maintenance areas). In the context of a long-range statewide transportation plan, an amendment is a revision approved by the State in accordance with its public involvement process. [23 CFR 450.104]
- *Betterment* consists of surface treatments/corrections to existing roadway (preferably within Alabama Department of Transportation (ALDOT) right-of-way), to maintain and bring the infrastructure to current design standards for that classification of highway. This may involve full depth base repair, shoulder-widening, increased lane-widths, correction super-elevation, as well as drainage improvements and guide rail upgrades.
- *Change in Scope* is a substantial alteration to the original intent or function of a programmed project; (e.g., change project termini or the number of through-traffic lanes).
- *Cooperating Agencies* include ALDOT, Metropolitan Planning Organizations (MPOs), and Rural Planning Organizations (RPOs), Federal Highway Administration (FHWA), Federal Transit Administration (FTA), and transit agencies.
- *Financially Constrained (Fiscal Constraint)* means that the metropolitan transportation plan, TIP, and STIP included sufficient financial information for demonstrating that projects in the metropolitan transportation plan, TIP, and STIP can be implemented using committed, available, and reasonably available revenue sources, with reasonable assurance that the federally supported transportation system is being adequately operated and

maintained. For the TIP, and the STIP, financial constraint / fiscal constraint applies to each program year. Additionally, project in air quality nonattainment and maintenance areas can be included in the first two years of the TIP and STIP only if funds are “available” or “committed.” [23 CFR 450.104]

- *Fiscal Constraint Chart (FCC)* is an Excel spreadsheet, or a chart generated by the Comprehensive Project Management System (CPMS), that depicts the transfer of funds from one source of funding to be a done project, or multiple projects, that net out to zero.
- *Level of Effort (LVOE)* is the term used to describe certain projects in the TIPs and STIP that are not considered of appropriate scale to be identified individually. Projects may be grounded by function, work type, or geographical area, using the applicable classifications under 23 CFR 771.117(c) and (d), and/or 40 CFR part 93. In air quality nonattainment and maintenance areas, project classifications must be consistent with the exempt project classifications, contained in the transportation conformity regulations (40 CFR part 93). These projects are placed in the TIPs and STIP according to selected funding programs, with their anticipated fiscal year apportionments within the plan.
- *New Project* is a project that is not programmed in the current TIP/STIP, and does not have previous obligations from a prior TIP/STIP.
- *Obligated projects* mean strategies and projects funded under Title 23 U.S.C. and Title 49 U.S.C. Chapter 53 for which the supporting federal funds were authorized and committed by the State or designated recipient in the preceding program year and authorized by the FHWA or awarded as a grant by the FTA.
- *Planning Partner* may refer to one of the following: ALDOT, FHWA, MPOs, RPOs, or other federal or state agencies.
- *Project Selection* means the procedures followed by MPOs, States, and public transportation operators to advance projects from the first four years of an approved TIP and/or STIP to implementation, in accordance with agreed upon procedures. [23 CFR 450.104]
- *Public Participation Plan (PPP)* is a documented, broad-based public involvement process that describes how the Planning Partner will involve and engage the public, the underserved and interested parties in the transportation planning process and ensure that the concerns of stakeholders are identified and addressed in the development of transportation plans and programs.

Note: The Alabama MPO Public Participation Plans may be found on the individual MPO websites. A complete listing of MPO websites may be found on the following ALDOT site: <http://www.dot.state.al.us/Itweb/planning/MPOWebsites.html>.

- *Revision* means a change to a long-range statewide or metropolitan transportation plan, TIP, or STIP that occurs between scheduled periodic updates. A *major revision* is an “amendment,” while a *minor revision* is an “administrative modification.” [23 CFR 450.104]
- *Statewide-managed Program (Statewide Program)* includes those transportation improvements or projects that are managed in the STIP, including project selection, at the ALDOT Central Office level, with possible regional Planning Partner solicitation and input. Examples include, but are not limited to HSIP, RRX, and TAP projects.
- *Statewide Transportation Improvement Program (STIP)* means a statewide prioritized listing/program of transportation projects covering a period of four years that is consistent with the long-range statewide transportation plan, metropolitan transportation plans, and

TIPs, and required for projects to be eligible for funding under Title 23 U.S.C. and Title 49 U.S.C. Chapter 53. [23 CFR 450.104]

- Transportation Improvement Program (TIP) means a prioritized listing/program of transportation projects covering a period of four years that is developed and formally adopted by an MPO as part of the metropolitan transportation planning process, consistent with the metropolitan transportation plan, and required for projects to be eligible for funding under Title 23 U.S.C. and Title 49 U.S.C. [23 CFR 450.104]

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

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

#### *TIP / STIP Administration*

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

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

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

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

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

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

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

#### Revisions: Amendments and Administrative Modifications

Note: This MOU does NOT change the Codes of Federal Regulations. It does modify some language within those regulations to make clear the understanding between the agreeing parties. For full application of the CFRs, visit definitions for *Amendment*, *Administrative Modification*, and *Revision* on p.1. Revisions are not applicable for authorized project scopes.

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

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

\*Level of Effort (LVOE) planning budget changes, exceeding 20% of the original budgeted amount.

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

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

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

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

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

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

Administrative Modifications do not affect air quality conformity, nor involve a significant change in a project scope of work that would trigger an air quality conformity reevaluation; do not exceed the threshold established in the MOU between ALDOT and the Planning Partners, or the threshold established by this MOU (as detailed in the Revisions: Amendments and Administrative



Modifications section); and do not result in a change in scope on any federally-funded project that is significant enough to essentially constitute a *new project*.

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

### *Level of Effort Funding Categories*

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

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

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

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

Level of Effort (LVOE) holds funds that are not dedicated to specific projects, and may be used to cover cost increases, or add new projects or project phases. LVOE shall not exceed the thresholds, or the requirements, of any other items that require an amendment.

Level of Effort resurfacing shall be programmed annually. Projects or project lists will be added as soon as available, and MPOs will be notified of all changes that occur in the list.

### *Financial Constraint*

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

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

### *STIP/TIP Financial Reporting*

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

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

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

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

The procedures set forth in this document will serve as the basis from which ALDOT addresses federal-funded, Statewide Program TIP revisions. This Memorandum of Understanding will begin October 1, 2019, and remain in effect until September 30, 2023, unless revised or terminated.

We, the undersigned hereby agree to the above procedures and principles.

Mark O. Baillitt

Division Administrator  
Federal Highway Administration

5/16/2019

Date:

Yvette M. Taylor

Regional Administrator  
Federal Transit Administration

5-16-19

Date:

John R. Coops

Director  
Alabama Department of Transportation

4/15/19

Date:

## **PUBLIC PARTICIPATION**

Development and utilization of public participation is central to developing a transportation plan that responds to the communities' need and wishes. The guidance and benchmarks in the 2018 Public Participation Plan were utilized to guide the planning process by ensuring open, timely, and meaningful public participation in the transportation decision-making process. The following paragraphs summarize the public participation activities and tools developed to outreach to citizens and key stakeholders within the region.

- In Alabama, all MPO and Advisory Committee meetings are subject to applicable provisions of the Alabama Open Meetings Act, Alabama Code §36-25A.
- Members of the Technical Coordinating Committee assisted MPO Staff on selecting a fiscally constrained project list for the TIP update.
- The Citizens Advisory Committee (CAC) – The CAC is a subcommittee of the C-PCTS established to provide broad regional community input throughout the long-range transportation planning process. The CAC is comprised of individuals representing a balanced cross-section of the region's populations including environmental, business and civic organizations, as well as low-income, minority and disabled populations. CAC members review the TIP (in draft and final form) and offer comments and suggestions to the Technical Coordinating Committee and the MPO Policy Board. Approval of the Draft and Final versions are voted on, and recommendations are forwarded to the Policy Board.
- Public Comment Period – After the TIP is approved in draft form; the public is invited to offer comments. There are several measures that are taken by the MPO Staff to announce the public comment period for the TIP: (a) a display ad is placed in the local newspapers, (b) digital copies of the draft TIP are placed on the C-PCTS webpage, (c) mass email list (In-Touch/Constant Contact) with TIP attached, (d) copies of the Draft TIP are distributed to the libraries throughout the region.

## **ENVIRONMENTAL JUSTICE / TITLE VI**

Federal guidelines on environmental justice have focused attention on the need to incorporate environmental justice principals into transportation planning processes and products. In 1994, *Executive Order 12898: Federal Actions to Address Environmental Justice (EJ) in Minority Populations and Low-Income Populations* recognized that the impacts of federal programs and activities may raise questions of fairness to affected groups. The Executive Order required any agency receiving federal funding to:

“conducts its programs, policies, and activities that substantially affect human health or the environmental, in a manner that ensures that such programs, policies, and activities do not have the effect of excluding persons (including populations) from participation in, denying persons (including populations) the benefits of, or subjecting persons (including populations) to discrimination under such programs, policies, and activities, because of their race, color, or national origin.”

MPO Staff will ensure that it complies with the Civil Rights Act of 1964, Executive Order 13166, and FTA Circular FTA C 4702.1B, October 2012, and that it fulfills the requirements under 4702.1B of the Limited English Proficiency (LEP) provisions. In accordance with Circular

4702.1B, the METRA Transit System, which is part of the MPO, has prepared and maintains a Language Assistance Plan

The Executive Order supports a longstanding policy to actively ensure nondiscrimination and avoid negative environmental impacts in federally funded activities. Title VI of the Civil Rights Act of 1964 prohibits discriminatory practices in programs receiving federal funds. The National Environmental Policy Act (NEPA) requires the disclosure of the environmental effects of proposed federal actions that significantly affect the quality of human health. The 1994 Executive Order on Environmental Justice reinforces and focuses these two laws by requiring the disclosure of the environmental benefits and burdens of federal actions on those groups protected under Title VI. In 1997, the U.S. Department of Transportation issued its *DOT Order to Address Environmental Justice in Minority Populations and Low-Income Populations* to summarize and expand upon the requirements of the Executive Order. According to the federal guidance, the groups that must be addressed as part of the environmental justice include African Americans, Hispanics, Asian Americans, Native American Indians, and persons whose household income is at or below the U.S. poverty guidelines. The Fixing Americas Surface Transportation Act (FAST Act) requires that statewide planning processes be consistent with Title VI.

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Executive Order 12898, Sec. 2-2

#### **AMERICAS WITH DISABILITIES ACT (ADA)**

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

## **BICYCLE AND PEDESTRIAN CONSIDERATIONS**

C-PCTS MPO will utilize *FHWA's Strategic Agenda for Pedestrian and Bicycle Transportation*, released in 2016. One of the top priority actions outlined in this document is to “*Initiate a coordinated and comprehensive effort among all DOT stakeholders to expand the availability and deployment of data about pedestrian and bicycle network infrastructure*”. This publication also focuses around four goals for the nation’s bicycle and pedestrian system:

- Networks: Achieve safe, accessible, comfortable, and connected multimodal networks in communities throughout the United States; and
- Safety: Improve safety for people walking and bicycling; and
- Equity: Promote equity throughout the transportation planning, design, funding, implementation, and evaluation process; and
- Trips: Get more people walking and bicycling.

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

### *Complete Streets Policy*

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

### *Complete Streets Design Standards*

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

- The United States Department of Transportation Federal Highway Administration’s Manual of Uniform Traffic Design Control
- The United States Department of Transportation Federal Highway Administration Traffic Monitoring Guide

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

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

#### Attention to Aesthetic

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

#### Bicycle and Pedestrian Facility Placement Considerations

The Columbus-Phenix City MPO will consider adding bike facilities on new projects where feasible unless exceptional circumstances exist as stated below:

- Locations where bicyclists and pedestrians are prohibited by law from using the roadway. In this instance, an effort may be necessary to accommodate bicyclists and pedestrians elsewhere within the right of way or within the same transportation corridor.
- The cost of establishing a bikeway or walkway in the project area would be excessively disproportionate to the need or probable use.
- Where sparseness of population or other factors indicate an absence of existing and future need.
- Examples of where this may be applicable should include scenarios where a street is a cul-de-sac with four or fewer dwellings or the street has severe topographic or natural resource constraints.

Guidance from the Federal Highway Administration on this issue states that “due consideration” of bicycle and pedestrian needs should include, at a minimum, a presumption that bicyclists and pedestrians will be accommodated in the design of new and improved transportation facilities. In the planning, design and operation of transportation facilities, bicyclists, and pedestrians should

be included as a matter of routine, and the decision not to accommodate them should be the exception rather than the rule. There must be exceptional circumstances for denying bicycle and pedestrian access either by prohibition or by designing highways that are incompatible with safe, convenient walking and bicycling.

Another accessibility-based pedestrian design procedure relates to the Americans with Disabilities Act (ADA); this law requires that when agencies provide transportation options, they must be accessible for persons with disabilities. For example, these improvements could occur through upgrades of existing ramps and sidewalks or as part of resurfacing or other construction projects. In 2013, the City of Columbus along with the C-PCTS MPO developed an ADA Transition Plan. The City of Columbus is in the process of securing funds to implement projects identified in this document. In 2016, the City of Phenix City developed their ADA Transition Plan and is currently completing a project utilizing Transportation Alternative (TA) funding. This project includes constructing a sidewalk with landscaping along 14<sup>th</sup> Street between Broad Street and 5<sup>th</sup> Avenue.

## **ENVIRONMENTAL MITIGATION**

As part of the environmental review of the larger process, all projects receiving Federal funding will be subject to the provisions of the National Environmental Policy Act of 1969 (NEPA). This process allows the relevant Federal, state, and/or local agencies to identify potential environmental impacts associated with each project and delineate means to avoid or mitigate against those impacts. While a NEPA-level analysis is not required for the projects identified in the plan at this time, both MAP-21 and the FAST Act do require that the Metropolitan Planning Organization (MPO) coordinate the State and Federal agencies to reflect the potential environmental mitigation activities that should be considered in the development of the plan. Relevant activities are summarized below.

### *Transportation System Resilience*

In recent years, climate change has become a significant global concern. While variations in global temperatures are normal and cyclical in nature, a preponderance of scientific evidence suggests that human activities are contributing to the current observed climate trends and associated extreme weather events. The emission of greenhouse gases, which in part occurs because of fossil fuel combustion, has been identified as a potential contributing factor. Subsequently, automobile use is generally thought to be a contributing agent.

In terms of transportation infrastructure, efforts to increase the resiliency of the region's roads, bridges, railways, and airports, to stand up to increasing temperatures and changes in weather patterns can ensure that the transportation system continues to function and disruptions to the movement of people are minimized. Recent trends indicate that certain severe weather stressors are now impacting transportation infrastructure more often than in the past. As the century progresses, the threats posed by these weather hazards, most notably extreme precipitation are projected to continue to increase in severity and/or frequency. Of these hazards, extreme precipitation and extreme temperature are emphasized because both may have direct and potentially significant impacts on transportation infrastructure. Extreme precipitation may contribute to flooding, erosion, washouts, scour, and failures of culverts, embankments, and other structures. Extreme temperatures, especially those exceeding 95 degrees F, can result in



detrimental structural expansion (of bridges, for instance), pavement rutting due to softened asphalt, “blow ups” of concrete road panels, and railroad track kinking. Very high heat days may also have deleterious effects on the health of highway crews (or airport ground crews) and, by extension, may limit the hours during which they can perform essential maintenance and construction duties. Because transportation infrastructure is often expected to last for decades – or more –, it is prudent to factor potential future climate conditions and extreme weather events into today’s management and investment decisions to help cost-effectively and proactively mitigate risks.

The C-PCTS MPO strives to promote a multimodal transportation system that encourages the efficient use and movement of private automobiles, as well as alternative transportation choices such as walking, bicycling, and public transit. These provisions minimize the negative environmental impacts of transportation infrastructure across a broad set of environmental and health outcomes. They also minimize the impacts of travel demand on our system helping to improve the sustainability and resiliency of our transportation infrastructure over the long term.

Table 8-1 Potential Climate Adaption Strategies

<b>PLANNING</b>	<p>MPT/TIP development of projects that mitigate risk (including strategic abandonment, creation of redundant routes / modes, etc.).</p> <p>Hazard mitigation / evacuation planning (supports operations).</p> <p>Asset management (identify strategies coinciding with cycles).</p>
<b>DESIGN</b>	<p>Update of standards and specifications for greater robustness.</p> <p>Engineering for greater resiliency (evaluation, structural, materials, capacity, location, etc.).</p> <p>Hazards review during design development.</p>
<b>OPERATIONS</b>	<p>Traffic operations, Intelligent Transportation Systems (ITS) to mitigate climate impacts.</p> <p>Emergency maintenance protocols (proactive and reactive).</p> <p>Emergency response (monitoring, patrolling, responding, etc.).</p>

## AIR QUALITY

The federal government adopted ambient air quality standards in 1990 under the Clean Air Act (CAA) Amendment. The Intermodal Surface Transportation Efficiency Act of 1991 (ISTEA) served to combine air and transportation planning. For MPOs who are deemed non-attainment for air quality (non-attainment areas are geographic areas that do not meet the federal air quality standards, by revised state implementation plan and transportation conformity requirements), a conformity determination is required for every MTP and Transportation Improvement Program (TIP).

A state implementation plan (SIP) is established for non-attainment areas including a legally enforceable schedule of emission reductions to meet National Ambient Air Quality Standards; it establishes a motor vehicle emissions budget, which establishes a maximum limit for transportation related emissions. In non-attainment and maintenance areas (areas that formerly violated but currently meet federal air quality standards), the Clean Air Act requires that MPOs take action to reduce emissions from on-road mobile sources. The MPO must demonstrate timely implementation of transportation control measures. To ensure accountability, federal transportation funds are withheld, if conformity between the MTP or TIP and SIP cannot be demonstrated. If a conformity lapse occurs, only transportation control measures from the SIP and exempt emissions-neutral projects may proceed.

The C-PCTS MPO area is currently considered in attainment/unclassifiable (a designation assigned to an area with EPA cannot determine attainment status due to lack of quality or complete data) with Federal air quality standards. In the past, particulates have been a concern within the region. In the past, particulates have been a concern within the region. Fine particle pollution is a mixture of microscopic solids and liquid droplets suspended in air. Fine particles can be emitted directly (such as smoke from a fire) or formed in the atmosphere from power plant, industrial and mobile source emissions of gases such as sulfur dioxide and nitrogen oxides. Fine particles less than or equal to 2.5 micrometers in diameter (called PM 2.5 and measuring about one-thirtieth the diameter of an average human hair), pose the greatest risk.

On April 14, 2020, after carefully reviewing the most recent available scientific evidence and technical information, and consulting with the Agency's independent scientific advisors, the EPA is proposing to retain, without revision, the existing primary (health-based) and secondary (welfare-based) National Ambient Air Quality Standards (NAAQS) for particulate matter.

Currently, the EPA has primary and secondary standards for PM 2.5 (annual average standards with levels of 12.0  $\mu\text{g}/\text{m}^3$  and 15.0  $\mu\text{g}/\text{m}^3$ , respectively; 24-hour standards with 98<sup>th</sup> percentile forms and levels of 25  $\mu\text{g}/\text{m}^3$ ) and PM 10 (24-hour standards with one-expected exceedance forms and levels of 150  $\mu\text{g}/\text{m}^3$ ).

## **INDIVIDUAL PROJECT PAGES**

Project pages provide a substantial amount of information about each project programmed for funding within the four-year program. The information includes sufficient description such as type of work, termini, length, and phases, total project cost including the year of expenditure, federal and non-federal funds expected for obligation for each program year, and citation of lead agency/project sponsor.

## **FINANCAL CONSTRAINT**

The FAST Act requires TIPs to be financially constrained. That is, the sum of all project costs cannot exceed the available federal allocation for the MPO plus local and state matches. This document contains projects sponsored by several governmental bodies. For projects to be included in the local TIP, they must also be in the State Transportation Improvement Program (STIP) and the Metropolitan Transportation Plan (MTP).

Financial Constraint makes a further demand, but on a more fundamental level. Documentation, whether developed from a database or desktop application, intended for use in a planning document such as the TIP, must include the sources of funding programs of all funds, dollar amounts, project identification numbers and termini descriptions, project phases to be funded, and the year of expected expenditure.

**GEORGIA PROJECTS  
AND FINANCIAL PLAN  
FISCAL YEAR 2024 - 2027**

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### PROJECTS LISTING

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0015285	Infantry Road & Follow Me Trail Extension	95
0016508	SR 520 / US 27 @ First Division Road 7.5 MI NW of Cusseta	96
0017138	Military Drive	97
0017691	Resurface Eight (8) Roads in the City of Columbus/Musc. Cty	98
0018352	Construct a Multi-use Trail on Cherokee Avenue	99
M005022	Resurface & Maintenance on SR 85 (2 <sup>nd</sup> Avenue)	100
00	Master Study on Trails/Sidewalks in Columbus	101
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### TSPLOST PROJECT LISTING

<u>P.I. #</u>	<u>Project Name</u>	<u>Page#</u>
0017687	South Lumpkin Road Streetscape	110
0019524	Whitesville Road from Whittlesey to Williams	111
0019527	Buena Vista Road Corridor Improvements	112
0019530	Install a Roundabout at 17 <sup>th</sup> Street/Linwood Blvd/13 <sup>th</sup> Ave	113
0019525	River Walk Trail – Resurface & Maintenance	114
0019519	Steam Mill Road from Buena Vista Road to dead end	115
0019529	Andrews Road Improvements	116
0019532	Brennan Road Improvements	117
0019534	University Avenue – Road Diet / Streetscape	118
0019537	5 <sup>th</sup> Avenue Trail Connector	119

<b>P.I. Number</b>	<b>Project</b>	<b>Phase</b>	<b>Year</b>	<b>Cost</b>	<b>Page Number</b>
0015559	SR 520 / US 280 @ Chattahoochee River	ROW	2025	\$500,000.00	94
0015285	Infantry Road & Follow Me Trail	CST	2024	\$1,949,749.00	95
0016508	SR 520 / US 27 @ First Division Road (Cusseta)	ROW	2024	\$260,100.00	96
0016508	SR 520 / US 27 @ First Division Road (Cusseta)	CST	2025	\$,3608,107.00	96
0017138	Military Drive		LR		97
0017691	Resurface Eight Streets in Columbus	CST	2024	\$2,122,840.00	98
0018352	Construct a Multi-use Trail on Cherokee Avenue	ROW	2026	\$1,495,000.00	99
0018352	Construct a Multi-use Trail on Cherokee Avenue	CST	2027	\$2,005,000.00	99
M005022	Resurface & Maintenance on SR 85	PE	2026	\$1,500,000.00	100
M005022	Resurface & Maintenance on SR 85	CST	LR	\$21,000,000.00	100
	Master Study for Trails & Sidewalks	PE	2025	\$1,000,000.00	101
	Edgewood Road Corridor Study	PE	2025	\$200,000.00	102
	School Impact Study	PE	2025	\$1,000,000.00	103
	NHPP – Y001 – Roadway Lighting			\$80,000.00	104
	NHPP/STBG – Bridge Maintenance			\$3,572,000.00	104
	NHPP/STBG – Road Maintenance			\$20,448,000.00	105
	STP – Y240 – Operations			\$952,000.00	105

<b>P.I. Number</b>	<b>Project</b>	<b>Phase</b>	<b>Year</b>	<b>Cost</b>	<b>Page Number</b>
	STP – Y240 – Low Impact Bridges – Lump Sum			\$1,668,000.00	106
	STP – Y240 – Traf Control Devices – Lump Sum			\$2,384,000.00	106
	STP – Y240 – RW Protective Buy – Lump Sum			\$120,000.00	107
	HSIP – YS30 – Safety – Lump Sum			\$7,940,000.00	107
	RRX – Railroad Crossings – YS40			\$912,000.00	108
0017687	South Lumpkin Road Streetscape	All Phases		\$10,100,000.00	110
0019524	Whitesville Road	All Phases		\$12,800,000.00	111
0019527	Buena Vista Road Corridor Improvements	All Phases		\$10,700,000.00	112
0019530	Install a Roundabout at 17 <sup>th</sup> St/Linwood/13 <sup>th</sup> Ave	All Phases		\$6,650,000.00	113
0019525	Riverwalk Trail – Resurface & Maintenance	All Phases		\$12,500,000.00	114
0019519	Steam Mill Road	All Phases		\$22,500,000.00	115
0019529	Andrews Road Improvements	All Phases		\$6,800,000.00	116
0019532	Brennan Road Improvements	All Phases		\$9,200,000.00	117
0019534	University Avenue Road Diet	All Phases		\$6,000,000.00	118
0019537	5 <sup>th</sup> Avenue Trail Connector	All Phases		\$690,000.00	119

Certification Page



## **LUMP SUM FUNDING**

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

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

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

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

### *Group: Maintenance*

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

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

### *Group: Lighting*

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

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

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

Group: Safety

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

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

Group: Operations

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

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

Group: Low Impact Bridges

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

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

**NATIONAL HIGHWAY PERFORMANCE PROGRAM (NHPP) - Y001**

		ANTICIPATED REVENUES											
P.I. #	PROJECT NAME	FY 2024			FY 2025			FY 2026			FY 2027		
		PE	ROW	UTL/CST	PE	ROW	UTL/CST	PE	ROW	UTL/CST	PE	ROW	UTL/CST
	Roadway Lighting	0.00	0.00	20,000.00	0.00	0.00	20,000.00	0.00	0.00	20,000.00	0.00	0.00	20,000.00
0015559	SR 520/US 280 @ Chattahoochee River in Columbus	Auth.	0.00	0.00	0.00	500,000.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
0016508	First Division Road 7.5 MI NW of Cusseta	Auth.	260.00	0.00	0.00	0.00	3,608,000.00	0.00	0.00	0.00	0.00	0.00	0.00
M005022	Resurface SR 85	0.00	0.00	0.00	0.00	0.00	0.00	1,500,000.00	0.00	0.00	0.00	0.00	0.00
Total Y001 Costs		0.00	260.00	20,000.00	0.00	500,000.00	3,628,000.00	1,500,000.00	0.00	20,000.00	0.00	0.00	20,000.00

*Utilities & Construction Cost are combined*

**SURFACE TRANSPORTATION BLOCK GRANT (STBG) - Y240**

		ANTICIPATED REVENUES											
P.I. #	PROJECT NAME	FY 2024			FY 2025			FY 2026			FY 2027		
		PE	ROW	UTL/CST	PE	ROW	UTL/CST	PE	ROW	UTL/CST	PE	ROW	UTL/CST
	Operations	\$0.00	\$0.00	\$238,000.00	\$0.00	\$0.00	\$238,000.00	\$0.00	\$0.00	\$238,000.00	\$0.00	\$0.00	\$238,000.00
	Low Impact Bridges	\$0.00	\$0.00	\$417,000.00	\$0.00	\$0.00	\$417,000.00	\$0.00	\$0.00	\$417,000.00	\$0.00	\$0.00	\$417,000.00
	Traf Control Devices	\$0.00	\$0.00	\$596,000.00	\$0.00	\$0.00	\$596,000.00	\$0.00	\$0.00	\$596,000.00	\$0.00	\$0.00	\$596,000.00
	RW Protective Buy	\$0.00	\$0.00	\$30,000.00	\$0.00	\$0.00	\$30,000.00	\$0.00	\$0.00	\$30,000.00	\$0.00	\$0.00	\$30,000.00
Total Y240 Costs		\$0.00	\$0.00	\$1,281,000.00	\$0.00	\$0.00	\$1,281,000.00	\$0.00	\$0.00	\$1,281,000.00	\$0.00	\$0.00	\$1,281,000.00

*Utilities & Construction Cost are combined.*

<b>HIGHWAY INFRASTRUCTURE PROJECT (HSIP) - YS30</b>													
<b>ANTICIPATED REVENUES</b>													
P.I. #	PROJECT NAME	FY 2024			FY 2025			FY 2026			FY 2027		
		PE	ROW	UTL/CST	PE	ROW	UTL/CST	PE	ROW	UTL/CST	PE	ROW	UTL/CST
	Safety Lump Sum	\$0.00	\$0.00	\$1,985,000.00	\$0.00	\$0.00	\$1,985,000.00	\$0.00	\$0.00	\$1,985,000.00	\$0.00	\$0.00	\$1,985,000.00
	<b>Total YS30 Costs</b>	<b>\$0.00</b>	<b>\$0.00</b>	<b>\$1,985,000.00</b>	<b>\$0.00</b>	<b>\$0.00</b>	<b>\$1,985,000.00</b>	<b>\$0.00</b>	<b>\$0.00</b>	<b>\$1,985,000.00</b>	<b>\$0.00</b>	<b>\$0.00</b>	<b>\$1,985,000.00</b>

<b>HIGHWAY INFRASTRUCTURE PROJECT (RRX) - YS40</b>													
<b>ANTICIPATED REVENUES</b>													
P.I. #	PROJECT NAME	FY 2024			FY 2025			FY 2026			FY 2024		
		PE	ROW	UTL/CST	PE	ROW	UTL/CST	PE	ROW	UTL/CST	PE	ROW	UTL/CST
	Railroad Crossings	0.00	0.00	228,000.00	0.00	0.00	228,000.00	0.00	0.00	228,000.00	0.00	0.00	228,000.00
	<b>Total YS40 Costs</b>	<b>0.00</b>	<b>0.00</b>	<b>228,000.00</b>	<b>0.00</b>	<b>0.00</b>	<b>228,000.00</b>	<b>0.00</b>	<b>0.00</b>	<b>228,000.00</b>	<b>0.00</b>	<b>0.00</b>	<b>228,000.00</b>

<b>TRANSPORTATION ALTERNATIVES PROGRAM - Y301</b>													
<b>ANTICIPATED REVENUES</b>													
P.I. #	PROJECT NAME	FY 2024			FY 2025			FY 2026			FY 2027		
		PE	ROW	UTL/CST	PE	ROW	UTL/CST	PE	ROW	UTL/CST	PE	ROW	UTL/CST
18352	Construct a Multiuse Trail on Cherokee Avenue	0.00	0.00	1,604,000.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
	<b>Total Y301 Costs</b>	<b>0.00</b>	<b>0.00</b>	<b>1,604,000.00</b>	<b>0.00</b>	<b>0.00</b>	<b>0.00</b>	<b>0.00</b>	<b>0.00</b>	<b>0.00</b>	<b>0.00</b>	<b>0.00</b>	<b>0.00</b>
<b>Total Y301 Costs</b>		<b>1,604,000.00</b>			<b>0.00</b>			<b>0.00</b>			<b>0.00</b>		
<b>AVAILABLE Y301 FUND</b>		<b>823,793.00</b>			<b>874,917.00</b>			<b>891,722.00</b>			<b>891,722.00</b>		

<b>SURFACE TRANSPORTATION BLOCK GRANT (STBG) - Y230</b>													
		<b>ANTICIPATED REVENUES</b>											
P.I. #	PROJECT NAME	FY 2024			FY 2025			FY 2026			FY 2027		
		PE	ROW	UTL/CST	PE	ROW	UTL/CST	PE	ROW	UTL/CST	PE	ROW	UTL/CST
0015285	Infantry Road & Follow Me Trail Extension	Auth	0.00	1,949,749.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
0017691	City of Columbus - Resurfacing 8 Streets	Auth	0.00	1,698,272.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
TBD	Master Study of Trails and Sidewalks	0.00	0.00	0.00	800,000.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
TBD	Edgewood Road Corridor Study	0.00	0.00	0.00	160,000.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
TBD	School Traffic Impact Study	0.00	0.00	0.00	800,000.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Subtotal Y230 Cost		0.00	0.00	3,648,021.00	1,760,000.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
<b>Total Y230 Costs</b>		<b>3,648,021.00</b>			<b>1,760,000.00</b>			<b>0.00</b>			<b>0.00</b>		
<b>AVAILABLE Y230 FUND</b>		<b>4,785,131.00</b>			<b>7,356,071.00</b>			<b>7,356,071.00</b>			<b>7,356,071.00</b>		
<b>HIGHWAY INFRASTRUCTURE PROJECT (HIP) - Y905</b>													
		<b>ANTICIPATED REVENUES</b>											
P.I. #	PROJECT NAME	FY 2024			FY 2025			FY 2026			FY 2027		
		PE	ROW	UTL/CST	PE	ROW	UTL/CST	PE	ROW	UTL/CST	PE	ROW	UTL/CST
	Military Drive from Infantry Road to Hampton Inn	Auth.	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
<b>Subtotal Y905 Costs</b>		<b>0.00</b>	<b>0.00</b>	<b>0.00</b>	<b>0.00</b>	<b>0.00</b>	<b>0.00</b>	<b>0.00</b>	<b>0.00</b>	<b>0.00</b>	<b>0.00</b>	<b>0.00</b>	<b>0.00</b>
<b>Total Y905 Costs</b>		<b>0.00</b>			<b>0.00</b>			<b>0.00</b>			<b>0.00</b>		
<b>AVAILABLE Y905 FUND</b>		<b>0.00</b>			<b>0.00</b>			<b>0.00</b>			<b>0.00</b>		

<b>SURFACE TRANSPORTATION BLOCK GRANT (STBG) &amp; NATIONAL HIGHWAY PERFORMANCE PROGRAM - VARIOUS</b>													
		<b>ANTICIPATED REVENUES</b>											
P.I. #	PROJECT NAME	FY 2024			FY 2025			FY 2026			FY 2027		
		PE	ROW	UTL/CST	PE	ROW	UTL/CST	PE	ROW	UTL/CST	PE	ROW	UTL/CST
	Bridge Maintenance	\$0.00	\$0.00	\$893,000.00	\$0.00	\$0.00	\$893,000.00	\$0.00	\$0.00	\$893,000.00	\$0.00	\$0.00	\$893,000.00
	Road Maintenance	\$0.00	\$0.00	\$5,559,000.00	\$0.00	\$0.00	\$4,963,000.00	\$0.00	\$0.00	\$4,963,000.00	\$0.00	\$0.00	\$4,963,000.00
	<b>Total Costs</b>	<b>\$0.00</b>	<b>\$0.00</b>	<b>\$6,452,000.00</b>	<b>\$0.00</b>	<b>\$0.00</b>	<b>\$5,856,000.00</b>	<b>\$0.00</b>	<b>\$0.00</b>	<b>\$5,856,000.00</b>	<b>\$0.00</b>	<b>\$0.00</b>	<b>\$5,856,000.00</b>

<b>LOCAL FUNDING (20% MATCH)</b>													
		<b>ANTICIPATED REVENUES</b>											
P.I. #	PROJECT NAME	FY 2024			FY 2025			FY 2026			FY 2027		
		PE	ROW	UTL/CST	PE	ROW	UTL/CST	PE	ROW	UTL/CST	PE	ROW	UTL/CST
0015285	Infantry Road & Follow Me Trail Extension	\$0.00	\$961,000.00	\$896,149.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00
0018352	Construct a Multiuse Trail on Cherokee Avenue	\$0.00	\$0.00	\$401,000.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00
0017691	City of Columbus - Resurfacing 8 Streets	\$0.00	\$0.00	\$424,000.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00
TBD	Master Sidewalk/Trail Study	\$0.00	\$0.00	\$0.00	\$200,000.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00
TBD	School Traffic Impact Study	\$0.00	\$0.00	\$0.00	\$200,000.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00
TBD	Edgewood Road Corridor Study	\$0.00	\$0.00	\$0.00	\$40,000.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00
	<b>Total Local Costs</b>	<b>\$0.00</b>	<b>\$961,000.00</b>	<b>\$1,721,149.00</b>	<b>\$440,000.00</b>	<b>\$0.00</b>	<b>\$0.00</b>	<b>\$0.00</b>	<b>\$0.00</b>	<b>\$0.00</b>	<b>\$0.00</b>	<b>\$0.00</b>	<b>\$0.00</b>

**COLUMBUS / FY 2024 - 2027**  
**TOTAL EXPECTED REVENUES**  
**STIP FUNDS (MATCHED)**

<b>FUND</b>	<b>CODE</b>	<b>LUMP DESCRIPTION</b>	<b>2024</b>	<b>2025</b>	<b>2026</b>	<b>2027</b>	<b>TOTAL</b>
NHPP	Y001		\$260,100	\$4,564,427	\$0	\$0	\$4,824,527
STBG	Y230		\$4,785,130	\$7,356,071	\$7,356,072	\$7,356,071	\$26,853,344
TAP	Y301		\$823,792	\$874,917	\$891,722	\$891,723	\$3,482,154
Carbon	Y601		\$666,913	\$1,107,162	\$1,107,162	\$1,107,162	\$3,988,399
HIP	Z919		\$284,968	\$0	\$0	\$0	\$284,968
COVID	Z972		\$1,558,981	\$0	\$0	\$0	\$1,558,981
Local	Local		\$632,749	\$0	\$0	\$0	\$632,749
Transit	5303		\$175,916	\$175,916	\$175,916	\$175,916	\$703,664
Transit	5311		\$26,250	\$0	\$0	\$0	\$26,250
NHPP	Y001	LIGHTING	\$20,000	\$20,000	\$20,000	\$20,000	\$80,000
NHPP/STBG	Various	BRIDGE MAINTENANCE	\$893,000	\$893,000	\$893,000	\$893,000	\$3,572,000
NHPP/STBG	Various	ROAD MAINTENANCE	\$5,559,000	\$4,963,000	\$4,963,000	\$4,963,000	\$20,448,000
STBG	Y240	LOW IMPACT BRIDGES	\$417,000	\$417,000	\$417,000	\$417,000	\$1,668,000
STBG	Y240	OPERATIONS	\$238,000	\$238,000	\$238,000	\$238,000	\$952,000
STBG	Y240	TRAF CONTROL DEVICES	\$596,000	\$596,000	\$596,000	\$596,000	\$2,384,000
STBG	Y240	RW PROTECTIVE BUY	\$30,000	\$30,000	\$30,000	\$30,000	\$120,000
HSIP	YS30	SAFETY	\$1,985,000	\$1,985,000	\$1,985,000	\$1,985,000	\$7,940,000
RRX	YS40	RAILROAD CROSSINGS	\$228,000	\$228,000	\$228,000	\$228,000	\$912,000
<b>TOTAL</b>			<b>\$19,180,799</b>	<b>\$23,448,493</b>	<b>\$18,900,872</b>	<b>\$18,900,872</b>	<b>\$80,431,036</b>

## Columbus TMA Project Cost Detail

### FY 2024 thru FY 2027

PI #	MPO TIP ID	Description	Prim Work Type	Year	Phase	Fund Code	Federal	State	Other	Total
0015285		INFANTRY ROAD & FOLLOW ME TRAIL EXTENSION	Roadway Project	2024	CST	LOC	\$0	\$0	\$632,749	\$632,749
0015285		INFANTRY ROAD & FOLLOW ME TRAIL EXTENSION	Roadway Project	2024	CST	Y230	\$1,053,600	\$0	\$263,400	\$1,317,000
0016508	BR-520	SR 520/US 27 @ FIRST DIVISION ROAD 7.5 MI NW OF CUSSETA	Bridges	2024	ROW	Y001	\$208,080	\$52,020	\$0	\$260,100
0018352	TAP-2022	CHEROKEE AVE & SLADE DR FM GARRARD ST TO FALL LINE TRACE TRL	Multi-use Trail	2024	CST	Y301	\$1,400,000	\$0	\$350,000	\$1,750,000
0018352	TAP-2022	CHEROKEE AVE & SLADE DR FM GARRARD ST TO FALL LINE TRACE TRL	Multi-use Trail	2024	UTL	Y301	\$204,000	\$0	\$51,000	\$255,000
T007066		FY 2024-COLUMBUS MPO-SEC.5303-PLANNING	MPO/Region Transit	2024	TPLN	5303	\$140,733	\$17,592	\$17,592	\$175,916
T007343		FY 2024-RIVER VALLEY RC-SEC.5311-MOBILITY MGMT	Rural Transit - Capital/Ops	2024	TCAP	5311	\$21,000	\$0	\$5,250	\$26,250
<b>FY 2024 Totals:</b>							<b>\$3,027,413</b>	<b>\$69,612</b>	<b>\$1,319,990</b>	<b>\$4,417,015</b>
0015559		SR 520/US 280 @ CHATTAHOOCHEE RIVER IN COLUMBUS	Bridges	2025	ROW	Y001	\$400,000	\$100,000	\$0	\$500,000
0016508	BR-520	SR 520/US 27 @ FIRST DIVISION ROAD 7.5 MI NW OF CUSSETA	Bridges	2025	CST	Y001	\$2,886,486	\$721,621	\$0	\$3,608,107



## Columbus TMA Project Cost Summary

### FY 2024 thru FY 2027

PI #	Year	Fund Code	Federal	State	Other	Total
0016508	2024	Y001	\$208,080	\$52,020	\$0	\$260,100
		<b>Y001 Totals:</b>	<b>\$208,080</b>	<b>\$52,020</b>	<b>\$0</b>	<b>\$260,100</b>
0015285	2024	Y230	\$1,053,600	\$0	\$263,400	\$1,317,000
		<b>Y230 Totals:</b>	<b>\$1,053,600</b>	<b>\$0</b>	<b>\$263,400</b>	<b>\$1,317,000</b>
0018352	2024	Y301	\$1,604,000	\$0	\$401,000	\$2,005,000
		<b>Y301 Totals:</b>	<b>\$1,604,000</b>	<b>\$0</b>	<b>\$401,000</b>	<b>\$2,005,000</b>
0015285	2024	LOC	\$0	\$0	\$632,749	\$632,749
		<b>LOC Totals:</b>	<b>\$0</b>	<b>\$0</b>	<b>\$632,749</b>	<b>\$632,749</b>
T007066	2024	5303	\$140,733	\$17,592	\$17,592	\$175,916
		<b>5303 Totals:</b>	<b>\$140,733</b>	<b>\$17,592</b>	<b>\$17,592</b>	<b>\$175,916</b>
T007343	2024	5311	\$21,000	\$0	\$5,250	\$26,250
		<b>5311 Totals:</b>	<b>\$21,000</b>	<b>\$0</b>	<b>\$5,250</b>	<b>\$26,250</b>
<b>FY 2024 Totals:</b>			<b>\$3,027,413</b>	<b>\$69,612</b>	<b>\$1,319,990</b>	<b>\$4,417,015</b>
0015559	2025	Y001	\$400,000	\$100,000	\$0	\$500,000
0016508	2025	Y001	\$3,251,541	\$812,885	\$0	\$4,064,427
		<b>Y001 Totals:</b>	<b>\$3,651,541</b>	<b>\$912,885</b>	<b>\$0</b>	<b>\$4,564,427</b>
T008049	2025	5303	\$140,733	\$17,592	\$17,592	\$175,916
		<b>5303 Totals:</b>	<b>\$140,733</b>	<b>\$17,592</b>	<b>\$17,592</b>	<b>\$175,916</b>
<b>FY 2025 Totals:</b>			<b>\$3,792,274</b>	<b>\$930,477</b>	<b>\$17,592</b>	<b>\$4,740,343</b>
T008050	2026	5303	\$140,733	\$17,592	\$17,592	\$175,916
		<b>5303 Totals:</b>	<b>\$140,733</b>	<b>\$17,592</b>	<b>\$17,592</b>	<b>\$175,916</b>
<b>FY 2026 Totals:</b>			<b>\$140,733</b>	<b>\$17,592</b>	<b>\$17,592</b>	<b>\$175,916</b>
T008056	2027	5303	\$140,733	\$17,592	\$17,592	\$175,916
		<b>5303 Totals:</b>	<b>\$140,733</b>	<b>\$17,592</b>	<b>\$17,592</b>	<b>\$175,916</b>
<b>FY 2027 Totals:</b>			<b>\$140,733</b>	<b>\$17,592</b>	<b>\$17,592</b>	<b>\$175,916</b>
<b>Columbus TMA Totals:</b>			<b>\$7,101,153</b>	<b>\$1,035,272</b>	<b>\$1,372,765</b>	<b>\$9,509,190</b>



CARRY OVER STATEMENT  
AND  
WORK AUTHORIZED

## **CARRY OVER FUNDING**

### Where carryover funding comes from:

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

1. A state may choose to advance fund the construction authorization of a federal-aid project by temporarily funding the federal share with non-federal funds. Multi-year Transportation Acts allow states to advance construction up to the contract authority provided in the Act. Advance construction is a method of “pre-financing” the federal share of project costs. These costs are later converted to regular highway funds as Congress provides new appropriation and/or obligation authority.
2. A state can use carryover funds when obligation authority is re-distributed from other states. Near the end of each federal fiscal year, the Federal Highway Administration redistributes obligation authority from states that return unused spending authority.
3. A state can use un-obligated balances to fund a project if Congress appropriates additional obligation authority.

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

### How carryover funds are used:

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

**How carryover funds are shown for fiscal constraint:**

The Moving Ahead for Progress in the 21<sup>st</sup> Century Act (MAP-21) requires that the State Transportation Improvement Program (STIP) "...include a project, or an identified phase of a project, only if full funding can reasonable be anticipated to be available". Since both types of carryover funds can be used to fund projects in a year different than the year funds were received, they are reasonable available and are added to the annual estimated appropriated funds for the period covered by the STIP.

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

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

### MPO AUTHORIZED PROJECTS (GA)

PI #	Project	Phase	Auth Date	Latest Cost		Amount	
				Estimated Total	% in MPO		
0017157	PL Columbus - FY 2021	PLN	2021	\$ 292,898.21	100	\$ 292,898.21	
0017897	PL Columbus - FY 2022	PLN	2022	\$ 266,226.20	100	\$ 266,226.20	
0018419	PL Columbus - FY 2023	PLN	2023	\$ 410,123.26	100	\$ 410,123.26	
0019303	PL Columbus - Safe & Accessible Transportation Options - FY 2023	PLN	2023	\$ 9,725.73	100	\$ 9,725.23	
0019628	2050 MTP & Congestion Mgmt Process - FY 2023 Columbus UPWP	PLN	2023	\$ 400,000.00	100	\$ 400,000.00	
<b>CHATTAHOOCHEE COUNTY</b>							
0013743	SR 520/US 280 EB & WB @ Bagley Creek - 2 MI SE of Cusseta	CST	2021	\$ 5,800,344.95	100	\$ 5,800,344.95	
0015687	SR 1 @ SR 520 & CR 109/Lafayette Road	PE	2021	\$ 1,175,000.00	100	\$ 1,175,000.00	
0016914	Off-System Safety Improvements @ 4 LOC in Chattahoochee-HRRR	CST	2021	\$ 396,370.35	100	\$ 396,370.35	
<b>MUSCOGEE COUNTY</b>							
0006446	SR 1 FR CS 2661/Turnberry Lane/Muscogee to SR 315/Harris-TIA		2022	\$ 13,957,958.18	67	\$ 9,351,831.98	
			CST	2023	\$ 19,711,389.57	67	\$ 13,206,631.01
			ROW	2022	\$ 5,000,000.00	67	\$ 3,350,000.00
			UTL	2022	\$ 539,448.00	67	\$ 361,430.16
0011434	CR 62/Cusseta Road from Fort Benning Road to Antietam Drive - TIA	CST	2023	\$ 5,000,000.00	100	\$ 5,000,000.00	
0013373	SR 22 @ CR 1505/Bradley Park Drive - Diverging Diamond Interchange		CST	2022	\$ 18,946,733.31	100	\$ 18,946,733.31
			ROW	2021	\$ 270,000.00	100	\$ 270,000.00
0013601	SR 219 @ Schley Creek NW of Columbus	CST	2021	\$ 5,622,854.35	100	\$ 5,622,854.35	
0013926	SR 85/US 27 Alt SB & NB @ CR 1660/Miller Road in Columbus	CST	2023	\$ 18,757,185.80	100	\$ 18,757,185.80	
0014083	SR 22 / US 80 From Alabama State Line to SR 85 / US 27 ALT	CST	2021	\$ 4,587,872.00	100	\$ 4,587,872.00	
0014170	SR 22 Spur @ Wercoba Creek in Columbus		2021	\$ 2,092,494.30	100	\$ 2,092,494.30	
			CST	2022	\$ 3,479,709.95	100	\$ 3,479,709.95
0015285	Infantry Road & Follow Me Trail Extension	ROW	2021	\$ 961,000.00	100	\$ 961,000.00	
0016440	SR 22 @ SR 85	CST	2022	\$ 1,292,625.47	100	\$ 1,292,625.47	
0016442	SR 22 CONN @ SR 85	CST	2022	\$ 886,087.88	100	\$ 886,087.88	
0017687	South Lumpkin Road FM SR 1 / US 27 to National Infantry Museum	PE	2022	\$ 760,000.00	100	\$ 760,000.00	
0017688	CR 94 / Whitesville Road From Whitttesey Road to Williams Road	PE	2022	\$ 695,000.00	100	\$ 695,000.00	

**COLUMBUS/MUSCOGEE COUNTY**

**HARRIS COUNTY**

**CHATTAHOOCHEE COUNTY**

**TIP PROJECTS**

**FISCAL YEAR 2024 - 2027**

**PI # 0015559 – SR 520 / US 280 @ Chattahoochee River in Columbus**

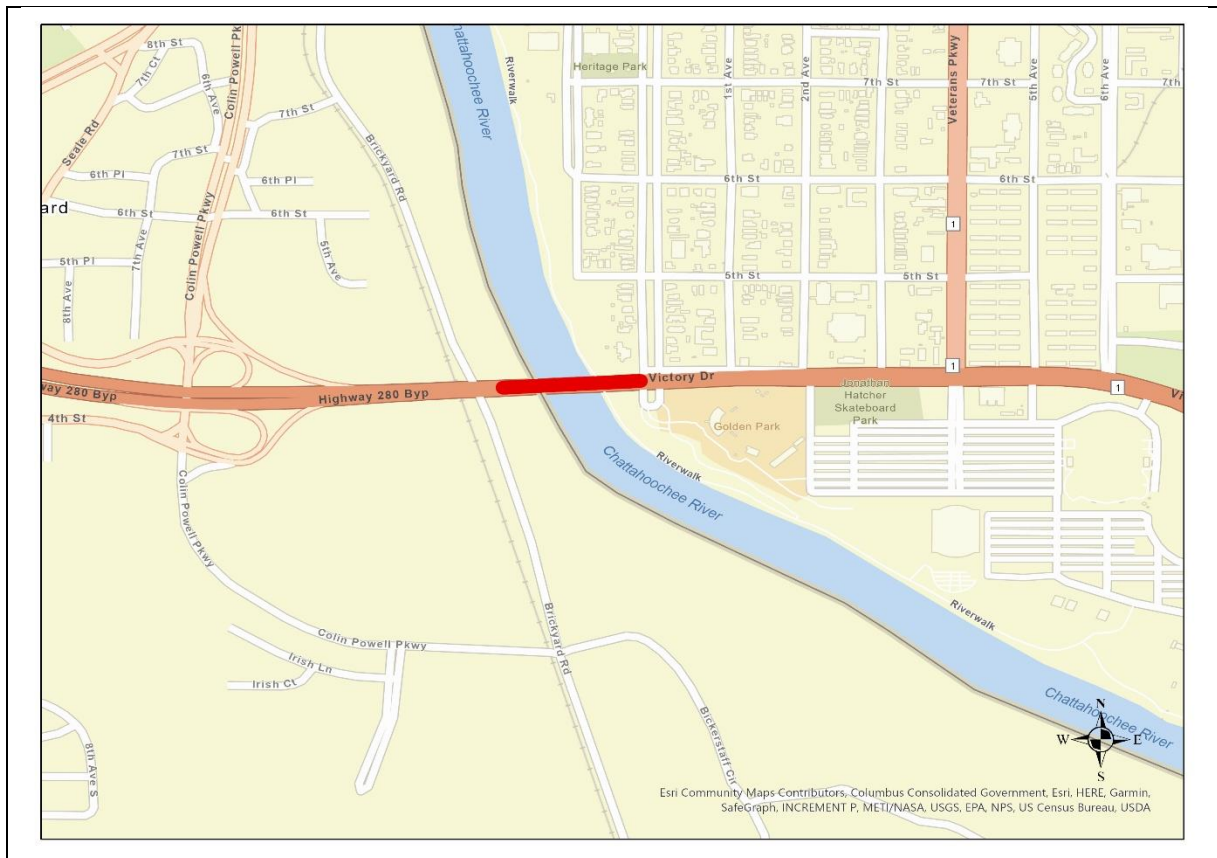
**PROJECT DESCRIPTION:** Bridge replacement over Chattahoochee River.

<b>Project #:</b>	<b>Project Length (MI): .65</b>	<b>County: Muscogee</b>
<b>P.I. #: 0015559</b>	<b>Existing Lanes: 4</b>	<b>DOT District: 3</b>
<b>TIP #: BR - 15559</b>	<b>Proposed Lanes: 4</b>	<b>CONG DIST: 2</b>
<b>Funding Code: Y001</b>		<b>RDC: River Valley RC</b>
<b>Funding:</b>	<b>State/US #:</b>	<b>Local RD#</b>

<i>Project Phase</i>	<i>\$ Source</i>	<i>FY 24</i>	<i>FY 25</i>	<i>FY 26</i>	<i>FY 27</i>	<i>Total</i>			
<i>SCP</i>	Fed/State	Auth	\$0	\$0	\$0	\$0			
<i>Preliminary Eng.</i>	Fed/State	Auth	\$0	\$0	\$0	\$0			
<i>Right of Way</i>	Fed/State	\$0	\$500	\$0	\$0	\$500			
<i>UTL &amp; CST</i>		\$0	\$0	\$0	\$0	\$0			
<b>Project Cost</b>		<b>\$0</b>	<b>\$500</b>	<b>\$0</b>	<b>\$0</b>	<b>\$500</b>			
<i>Federal Cost</i>		\$0	\$400	\$0	\$400	\$400			
<i>State Cost</i>		\$0	\$100	\$0	\$100	\$100			
<i>Local Cost</i>		\$0	\$0	\$0	\$0	\$0			

**Comments:** Total cost of ROW is \$500,000.00

**PM1, PM2, and PM3 performance measures are associated with this project.**





**PI # 0015285 – Infantry Road & Follow Me Trail Extension**

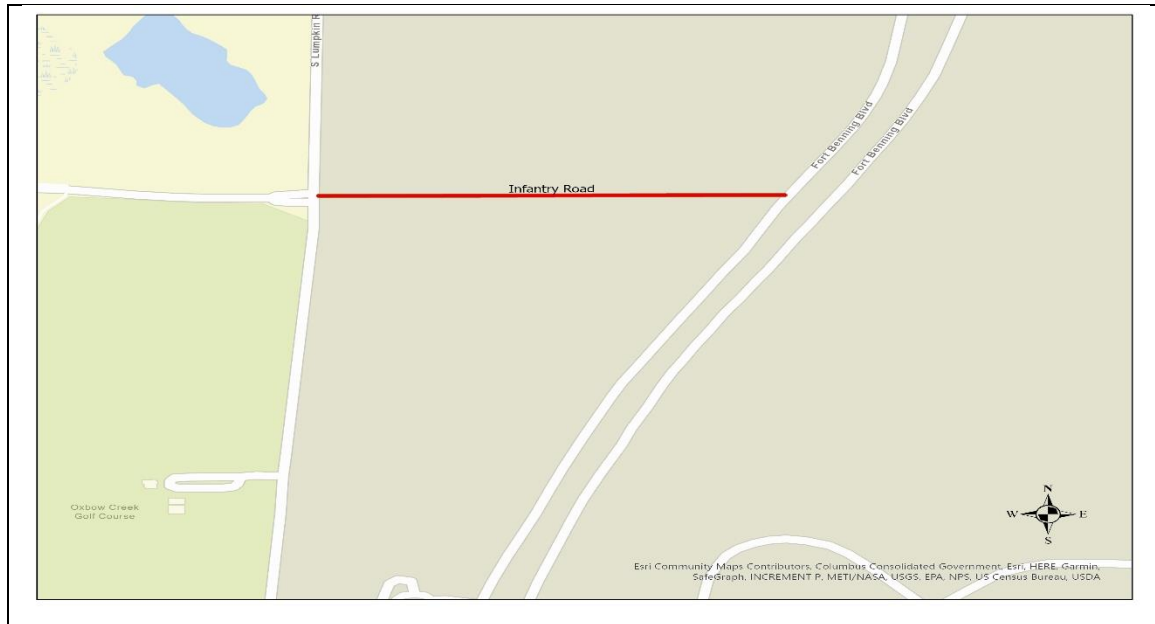
**PROJECT DESCRIPTION:** Construction of a new two-lane road and the extension of the existing Follow Me Trail.

<b>Project #:</b>	<b>Project Length (MI):</b> .09	<b>County:</b> Muscogee
<b>P.I. #:</b> 0015285	<b>Existing Lanes:</b> 0	<b>DOT District:</b> 3
<b>TIP #:</b> INFRD	<b>Proposed Lanes:</b> 2	<b>CONG DIST:</b> 2
<b>Funding Code:</b> Y230		<b>RDC:</b>
<b>Funding:</b>	<b>State/US #:</b>	<b>Local RD#</b>

<i>Project Phase</i>	<i>\$ Source</i>	<i>FY 24</i>	<i>FY 25</i>	<i>FY 26</i>	<i>FY 27</i>	<i>Total</i>			
<i>Preliminary Eng.</i>	Fed/Local	Auth.	\$0	\$0	\$0	\$0			
<i>Right-of Way</i>		Auth.	\$0	\$0	\$0	\$0			
<i>Utilities</i>	Fed/Local	Auth.	\$0	\$0	\$0	\$0			
<i>Construction</i>	Fed/Local	\$1,950	\$0	\$0	\$0	\$1,950			
<b><i>Project Cost</i></b>		<b>\$1,950</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$1,950</b>			
<i>Federal Cost</i>		\$1,054	\$0	\$0	\$0	\$1,054			
<i>State Cost</i>		\$0	\$0	\$0	\$0	\$0			
<i>Local Cost</i>		\$896	\$0	\$0	\$0	\$896			

**Comment:** CST - \$1,949,749.00 (\$1,053,600.00 Fed & \$896,149.00 Loc).

**PM1 (Safety), and PM3 (Travel Time/Freight) performance measures are associated with this project.**



**PI # 0016508 – SR 520 / US 27 @ First Division Road 7.5 MI NW of Cusseta**

**PROJECT DESCRIPTION:** Bridge Improvements

<b>Project #:</b>	<b>Project Length (MI): .03</b>	<b>County: Muscogee</b>
<b>P.I. #: 0016508</b>	<b>Existing Lanes: 4</b>	<b>DOT District: 3</b>
<b>TIP #: BR-520</b>	<b>Proposed Lanes: 4</b>	<b>CONG DIST: 2</b>
<b>Funding Code: Y001</b>		<b>RDC:</b>
<b>Funding:</b>	<b>State/US #:</b>	<b>Local RD#</b>

<i>Project Phase</i>	<i>\$ Source</i>	<i>FY 24</i>	<i>FY 25</i>	<i>FY 26</i>	<i>FY 27</i>	<i>Total</i>			
<i>Preliminary Eng.</i>	Fed/State	Auth.	\$0	\$0	\$0	\$0			
<i>Right-of Way</i>	Fed/State	\$260	\$0	\$0	\$0	\$260			
<i>Utilities</i>	Fed/State	\$0	\$456	\$0	\$0	\$456			
<i>Construction</i>	Fed/State	\$0	\$3,608	\$0	\$0	\$3,608			
<b>Project Cost</b>		<b>\$260</b>	<b>\$4,064</b>	<b>\$0</b>	<b>\$0</b>	<b>\$4,325</b>			
<i>Federal Cost</i>		\$208	\$3,252	\$0	\$0	\$3,460			
<i>State Cost</i>		\$52	\$813	\$0	\$0	\$865			
<i>Local Cost</i>		\$0	\$0	\$0	\$0	\$0			

**Comment:** Total amount of ROW - \$260,100.00 (\$208,080.00 Fed & \$52,020.00 State).  
 Utilities - \$456,319.44 (\$365,055.55 Fed & \$91,263.89 State) Total amount of CST -  
 \$3,608,107.00 (\$2,886,486.00 Fed & \$721,621.00 State).

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



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

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

<b>Project #:</b>	<b>Project Length (MI): .5</b>	<b>County:</b> Muscogee
<b>P.I. #: 0017138</b>	<b>Existing Lanes: 0</b>	<b>DOT District: 3</b>
<b>TIP #: MIL-19</b>	<b>Proposed Lanes: 2</b>	<b>CONG DIST: 2</b>
<b>Funding Code: Z905</b>		<b>RDC:</b>
<b>Funding:</b>	<b>State/US #:</b>	<b>Local RD#</b>

Project Phase	\$ Source	FY 24	FY 25	FY 26	FY 27	Total			
Preliminary Eng.	Fed/Local	Auth.	\$0	\$0	\$0	\$0			
Right-of Way	Local	\$0	\$0	\$0	\$0	\$0			
Utilities	Local	\$0	\$0	\$0	\$0	\$0			
Construction	Fed/State/Loc	\$0	\$0	\$0	\$0	\$0			
<b>Project Cost</b>		<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>			
Federal Cost		\$0	\$0	\$0	\$0	\$0			
State Cost		\$0	\$0	\$0	\$0	\$0			
Local Cost		\$0	\$0	\$0	\$0	\$0			

**Comment:** CST is in LR – \$2,320,000.00 (\$928,000.00 Fed, \$1,160,000 State, \$232,000.00 Loc.) **Project was amended to include additional funding for the PE Phase of the project. PE was increased from \$240,000.00 (\$192,000 Fed & \$48,000 Local) to \$519,987.46 (\$415,989.97 Fed & \$103,997.49 Local) on May 5, 2022**

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



**PI # 0017691 – Resurface Eight (8) Roads in the City of Columbus/Muscogee County**

**PROJECT DESCRIPTION:** Resurface Eight (8) roads within the City of Columbus

<b>Project #:</b>	<b>Project Length (MI):</b> 11.13	<b>County:</b> Muscogee
<b>P.I. #:</b> 0017691	<b>Existing Lanes:</b> 2	<b>DOT District:</b> 3
<b>TIP #:</b> RES-8	<b>Proposed Lanes:</b> 2	<b>CONG DIST:</b> 2
<b>Funding Code:</b> Y230		<b>RDC:</b>
<b>Funding:</b>	<b>State/US #:</b>	<b>Local RD#</b>

<i>Project Phase</i>	<i>\$ Source</i>	<i>FY 24</i>	<i>FY 25</i>	<i>FY 26</i>	<i>FY 27</i>	<i>Total</i>			
<i>Preliminary Eng.</i>	Auth	\$0	\$0	\$0	\$0	\$0			
<i>Right-of Way</i>		\$0	\$0	\$0	\$0	\$0			
<i>Utilities</i>		\$0	\$0	\$0	\$0	\$0			
<i>Construction</i>	Fed/Local	\$2,122	\$0	\$0	\$0	\$2,122			
<b><i>Project Cost</i></b>		<b>\$2,122</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$2,122</b>			
<i>Federal Cost</i>		\$1,698	\$0	\$0	\$0	\$1,698			
<i>State Cost</i>		\$0	\$0	\$0	\$0	\$0			
<i>Local Cost</i>		\$424	\$0	\$0	\$0	\$424			

**Comment:** PE – \$213,000.00 (\$170,400.00 Fed & \$42,600.00 Local), CST – \$2,122,840.00 (\$1,698,272.00 Fed & \$424,568.00 Local)

*PM2 (Pavement) performance measures are associated with this project.*

- Roads to be resurfaced:
- 54<sup>th</sup> Street from River Road to Veteran’s Parkway – 1.41 Miles
  - Billings Road from Gateway Road to Warm Springs Road – 1.53 Miles
  - Torch Hill Road from South Lumpkin Road to Fort Benning Road – 0.54 Miles
  - Morris Road from Forrest Road to Buena Vista Road – 2.49 Miles
  - North Lumpkin Road from Cusseta/Andrews/Brown to Victory Drive/US 280 – 1.41 Miles
  - 30<sup>th</sup> Avenue from Cusseta Road to Victory Drive/US 280 – 0.68 Miles
  - Andrews Road from Cusseta/N. Lumpkin/Brown to Buena Vista Road – 1.07 Miles
  - Double Churches Road from River Road to I-185 Overpass Bridge – 2 Miles

**0018352- Construct a Multi-Use Trail on Cherokee Avenue**

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

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

Project Phase	\$ Source	FY 24	FY 25	FY 26	FY 27	Total			
Preliminary Eng.	See Below	\$0	\$0	\$0	\$0	\$0			
Right-of Way	Fed/Local	\$1,495	\$0	\$0	\$0	\$1,495			
Utilities	Fed/Local	\$255	\$0	\$0	\$0	\$255			
Construction	Fed/Local	\$1,750	\$0	\$0	\$0	\$1,750			
<b>Project Cost</b>		<b>\$3,500</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$3,500</b>			
Federal Cost		\$2,596	\$0	\$0	\$0	\$2,596			
State Cost		\$0	\$0	\$0	\$0	\$0			
Other Cost		\$904	\$0	\$0	\$0	\$904			

**Comments:** – Total Project Cost - \$3,500,000.00 (\$2,596,000.00 Fed & \$904,000.00 Local)  
PE amount is \$300,000.00 and is funded through the Dragonfly/Private Partnership – **PM1 (Safety)**



**P.I. No M005022 – Resurface and Maintenance on SR 85 (2<sup>nd</sup> Avenue) from SR 1 (Veteran’s Parkway) to SR 1 (Veterans Parkway).**

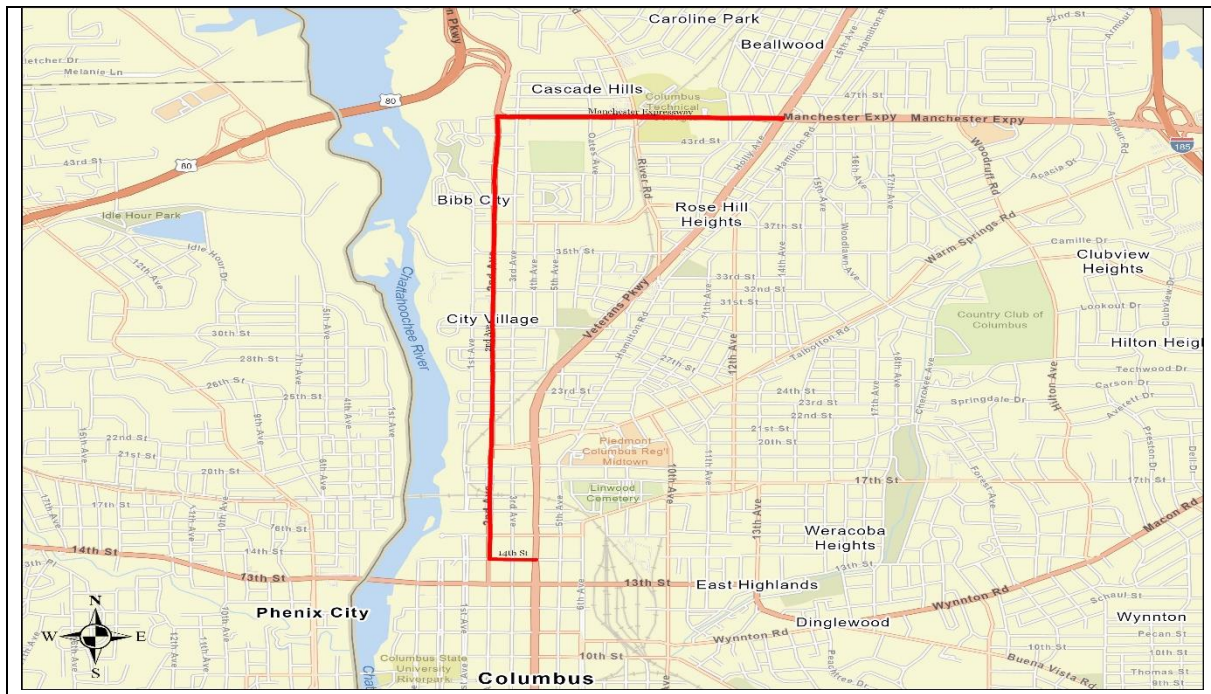
**PROJECT DESCRIPTION:** Resurface and Maintenance

<b>Project #:</b>	<b>Project Length (MI): 3.5</b>	<b>County/City:</b> Muscogee
<b>P.I. #: M005022</b>	<b>Existing Lanes: 4</b>	<b>SPONSOR:</b> GDOT
<b>TIP ID:</b> RM-85	<b>Proposed Lanes: 4</b>	<b>DOT DIST:</b> 3
<b>Funding Code:</b> Y001		<b>CONG DIST:</b> 2
<b>Funding:</b>	<b>State/US #:</b>	<b>Local RD#</b>

<b>Project Phase</b>	<b>\$ Source</b>	<b>FY 24</b>	<b>FY 25</b>	<b>FY 26</b>	<b>FY 27</b>	<b>Total</b>			
<i>Preliminary Eng.</i>	Auth	\$0	\$0	\$0	\$0	\$0			
<i>Right-of Way</i>		\$0	\$0	\$0	\$0	\$0			
<i>Utilities</i>		\$0	\$0	\$0	\$0	\$0			
<i>Construction</i>		\$0	\$0	\$0	\$0	\$0			
<b>Project Cost</b>		<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>			
<i>Federal Cost</i>		\$0	\$0	\$0	\$0	\$0			
<i>State Cost</i>		\$0	\$0	\$0	\$0	\$0			
<i>Other Cost</i>		\$0	\$0	\$0	\$0	\$0			

**Comments:** – CST – FY 2028

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



**P.I. No 00 – Master Study for Trails/Sidewalks throughout the City of Columbus**

**PROJECT DESCRIPTION:** Conduct a study to see where sidewalks exist and where additional sidewalks and multiuse trails can be added or repaired.

<b>Project #:</b>	<b>Project Length (MI):</b>	<b>County/City:</b> Muscogee
<b>P.I. #:</b>	<b>Existing Lanes:</b>	<b>SPONSOR:</b> GDOT
<b>TIP ID:</b> TS-Study	<b>Proposed Lanes:</b>	<b>DOT DIST:</b> 3
<b>Funding Code:</b> Y230		<b>CONG DIST:</b> 2
<b>Funding:</b>	<b>State/US #:</b>	<b>Local RD#</b>

<i>Project Phase</i>	<i>\$ Source</i>	<i>FY 24</i>	<i>FY 25</i>	<i>FY 26</i>	<i>FY 27</i>	<i>Total</i>			
<i>Preliminary Eng.</i>	Fed/Local	\$0	\$1,000	\$0	\$0	\$1,000			
<i>Right-of Way</i>		\$0	\$0	\$0	\$0	\$0			
<i>Utilities</i>		\$0	\$0	\$0	\$0	\$0			
<i>Construction</i>	Fed/Local	\$0	\$0	\$0	\$0	\$0			
<b><i>Project Cost</i></b>		<b>\$0</b>	<b>\$1,000</b>	<b>\$0</b>	<b>\$0</b>	<b>\$1,000</b>			
<i>Federal Cost</i>		\$0	\$800	\$0	\$0	\$800			
<i>State Cost</i>		\$0	\$0	\$0	\$0	\$0			
<i>Other Cost</i>		\$0	\$200	\$0	\$0	\$200			

**Comments:** – Total Project Cost - \$1,00,000.00 (\$800,000.00 Fed & \$200,000.00 Local)

*PMI (Safety) performance measures are associated with this project.*

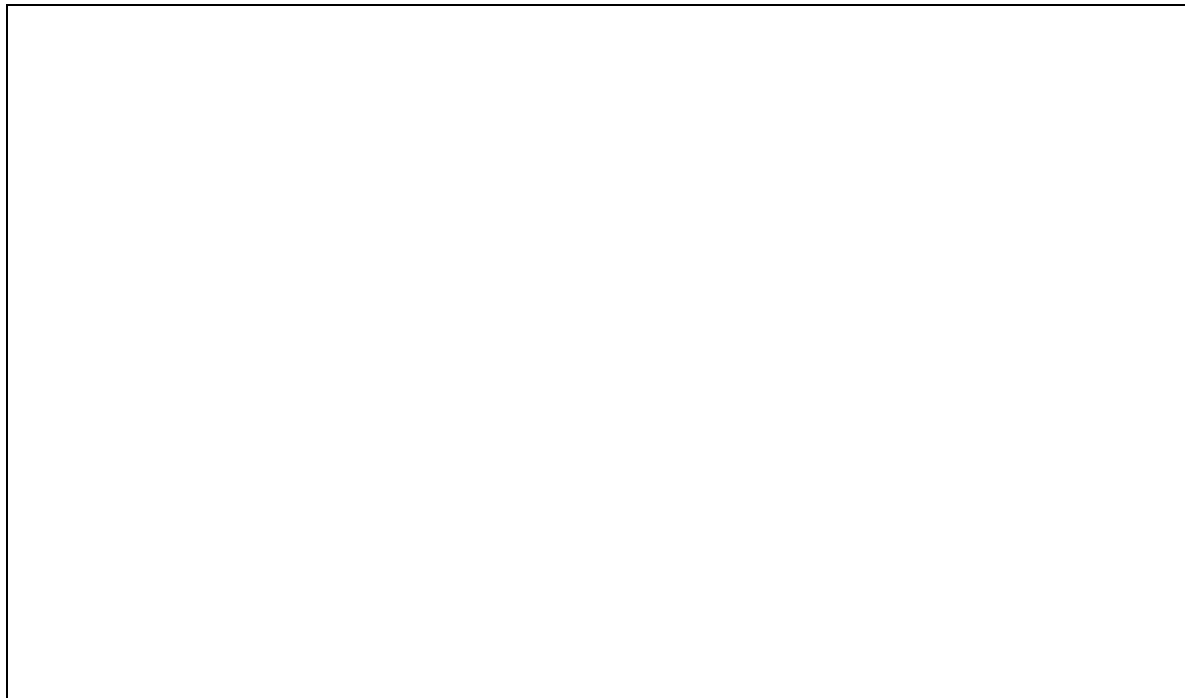
**P.I. No 00 – Edgewood Road Corridor Study**

**PROJECT DESCRIPTION:** Conduct a study on Edgewood Road from Hilton Avenue to University Avenue to determine where bicycle / pedestrian facilities can be added and where intersection improvements are needed.

<b>Project #:</b>	<b>Project Length (MI):</b> 3.5	<b>County/City:</b> Muscogee
<b>P.I. #:</b>	<b>Existing Lanes:</b>	<b>SPONSOR:</b> GDOT
<b>TIP ID:</b> Edge 2025	<b>Proposed Lanes:</b>	<b>DOT DIST:</b> 3
<b>Funding Code:</b> Y230		<b>CONG DIST:</b> 2
<b>Funding:</b>	<b>State/US #:</b>	<b>Local RD#</b>

<i>Project Phase</i>	<i>\$ Source</i>	<i>FY 24</i>	<i>FY 25</i>	<i>FY 26</i>	<i>FY 27</i>	<i>Total</i>			
<i>Preliminary Eng.</i>	Fed/Local	\$0	\$200	\$0	\$0	\$200			
<i>Right-of Way</i>		\$0	\$0	\$0	\$0	\$0			
<i>Utilities</i>		\$0	\$0	\$0	\$0	\$0			
<i>Construction</i>		\$0	\$0	\$0	\$0	\$0			
<b><i>Project Cost</i></b>		<b>\$0</b>	<b>\$200</b>	<b>\$0</b>	<b>\$0</b>	<b>\$200</b>			
<i>Federal Cost</i>		\$0	\$160	\$0	\$0	\$160			
<i>State Cost</i>		\$0	\$0	\$0	\$0	\$0			
<i>Other Cost</i>		\$0	\$40	\$0	\$0	\$40			

**Comments:** – Total Project Cost - \$200,000.00 (\$160,000.00 Fed & \$40,000.00 Local)  
*PM1 (Safety) and PM2 (Pavement), PM3 performance measures are associated with this project.*





**P.I. No 00 – School Traffic Impact Study**

**PROJECT DESCRIPTION:** Conduct a study to see how school traffic is impacting the transportation network and how these school corridors can be redesigned.

<b>Project #:</b>	<b>Project Length (MI):</b>	<b>County/City:</b> Muscogee
<b>P.I. #: 00</b>	<b>Existing Lanes:</b>	<b>SPONSOR:</b> GDOT
<b>TIP ID:</b> School 25	<b>Proposed Lanes:</b>	<b>DOT DIST:</b> 3
<b>Funding Code:</b> Y230		<b>CONG DIST:</b> 2
<b>Funding:</b>	<b>State/US #:</b>	<b>Local RD#</b>

<i>Project Phase</i>	<i>\$ Source</i>	<i>FY 24</i>	<i>FY 25</i>	<i>FY 26</i>	<i>FY 27</i>	<i>Total</i>			
<i>Preliminary Eng.</i>	Fed/Local	\$0	\$1,000	\$0	\$0	\$1,000			
<i>Right-of Way</i>		\$0	\$0	\$0	\$0	\$0			
<i>Utilities</i>		\$0	\$0	\$0	\$0	\$0			
<i>Construction</i>		\$0	\$0	\$0	\$0	\$0			
<b><i>Project Cost</i></b>		<b>\$0</b>	<b>\$1,000</b>	<b>\$0</b>	<b>\$0</b>	<b>\$1,000</b>			
<i>Federal Cost</i>		\$0	\$800	\$0	\$0	\$800			
<i>State Cost</i>		\$0	\$0	\$0	\$0	\$0			
<i>Other Cost</i>		\$0	\$200	\$0	\$0	\$200			

**Comments:** – Total Project Cost - \$1,000,000.00 (\$800,000.00 Fed & \$200,000.00 Local)  
*PM1 (Safety) and PM2 (Pavement), PM3 performance measures are associated with this project.*

**NHPP – Y001 – Roadway Lighting**

**PROJECT DESCRIPTION:** Y001- Roadway Light Lump Sum – Total Funds - \$80,000.00

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

<i>Project Phase</i>	<i>\$ Source</i>	<i>FY 24</i>	<i>FY 25</i>	<i>FY 26</i>	<i>FY 27</i>	<i>Total</i>			
<i>Preliminary Eng.</i>		\$0	\$0	\$0	\$0	\$0			
<i>Right-of Way</i>		\$0	\$0	\$0	\$0	\$0			
<i>Utilities</i>		\$0	\$0	\$0	\$0	\$0			
<i>Construction</i>		\$20	\$20	\$20	\$20	\$80			
<b><i>Project Cost</i></b>		<b>\$20</b>	<b>\$20</b>	<b>\$20</b>	<b>\$20</b>	<b>\$80</b>			
<i>Federal Cost</i>		\$0	\$0	\$0	\$0	\$0			
<i>State Cost</i>		\$0	\$0	\$0	\$0	\$0			
<i>Local Cost</i>		\$0	\$0	\$0	\$0	\$0			

**NHPP / STBG – Bridge Maintenance**

**PROJECT DESCRIPTION:** Bridge Maintenance – Total Funds - \$3,572,000.00

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

<i>Project Phase</i>	<i>\$ Source</i>	<i>FY 24</i>	<i>FY 25</i>	<i>FY 26</i>	<i>FY 27</i>	<i>Total</i>			
<i>Preliminary Eng.</i>		\$0	\$0	\$0	\$0	\$0			
<i>Right-of Way</i>		\$0	\$0	\$0	\$0	\$0			
<i>Utilities</i>		\$0	\$0	\$0	\$0	\$0			
<i>Construction</i>		\$893	\$893	\$893	\$893	\$3,572			
<b><i>Project Cost</i></b>		<b>\$893</b>	<b>\$893</b>	<b>\$893</b>	<b>\$893</b>	<b>\$3,572</b>			
<i>Federal Cost</i>		\$0	\$0	\$0	\$0	\$0			
<i>State Cost</i>		\$0	\$0	\$0	\$0	\$0			
<i>Local Cost</i>		\$0	\$0	\$0	\$0	\$0			

**NHPP / STBG – Road Maintenance**

**PROJECT DESCRIPTION:** Lump Sum – Total Funds - \$20,448,000.00

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

<i>Project Phase</i>	<i>\$ Source</i>	<i>FY 24</i>	<i>FY 25</i>	<i>FY 26</i>	<i>FY 27</i>	<i>Total</i>			
<i>Preliminary Eng.</i>		\$0	\$0	\$0	\$0	\$0			
<i>Right-of Way</i>		\$0	\$0	\$0	\$0	\$0			
<i>Utilities</i>		\$0	\$0	\$0	\$0	\$0			
<i>Construction</i>		\$5,559	\$4,963	\$4,963	\$4,963	\$20,448			
<b><i>Project Cost</i></b>		<b>\$5,559</b>	<b>\$4,963</b>	<b>\$4,963</b>	<b>\$4,963</b>	<b>\$20,448</b>			
<i>Federal Cost</i>		\$0	\$0	\$0	\$0	\$0			
<i>State Cost</i>		\$0	\$0	\$0	\$0	\$0			
<i>Local Cost</i>		\$0	\$0	\$0	\$0	\$0			

**STP – Y240 - Operations**

**PROJECT DESCRIPTION:** Lump Sum Amounts for Y240 – Total Funds - \$952,000.00

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

<i>Project Phase</i>	<i>\$ Source</i>	<i>FY 24</i>	<i>FY 25</i>	<i>FY 26</i>	<i>FY 27</i>	<i>Total</i>			
<i>Preliminary Eng.</i>		\$0	\$0	\$0	\$0	\$0			
<i>Right-of Way</i>		\$0	\$0	\$0	\$0	\$0			
<i>Utilities</i>		\$0	\$0	\$0	\$0	\$0			
<i>Construction</i>		\$238	\$238	\$238	\$238	\$952			
<b><i>Project Cost</i></b>		<b>\$238</b>	<b>\$238</b>	<b>\$238</b>	<b>\$238</b>	<b>\$952</b>			
<i>Federal Cost</i>		\$0	\$0	\$0	\$0	\$0			
<i>State Cost</i>		\$0	\$0	\$0	\$0	\$0			
<i>Local Cost</i>		\$0	\$0	\$0	\$0	\$0			

**STP – Y240 – Low Impact Bridges – Lump Sum**

**PROJECT DESCRIPTION:** Y240 – Low Impact Bridges Lump Sum – Total Funds - \$1,668,000.00

<b>Project #:</b>	<b>Project Length (MI):</b>	<b>County:</b> Muscogee
<b>P.I. #: 00</b>	<b>Existing Lanes:</b>	<b>DOT District: 3</b>
<b>TIP #: M240-BR</b>	<b>Proposed Lanes:</b>	<b>CONG DIST: 2</b>
<b>Funding Code: Y240</b>		<b>RDC:</b>
<b>Funding:</b>	<b>State/US #:</b>	<b>Local RD#</b>

<i>Project Phase</i>	<i>\$ Source</i>	<i>FY 24</i>	<i>FY 25</i>	<i>FY 26</i>	<i>FY 27</i>	<i>Total</i>			
<i>Preliminary Eng.</i>		\$0	\$0	\$0	\$0	\$0			
<i>Right-of Way</i>		\$0	\$0	\$0	\$0	\$0			
<i>Utilities</i>		\$0	\$0	\$0	\$0	\$0			
<i>Construction</i>		\$417	\$417	\$417	\$417	\$1,668			
<b>Project Cost</b>		<b>\$417</b>	<b>\$417</b>	<b>\$417</b>	<b>\$417</b>	<b>\$1,668</b>			
<i>Federal Cost</i>		\$0	\$0	\$0	\$0	\$0			
<i>State Cost</i>		\$0	\$0	\$0	\$0	\$0			
<i>Local Cost</i>		\$0	\$0	\$0	\$0	\$0			

**STP – Y240 – Traf Control Devices – Lump Sum**

**PROJECT DESCRIPTION:** Y240 – Traf Control Devices Lump Sum – Total Funds - \$2,384,000.00

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

<i>Project Phase</i>	<i>\$ Source</i>	<i>FY 24</i>	<i>FY 25</i>	<i>FY 26</i>	<i>FY 27</i>	<i>Total</i>			
<i>Preliminary Eng.</i>		\$0	\$0	\$0	\$0	\$0			
<i>Right-of Way</i>		\$0	\$0	\$0	\$0	\$0			
<i>Utilities</i>		\$0	\$0	\$0	\$0	\$0			
<i>Construction</i>		\$596	\$596	\$596	\$596	\$2,384			
<b>Project Cost</b>		<b>\$596</b>	<b>\$596</b>	<b>\$596</b>	<b>\$596</b>	<b>\$2,384</b>			
<i>Federal Cost</i>		\$0	\$0	\$0	\$0	\$0			
<i>State Cost</i>		\$0	\$0	\$0	\$0	\$0			
<i>Local Cost</i>		\$0	\$0	\$0	\$0	\$0			

**STP – Y240 – RW Protective Buy – Lump Sum**

**PROJECT DESCRIPTION:** Y240 RW Protective Buy Lump Sum – Total Funds - \$120,000.00

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

<i>Project Phase</i>	<i>\$ Source</i>	<i>FY 24</i>	<i>FY 25</i>	<i>FY 26</i>	<i>FY 27</i>	<i>Total</i>			
<i>Preliminary Eng.</i>		\$0	\$0	\$0	\$0	\$0			
<i>Right-of Way</i>		\$0	\$0	\$0	\$0	\$0			
<i>Utilities</i>		\$0	\$0	\$0	\$0	\$0			
<i>Construction</i>		\$30	\$30	\$30	\$30	\$120			
<b>Project Cost</b>		<b>\$30</b>	<b>\$30</b>	<b>\$30</b>	<b>\$30</b>	<b>\$120</b>			
<i>Federal Cost</i>		\$0	\$0	\$0	\$0	\$0			
<i>State Cost</i>		\$0	\$0	\$0	\$0	\$0			
<i>Local Cost</i>		\$0	\$0	\$0	\$0	\$0			

**HSIP – YS30 – Safety – Lump Sum**

**PROJECT DESCRIPTION:** YS30 – Safety Lump Sum – Total Funds - \$7,940,000.00

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

<i>Project Phase</i>	<i>\$ Source</i>	<i>FY 24</i>	<i>FY 25</i>	<i>FY 26</i>	<i>FY 27</i>	<i>Total</i>			
<i>Preliminary Eng.</i>		\$0	\$0	\$0	\$0	\$0			
<i>Right-of Way</i>		\$0	\$0	\$0	\$0	\$0			
<i>Utilities</i>		\$0	\$0	\$0	\$0	\$0			
<i>Construction</i>		\$1,985	\$1,985	\$1,985	\$1,985	\$7,940			
<b>Project Cost</b>		<b>\$1,985</b>	<b>\$1,985</b>	<b>\$1,985</b>	<b>\$1,985</b>	<b>\$7,940</b>			
<i>Federal Cost</i>		\$0	\$0	\$0	\$0	\$0			
<i>State Cost</i>		\$0	\$0	\$0	\$0	\$0			
<i>Local Cost</i>		\$0	\$0	\$0	\$0	\$0			

**RRX – Railroad Crossings – YS40 – Lump Sum**

**PROJECT DESCRIPTION:** Lump Sum amounts for YS40 – Total Funds - \$912,000.00

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

<i>Project Phase</i>	<i>\$ Source</i>	<i>FY 24</i>	<i>FY 25</i>	<i>FY 26</i>	<i>FY 27</i>	<i>Total</i>			
<i>Preliminary Eng.</i>		\$0	\$0	\$0	\$0	\$0			
<i>Right-of Way</i>		\$0	\$0	\$0	\$0	\$0			
<i>Utilities</i>		\$0	\$0	\$0	\$0	\$0			
<i>Construction</i>		\$228	\$228	\$228	\$228	\$912			
<b><i>Project Cost</i></b>		<b>\$228</b>	<b>\$228</b>	<b>\$228</b>	<b>\$228</b>	<b>\$912</b>			
<i>Federal Cost</i>		\$0	\$0	\$0	\$0	\$0			
<i>State Cost</i>		\$0	\$0	\$0	\$0	\$0			
<i>Local Cost</i>		\$0	\$0	\$0	\$0	\$0			

**GEORGIA TSPLOST (TIA) PROJECTS**

**Locally Funded Projects**

**PI # 0019528 – CR 2224 / South Lumpkin Road from SR 1 to Walker Street - TIA**

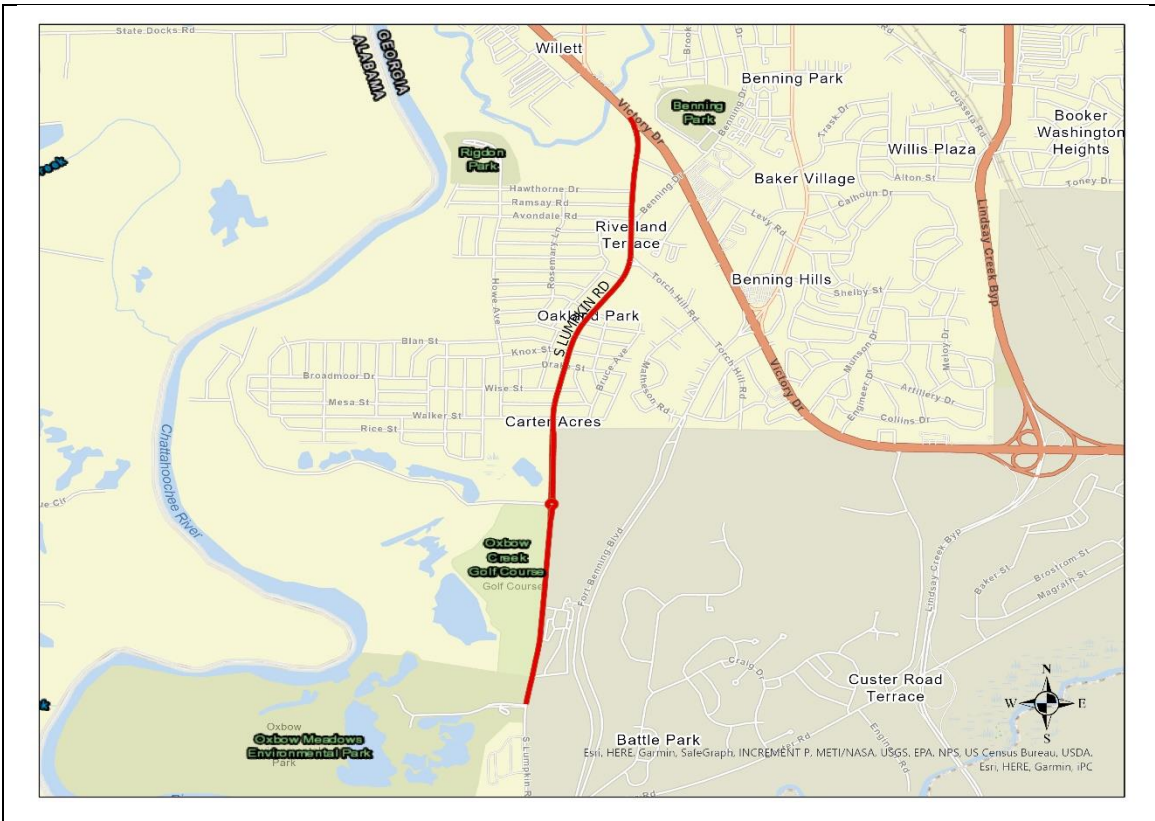
**PROJECT DESCRIPTION:** Construct a streetscape along South Lumpkin Road with pedestrian and bicycle facilities.

<b>Project #:</b>	<b>Project Length (MI): 1.45</b>	<b>County: Muscogee</b>
<b>P.I. #: 0019528</b>	<b>Existing Lanes: 4</b>	<b>DOT District: 3</b>
<b>TIP #:</b>	<b>Proposed Lanes: 4</b>	<b>CONG DIST: 2</b>
<b>Funding Code: TIA</b>		<b>RDC:</b>
<b>Funding:</b>	<b>State/US #:</b>	<b>Local RD#</b>

<b>Project Phase</b>	<b>\$ Source</b>	<b>Band 1 (2023-2026)</b>
<i>Preliminary Eng</i>	TIA	\$0
<i>Right-of Way</i>	TIA	\$0
<i>Utilities</i>	TIA	\$0
<i>Construction</i>	TIA	\$10,100,000.00
<b>Project Cost</b>		<b>\$10,100,000.00</b>

**Comment:** Total Project Cost of \$10,100,000.00 includes PE, ROW, UTL & CST.

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





**PI # 0019524 – Whitesville Road from Bradley Park Drive to Williams Road – addition of a Turn Lane - TIA**

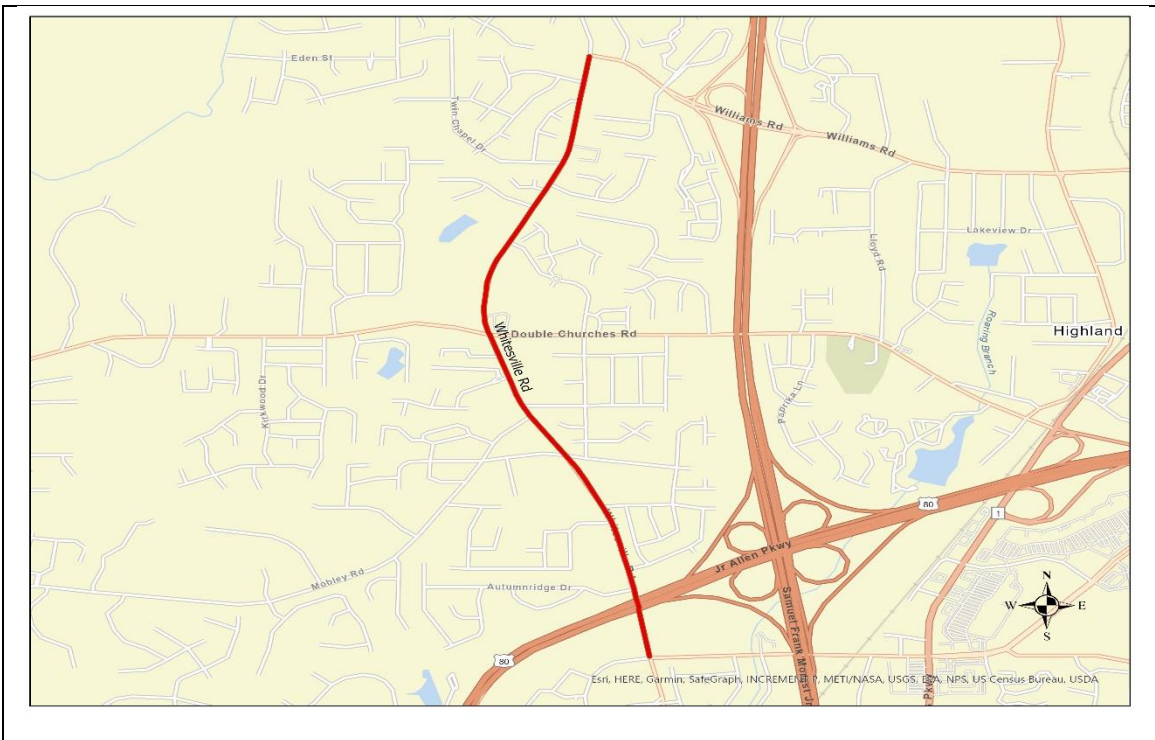
**PROJECT DESCRIPTION:** Construct a turn lane with intersection improvements if needed. Project to include pedestrian / bicycle facilities.

<b>Project #:</b>	<b>Project Length (MI): 2.73</b>	<b>County: Muscogee</b>
<b>P.I. #: 0019524</b>	<b>Existing Lanes: 2</b>	<b>DOT District: 3</b>
<b>TIP #:</b>	<b>Proposed Lanes: 2</b>	<b>CONG DIST: 2</b>
<b>Funding Code:</b>		<b>RDC:</b>
<b>Funding:</b>	<b>State/US #:</b>	<b>Local RD#</b>

<b>Project Phase</b>	<b>\$ Source</b>	<b>Band 1 (2023 – 2026)</b>
<i>Preliminary Eng.</i>	TIA	\$0
<i>Right-of Way</i>	TIA	\$0
<i>Utilities</i>	TIA	\$0
<i>Construction</i>	TIA	\$12,800,000.00
<b>Project Cost</b>		<b>\$12,800,000.00</b>

**Comment:** Project Cost of \$12,800,000.00 includes PE, ROW, UTL, & CST.

*PM1 (Safety) and PM2 (Pavement / Bridge, and PM 3 performance measures are associated with this project.*



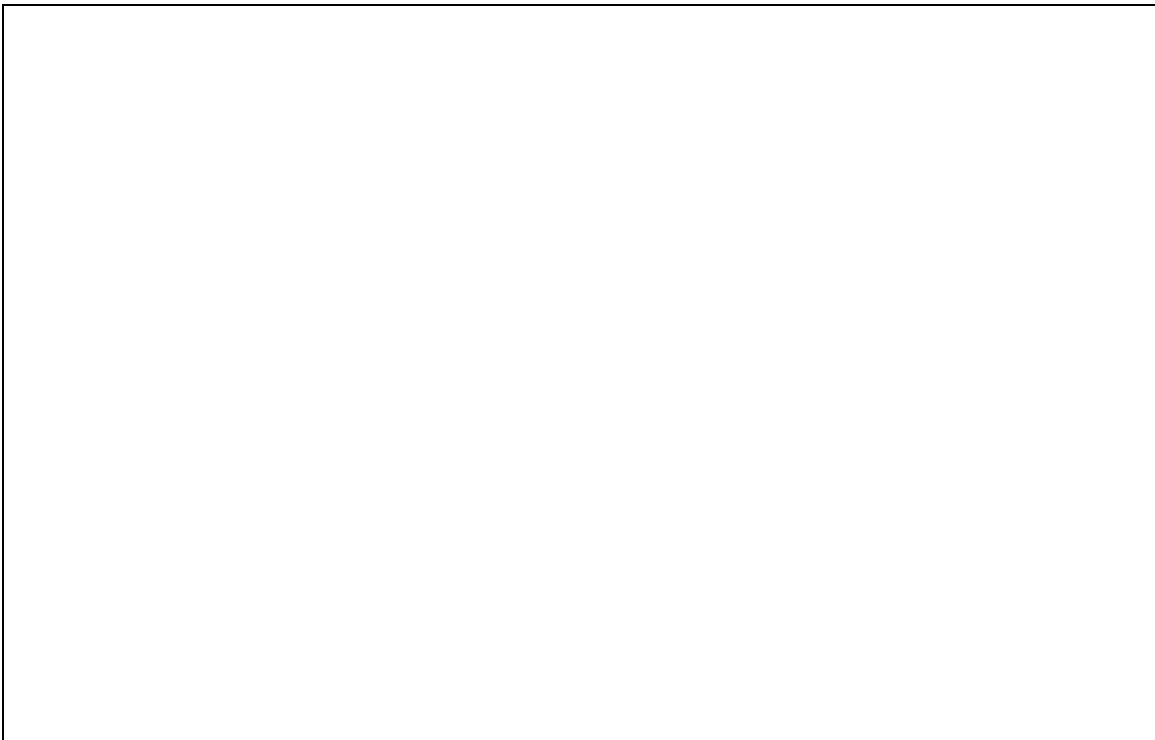
**PI # 0019527 – CR 2226 / Buena Vista Road from SR 22 SPUR to Andrews Road - TIA**

**PROJECT DESCRIPTION:** Widen from 2 and 4 lanes to three lanes from Wynnton Road to Illges Road with sidewalks and multiuse trail.

<b>Project #:</b>	<b>Project Length (MI):</b> 1.74	<b>County:</b> Muscogee
<b>P.I. #:</b> 0019527	<b>Existing Lanes:</b> 2 & 4	<b>DOT District:</b> 3
<b>TIP #:</b>	<b>Proposed Lanes:</b> 3	<b>CONG DIST:</b> 2
<b>Funding Code:</b> TIA		<b>RDC:</b>
<b>Funding:</b>	<b>State/US #:</b>	<b>Local RD#</b>

<i>Project Phase</i>	<i>\$ Source</i>	<i>Band 1 (2023 – 2026)</i>
<i>Preliminary Eng.</i>	TIA	\$0
<i>Right-of Way</i>	TIA	\$0
<i>Utilities</i>	TIA	\$0
<i>Construction</i>	TIA	\$10,700,000.00
<b>Project Cost</b>		<b>\$10,700,000.00</b>

**Comment:** Total Project Cost of \$10,700,000.00 includes PE, ROW, UTL, & CST  
*PM1 (Safety) and PM2 (Pavement), and PM3 performance measures are associated with this project.*



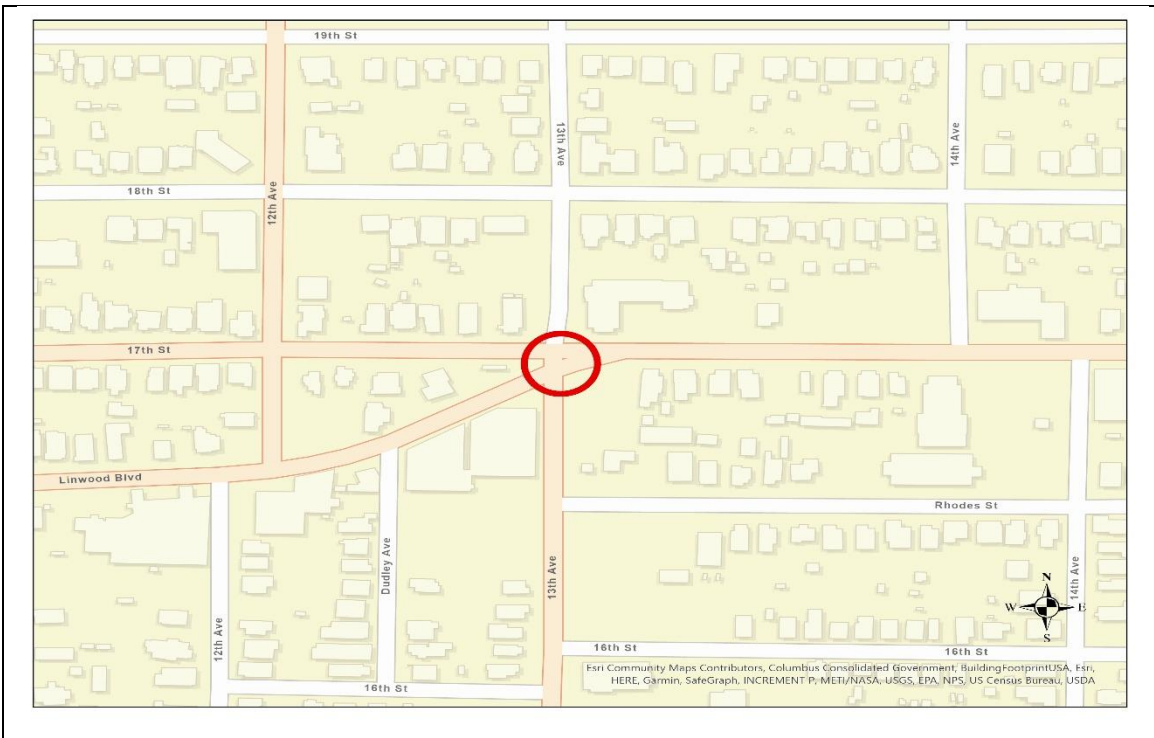
**PI # 0019530 – Install a Roundabout at 17<sup>th</sup> Street/Linwood Boulevard/13<sup>th</sup> Avenue - TIA**

**PROJECT DESCRIPTION:** Construct a new roundabout. Project will include pedestrian/bicycle facilities.

<b>Project #:</b>	<b>Project Length (MI): 0.19</b>	<b>County: Muscogee</b>
<b>P.I. #: 0019530</b>	<b>Existing Lanes: 2</b>	<b>DOT District: 3</b>
<b>TIP #:</b>	<b>Proposed Lanes: 2</b>	<b>CONG DIST: 2</b>
<b>Funding Code: TIA</b>		<b>RDC:</b>
<b>Funding:</b>	<b>State/US #:</b>	<b>Local RD#</b>

<b>Project Phase</b>	<b>\$ Source</b>	<b>Band 1 (2023-2026)</b>
<i>Preliminary Eng.</i>	TIA	\$0
<i>Right-of Way</i>	TIA	\$0
<i>Utilities</i>	TIA	\$0
<i>Construction</i>	TIA	\$6,650,000.00
<b>Project Cost</b>		<b>\$6,650,000.00</b>

**Comment:** Total Project Cost of \$6,650,000.00 includes PE, ROW, UTL, & CST  
*PM1 (Safety) and PM2 (Pavement), and PM3 performance measures are associated with this project.*



**PI # 0019525 – Riverwalk Trail – Resurface & Maintenance - TIA**

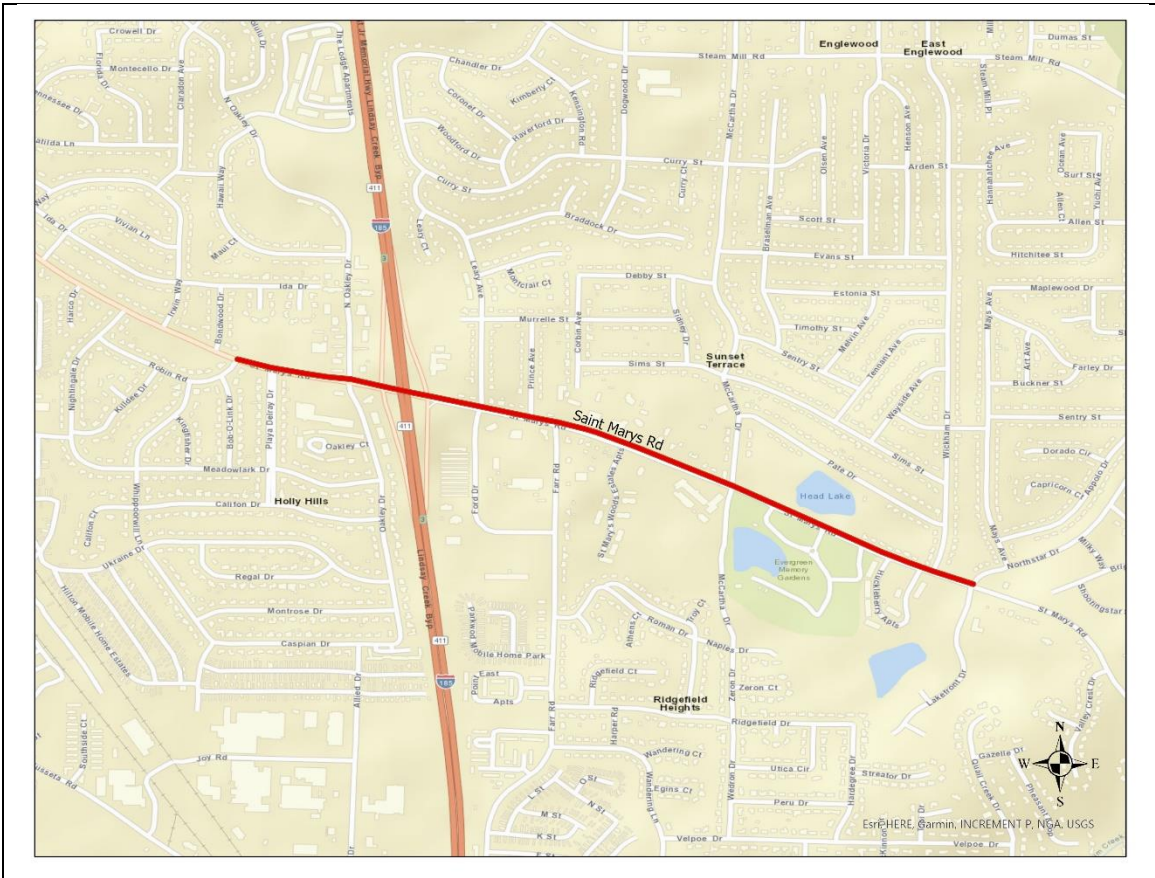
**PROJECT DESCRIPTION:** Resurface parts of the Columbus River Walk from the Trade Center to Oxbow and from City Mills to North Highland Dam.

<b>Project #:</b>	<b>Project Length (MI): 2.5</b>	<b>County: Muscogee</b>
<b>P.I. #: 0019525</b>	<b>Existing Lanes:</b>	<b>DOT District: 3</b>
<b>TIP #:</b>	<b>Proposed Lanes:</b>	<b>CONG DIST: 2</b>
<b>Funding Code: TIA</b>		<b>RDC:</b>
<b>Funding:</b>	<b>State/US #:</b>	<b>Local RD#</b>

<b>Project Phase</b>	<b>\$ Source</b>	<b>Band 1 (2023 – 2026)</b>
<i>Preliminary Eng.</i>	TIA	\$0
<i>Right-of Way</i>	TIA	\$0
<i>Utilities</i>	TIA	\$0
<i>Construction</i>	TIA	\$12,500,000.00
<b>Project Cost</b>		<b>\$12,500,000.00</b>

**Comment:** Total project cost is \$12,500,000.00

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



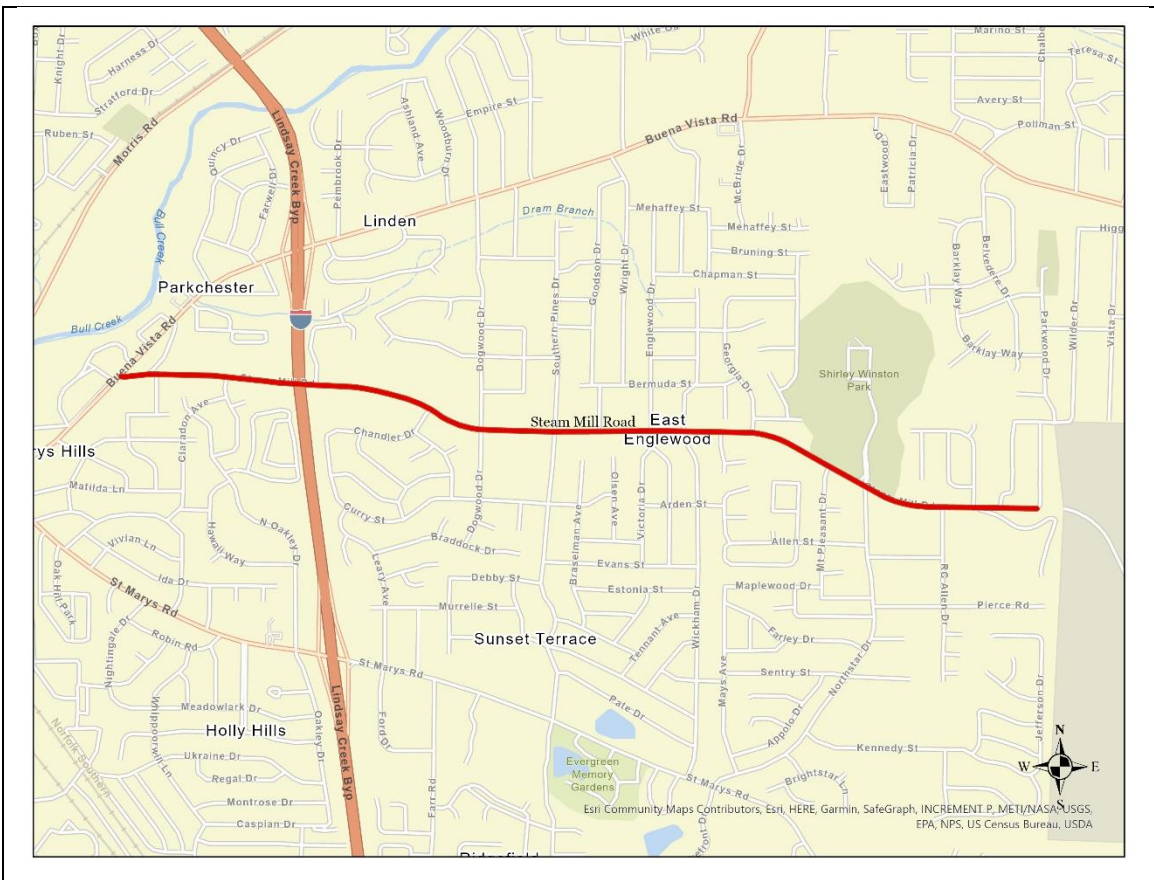
**PI # 0019519 - Steam Mill Road from Buena Vista Road to dead end - TIA**

**PROJECT DESCRIPTION:** Widening from 2 to 3 lanes with sidewalks, multiuse trail, streetscapes, adding a pedestrian bridge across I-185

<b>Project #:</b>	<b>Project Length (MI): 9.5</b>	<b>County: Muscogee</b>
<b>P.I. #: 0019519</b>	<b>Existing Lanes: 2</b>	<b>DOT District: 3</b>
<b>TIP #:</b>	<b>Proposed Lanes: 2</b>	<b>CONG DIST: 2</b>
<b>Funding Code: TIA</b>		<b>RDC:</b>
<b>Funding:</b>	<b>State/US #:</b>	<b>Local RD#</b>

<b>Project Phase</b>	<b>\$ Source</b>	<b>Band 1 (2023-2026)</b>
<i>Preliminary Eng.</i>	TIA	\$0
<i>Right-of Way</i>	TIA	\$0
<i>Utilities</i>	TIA	\$0
<i>Construction</i>	TIA	\$22,500,000.00
<b>Project Cost</b>		<b>\$22,500,000.00</b>

**Comment:** Total Project Cost of \$22,500,000.00 includes PE, ROW, UTL, & CST  
*PM1 (Safety) and PM2 & PM 3 performance measures are associated with this project.*



**PI # 0019529 – Andrews Road Improvements - TIA**

**PROJECT DESCRIPTION:** Widening from 2 to 3 lanes with sidewalks, multiuse trail, and streetscapes.

<b>Project #:</b>	<b>Project Length (MI): 1.0</b>	<b>County: Muscogee</b>
<b>P.I. #: 0019529</b>	<b>Existing Lanes: 2</b>	<b>DOT District: 3</b>
<b>TIP #:</b>	<b>Proposed Lanes: 2</b>	<b>CONG DIST: 2</b>
<b>Funding Code: TIA</b>		<b>RDC:</b>
<b>Funding:</b>	<b>State/US #:</b>	<b>Local RD#</b>

<b>Project Phase</b>	<b>\$ Source</b>	<b>Band 1 (2023-2026)</b>
<i>Preliminary Eng.</i>	TIA	\$0
<i>Right-of Way</i>	TIA	\$0
<i>Utilities</i>	TIA	\$0
<i>Construction</i>	TIA	\$6,800,000.00
<b>Project Cost</b>		<b>\$6,800,000.00</b>

**Comment:** Total Project Cost of \$6,800,000.00 includes PE, ROW, UTL, & CST  
*PM1 (Safety) and PM2 (Pavement), PM3 performance measures are associated with this project.*



**PI # 0019532 – Brennan Road Improvements - TIA**

**PROJECT DESCRIPTION:** Widening from 2 to 3 lanes with sidewalks, multiuse trail, and streetscapes.

<b>Project #:</b>	<b>Project Length (MI): 1.18</b>	<b>County: Muscogee</b>
<b>P.I. #: 0019532</b>	<b>Existing Lanes: 2</b>	<b>DOT District: 3</b>
<b>TIP #:</b>	<b>Proposed Lanes: 2</b>	<b>CONG DIST: 2</b>
<b>Funding Code: TIA</b>		<b>RDC:</b>
<b>Funding:</b>	<b>State/US #:</b>	<b>Local RD#</b>

<b>Project Phase</b>	<b>\$ Source</b>	<b>Band 1 (2023-2026)</b>
<i>Preliminary Eng.</i>	TIA	\$0
<i>Right-of Way</i>	TIA	\$0
<i>Utilities</i>	TIA	\$0
<i>Construction</i>	TIA	\$9,200,000.00
<b>Project Cost</b>		<b>\$9,200,000.00</b>

**Comment:** Total Project Cost of \$9,200,000.00 includes PE, ROW, UTL, & CST  
*PM1 (Safety), PM2 (Pavement), and PM3 performance measures are associated with this project.*



**PI # 0019534 – University Avenue Road Diet / Streetscape**

**PROJECT DESCRIPTION:** Reduce roadway from four (4) lanes to two (2) lanes with pedestrian / bicycle facilities.

<b>Project #:</b>	<b>Project Length (MI): 1.28</b>	<b>County: Muscogee</b>
<b>P.I. #: 0019534</b>	<b>Existing Lanes: 4</b>	<b>DOT District: 3</b>
<b>TIP #:</b>	<b>Proposed Lanes: 2</b>	<b>CONG DIST: 2</b>
<b>Funding Code: TIA</b>		<b>RDC:</b>
<b>Funding:</b>	<b>State/US #:</b>	<b>Local RD#</b>

<i>Project Phase</i>	<i>\$ Source</i>	<i>Band 1 (2023-2026)</i>
<i>Preliminary Eng.</i>	TIA	\$0
<i>Right-of Way</i>	TIA	\$0
<i>Utilities</i>	TIA	\$0
<i>Construction</i>	TIA	\$6,000,000.00
<b>Project Cost</b>		<b>\$6,000,000.00</b>

**Comment:** Total Project Cost of \$6,000,000.00 includes PE, ROW, UTL, & CST  
*PM1 (Safety) and PM2 (Pavement), PM3 performance measures are associated with this project.*





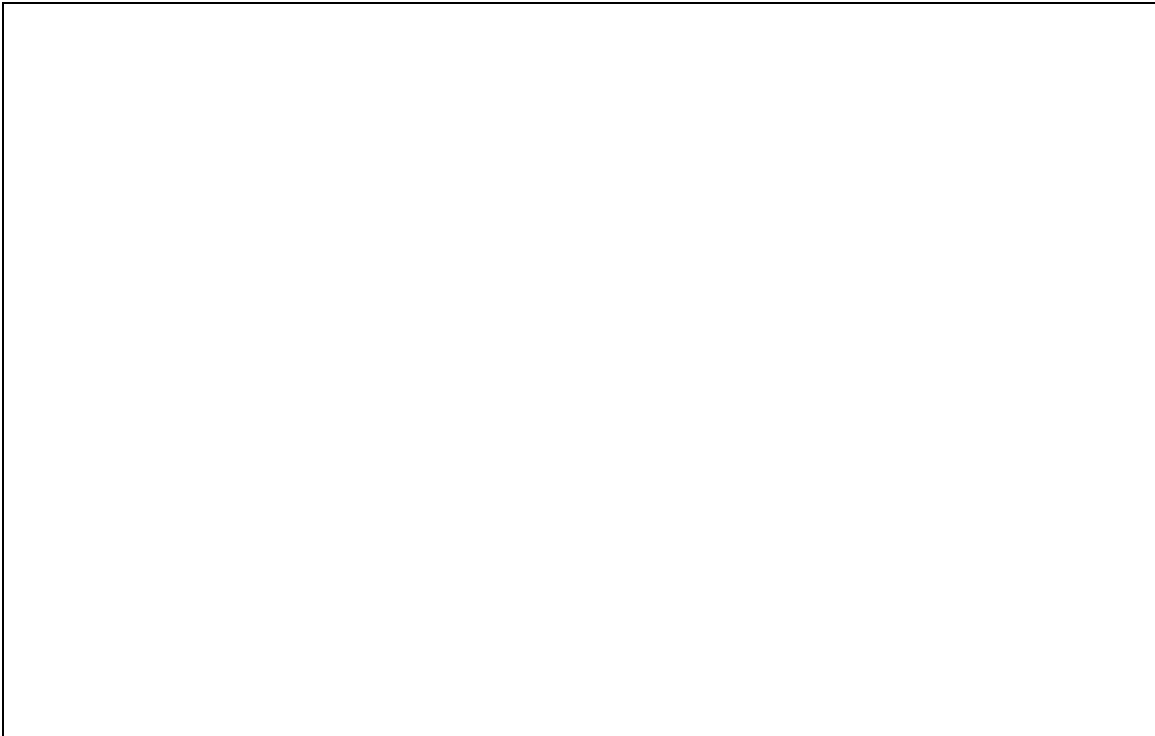
**PI # 0019537 – 5<sup>th</sup> Avenue Trail Connector**

**PROJECT DESCRIPTION:** 5th Avenue from 14th Street to 10th Street - This project will construct .5 miles of multi-use paths to connect the 14th Street Connector to the Linwood Connector.

<b>Project #:</b>	<b>Project Length (MI):</b> .53	<b>County:</b> Muscogee
<b>P.I. #:</b> 0019537	<b>Existing Lanes:</b> 4	<b>DOT District:</b> 3
<b>TIP #:</b>	<b>Proposed Lanes:</b> 4	<b>CONG DIST:</b> 2
<b>Funding Code:</b> TIA		<b>RDC:</b>
<b>Funding:</b>	<b>State/US #:</b>	<b>Local RD#</b>

<i>Project Phase</i>	<i>\$ Source</i>	<i>Band 1 (2023-2026)</i>
<i>Preliminary Eng.</i>	TIA	\$0
<i>Right-of Way</i>	TIA	\$0
<i>Utilities</i>	TIA	\$0
<i>Construction</i>	TIA	\$690,000.00
<b><i>Project Cost</i></b>		<b>\$690,000.00</b>

**Comment:** Total Project Cost of \$690,000.00 includes PE, ROW, UTL, & CST *PMI (Safety) performance measures are associated with this project.*



**ALABAMA PROJECTS**

**PROJECTS AND FINANCIAL PLAN**

**FISCAL YEAR 2024 – 2027**

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100073835	Resurface Seale Road from 10 <sup>th</sup> Ave to the City Limits	129
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1000	Widen & Resurface Patterson Road from AL Hwy 165 to Pavement	143
100077208	Intersection Improvements at SR-1 and Sr-165	144

MPO AUTHORIZED PROJECTS (AL)				
PI #	Phase	Auth Date	Project	Cost
100062982	CN	2020	Full Depth Reclamation, Pave, and Traffic Stripe CR-197 from CR-208 to CR-240	\$881,740.44
100041410	CN	2018	SR 8 (US 80) - Replace bridge Bin #002783 and relief bridge Bin #002781 AND 002782, over Little Uchee Creek	\$7,652,835.14
100059582	CN	2019	Replace Bridge on CR-427 (Opelika Road) BIN #1730 and Improvements on CR-296 (Cutrate Road)	\$3,383,109.32
100063102	ROW	2018	Replace Bridge on CR-427 (Opelika Road) BIN #1730 and Improvements on CR-296 (Cutrate Road)	\$97,600.00
100060116	CN	2018	Resurfacing and Improvements on 5th Street South from Martin Luther King Jr. Parkway to South Seale Road	\$1,555,292.82
100063005	CN	2018	Railroad Crossing Improvements (Signals, Bells, Gates, Signs, Markings, and Legends) at CR 24 (Bradley Road) Near Phenix City, Ref #1286, DOT NO. 718-992T	\$444,441.31
100066614	FM	2018	Resurface SR 8 (US 80) from Woodland Drive to SR 1 (US 431)	\$1,429,910.38
100067217	CN	2020	Streetscape Improvements on 14th Street in Downtown Phenix City	\$338,701.60
100066945	FM	2019	Planning, Resurfacing and 2' safety widening on SR-165 from CR-39 to SR-1 (US 431)	\$2,032,941.97
100067901	FM	2019	Resurfacing and Planning on SR 1 (US 431) from Knowles Road to the Intersection of SR-38 (US-280) and SR-38 (US-280) from SR-1 (US-431) to the Georgia State Line	\$2,481,704.72
<b>TRANSIT</b>				
100069150	TR	2019	Section 5307 Transit Lee-Russell COG Preventive Maintenance FY 2019 Grant AL90X198	\$242,743.00
100069156	TR	2019	Section 5307 Transit Lee-Russell COG (PEX) Operating FY 2019	\$200,612.00
100069159	TR	2019	Section 5307 Transit COG (PEX) Preventive Maintenance FY 2019	\$157,988.00
100069238	TR	2019	Section 5307 Transit (PEX) Lee-Russell COG Capital Rolling Stock (4 CCB) FY	\$212,838.00

**ALABAMA PROJECTS - FEDERAL FUNDS**

P.I. #	PROJECT NAME	FY 2024			FY 2025			FY 2026			FY 2027		
		PE	ROW	UTL/CST	PE	ROW	UTL/CST	PE	ROW	UTL/CST	PE	ROW	UTL/CST
100073835	Resurfacing on Seale Road from 10th Avenue to the City Limits	\$190,800.00	\$0.00	\$0.00	\$0.00	\$0.00	\$1,152,000.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00
100073348	Road from SR-38 (US 80) to the City Limits	\$0.00	\$0.00	\$368,000.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00
100073176	Resurface 4th Avenue from Idle Hour Drive to 16th St.	\$0.00	\$0.00	\$537,600.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00
1000	Resurfacing on CR-240 from the Hospilika Creek Bridge to the Russell County Line	\$0.00	\$0.00	\$1,338,400.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00
100073177	Resurface CR-235 from CR-246 to CR-240	\$0.00	\$0.00	\$681,600.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00
100063093 & 100063094	Widen & Resurface Lato Rd from Uchee Hill Highway to Tarver Road	\$0.00	\$0.00	\$579,600.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00
100067449	Widen & Resurface Tarver Road from Lato Road to Nuckols Road	\$0.00	\$0.00	\$450,800.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00
1000	Resurface Mullins Rod from CR-430 to CR-430	\$0.00	\$0.00	\$1,262,026.28	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00
100073204	Resurface CR-212 from CR-240 to Russell County Line	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$512,000.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00
1000	Resurface Opelika Road from US Highway 280 to Crawford Road	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$80,000.00	\$0.00	\$0.00	\$0.00	\$0.00	\$384,000.00
1000	Resurface on CR-427 from the Russell Cty Line to CR-248	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$794,880.00	\$0.00	\$0.00	\$0.00
	<b>Total Costs</b>	<b>\$ 190,800.00</b>	<b>\$ -</b>	<b>\$ 5,218,026.28</b>	<b>\$ -</b>	<b>\$ -</b>	<b>\$ 1,664,000.00</b>	<b>\$ 80,000.00</b>	<b>\$ -</b>	<b>\$ 794,880.00</b>	<b>\$ -</b>	<b>\$ -</b>	<b>\$384,000.00</b>

**ALABAMA PROJECTS - FEDERAL FUNDS**

P.I. #	PROJECT NAME	FY 2024			FY 2025			FY 2026			FY 2027		
		PE	ROW	UTL/CST	PE	ROW	UTL/CST	PE	ROW	UTL/CST	PE	ROW	UTL/CST
100073185	Widen & Resurface Terminal Road from AL Highway 165 to End	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$543,375.00	\$0.00	\$0.00	\$0.00
1000	Resurface 14th Street from Crawford Road to 5th Avenue	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$104,000.00	\$0.00	\$0.00
1000	Resurface CR-145 from CR-149 to CR-175	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$803,520.00
1000	Widen & Resurface Patterson Road from AL Highway 165 to Pavement	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$334,276.25
100077208/ 100077209/ 100077210	Intersection Improvements at SR-1 (US 431) & SR-165	\$252,500.00	\$0.00	\$0.00	\$0.00	\$51,005.00	\$51,005.00	\$0.00	\$0.00	\$3,978,390.00	\$0.00	\$0.00	\$0.00
	<b>Total Costs</b>	<b>\$252,500.00</b>	<b>\$0.00</b>	<b>\$0.00</b>	<b>\$0.00</b>	<b>\$51,005.00</b>	<b>\$51,005.00</b>	<b>\$0.00</b>	<b>\$0.00</b>	<b>\$4,521,765.00</b>	<b>\$104,000.00</b>	<b>\$0.00</b>	<b>\$1,137,796.25</b>

**ALABAMA PROJECTS - LOCAL FUNDS**

P.I. #	PROJECT NAME	FY 2024			FY 2025			FY 2026			FY 2027		
		PE	ROW	UTL/CST	PE	ROW	UTL/CST	PE	ROW	UTL/CST	PE	ROW	UTL/CST
100073835	Resurfacing on Seale Road from 10th Avenue to the City Limits	\$47,700.00	\$0.00	\$0.00	\$0.00	\$0.00	\$288,000.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00
100073348	Resurfacing on Opelika Road from SR-38 (US 80) to the City Limits	\$0.00	\$0.00	\$92,000.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00
100073176	Resurface 4th Avenue from Idle Hour Drive to 16th St.	\$0.00	\$0.00	\$134,400.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00
1000	Resurfacing on CR-240 from the Hospilika Creek Bridge to the Russell County Line	\$0.00	\$0.00	\$334,660.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00
100073177	Resurface CR-235 from CR-246 to CR-240	\$0.00	\$0.00	\$170,400.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00
100063093 & 100063094	Widen & Resurface Lato Rd from Uchee Hill Highway to Tarver Road	\$0.00	\$0.00	\$144,900.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00
100067449	Widen & Resurface Tarver Road from Lato Road to Nuckols Road	\$0.00	\$0.00	\$112,700.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00
1000	Resurface Mullins Road from CR-430 to CR-430	\$0.00	\$0.00	\$315,506.57	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00
100073204	Resurface CR-212 from CR-240 to Russell County Line	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$128,000.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00
1000	Resurface Opelika Road from US Highway 280 to Crawford Road	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$20,000.00	\$0.00	\$0.00	\$0.00	\$0.00	\$96,000.00
1000	Resurface on CR-427 from the Russell Cty Line to CR-248	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$198,720.00	\$0.00	\$0.00	\$0.00
	<b>Total Costs</b>	<b>\$47,700.00</b>	<b>\$0.00</b>	<b>\$1,304,566.57</b>	<b>\$0.00</b>	<b>\$0.00</b>	<b>\$416,000.00</b>	<b>\$20,000.00</b>	<b>\$0.00</b>	<b>\$198,720.00</b>	<b>\$0.00</b>	<b>\$0.00</b>	<b>\$96,000.00</b>

<b>ALABAMA PROJECTS - LOCAL FUNDS</b>													
P.I. #	PROJECT NAME	FY 2024			FY 2025			FY 2026			FY 2027		
		PE	ROW	UTL/CST	PE	ROW	UTL/CST	PE	ROW	UTL/CST	PE	ROW	UTL/CST
100073185	Widen & Resurface Terminal Road from AL Highway 165 to End	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$135,843.75	\$0.00	\$0.00	\$0.00
1000	Resurface 14th Street from Crawford Road to 5th Avenue	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$26,000.00
1000	Resurface CR-145 from CR-149 to CR-175	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$200,880.00
1000	Widen & Resurface Patterson Road from AL Highway 165 to Pavement	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$83,569.06
	<b>Total Costs</b>	<b>\$0.00</b>	<b>\$0.00</b>	<b>\$0.00</b>	<b>\$0.00</b>	<b>\$0.00</b>	<b>\$0.00</b>	<b>\$0.00</b>	<b>\$0.00</b>	<b>\$135,843.75</b>	<b>\$0.00</b>	<b>\$0.00</b>	<b>\$310,449.06</b>



**PI # 100073835 & 100073350 – Resurfacing on Seale Road from 10<sup>th</sup> Avenue to the City Limits**

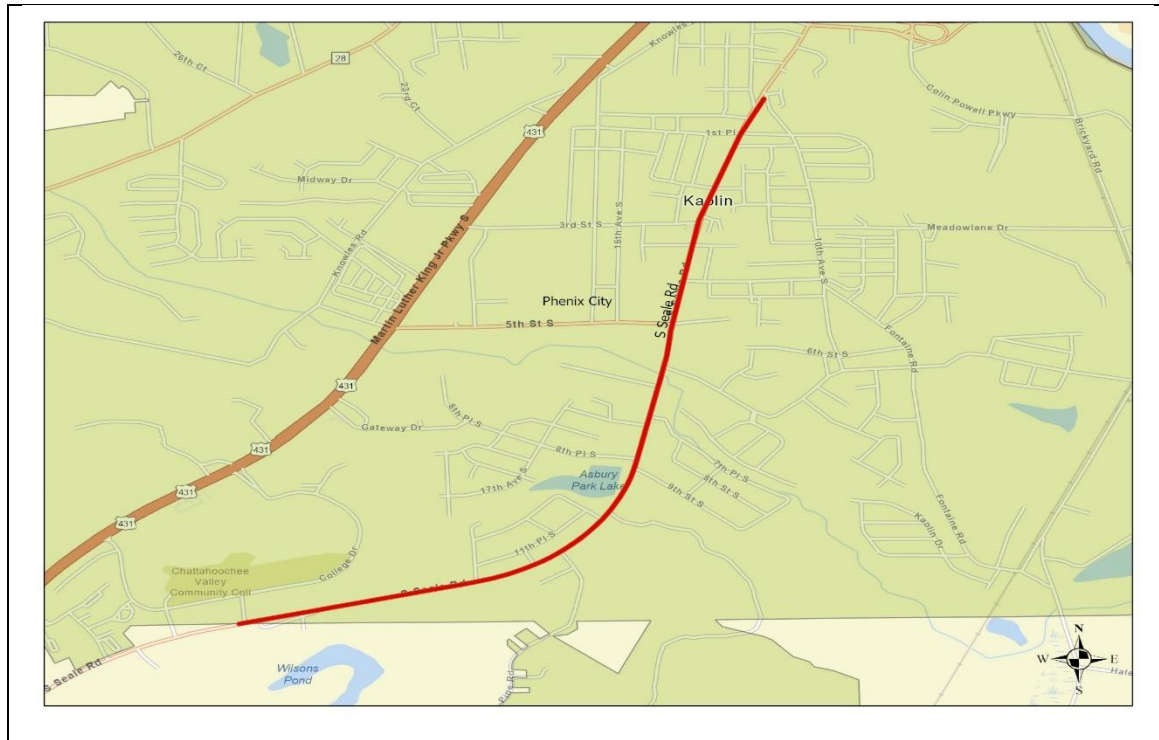
**PROJECT DESCRIPTION:** Resurface

<b>Project #:</b>	<b>Project Length (MI):</b>		<b>County:</b> Phenix City
<b>P.I. #:</b> 100073350 (CST), 100073835 (PE)	<b>Existing Lanes:</b>		<b>DOT District:</b>
<b>TIP #:</b>	<b>Proposed Lanes:</b>		<b>CONG DIST:</b>
<b>Funding Code:</b>			<b>RDC:</b>
<b>Funding:</b>	<b>State/US #:</b>		<b>Local RD#</b>

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

<b>Project Phase</b>	<b>\$ Source</b>	<b>FY 24</b>	<b>FY 25</b>	<b>FY 26</b>	<b>FY 27</b>	<b>Total</b>			
<i>Preliminary Eng.</i>	Fed/Local	\$238	\$0	\$0	\$0	\$238			
<i>Right-of Way</i>		\$0	\$0	\$0	\$0	\$0			
<i>Utilities</i>		\$0	\$0	\$0	\$0	\$0			
<i>Construction</i>	Fed/Local	\$0	\$1,440	\$0	\$0	\$1,440			
<b>Project Cost</b>		<b>\$238</b>	<b>\$1,440</b>	<b>\$0</b>	<b>\$0</b>	<b>\$1,678</b>			
<i>Federal Cost</i>		\$191	\$1,152	\$0	\$0	\$1,343			
<i>State Cost</i>		\$0	\$0	\$0	\$0	\$0			
<i>Local Cost</i>		\$47	\$288	\$0	\$0	\$335			

**Comment:** PE - \$238,500.00 (\$190,800.00 Fed & \$47,700.00 Local) CST – \$1,440,000.00 (\$1,152,000.00 Fed & \$288,000.00 Local)



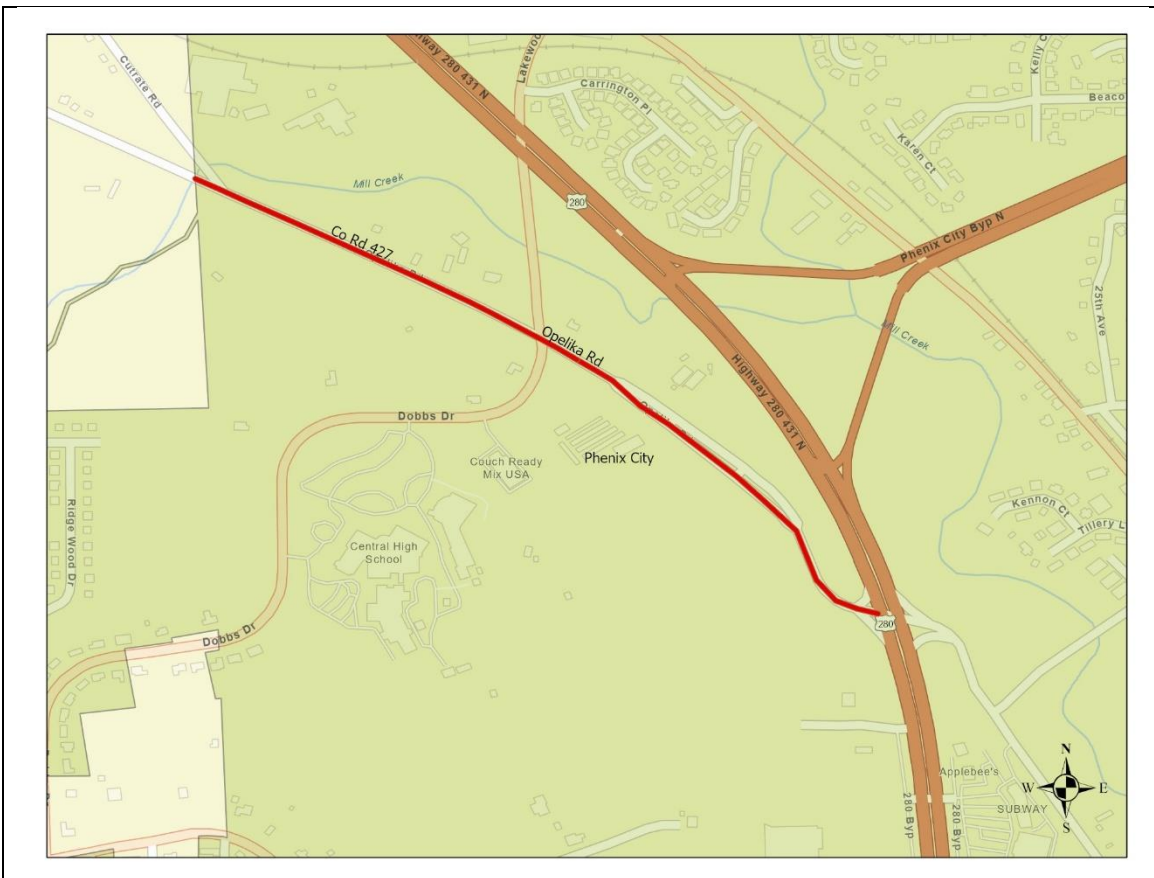
**PI # 100073348 – Resurfacing on Opelika Road from SR-38 (US -280) to the City Limits**  
**PROJECT DESCRIPTION:** Resurface

<b>Project #:</b>	<b>Project Length (MI):</b>	<b>County:</b> Phenix City
<b>P.I. #:</b>	<b>Existing Lanes:</b>	<b>DOT District:</b>
<b>TIP #:</b>	<b>Proposed Lanes:</b>	<b>CONG DIST:</b>
<b>Funding Code:</b>		<b>RDC:</b>
<b>Funding:</b>	<b>State/US #:</b>	<b>Local RD#</b>

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

<b>Project Phase</b>	<b>\$ Source</b>	<b>FY 24</b>	<b>FY 25</b>	<b>FY 26</b>	<b>FY 27</b>	<b>Total</b>			
<i>Preliminary Eng.</i>		\$0	\$0	\$0	\$0	\$0			
<i>Right-of Way</i>		\$0	\$0	\$0	\$0	\$0			
<i>Utilities</i>		\$0	\$0	\$0	\$0	\$0			
<i>Construction</i>	Fed/Local	\$460	\$0	\$0	\$0	\$460			
<b>Project Cost</b>		<b>\$460</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$460</b>			
<i>Federal Cost</i>		\$368	\$0	\$0	\$0	\$368			
<i>State Cost</i>		\$0	\$0	\$0	\$0	\$0			
<i>Local Cost</i>		\$92	\$0	\$0	\$0	\$92			

**Comment:** CST – \$460,000.00 (\$368,000.00 Fed & \$92,000.00 Local)



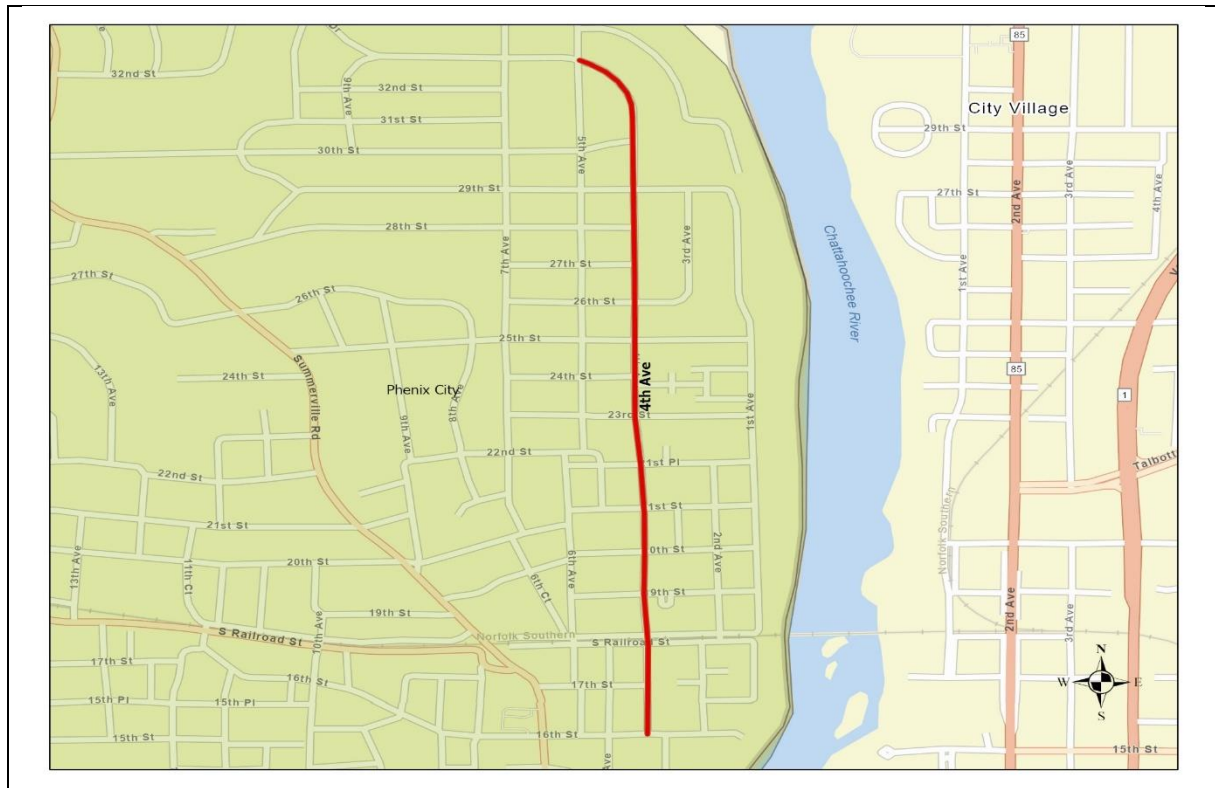
**100073176 – Resurface 4<sup>th</sup> Avenue from Idle Hour Drive to 16<sup>th</sup> Street**  
**PROJECT DESCRIPTION: Resurface**

<b>Project #:</b>	<b>Project Length (MI):</b>	<b>County/City:</b>
<b>P.I. #:</b> 100073176	<b>Existing Lanes:</b>	<b>SPONSOR:</b> Phenix City
<b>TIP #:</b>	<b>Proposed Lanes:</b>	<b>CONG DIST:</b>
<b>Funding Code:</b>		<b>DOT DIST:</b>
<b>Funding:</b>	<b>State/US #:</b>	<b>Local RD#</b>

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

<b>Project Phase</b>	<b>\$ Source</b>	<b>FY 24</b>	<b>FY 25</b>	<b>FY 26</b>	<b>FY 27</b>	<b>Total</b>			
<i>Preliminary Eng.</i>		\$0	\$0	\$0	\$0	\$0			
<i>Right-of Way</i>		\$0	\$0	\$0	\$0	\$0			
<i>Construction</i>	Fed/Other	\$672	\$0	\$0	\$0	\$672			
<b>Project Cost</b>		<b>\$672</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$672</b>			
<i>Federal Cost</i>		\$538	\$0	\$0	\$0	\$538			
<i>State Cost</i>		\$0	\$0	\$0	\$0	\$0			
<i>Other Cost</i>		\$134	\$0	\$0	\$0	\$134			

**Comments:** CST - \$672,000.00 (\$537,600.00 Fed & \$134,400.00 Local)



**1000 – Resurfacing on CR-240 from the Hospilika Creek Bridge (BIN 019670) to the Russell County Line**

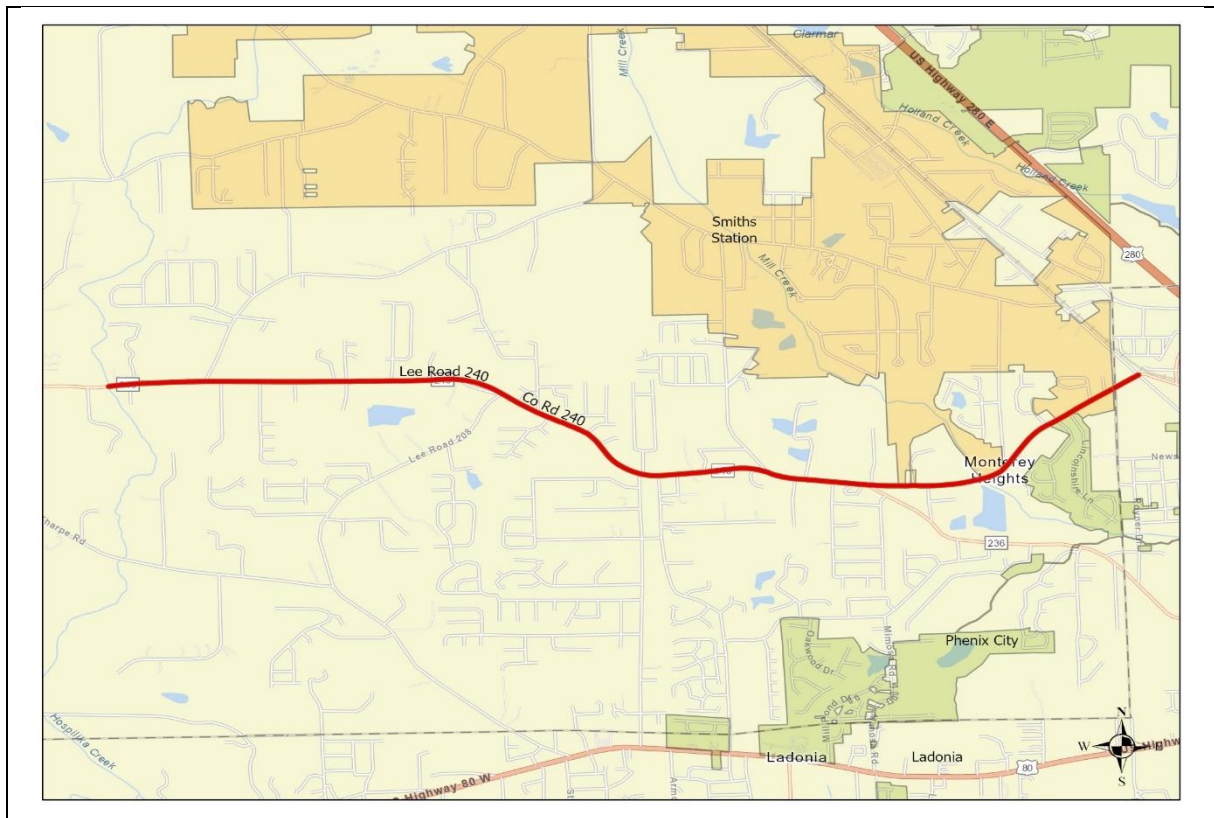
**PROJECT DESCRIPTION:** Resurface

<b>Project #:</b>	<b>Project Length (MI):</b>		<b>County/City:</b>
<b>P.I. #: 1000</b>	<b>Existing Lanes:</b>		<b>SPONSOR:</b> Lee County
<b>TIP #:</b>	<b>Proposed Lanes:</b>		<b>CONG DIST:</b>
<b>Funding Code:</b>			<b>DOT DIST:</b>
<b>Funding:</b>	<b>State/US #:</b>		<b>Local RD#</b>

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

<b>Project Phase</b>	<b>\$ Source</b>	<b>FY 24</b>	<b>FY 25</b>	<b>FY 26</b>	<b>FY 27</b>	<b>Total</b>			
<i>Preliminary Eng.</i>		\$0	\$0	\$0	\$0	\$0			
<i>Right-of Way</i>		\$0	\$0	\$0	\$0	\$0			
<i>Construction</i>	Fed/Other	\$1,673	\$0	\$0	\$0	\$1,673			
<b>Project Cost</b>		<b>\$1,673</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$1,673</b>			
<i>Federal Cost</i>		\$1,338	\$0	\$0	\$0	\$1,338			
<i>State Cost</i>		\$0	\$0	\$0	\$0	\$0			
<i>Other Cost</i>		\$335	\$0	\$0	\$0	\$335			

**Comments:** CST - \$1,673,000.00 (\$1,338,400.00 Fed & \$334,600.00 Local)



**100073177 – Resurface CR-235 from CR-246 to CR-240**

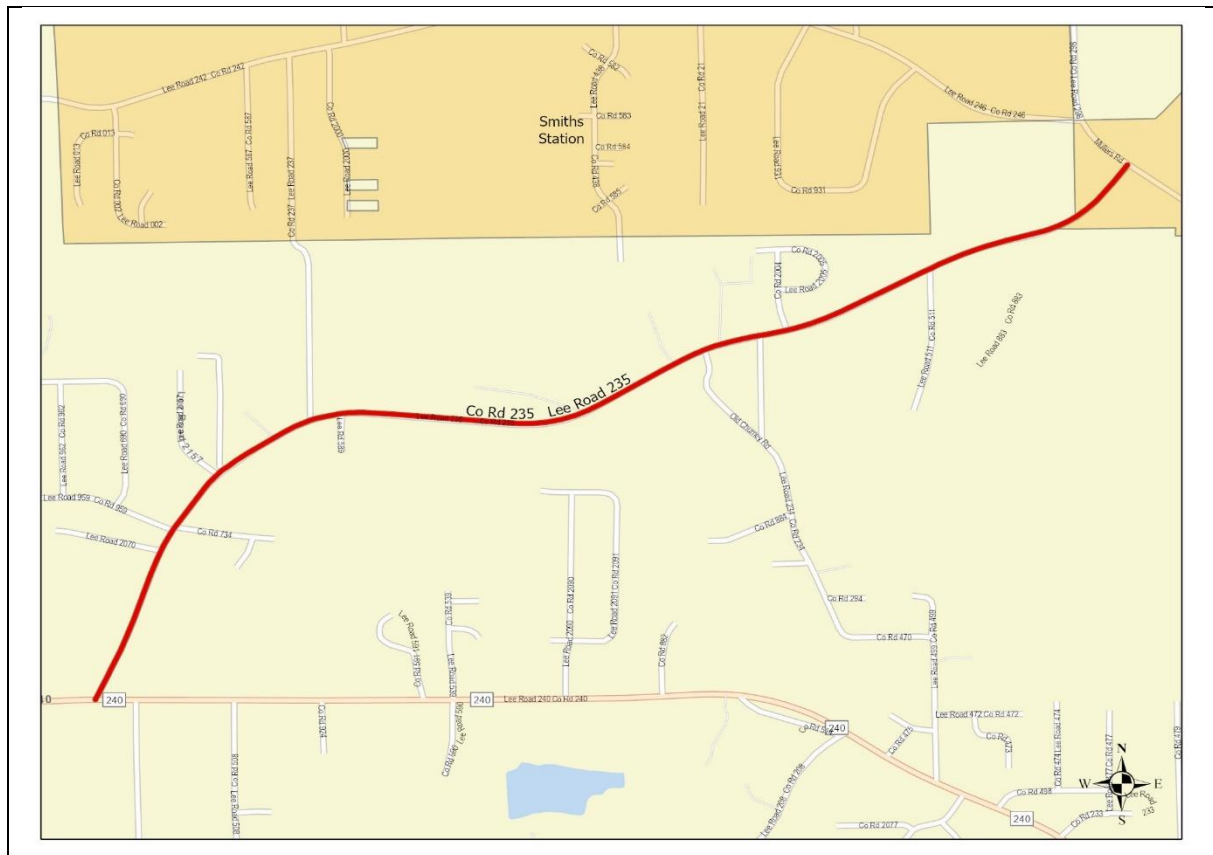
**PROJECT DESCRIPTION:** Resurface

<b>Project #:</b>	<b>Project Length (MI):</b>	<b>County/City:</b>
<b>P.I. #:</b> 100073177	<b>Existing Lanes:</b>	<b>SPONSOR:</b> Lee County
<b>TIP #:</b>	<b>Proposed Lanes:</b>	<b>CONG DIST:</b>
<b>Funding Code:</b>		<b>DOT DIST:</b>
<b>Funding:</b>	<b>State/US #:</b>	<b>Local RD#</b>

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

Project Phase	\$ Source	FY 24	FY 25	FY 26	FY 27	Total			
Preliminary Eng.		\$0	\$0	\$0	\$0	\$0			
Right-of Way		\$0	\$0	\$0	\$0	\$0			
Construction	Fed/Local	\$852	\$0	\$0	\$0	\$852			
<b>Project Cost</b>		<b>\$852</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$852</b>			
Federal Cost		\$682	\$0	\$0	\$0	\$682			
State Cost		\$0	\$0	\$0	\$0	\$0			
Other Cost		\$170	\$0	\$0	\$0	\$170			

**Comments:** CST - \$852,000.00 (\$681,600.00 Fed & \$170,400.00 Local)



**100063093 & 100063094- Widen and Resurface Lato Road from Uchee Hill Highway to Tarver Road**

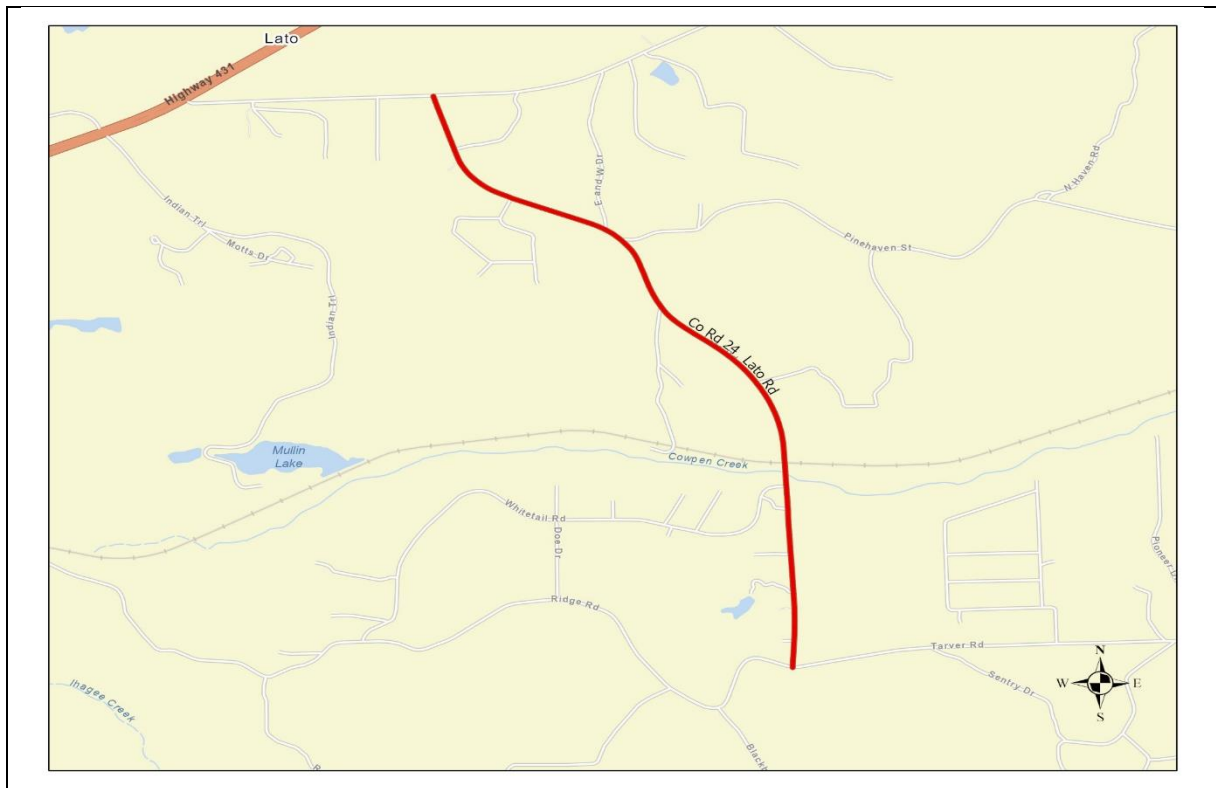
**PROJECT DESCRIPTION:** Resurface

<b>Project #:</b>	<b>Project Length (MI):</b>	<b>County/City:</b>
<b>P.I. #:</b> 100063903 & 100063094	<b>Existing Lanes:</b>	<b>SPONSOR:</b> Russell County
<b>TIP #:</b>	<b>Proposed Lanes:</b>	<b>CONG DIST:</b>
<b>Funding Code:</b>		<b>DOT DIST:</b>
<b>Funding:</b>	<b>State/US #:</b>	<b>Local RD#</b>

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

<b>Project Phase</b>	<b>\$ Source</b>	<b>FY 24</b>	<b>FY 25</b>	<b>FY 26</b>	<b>FY 27</b>	<b>Total</b>			
<i>Preliminary Eng.</i>		\$0	\$0	\$0	\$0	\$0			
<i>Right-of Way</i>		\$0	\$0	\$0	\$0	\$0			
<i>Construction</i>	Fed/Local	\$724	\$0	\$0	\$0	\$724			
<b>Project Cost</b>		<b>\$724</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$724</b>			
<i>Federal Cost</i>		\$579	\$0	\$0	\$0	\$579			
<i>State Cost</i>		\$0	\$0	\$0	\$0	\$0			
<i>Other Cost</i>		\$145	\$0	\$0	\$0	\$145			

**Comments:** CST - \$724,500.00 (\$579,600.00 Fed & \$144,900.00 Local)



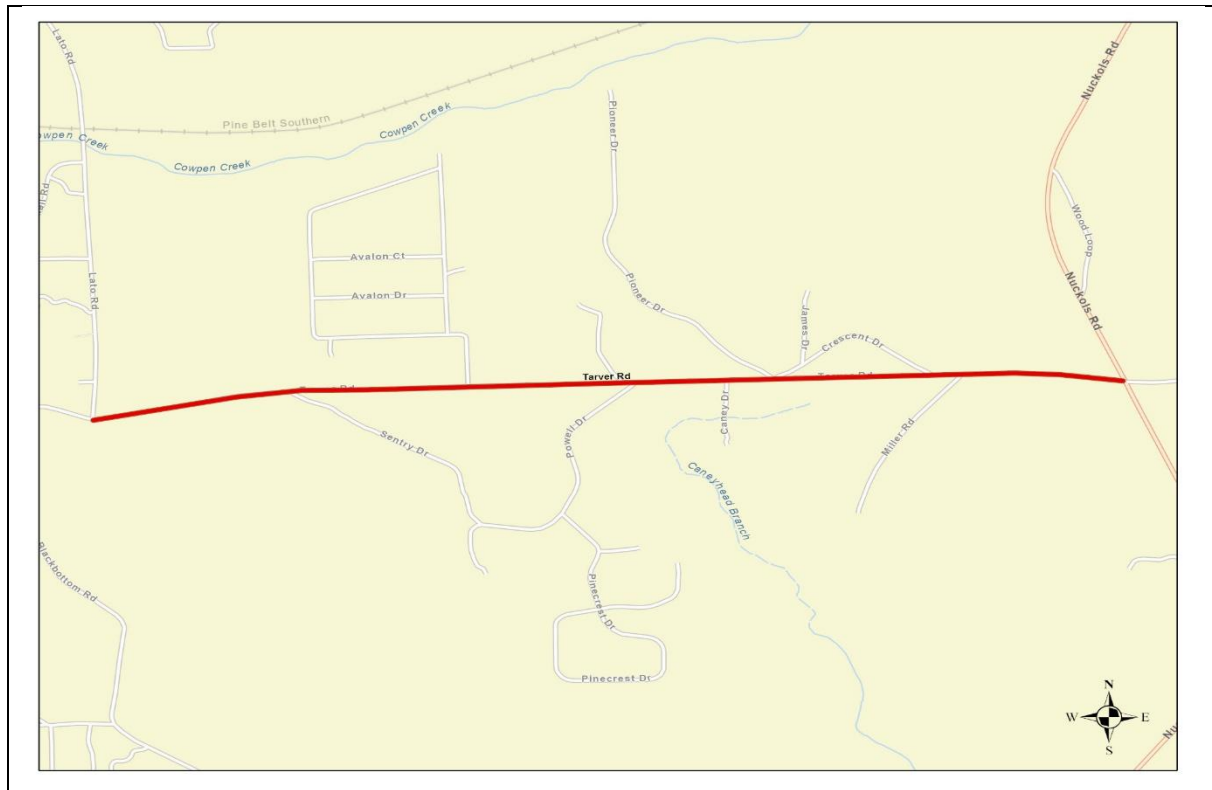
**100067449 – Widening and Resurfacing on Tarver Road from Lato Road to Nuckols Road**  
**PROJECT DESCRIPTION: Resurface**

<b>Project #:</b>	<b>Project Length (MI):</b>	<b>County/City:</b>
<b>P.I. #:</b>	<b>Existing Lanes:</b>	<b>SPONSOR:</b> Russell County
<b>TIP #:</b>	<b>Proposed Lanes:</b>	<b>CONG DIST:</b>
<b>Funding Code:</b>		<b>DOT DIST:</b>
<b>Funding:</b>	<b>State/US #:</b>	<b>Local RD#</b>

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

<b>Project Phase</b>	<b>\$ Source</b>	<b>FY 24</b>	<b>FY 25</b>	<b>FY 26</b>	<b>FY 27</b>	<b>Total</b>			
<i>Preliminary Eng.</i>		\$0	\$0	\$0	\$0	\$0			
<i>Right-of Way</i>		\$0	\$0	\$0	\$0	\$0			
<i>Utilities</i>		\$0	\$0	\$0	\$0	\$0			
<i>Construction</i>	Fed/Local	\$563	\$0	\$0	\$0	\$563			
<b>Project Cost</b>		<b>\$563</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$563</b>			
<i>Federal Cost</i>		\$451	\$0	\$0	\$0	\$451			
<i>State Cost</i>		\$0	\$0	\$0	\$0	\$0			
<i>Other Cost</i>		\$112	\$0	\$0	\$0	\$112			

**Comments :** CST - \$563,500.00 (\$450,800.00 Fed & \$112,700.00 Local)



**1000 – Resurface Mullins Road from CR-430 to CR-430**

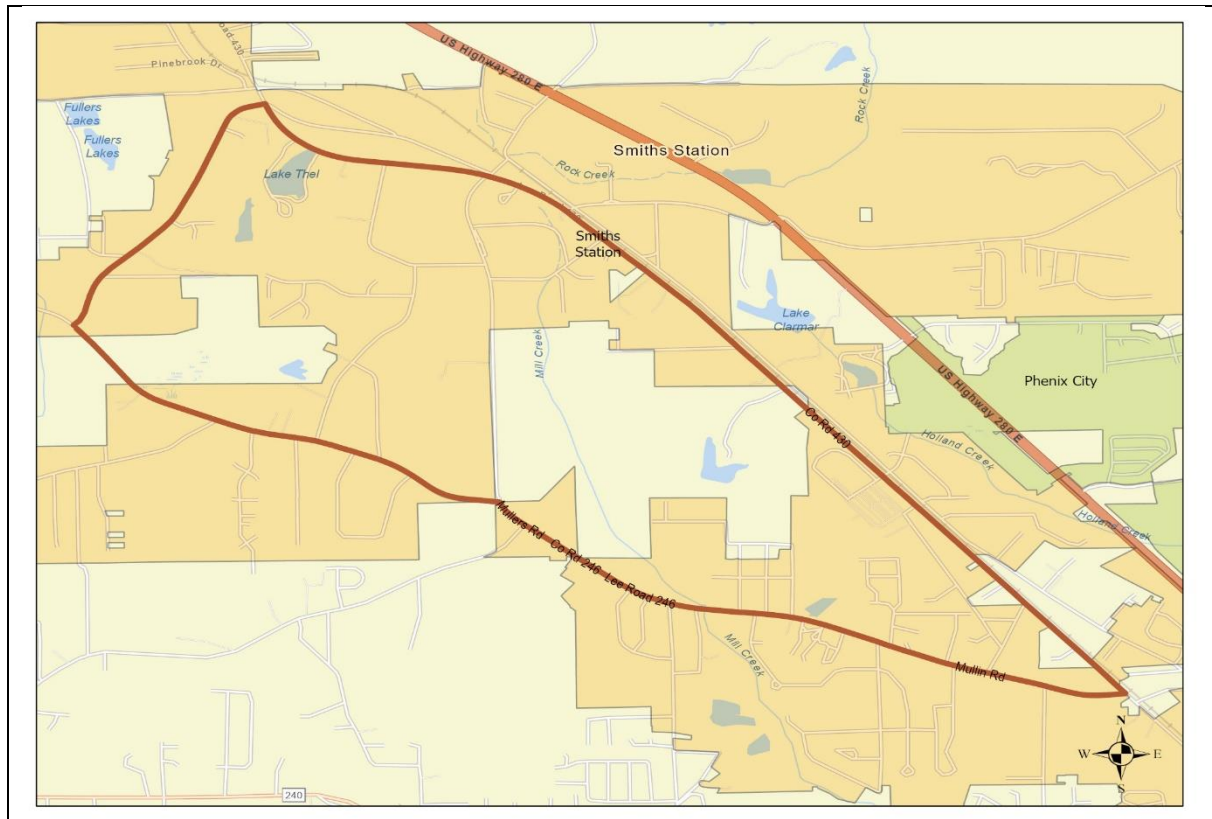
**PROJECT DESCRIPTION:** Resurface

<b>Project #:</b>	<b>Project Length (MI):</b>	<b>County/City:</b>
<b>P.I. #: 1000</b>	<b>Existing Lanes:</b>	<b>SPONSOR:</b> Smiths Station
<b>TIP #:</b>	<b>Proposed Lanes:</b>	<b>CONG DIST:</b>
<b>Funding Code:</b>		<b>DOT DIST:</b>
<b>Funding:</b>	<b>State/US #:</b>	<b>Local RD#</b>

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

<b>Project Phase</b>	<b>\$ Source</b>	<b>FY 24</b>	<b>FY 25</b>	<b>FY 26</b>	<b>FY 27</b>	<b>Total</b>			
<i>Preliminary Eng.</i>		\$0	\$0	\$0	\$0	\$0			
<i>Right-of Way</i>		\$0	\$0	\$0	\$0	\$0			
<i>Construction</i>	Fed/Local	\$1,577	\$0	\$0	\$0	\$1,577			
<b>Project Cost</b>		<b>\$1,577</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$1,577</b>			
<i>Federal Cost</i>		\$1,262	\$0	\$0	\$0	\$1,262			
<i>State Cost</i>		\$0	\$0	\$0	\$0	\$0			
<i>Other Cost</i>		\$315	\$0	\$0	\$0	\$315			

**Comments:** CST - \$1,577,532.85 (\$1,262,026.28 Fed & \$315,506.57 Local)





**100073204 – Resurface CR-212 from CR-240 to Russell County Line**

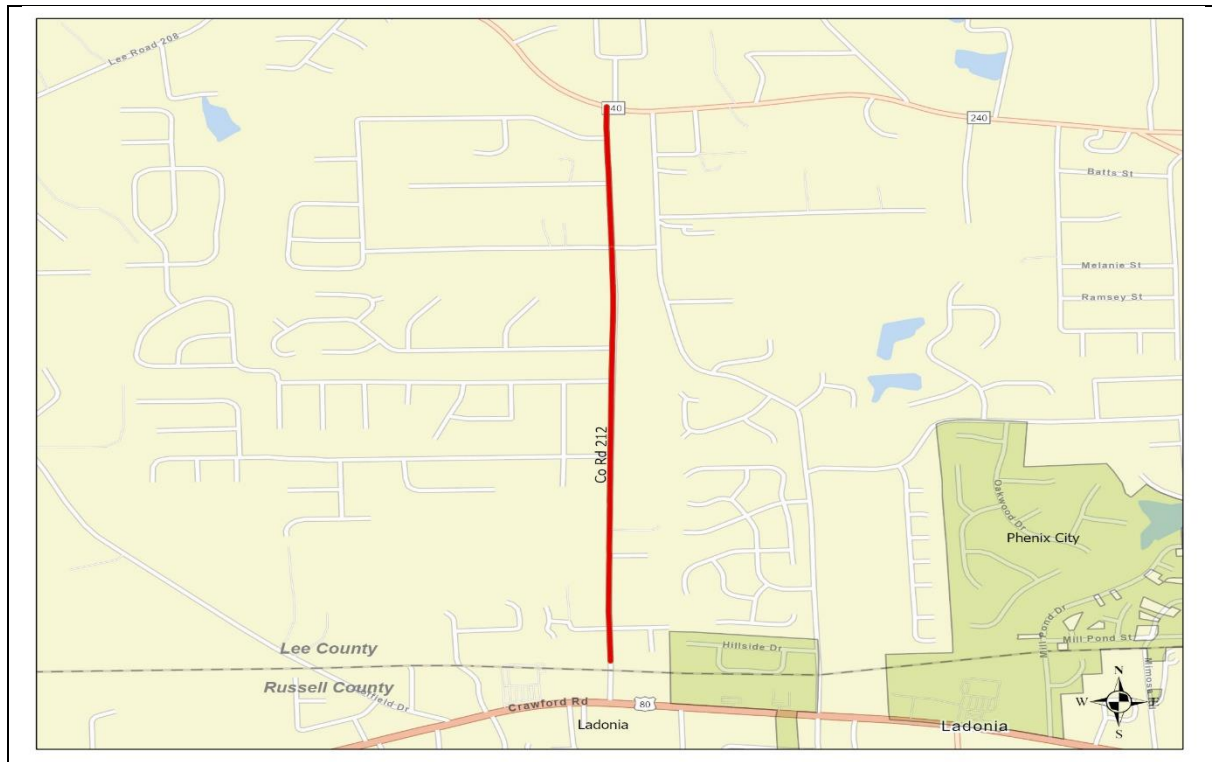
**PROJECT DESCRIPTION:** Resurface

<b>Project #:</b>	<b>Project Length (MI):</b>	<b>County/City:</b>
<b>P.I. #:</b> 100073204	<b>Existing Lanes:</b>	<b>SPONSOR:</b> Lee County
<b>TIP #:</b>	<b>Proposed Lanes:</b>	<b>CONG DIST:</b>
<b>Funding Code:</b>		<b>DOT DIST:</b>
<b>Funding:</b>	<b>State/US #:</b>	<b>Local RD#</b>

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

<i>Project Phase</i>	<i>\$ Source</i>	<i>FY 24</i>	<i>FY 25</i>	<i>FY 26</i>	<i>FY 27</i>	<i>Total</i>			
<i>Preliminary Eng.</i>		\$0	\$0	\$0	\$0	\$0			
<i>Right-of Way</i>		\$0	\$0	\$0	\$0	\$0			
<i>Construction</i>	Fed/Local	\$0	\$640	\$0	\$0	\$640			
<b><i>Project Cost</i></b>		<b>\$0</b>	<b>\$640</b>	<b>\$0</b>	<b>\$0</b>	<b>\$640</b>			
<i>Federal Cost</i>		\$0	\$512	\$0	\$0	\$512			
<i>State Cost</i>		\$0	\$0	\$0	\$0	\$0			
<i>Other Cost</i>		\$0	\$128	\$0	\$0	\$128			

**Comments:** CST - \$640,000.00 (\$512,000.00 Fed & \$128,000.00 Local)



**1000 – Resurfacing Opelika Road from US Highway 280 to Crawford Road**  
**PROJECT DESCRIPTION: Resurface**

<b>Project #:</b>	<b>Project Length (MI):</b>	<b>County/City:</b>
<b>P.I. #: 1000</b>	<b>Existing Lanes:</b>	<b>SPONSOR: Phenix City</b>
<b>TIP #:</b>	<b>Proposed Lanes:</b>	<b>CONG DIST:</b>
<b>Funding Code:</b>		<b>DOT DIST:</b>
<b>Funding:</b>	<b>State/US #:</b>	<b>Local RD#</b>

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

Project Phase	\$ Source	FY 24	FY 25	FY 26	FY 27	Total			
Preliminary Eng.		\$0	\$0	\$100	\$0	\$100			
Right-of Way		\$0	\$0	\$0	\$0	\$0			
Construction	Fed/Local	\$0	\$0	\$0	\$480	\$480			
<b>Project Cost</b>		<b>\$0</b>	<b>\$0</b>	<b>\$100</b>	<b>\$480</b>	<b>\$580</b>			
Federal Cost		\$0	\$0	\$80	\$384	\$464			
State Cost		\$0	\$0	\$0	\$0	\$0			
Other Cost		\$0	\$0	\$20	\$96	\$116			

**Comments:** PE - \$100,000.00 (\$80,000.00 – Fed, \$20,000.00 – Local) CST - \$480,000.00 (\$384,000.00 Fed, \$96,000.00 Local)



**1000 – Resurface on CR-427 from the Russell County Line to CR-248**

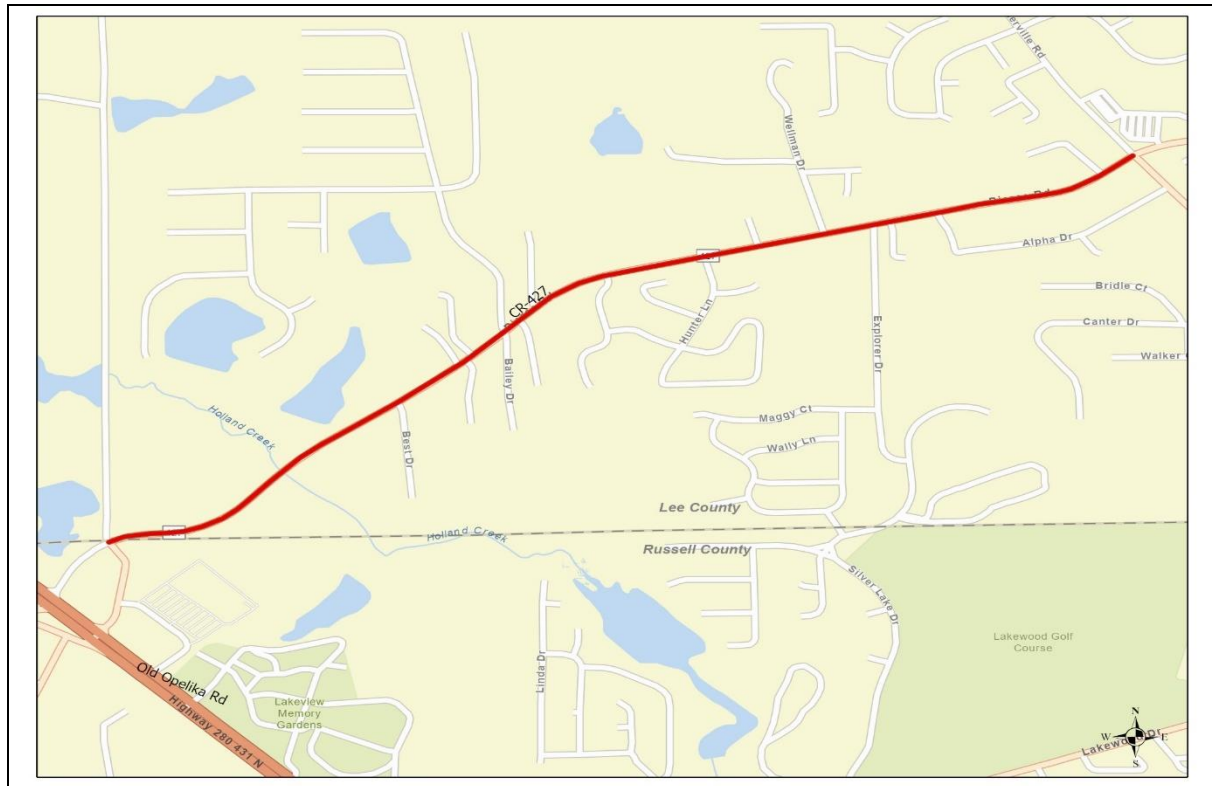
**PROJECT DESCRIPTION:** Resurface

<b>Project #:</b>	<b>Project Length (MI):</b>	<b>County/City:</b>
<b>P.I. #: 10007</b>	<b>Existing Lanes:</b>	<b>SPONSOR:</b> Lee County
<b>TIP #:</b>	<b>Proposed Lanes:</b>	<b>CONG DIST:</b>
<b>Funding Code:</b>		<b>DOT DIST:</b>
<b>Funding:</b>	<b>State/US #:</b>	<b>Local RD#</b>

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

<i>Project Phase</i>	<i>\$ Source</i>	<i>FY 24</i>	<i>FY 25</i>	<i>FY 26</i>	<i>FY 27</i>	<i>Total</i>			
<i>Preliminary Eng.</i>		\$0	\$0	\$0	\$0	\$0			
<i>Right-of Way</i>		\$0	\$0	\$0	\$0	\$0			
<i>Construction</i>	Fed/Local	\$0	\$0	\$993	\$0	\$993			
<b><i>Project Cost</i></b>		<b>\$0</b>	<b>\$0</b>	<b>\$993</b>	<b>\$0</b>	<b>\$993</b>			
<i>Federal Cost</i>		\$0	\$0	\$795	\$0	\$795			
<i>State Cost</i>		\$0	\$0	\$0	\$0	\$0			
<i>Other Cost</i>		\$0	\$0	\$198	\$0	\$198			

**Comments:** CST - \$993,600.00 (\$794,880.00 Fed & \$198,720.00 Local)



**PI # 100073185 – Widening and Resurfacing on Terminal Road from AL Hwy 165 to End.**

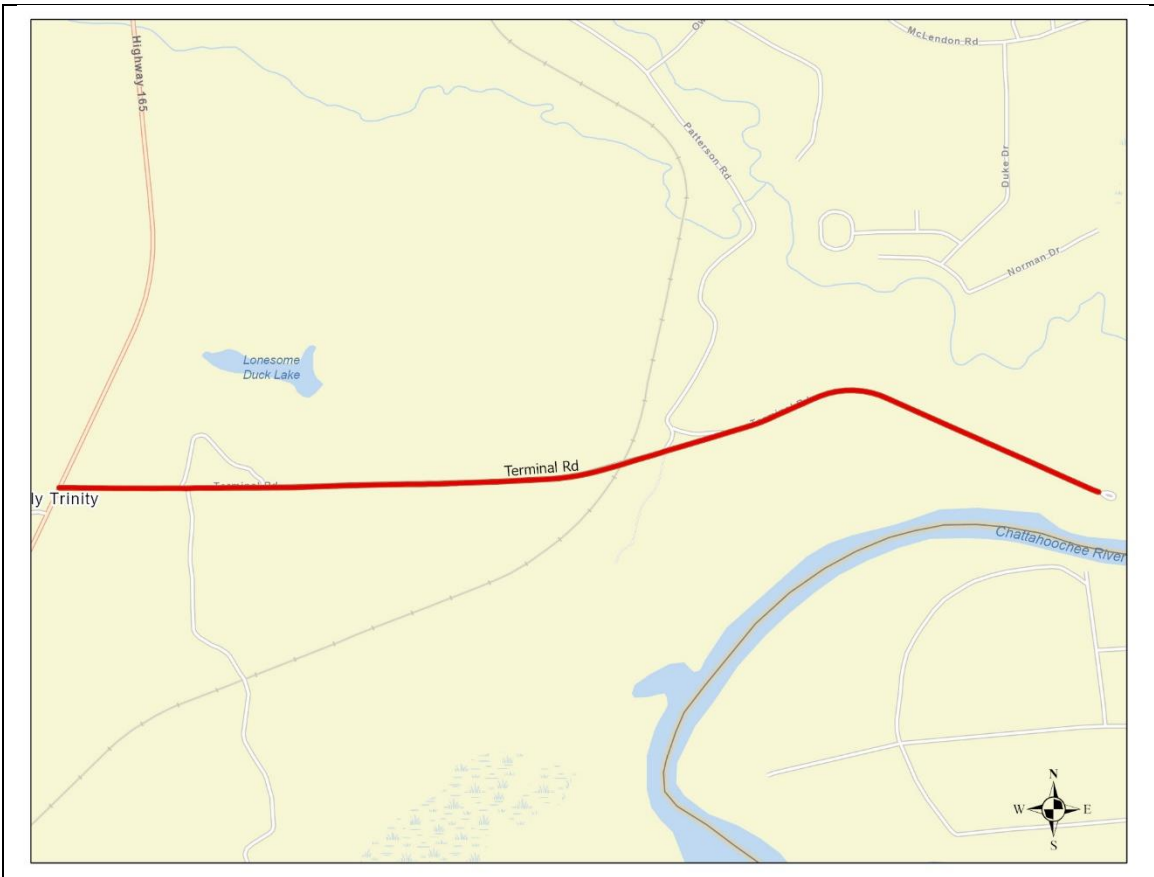
**PROJECT DESCRIPTION:** Widen & Resurface

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

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

<b>Project Phase</b>	<b>\$ Source</b>	<b>FY 24</b>	<b>FY 25</b>	<b>FY 26</b>	<b>FY 27</b>	<b>Total</b>			
<i>Preliminary Eng.</i>		\$0	\$0	\$0	\$0	\$0			
<i>Right-of Way</i>		\$0	\$0	\$0	\$0	\$0			
<i>Utilities</i>		\$0	\$0	\$0	\$0	\$0			
<i>Construction</i>	Fed/Local	\$0	\$0	\$679	\$0	\$679			
<b>Project Cost</b>		<b>\$0</b>	<b>\$0</b>	<b>\$679</b>	<b>\$0</b>	<b>\$679</b>			
<i>Federal Cost</i>		\$0	\$0	\$543	\$0	\$543			
<i>State Cost</i>		\$0	\$0	\$0	\$0	\$0			
<i>Local Cost</i>		\$0	\$0	\$136	\$0	\$136			

**Comment:** CST - \$679,218.75 (\$543,375.00 Fed & \$135,843.75 Local).



**PI # 1000 – Resurface 14<sup>th</sup> Street from Crawford Road to 5<sup>th</sup> Avenue**

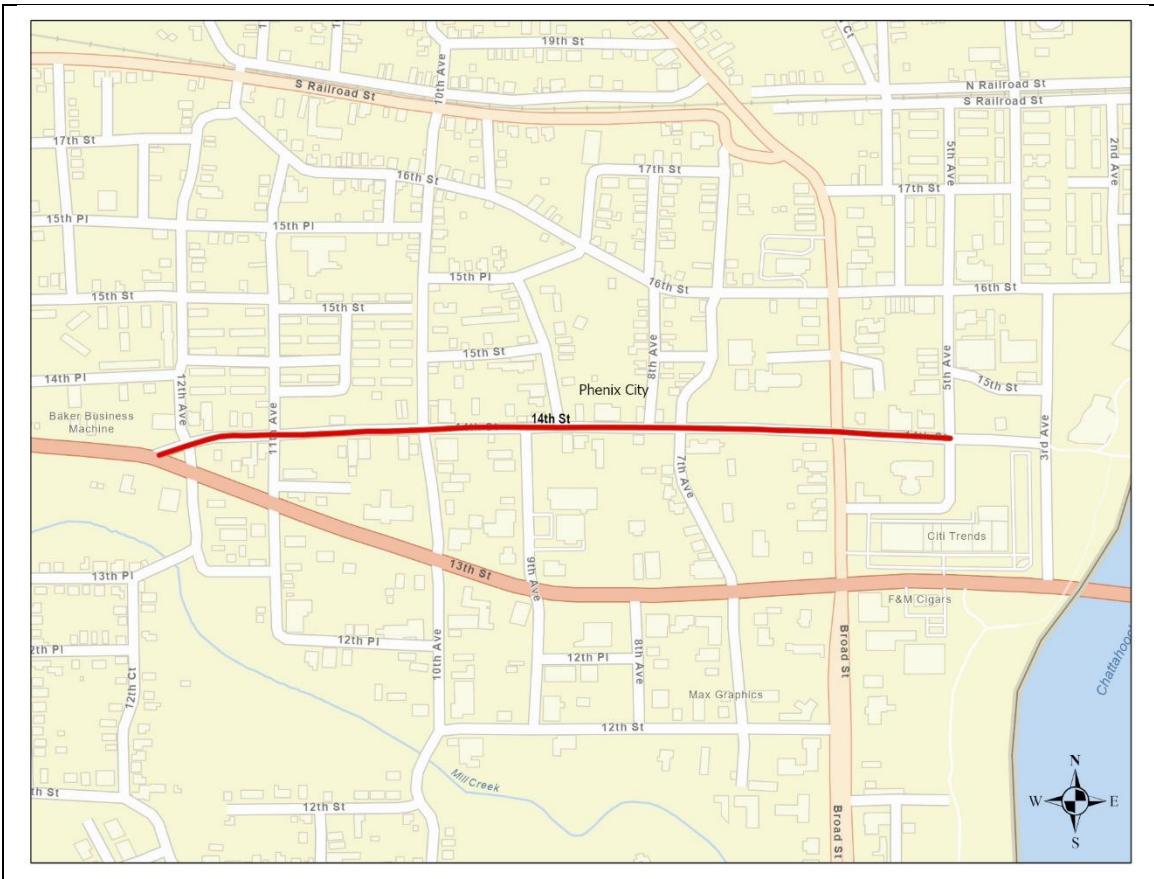
**PROJECT DESCRIPTION:** Resurface

<b>Project #:</b>	<b>Project Length (MI):</b>	<b>County:</b> Phenix City
<b>P.I. #:</b> 1000	<b>Existing Lanes:</b>	<b>DOT District:</b>
<b>TIP #:</b>	<b>Proposed Lanes:</b>	<b>CONG DIST:</b>
<b>Funding Code:</b>		<b>RDC:</b>
<b>Funding:</b>	<b>State/US #:</b>	<b>Local RD#</b>

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

<b>Project Phase</b>	<b>\$ Source</b>	<b>FY 24</b>	<b>FY 25</b>	<b>FY 26</b>	<b>FY 27</b>	<b>Total</b>			
<i>Preliminary Eng.</i>		\$0	\$0	\$0	\$0	\$0			
<i>Right-of Way</i>		\$0	\$0	\$0	\$0	\$0			
<i>Utilities</i>		\$0	\$0	\$0	\$0	\$0			
<i>Construction</i>		\$0	\$0	\$0	\$130	\$130			
<b>Project Cost</b>		<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$130</b>	<b>\$130</b>			
<i>Federal Cost</i>		\$0	\$0	\$0	\$104	\$104			
<i>State Cost</i>		\$0	\$0	\$0	\$0	\$0			
<i>Local Cost</i>		\$0	\$0	\$0	\$26	\$26			

**Comment:** Project Cost - \$130,000.00 (\$104,000.00 Fed & \$26,000.00 Local)



**PI # 10007 – Resurface CR-145 from CR-149 to CR-175**

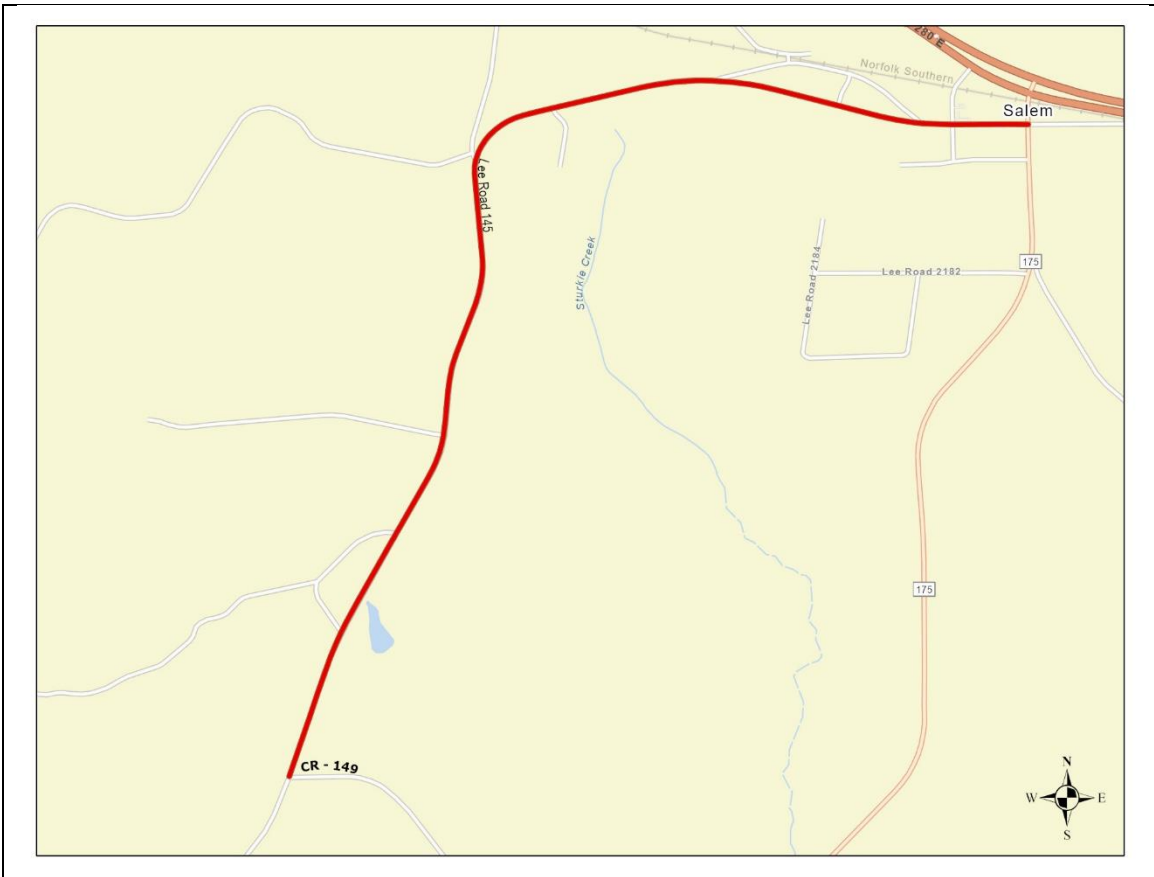
**PROJECT DESCRIPTION:** Resurface

<b>Project #:</b>	<b>Project Length (MI):</b>		<b>County:</b> Lee County
<b>P.I. #:</b> 1000	<b>Existing Lanes:</b>		<b>DOT District:</b>
<b>TIP #:</b>	<b>Proposed Lanes:</b>		<b>CONG DIST:</b>
<b>Funding Code:</b>			<b>RDC:</b>
<b>Funding:</b>	<b>State/US #:</b>		<b>Local RD#</b>

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

Project Phase	\$ Source	FY 24	FY 25	FY 26	FY 27	Total			
Preliminary Eng.		\$0	\$0	\$0	\$0	\$0			
Right-of Way		\$0	\$0	\$0	\$0	\$0			
Utilities		\$0	\$0	\$0	\$0	\$0			
Construction		\$0	\$0	\$0	\$1,004	\$1,004			
<b>Project Cost</b>		<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$1,004</b>	<b>\$1,004</b>			
Federal Cost		\$0	\$0	\$0	\$803	\$803			
State Cost		\$0	\$0	\$0	\$0	\$0			
Local Cost		\$0	\$0	\$0	\$201	\$201			

**Comment:** Total Cost – \$1,004,400.00 (\$803,520.00 Fed & \$200,880.00 Local)



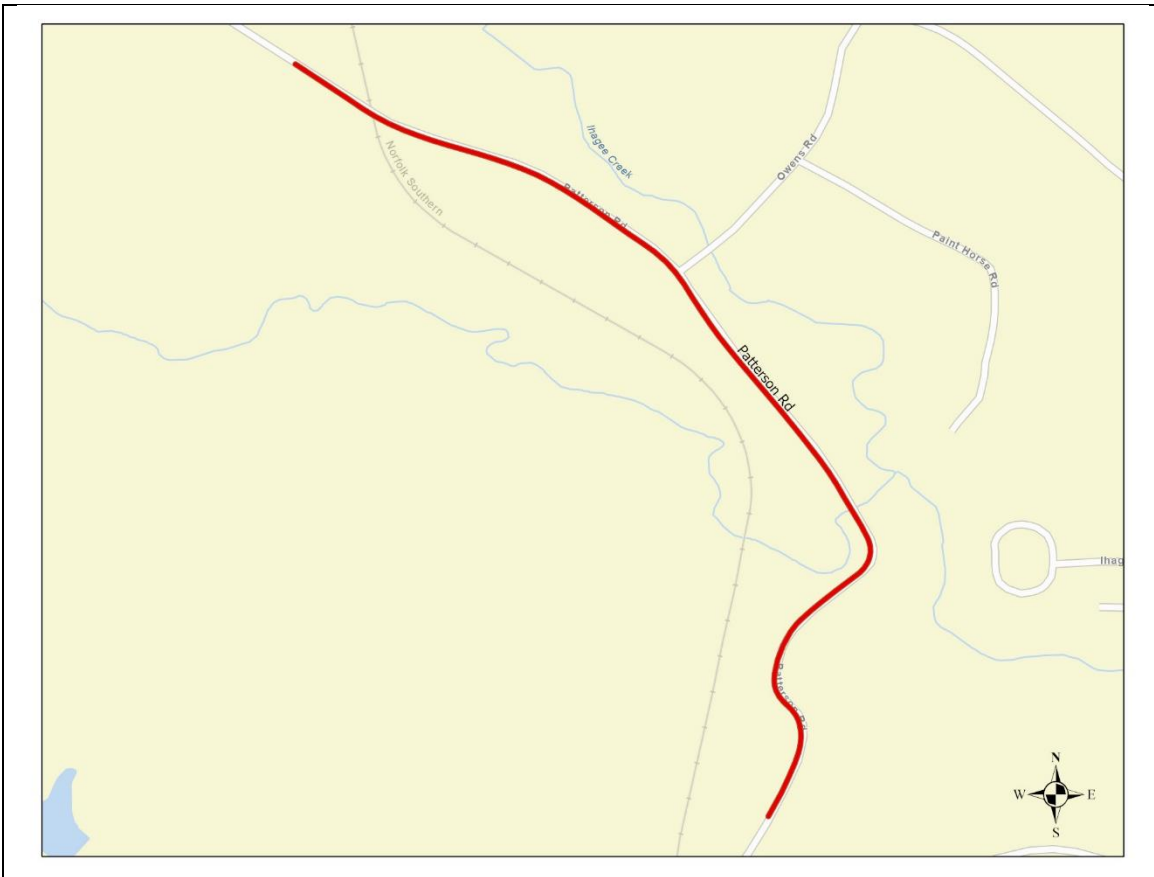
**PI # 1000 – Widening and Resurfacing on Patterson Road from AL Hwy 165 to Pavement**  
**PROJECT DESCRIPTION: Resurface**

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

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

<i>Project Phase</i>	<i>\$ Source</i>	<i>FY 24</i>	<i>FY 25</i>	<i>FY 26</i>	<i>FY 27</i>	<i>Total</i>			
<i>Preliminary Eng.</i>		\$0	\$0	\$0	\$0	\$0			
<i>Right-of Way</i>		\$0	\$0	\$0	\$0	\$0			
<i>Utilities</i>		\$0	\$0	\$0	\$0	\$0			
<i>Construction</i>		\$0	\$0	\$0	\$417	\$417			
<b><i>Project Cost</i></b>		<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$417</b>	<b>\$417</b>			
<i>Federal Cost</i>		\$0	\$0	\$0	\$334	\$334			
<i>State Cost</i>		\$0	\$0	\$0	\$0	\$0			
<i>Local Cost</i>		\$0	\$0	\$0	\$83	\$83			

**Comment:** CST – \$417,845.31 (\$334,276.25 Fed & \$83,569.06 Local),



**PI # 100077208 – Intersection Improvements at SR-1 (US-431) and SR-165 Including additional NB Right Turn Lane, SB Left Turn Lane, and NB Acceleration Lane along SR-1 (US-431) and an Additional Lane along SR-165 to Seale Road**

**PROJECT DESCRIPTION:** Intersection Improvements

<b>Project #:</b>	<b>Project Length (MI):</b>	<b>Sponsor:</b> ALDOT
<b>P.I. #:</b> 100077208 (PE), 100077209 (ROW), 100077210 (UTI)	<b>Existing Lanes:</b>	<b>DOT District:</b>
<b>TIP #:</b>	<b>Proposed Lanes:</b>	<b>CONG DIST:</b>
<b>Funding Code:</b>		<b>RDC:</b>
<b>Funding:</b>	<b>State/US #:</b>	<b>Local RD#</b>

*PM1 (Safety) and PM3 (Travel – Vehicle/Truck) performance measures are associated with this project.*

Project Phase	\$ Source	FY 24	FY 25	FY 26	FY 27	Total			
Preliminary Eng.	Fed/State	\$252	\$0	\$0	\$0	\$252			
Right-of Way		\$0	\$51	\$0	\$0	\$51			
Utilities		\$0	\$51	\$0	\$0	\$51			
Construction		\$0	\$0	\$3,978	\$0	\$3,978			
<b>Project Cost</b>		<b>\$252</b>	<b>\$102</b>	<b>\$3,978</b>	<b>\$0</b>	<b>\$4,332</b>			
Federal Cost		\$202	\$82	\$3,183	\$0	\$3,467			
State Cost		\$0	\$0	\$0	\$0	\$0			
Local Cost		\$50	\$20	\$795	\$0	\$865			

**Comment:** PE - \$252,500.00, ROW - \$51,005.00, UTL - \$51,005.80, CST - \$3,978,390.00





**Transit Projects**

P.I. 100064005      Section 5307 Transit – Phenix City (Lee Russell Council of Gov)  
FY 2018 – Operating  
\$125,000.00 (\$125,000.00 Federal)

# **TRANSIT**

## **PROJECTS AND FINANCIAL PLAN**

### **FISCAL YEAR 2024 - 2027**

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

## **TRANSIT INDEX**

Apportionment of Section 5307 Funds  
FY 2021 5307 Funding Application  
Transit Financial Plan

### **GEORGIA**

Funding Summary

### **METRA**

Transit Financial Plan  
Operating, Capital and Planning Schedule  
Capital Expense Justification  
Bus Replacement Schedule  
Columbus Transit (5307, 5316, 5317, TIA)

### **MUSCOGEE COUNTY**

Section 5303 Capital Schedule

### **ALABAMA**

Funding Summary

### **PEX**

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

COLUMBUS-PHENIX CITY TRANSPORTATION STUDY TRANSPORTATION IMPROVEMENT PROGRAM FY24 APPORTIONMENT OF SECTION 5307 FUNDS			
			7/14/2023
FEDERAL TRANSIT ADMINISTRATION (FTA) PUBLIC TRANSPORTATION FUNDS	COLUMBUS & FORT BENNING	PHENIX CITY	TOTAL
<b>Basis Information</b>			
Population	206,922	33,804	234,401
Area Square Miles	220.80	24.80	245.60
Revenue Miles in FY21	1,186,894	147,659	1,561,193
<b>Variables Used In FTA Formula</b>			
Population	206,922	33,804	234,401
Population Density	937.15	1,363.06	2,271.56
Revenue Miles in FY21	1,186,894	147,659	1,561,193
<b>FY20 Sub-Apportionment Of Funds (80% Federal)</b>			
Capital/Planning/Other*	\$2,466,802	\$185,488	\$1,940,853
Operating	\$0	\$0	\$0
<b>Total:</b>	<b>\$2,466,802</b>	<b>\$185,488</b>	<b>\$1,940,853</b>
<b>Deobligations:</b>			
<b>Section 5307</b>			
Capital/Planning/Other*	\$2,466,802	\$185,488	\$1,940,853
Operating	\$0	\$0	\$0
<b>Carry Over: FY19 Funds (80% Federal)</b>			
Capital/Planning/Other*	\$0	\$0	\$0
Operating	\$0	\$0	\$0
<b>Total Deobligations/Carry Over</b>			
Capital/Planning/Other*	\$0	\$0	\$0
Operating	\$0	\$0	\$0
<b>Available Funding</b>			
Capital/Planning/Other*	\$2,466,802	\$185,488	\$1,940,853
Operating	\$0	\$0	\$0
<b>TOTAL:</b>	<b>\$2,466,802</b>	<b>\$185,488</b>	<b>\$1,940,853</b>

\*Other = Salaries & Service Contracts

**TRANSIT**

**GEORGIA PORTION**

**COLUMBUS-PHENIX CITY TRANSPORTATION STUDY  
TRANSPORTATION IMPROVEMENT PROGRAM**

**ALL FUNDS SUMMARY - GEORGIA PORTION**

5/1/2023

FUNDING SOURCE	FY24	FY25	FY26	FY27
<b>FEDERAL MATCH</b>				
<b>FTA</b>				
<b>Capital/Planning/Other</b>				
Title 49 U.S.C. Section <b>5307</b>	\$2,466,802	\$1,967,352	\$2,527,946	\$2,580,483
Title 49 U.S.C. Section <b>5303</b>	\$140,733	\$140,733	\$140,733	\$140,733
Title 49 U.S.C. Section <b>5339</b>	\$273,081	\$261,750	\$269,182	\$269,182
Title 49 U.S.C. <b>ARPA</b> , Section <b>5307</b>	\$1,000,764	\$0	\$0	\$0
Title 49 U.S.C. <b>CARES Act</b> , Section <b>5307</b>	\$0	\$0	\$0	\$0
O.C.G.A. § 48-13-141 <b>Transit Trust Fund Program (TTFP)</b>	\$0	\$0	\$0	\$0
Title 49 U.S.C. Section <b>CDS/TIG-Community Project</b> , Section <b>5339(c)</b>	\$4,000,000			
<b>Operating/Other</b>				
Title 49 U.S.C. Section <b>5307</b>	\$0	\$0	\$0	\$0
<b>SUBTOTAL</b>	\$7,856,344	\$2,369,835	\$2,937,861	\$2,990,398
<b>LOCAL MATCH</b>				
<b>CITY</b>				
<b>Capital/Planning/Other</b>				
Title 49 U.S.C. Section <b>5307</b>	\$616,701	\$491,838	\$631,987	\$645,121
Title 49 U.S.C. Section <b>5303</b>	\$17,592	\$17,592	\$17,592	\$17,592
Title 49 U.S.C. Section <b>5339</b>	\$68,270	\$65,438	\$67,296	\$67,296
Title 49 U.S.C. <b>ARPA</b> , Section <b>5307</b>	\$0	\$0	\$0	\$0
Title 49 U.S.C. <b>CARES Act</b> , Section <b>5307</b>	\$0	\$0	\$0	\$0
Title 49 U.S.C. Section <b>CDS/TIG-Community Project</b> , Section <b>5339(c)</b>	\$1,000,000	\$0	\$0	\$0
O.C.G.A. § 48-13-141 <b>Transit Trust Fund Program (TTFP)</b>	\$0	\$0	\$0	\$0
<b>Operating</b>				
Title 49 U.S.C. Section <b>5307</b> (100% Local)	\$2,051,296	\$2,153,860	\$2,261,553	\$2,374,631
<b>SUBTOTAL</b>	\$3,025,983	\$2,728,728	\$2,978,427	\$3,104,639
<b>STATE MATCH</b>				
<b>GDOT</b>				
<b>Capital/Planning/Other</b>				
O.C.G.A. § 48-13-141 <b>Transit Trust Fund Program (TTFP)</b>	\$747,662	\$0	\$0	\$0
Title 49 U.S.C. Section <b>5303</b>	\$17,591	\$17,591	\$17,591	\$17,591
<b>SUBTOTAL</b>	\$765,253	\$17,591	\$17,591	\$17,591
<b>TOTAL BY SECTION</b>				
<b>Capital/Planning/Other</b>				
Title 49 U.S.C. Section <b>5307</b>	\$3,083,502	\$2,459,190	\$3,159,933	\$3,225,604
Title 49 U.S.C. Section <b>5303</b>	\$175,916	\$175,916	\$175,916	\$175,916
Title 49 U.S.C. Section <b>5339</b>	\$341,351	\$327,188	\$336,478	\$336,478
Title 49 U.S.C. <b>ARP</b> , Section <b>5307</b>	\$1,000,764	\$0	\$0	\$0
Title 49 U.S.C. Section <b>CDS/TIG-Community Project</b> , Section <b>5339(c)</b>	\$5,000,000	\$0	\$0	\$0
O.C.G.A. § 48-13-141 <b>Transit Trust Fund Program (TTFP)</b>	\$747,662	\$0	\$0	\$0
<b>Operating</b>				
Title 49 U.S.C. Section <b>5307</b> (100% Local)	\$2,051,296	\$2,153,860	\$2,261,553	\$2,374,631
<b>GRAND TOTAL</b>	<b>\$12,400,490</b>	<b>\$5,116,154</b>	<b>\$5,933,879</b>	<b>\$6,112,628</b>

COLUMBUS-PHENIX CITY TRANSPORTATION STUDY  
TRANSPORTATION IMPROVEMENT PROGRAM  
COLUMBUS TRANSIT - METRA  
PURCHASES  
**SEC. 5307 CAPITAL**

5/1/2023

<b>FY24 - 5307</b>				
Item	JUSTIFICATION FOR SECTION 5307 CAPITAL PURCHASES	Federal	Local	FY 24 Cost
Preventative Maintenance	Funds will be used to purchase on an as needed basis repair and replacement parts for METRA's fleet vehicles. METRA does not anticipate the purchase of items over \$5,000 in value at this time.	\$560,000	\$140,000	\$700,000
Engine/Transmission Replacement/Rebuild/Rehab Program	Purchase or Rebuild/Rehabilitate Engines and Transmissions for select 35 ft buses in METRA's fleet. Replacing older fleet engines and transmissions will help to increase the operational efficiency and reliability of METRA's revenue fleet.	\$40,000	\$10,000	\$50,000
Capital Items Under \$5,000	Funds to purchase five (5) bus shelters, bus stop poles (200), signs (300), trash receptacles (20) and benches (10) for METRA bus stops.	\$171,298	\$42,825	\$214,123
Tire Replacement	Funds to purchase replacement bus tires.	\$40,000	\$10,000	\$50,000
Fareboxes for Genfare Revenue Collection System Upgrade	Funds will be used to acquire (44) new fareboxes in order to upgrade METRA's Revenue Collection System.	\$563,200	\$140,800	\$704,000
Emergency Back-Up Generators for Facilities	Funds to purchase (2) emergency back-up generators for METRA facilities.	\$400,000	\$100,000	\$500,000
LED Lighting for Maintenance Parts Room	Funds will be used to replace existing lighting in METRA's Maintenance Parts Room with energy efficient LED lights.	\$8,000	\$2,000	\$10,000
7X20 Tilt Hauler Trailer	Funds will be used to buy a heavy-duty trailer to transport METRA equipment.	\$4,600	\$1,150	\$5,750
Bus Stop Lighting	Funds will be used to purchase (5) solar-powered bus stop lights.	\$12,000	\$3,000	\$15,000
Touch Screen Kiosks	Funds will be used to purchase (2) interactive touchscreen information kiosks for METRA's Transfer Center bus station.	\$28,000	\$7,000	\$35,000
<b>SEC. 5307 CAPITAL TOTAL</b>		<b>\$1,827,098</b>	<b>\$456,775</b>	<b>\$2,283,873</b>

**COLUMBUS-PHENIX CITY TRANSPORTATION STUDY**  
**TRANSPORTATION IMPROVEMENT PROGRAM**  
**COLUMBUS TRANSIT - METRA**  
**CAPITAL PURCHASES**  
**Sec. 5339 Capital**

5/1/2023

<b>FY24 - 5339</b>				
<b>Item</b>	<b>JUSTIFICATION FOR FY24 SECTION 5339 CAPITAL PURCHASES</b>	<b>Federal</b>	<b>Local</b>	<b>FY24 Cost</b>
Misc. Support Equipment & Small Capital Items Over \$5K	Funds to purchase radios, bike racks for METRA revenue vehicles, and METRA campus equipment.	\$68,921	\$17,230	\$86,151
Mobile Fare Collection Equipment	Funds to purchase fare collection equipment for METRA revenue vehicles.	\$12,800	\$3,200	\$16,000
Misc. Support Equipment: Radios, Sec. Cameras and Bike Rack	Funds to purchase radios and bike racks for METRA revenue vehicles.	\$11,360	\$2,840	\$14,200
(1) Dial-A-Ride Bus	Purchase of one (1) Dial-A-Ride paratransit bus.	\$180,000	\$45,000	\$225,000
<b>TOTAL CAPITAL</b>		<b>\$273,081</b>	<b>\$68,270</b>	<b>\$341,351</b>



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

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

4/19/2023

Item	Justification for FY24 CDS/TIG, Section 5339(c), Purchases	Federal 80%	Local 20%	FY 24 Cost
Electric Bus Charging Stations	Acquisition of four (4) electric bus charging stations at the METRA Transit System campus.	\$891,200	\$222,800	\$1,114,000
40-Ft. Electric Bus Purchase	The acquisition of one (1) forty-foot (40') electric buses to replace retiring combustion engine buses.	\$800,000	\$200,000	\$1,000,000
35-Ft. Electric Bus Purchase	The acquisition of three (3) thirty-five-foot (35') electric buses to replace retiring combustion engine buses.	\$2,308,800	\$577,200	\$2,886,000
<b>TOTAL CAPITAL:</b>		<b>\$4,000,000</b>	<b>\$1,000,000</b>	<b>\$5,000,000</b>

**FY24 American Rescue Plan Act (ARPA), 5339(c)**

5/1/2023

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

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

**FY24 Transit Trust Fund Program (TTFP) - GDOT**

5/1/2023

Item	Justification for FY24 TTFP Purchases	State Funds	Federal Funds	Local Funds	FY 24 Cost
Solar-Powered Bus Stop Lighting	The procurement of up to four hundred ninety-seven (497) solar-powered lights to be installed at METRA bus stops throughout Columbus.	\$ 747,662	\$0	\$0	\$ 747,662
<b>TOTAL CAPITAL:</b>		<b>\$747,662</b>	<b>\$0</b>	<b>\$0</b>	<b>\$747,662</b>

**COLUMBUS-PHENIX CITY TRANSPORTATION STUDY  
TRANSPORTATION IMPROVEMENT PROGRAM  
Sec. 5303  
PUBLIC TRANSPORTATION - MUSCOGEE COUNTY**

5/11/2023

<b>PLANNING SCHEDULE</b>						
FUNDING	JUSTIFICATION	FY24	FY25	FY26	FY27	TOTAL
<b>P.I. Number</b>		<b>T005133</b>				
GDOT Amount Requested		\$175,916	\$175,916	\$175,916	\$175,916	\$703,664
Title 49 U.S.C. Section 5303	<b>PROJECT COST</b>	<b>\$175,916</b>	<b>\$175,916</b>	<b>\$175,916</b>	<b>\$175,916</b>	<b>\$703,664</b>
(Federal Funds pass through GDOT to METRA)	FEDERAL COST 80%	\$140,733	\$140,733	\$140,733	\$140,733	\$562,932
	STATE COST 10%	\$17,592	\$17,592	\$17,592	\$17,595	\$70,371
	LOCAL COST 10%	\$17,591	\$17,591	\$17,591	\$17,591	\$70,362
	DOT DISTRICT#: 4	CONG. DIST: 2 and 3				

**BUS REPLACEMENT SCHEDULE**  
**Department of Transportation/ METRA**

5/11/2023

BUS MODEL (TOTAL FLEET)	Annual Element	YR1	YR2	YR3	YR4	YR5	YR6	YR7	YR8	YR9	YR10
	FY24	FY25	FY26	FY27	FY28	FY29	FY30	FY31	FY32	FY33	FY34
NEW VEHICLES	3	9	5	3	4	5	1	7	4	8	7
TOTAL VEHICLE	51	51	51	51	51	51	51	51	51	51	51
PEAK USAGE	28	28	28	28	28	28	28	28	28	28	28
CONTINGENCY	6	6	8	8	8	8	8	8	8	8	8
SPARE	12	12	10	9	9	9	9	9	9	9	9
SPARE RATIO	43%	43%	36%	32%	32%	32%	32%	32%	32%	32%	32%
VEHICLES RETIRED	3	9	5	3	4	5	1	7	4	8	7
<b>BUS MODEL (Fixed Route)</b>											
BUS MODEL (Fixed Route)	Annual Element	YR1	YR2	YR3	YR4	YR5	YR6	YR7	YR8	YR9	YR10
	FY24	FY25	FY26	FY27	FY28	FY29	FY30	FY31	FY32	FY33	FY34
NEW VEHICLES	3	4	3	0	0	5	1	2	2	5	3
2002 Chance Trolley 30'	1	1	1	1	1	1	X				
2009 LF Gillig 35'	1	X									
2010 LF Gillig 30'	X										
2011 LF Gillig 35'	3	X									
2012 Orion 35'	3	3	X								
2016 LF New Flyer 35'	5	5	5	5	5	X					
2017 LF Gillig 30'	1	1	1	1	1	1	1	X			
2018 LF Gillig 35'	1	1	1	1	1	1	1	X			
2019 LF Gillig	2	2	2	2	2	2	2	2	X		
2020 LF New Flyer 35'	5	5	5	5	5	5	5	5	5	X	
2021 LF New Flyer 35'	3	3	3	3	3	3	3	3	3	3	X
2021 LF Gillig 30'	4	4	4	4	4	4	4	4	4	4	4
2022 LF New Flyer 35'	1	1	1	1	1	1	1	1	1	1	1
2022 LF Gillig 30'	4	4	4	4	4	4	4	4	4	4	4
2024 LF Gillig 30'		3	3	3	3	3	3	3	3	3	3
2025			4	4	4	4	4	4	4	4	4
2026				3	3	3	3	3	3	3	3
2027											
2028											
2029							5	5	5	5	5
2030								1	1	1	1
2031									2	2	2
2032										2	2
2033											5
2034											
<b>TOTAL VEHICLES</b>	<b>37</b>	<b>37</b>	<b>37</b>	<b>37</b>	<b>37</b>	<b>37</b>	<b>37</b>	<b>37</b>	<b>37</b>	<b>37</b>	<b>37</b>
<b>PEAK USAGE</b>	<b>18</b>	<b>18</b>	<b>18</b>	<b>18</b>	<b>18</b>	<b>18</b>	<b>18</b>	<b>18</b>	<b>18</b>	<b>18</b>	<b>18</b>
<b>CONTINGENCY</b>	<b>6</b>	<b>6</b>	<b>8</b>	<b>8</b>	<b>8</b>	<b>8</b>	<b>8</b>	<b>8</b>	<b>8</b>	<b>8</b>	<b>8</b>
<b>SPARE</b>	<b>8</b>	<b>8</b>	<b>6</b>	<b>6</b>	<b>6</b>	<b>6</b>	<b>6</b>	<b>6</b>	<b>6</b>	<b>6</b>	<b>6</b>
<b>SPARE RATIO</b>	<b>44%</b>	<b>44%</b>	<b>33%</b>	<b>33%</b>	<b>33%</b>	<b>33%</b>	<b>33%</b>	<b>33%</b>	<b>33%</b>	<b>33%</b>	<b>33%</b>
<b>VEHICLES RETIRED</b>	<b>3</b>	<b>4</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>5</b>	<b>1</b>	<b>2</b>	<b>2</b>	<b>5</b>	<b>3</b>
<b>BUS MODEL (DEMAND RESPONSE)</b>											
BUS MODEL (DEMAND RESPONSE)	Annual Element	YR1	YR2	YR3	YR4	YR5	YR6	YR7	YR8	YR9	YR10
	FY24	FY25	FY26	FY27	FY28	FY29	FY30	FY31	FY32	FY33	FY34
NEW VEHICLES	0	5	2	3	4	0	0	5	2	3	4
2019 LF Champion	5	X									
2020	2	2	X								
2021	7	7	7	4	X						
2025			5	5	5	5	5	X			
2026				2	2	2	2	2	X		
2027					3	3	3	3	3	X	
2028						4	4	4	4	4	X
2029											
2030											
2031									5	5	5
2032										2	2
2033											3
2034											
<b>TOTAL VEHICLE</b>	<b>14</b>	<b>14</b>	<b>14</b>	<b>14</b>	<b>14</b>	<b>14</b>	<b>14</b>	<b>14</b>	<b>14</b>	<b>14</b>	<b>14</b>
<b>PEAK USAGE</b>	<b>10</b>	<b>10</b>	<b>10</b>	<b>10</b>	<b>10</b>	<b>10</b>	<b>10</b>	<b>10</b>	<b>10</b>	<b>10</b>	<b>10</b>
<b>SPARE</b>	<b>4</b>	<b>4</b>	<b>4</b>	<b>3</b>	<b>3</b>	<b>3</b>	<b>3</b>	<b>3</b>	<b>3</b>	<b>3</b>	<b>3</b>
<b>SPARE RATIO</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>
<b>VEHICLES RETIRED</b>	<b>0</b>	<b>5</b>	<b>2</b>	<b>3</b>	<b>4</b>	<b>0</b>	<b>0</b>	<b>5</b>	<b>2</b>	<b>3</b>	<b>4</b>

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

FUNDING SOURCE	FY24	FY25	FY26	FY27
<b>FEDERAL MATCH</b>				
<b>FTA</b>				
<b>Capital/Planning/Other</b>				
Title 49 U.S.C. Section 5307	\$2,466,802	\$1,967,352	\$2,527,946	\$2,580,483
Title 49 U.S.C. Section 5303	\$140,733	\$140,733	\$140,733	\$140,733
Title 49 U.S.C. Section 5339	\$273,081	\$261,750	\$269,182	\$269,182
Title 49 U.S.C. CARES Act, Section 5307	\$0	\$0	\$0	\$0
Title 49 U.S.C. ARPA, Section 5307	\$1,000,764	\$0	\$0	
O.C.G.A. § 48-13-141 Transit Trust Fund Program (TTFP)	\$0	\$0	\$0	
Title 49 U.S.C. Section CDS/TIG Community Project, Section 5339 (c)	\$4,000,000	\$0	\$0	
<b>Operating/Other</b>				
Title 49 U.S.C. Section 5307	\$0	\$0	\$0	\$0
<b>SUBTOTAL</b>	<b>\$7,881,380</b>	<b>\$2,369,835</b>	<b>\$2,937,861</b>	<b>\$2,990,398</b>
<b>LOCAL MATCH</b>				
<b>CITY</b>				
<b>Capital/Planning/Other</b>				
Title 49 U.S.C. Section 5307	\$616,701	\$491,838	\$631,987	\$645,121
Title 49 U.S.C. Section 5303	\$17,592	\$17,592	\$17,592	\$17,592
Title 49 U.S.C. Section 5339	\$68,270	\$65,438	\$67,296	\$67,296
Title 49 U.S.C. CARES Act, Section 5307	\$0	\$0	\$0	\$0
Title 49 U.S.C. ARPA, Section 5307	\$0	\$0	\$0	\$0
O.C.G.A. § 48-13-141 Transit Trust Fund Program (TTFP)	\$0	\$0	\$0	\$0
Title 49 U.S.C. Section CDS/TIG Community Project, Section 5339 (c)	\$1,000,000	\$0	\$0	\$0
<b>Operating</b>				
Title 49 U.S.C. Section 5307	\$2,051,296	\$2,153,860	\$2,261,553	\$2,374,631
<b>SUBTOTAL</b>	<b>\$3,753,859</b>	<b>\$2,728,728</b>	<b>\$2,978,428</b>	<b>\$3,104,640</b>
<b>STATEMATCH</b>				
<b>GDOT</b>				
<b>Capital/Planning/Other</b>				
O.C.G.A. § 48-13-141 Transit Trust Fund Program (TTFP)	\$747,662	\$0	\$0	\$0
Title 49 U.S.C. Section 5303	\$17,591	\$17,591	\$17,591	\$17,591
<b>SUBTOTAL</b>	<b>\$765,253</b>	<b>\$17,591</b>	<b>\$17,591</b>	<b>\$17,591</b>
<b>TOTAL BY SECTION</b>				
<b>Capital/Planning/Other</b>				
Title 49 U.S.C. Section 5307	\$3,083,502	\$2,459,190	\$3,159,933	\$3,225,604
Title 49 U.S.C. Section 5303	\$175,916	\$175,916	\$175,916	\$175,916
Title 49 U.S.C. Section 5339	\$341,351	\$327,188	\$336,478	\$336,478
Title 49 U.S.C. CARES Act, Section 5307	\$0	\$0	\$0	\$0
Title 49 U.S.C. ARPA, Section 5307	\$1,000,764	\$0		
O.C.G.A. § 48-13-141 Transit Trust Fund Program (TTFP)	\$747,662	\$0		
Title 49 U.S.C. Section CDS/TIG Community Project, Section 5339 (c)	\$5,000,000	\$0		
<b>Operating</b>				
Title 49 U.S.C. Section 5307 (100% Local)	\$2,051,296	\$2,153,860	\$2,261,553	\$2,374,631
<b>GRAND TOTAL</b>	<b>\$12,400,491</b>	<b>\$5,116,154</b>	<b>\$5,933,880</b>	<b>\$6,112,629</b>

## COLUMBUS- RIVER VALLEY REGIONAL COMMISSION - 5311

Code	PI Number	FY	Federal	State	Local	Total
5311	T007343	2024	\$77,009.00	\$9,626.00	\$9,627.00	\$96,262.00
5311	T008188	2025	\$77,010.00	\$9,626.00	\$9,627.00	\$96,263.00
5311	T008189	2026	\$77,010.00	\$9,626.00	\$9,627.00	\$96,263.00
5311	T008190	2027	\$77,010.00	\$9,626.00	\$9,627.00	\$96,263.00
5311	T008191	2028	\$77,010.00	\$9,626.00	\$9,627.00	\$96,263.00

**TRANSIT**

**ALABAMA PORTION**

**This portion will be updated prior to presenting the draft to the MPO committees**



**COLUMBUS-PHENIX CITY TRANSPORTATION STUDY  
TRANSPORTATION IMPROVEMENT PROGRAM**

**FUNDING SUMMARY - ALABAMA PORTION**

<b>FUNDING SOURCE</b>	<b>TIP</b>			
	<b>FY 24</b>	<b>FY 25</b>	<b>FY 26</b>	<b>FY 27</b>
<b>FEDERAL</b>				
Capital				
Title 49 U.S.C. Section 5307	\$259,600	\$282,800	\$125,056	\$134,602
Title 49 U.S.C. Section 5309	\$0	\$0	\$0	\$0
Operating				
Title 49 U.S.C. Section 5307	\$967,430	\$1,079,281	\$466,872	\$513,560
Title 49 U.S.C. Section 5309	\$0	\$0	\$0	\$0
<b>FEDERAL SUBTOTAL</b>	<b>\$1,227,030</b>	<b>\$1,362,081</b>	<b>\$591,928</b>	<b>\$648,162</b>
<b>LOCAL</b>				
Capital				
Title 49 U.S.C. Section 5307 Match	\$15,400	\$16,940	\$31,264	\$33,650
Title 49 U.S.C. Section 5309 Match	\$0	\$0	\$0	\$0
Operating				
Title 49 U.S.C. Section 5307 Match	\$241,857	\$269,820	\$466,873	\$513,560
Title 49 U.S.C. Section 5309 Match	\$0	\$0	\$0	\$0
<b>LOCAL SUBTOTAL</b>	<b>\$257,257</b>	<b>\$286,760</b>	<b>\$498,137</b>	<b>\$547,210</b>
<b>GRAND TOTAL</b>	<b>\$1,484,287</b>	<b>\$1,648,841</b>	<b>\$1,090,065</b>	<b>\$1,195,372</b>

COLUMBUS-PHENIX CITY TRANSPORTATION STUDY								
TRANSPORTATION IMPROVEMENT PROGRAM								
PHENIX CITY - PEX								
TOTAL OPERATING / CAPITAL / PLANNING SCHEDULE								
FUNDING			FY21	FY22	FY23	FY24	TOTAL	
Title 49 U.S.C. Section 5307	<b>TOTAL PROGRAM COST</b>		<b>\$1,484,287</b>	<b>\$1,648,841</b>	<b>\$1,090,065</b>	<b>\$1,195,372</b>	<b>\$5,418,565</b>	
	FEDERAL COST		\$1,286,093	\$1,414,702	\$591,929	\$648,161	\$3,940,885	
	LOCAL COST		\$198,194	\$204,139	\$498,137	\$547,210	\$1,447,680	
<b>CAPITAL / PLANNING SCHEDULE FOR PUBLIC TRANSPORTATION</b>								
FUNDING	CAPITAL ITEM/DESCRIPTION	UNIT COST	FY21	FY22	FY23	FY24	TOTAL	
Title 49 U.S.C. Section 5307	Bus Replacement	Varies	\$61,600	\$65,000	\$67,000	\$70,000	\$263,600	
	Preverative Maintenance	Varies	\$213,400	\$234,740	\$89,320	\$98,252	\$635,712	
	Transit Development Plan	Varies	\$0	\$0	\$0	0	\$0	
	Subtotal			\$275,000	\$299,740	\$156,320	\$168,252	\$899,312
	<b>TOTAL CAPITAL COST</b>			\$275,000	\$299,740	\$156,320	\$168,252	\$866,972
	FEDERAL COST (80% or Full FTA funding)			\$259,600	\$282,800	\$125,056	\$134,602	\$368,000
LOCAL COST (20% or the Balance)			\$15,400	\$16,940	\$31,264	\$33,650	\$92,000	
<b>TOTAL OPERATING / CAPITAL / PLANNING SCHEDULE</b>								
FUNDING			FY21	FY22	FY23	FY24	TOTAL	
Title 49 U.S.C. Section 5309	<b>TOTAL PROGRAM COST</b>		\$0	\$0	\$0	\$0	\$0	
	FEDERAL COST		\$0	\$0	\$0	\$0	\$0	
	LOCAL COST		\$0	\$0	\$0	\$0	\$0	
<b>CAPITAL / PLANNING SCHEDULE FOR PUBLIC TRANSPORTATION</b>								
FUNDING	CAPITAL ITEM/DESCRIPTION	UNIT COST	FY21	FY22	FY23	FY24	TOTAL	
Title 49 U.S.C. Section 5309			\$0	\$0	\$0	\$0	\$0	
			\$0	\$0	\$0	\$0	\$0	
	Subtotal			\$0	\$0	\$0	\$0	\$0
	<b>TOTAL CAPITAL COST</b>			\$0	\$0	\$0	\$0	\$0
	FEDERAL COST (80% or Full FTA funding)			\$0	\$0	\$0	\$0	\$0
	LOCAL COST (20% or the Balance)			\$0	\$0	\$0	\$0	\$0
<b>OPERATING SCHEDULE FOR PUBLIC TRANSIT</b>								
FUNDING	OPERATING COST		FY21	FY22	FY23	FY24	TOTAL	
Title 49 U.S.C. Section 5307	Annual Operating Cost	\$0	\$1,209,287	\$1,349,101	\$933,745	\$1,027,120	\$4,519,253	
	<b>TOTAL OPERATING COST</b>		<b>\$1,209,287</b>	<b>\$1,349,101</b>	<b>\$933,745</b>	<b>\$1,027,120</b>	<b>\$4,519,253</b>	
	FEDERAL COST (50%)			\$967,430	\$1,079,281	\$466,873	\$513,560	\$3,027,143
	LOCAL COST (50%)			\$241,857	\$269,820	\$466,873	\$513,560	\$1,492,110

**PHENIX CITY - PEX  
FY 22 CAPITAL PURCHASE**

<b>Capital Item</b>	<b>Justification</b>	<b>FY22 Cost</b>	<b>Federal</b>	<b>State</b>	<b>Local</b>
Parking Lot for buses	Security	\$200,000	\$160,000	\$0	\$40,000
Sub Total		\$200,000	\$160,000	\$0	\$40,000
Contract Contingencies (5%)		\$10,000	\$8,104	\$0	\$1,896
Contract Administration (2%)		\$4,000	\$3,242	\$0	\$758
<b>Total</b>		<b>\$214,000</b>	<b>\$171,346</b>	<b>\$0</b>	<b>\$42,654</b>

**COLUMBUS-PHENIX CITY TRANSPORTATION STUDY  
TRANSPORTATION IMPROVEMENT PROGRAM**

**PHENIX CITY - PEX**

BUS MODEL	CURRENT FLEET FY20	12 YEAR BUS REPLACEMENT SCHEDULE											
		FY21	FY22	FY23	FY24	FY25	FY26	FY27	FY28	FY29	FY30	FY31	FY32
2005	1												
2007	1												
2014	1	1	1										
2016	2	2	2	2	2								
2019	4	4	4	4	4	4	4	4					
2020		2	2	2	2	2	2	2	2	2			
2021			1	1	1	1	1	1	1	1	1		
2022				1	1	1	1	1	1	1	1	1	
2023					1	1	1	1	1	1	1	1	1
2024						1	1	1	1	1	1	1	1
2025							1	1	1	1	1	1	1
2026								1	1	1	1	1	1
2027									2	2	2	2	2
2028										2	2	2	2
2029											2	2	2
2030												2	2
TOTAL VEHICLE	9	9	10	10	11	10	11	14	12	12	12	13	12
PEAK USAGE	6	6	8	8	8	8	8	10	10	10	10	10	10
SPARES	3	3	2	2	3	2	3	4	2	2	2	3	2
SPARE RATIO	50%	50%	25%	25%	38%	25%	38%	40%	20%	20%	20%	30%	20%
VEHICLE RETIRED		2	0	1	0	2	0	2	4	0	2	1	1

**APPENDIX**

## **System Performance Report**

# Georgia Metropolitan Planning Organization Metropolitan Transportation Plan (MTP)/Transportation Improvement Program (TIP) 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)<sup>1</sup> 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<sup>2</sup>, 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.

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<sup>1</sup> [23 CFR Part 450, Subpart B and Subpart C](#)

<sup>2</sup> [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 MPO 2045 Metropolitan Transportation Plan (MTP) was adopted on December 16, 2019. Per the Planning Rule and the Georgia Performance Management Agreement, the System Performance Report for the [Columbus-Phenix City Transportation Study MPO] 2045 MTP is included, herein, for the required Highway Safety/PM1, Bridge and Pavement Condition/PM2, and System Performance, Freight, and (if applicable) Congestion Mitigation and Air Quality/PM3 measures.

### **Highway Safety/PM1**

Effective April 14, 2016, the FHWA established the highway safety performance measures<sup>3</sup> 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<sup>4</sup>. 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.<sup>5</sup> The Columbus-Phenix City Transportation Study MPO adopted/approved the Georgia statewide safety performance targets on January 17, 2023.

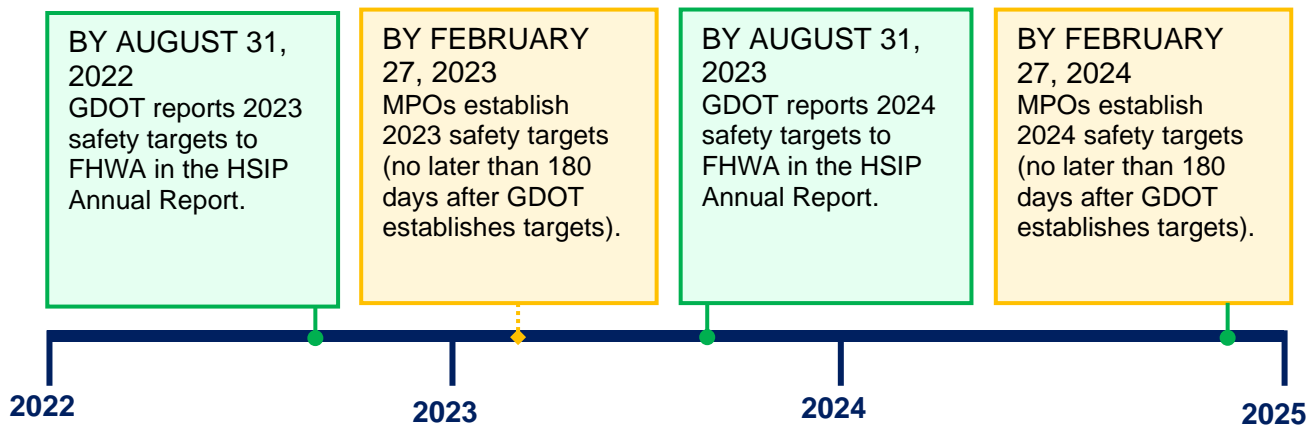
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<sup>3</sup> [23 CFR Part 490, Subpart B](#)

<sup>4</sup> [https://safety.fhwa.dot.gov/hsip/spm/state\\_safety\\_targets/](https://safety.fhwa.dot.gov/hsip/spm/state_safety_targets/)

<sup>5</sup> <https://safety.fhwa.dot.gov/hsip/spm/timeline.cfm>

## 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 2017-2021)	2022 Georgia Statewide Performance Target (Five-Year Rolling Average 2018-2022)	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 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 2045 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.<sup>6</sup>
- The Columbus-Phenix City Transportation Study MPO's 2045 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. [Briefly discuss goals, objectives, strategies, programs, initiatives, example of projects, etc. in the MTP, and in any other MPO plans or studies if applicable (e.g., special studies, corridor studies) that address pavement and bridge condition]. Make use of suitable graphics, tables, or graphs to illustrate the linkages between the MTP investment and the performance measure targets. Refer to **Appendix A** for a sample list of Projects/Work Types that could support different performance measure targets. – **Table is included it the 2045 MTP beginning on Page 37.**
- [Make use of suitable graphics, tables, or graphs to illustrate the linkages between the projects included in the TIP and the performance targets. Refer to Appendix B as example].

**Table is included in the 2021-2024 TIP beginning on Page 36 and in the Draft 2024 – 2027 TIP**

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<sup>6</sup> [2021Statewide Strategic Transportation Plan/2050 Statewide Transportation Plan](#)

## **Pavement and Bridge Condition/PM2**

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

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

### Pavement Condition Measures

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

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

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

### Bridge Condition Measures

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

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

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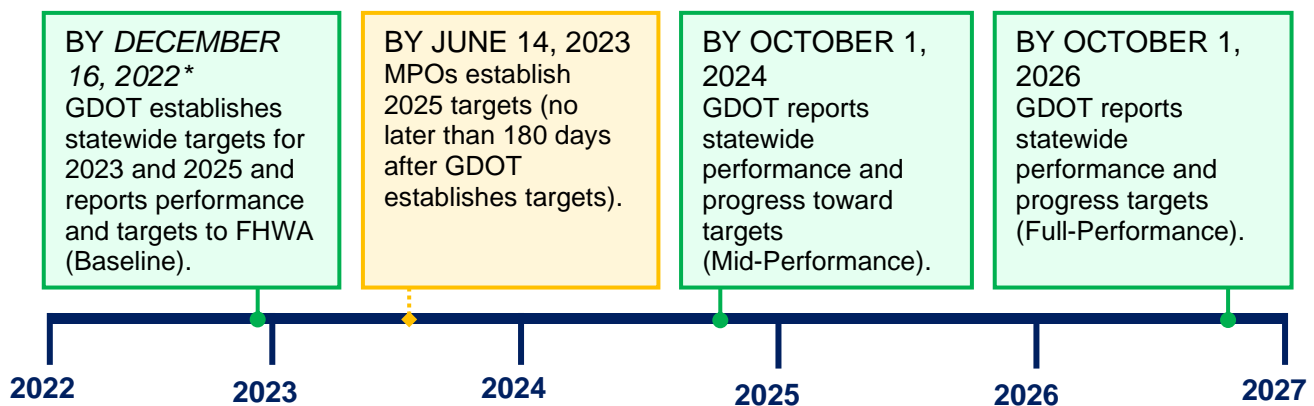
<sup>7</sup> [23 CFR Part 490, Subpart C](#)

<sup>8</sup> [23 CFR Part 490, Subpart D](#)

## Pavement and Bridge Targets

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

### **SECOND** Performance Period (January 1, 2022, to December 31, 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 Columbus-Phenix City Transportation Study 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 Columbus-Phenix City Transportation Study 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**

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

The Columbus-Phenix City Transportation Study MPO recognizes the importance of linking goals, objectives, and investment priorities to stated performance objectives, and that establishing this link is critical to the achievement of national transportation goals and statewide and regional performance targets. As such, the 2045 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.<sup>9</sup>
- The Columbus-Phenix City Transportation Study MPO 2045 MTP addresses infrastructure preservation and identifies pavement and bridge infrastructure needs within the metropolitan planning area, and allocates funding for targeted infrastructure improvements. [Briefly discuss goals, objectives, strategies, programs, initiatives, example of projects, etc. in the MTP, and in any other MPO plans or studies if applicable (e.g., special studies, corridor studies) that address pavement and bridge condition]. Make use of suitable graphics, tables, or graphs to illustrate the linkages between the MTP investment and the performance measure targets. Refer to **Appendix A** for a sample list of Projects/Work Types that could support different performance measure targets. – Table is included in the 2045 MTP beginning on Page 37.
- [Make use of suitable graphics, tables, or graphs to illustrate the linkages between the projects included in the TIP and the performance targets. Refer to Appendix B as example].

**Table is included in the 2021-2024 TIP beginning on Page 36 and in the Draft 2024 – 2027 TIP**

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<sup>9</sup> [2021 Statewide 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<sup>10</sup>, freight movement on the Interstate system<sup>11</sup>, and the Congestion Mitigation and Air Quality Improvement (CMAQ) Program<sup>12</sup>. This third FHWA performance measure rule (PM3) established six performance measures, described below.

### *National Highway System Performance:*

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

### *Freight Movement on the Interstate:*

3. Truck Travel Time Reliability Index (TTTR);

### *Congestion Mitigation and Air Quality Improvement (CMAQ) Program:*

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

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

### System Performance Measures

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

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

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

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<sup>10</sup> [23 CFR Part 490, Subpart E](#)

<sup>11</sup> [23 CFR Part 490, Subpart F](#)

<sup>12</sup> [23 CFR Part 490, Subparts G and H](#)

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

### Freight Movement Performance Measure

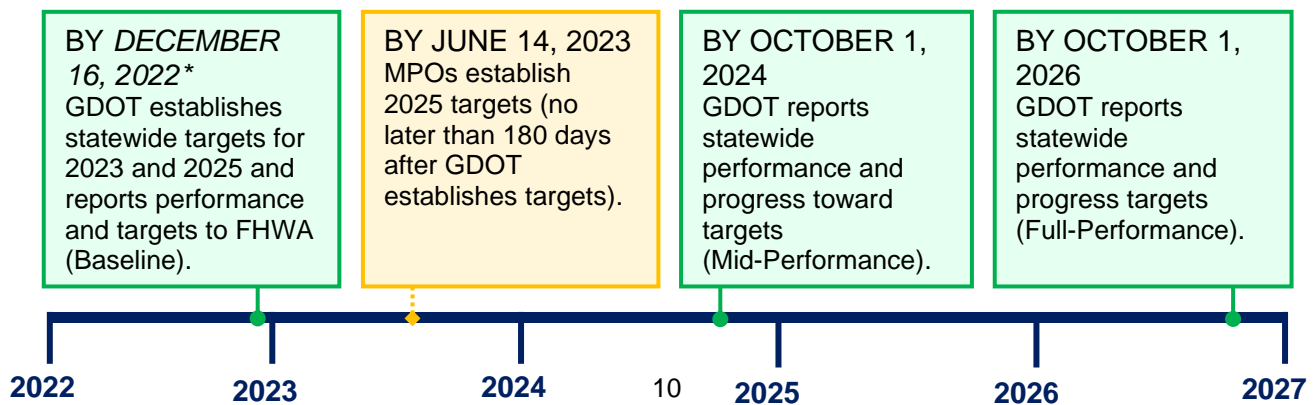
The Freight Movement performance measure assesses reliability for trucks traveling on the Interstate. A TTTR ratio is generated by dividing the 95th percentile truck travel time by a normal travel time (50th percentile) for each segment of the Interstate system over five time periods throughout weekdays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

### PM3 Performance Targets [Remove references to CMAQ measures if they do not apply.]

Performance for the PM3 measures is assessed and reported over a four-year performance period. For all PM3 measures except the CMAQ Emission Reduction measure, the first performance period began on January 1, 2018, and will end on December 31, 2021. For the CMAQ Emission Reduction measure, the first performance period began on October 1, 2017, and will end on September 30, 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 will cover January 1, 2022, to December 31, 2025 (October 1, 2021, to September 30, 2025, for the CMAQ Emission Reduction Measure), 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. The performance periods for the CMAQ emissions reduction measure are on a federal fiscal year basis and the performance periods for all other measures are on a calendar year basis. 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. For the current CMAQ Emission Reduction measure the two-year and four-year targets represent cumulative VOC and NOx emission reductions from CMAQ-funded projects during the periods of October 1, 2022, to September 30, 2023 (for the two-year target) and October 1, 2022, to September 30, 2025 (for the four-year target).

## **SECOND** Performance Period (January 1, 2022, to December 31, 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 person-miles on the Interstate system that are reliable – two-year and four-year targets;
- Percent of person-miles on the non-Interstate NHS that are reliable – four-year targets;
- Truck Travel Time Reliability – two-year and four-year targets;
- Annual hours of peak hour excessive delay per capita (PHED) – four-year targets;
- Percent of non-single occupant vehicle travel (Non-SOV) – two-year and four-year targets; and
- CMAQ Emission Reductions – two-year and four-year targets.

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

GDOT established statewide PM3 targets and submitted to FHWA by December 16, 2022. The Columbus-Phenix City Transportation Study MPO adopted/approved the Georgia statewide PM3 targets on May 17, 2023. Table 6 presents statewide baseline performance for each PM3 measure as well as the current two-year and four-year statewide targets established by GDOT.

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 will have the opportunity at that time to revisit the four-year PM3 targets.

[If the PHED, Non-SOV, and/or CMAQ Emission Reduction measures do not apply in the MPO area, it is not necessary to include the statewide targets for these measures in the Table 6.]



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

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

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

The Columbus-Phenix City Transportation Study MPO recognizes the importance of linking goals, objectives, and investment priorities to stated performance objectives, and that establishing this link is critical to the achievement of national transportation goals and statewide and regional performance targets. As such, the 2045 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.<sup>13</sup>
- 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.<sup>14</sup>
- The Columbus-Phenix City Transportation Study MPO’s 2045 MTP addresses reliability, freight movement, congestion, [and emissions] and identifies needs for each of these issues

<sup>13</sup> <https://www.dot.ga.gov/GDOT/Pages/Freight.aspx>

<sup>14</sup> [2021 Statewide Strategic Transportation Plan/2050 Statewide Transportation Plan](#)

within the metropolitan planning area and allocates funding for targeted improvements. [Briefly discuss goals, objectives, strategies, programs, initiatives, example of projects, etc. in the MTP, and in any other MPO plans or studies if applicable (e.g., CMP, TDM studies, corridor studies, regional freight studies, etc.) that address PM3 measures]. Make use of suitable graphics, tables, or graphs to illustrate the linkages between the MTP investment and the performance measure targets. Refer to **Appendix A** for a sample list of Projects/Work Types that could support different performance measure targets. – **Table is included in the 2045 MTP beginning on Page 37.**

## Appendix A: Project

The matrix below is based on 2024-2027 STIP projects as general guidelines; In reality, individual projects may yield benefits to other PMs than shown here given specific project characteristics.

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

Table Below was included in the 2045 MTP that was adopted in December 2019. New matrix will be included during the 2050 MTP update.

2045 Project ID	PI#	Project Name	Safety PM	PM2: Pavement and Bridge	PM3: Travel, Freight, Reliability, Delay
	0013601	SR 219 @ Schley Creek	X	X	
	0013743	SR 520 / US 280 @ Bagley Creek	X	X	
	0013926	SR 85 / US 27 ALT SB & NB @ CR 1660 / Miller Road	X	X	
	0014170	SR 22 Spur @ Weracoba Creek	X	X	
	0006446	SR 1 / US 27 - Veteran's Parkway	X		X
		Cusseta Road Roundabout			X
		Brown Avenue Roundabout	X		X
		Williams Road Widening	X		X
		Forrest Road Widening	X		X
	0015559	SR 520 / US 280 @ Chattahoochee River	X	X	
	0013940	SR 22 / US 80 @ Kendall Creek	X	X	
	350796	Buena Vista Road Corridor Improvements	X		X
	350860	Farr Road Widening	X		X
	332780	St. Mary's Road Widening	X		X
	0008483	CR 2228 / Buena Vista Road	X		X
	0009293	SR 1 / US 27 - Veteran's Parkway	X		X
	0016508	SR 520 / US 27 @ First Division Road 7.5 MI NW of Cusseta, GA	X		X
	351200	Miller Road Widening	X		X
	0005749	Whittlesey Road Widening	X		X
		Whitesville Road Widening	X		X
		Cusseta Road Widening	X	X	X
		Woodruff Farm Road	X		X
		Williams Road @ I-185 NB Exit Ramp	X		X
		County Line Road Widening	X	X	X

		Buena Vista Road @ Wright Dr. / Hunt Ave.	X		X
		Buena Vista Road at McBride Dr. / Floyd Road	X		X
		Dillingham Street Bridge	X	X	
		University Avenue (Road Diet)	X		
		High Speed Rail			
		Cusseta Road Bike Lanes	X		
		Hamilton Road Bike Lanes	X		
		Victory Drive Bike Lanes	X		
		38th Street Bike Lanes	X		
		Broad Street (Cusseta) Streetscapes	X		
		South Lumpkin Road Streetscapes	X		

2045 Project ID	PI#	Project Name	Safety PM	PM2: Pavement and Bridge	PM3: Travel, Freight, Reliability, Delay
	100067449	Replace Bridge on Seale Road over Cochgalechee CR. BIN 004291	X	X	
	100067544	Resurface CR-318		X	
	100067545	Resurface CR-249		X	
	100067563	Resurface Freeman Road		X	
	100067546	Resurface CR-379		X	
	100067565	Resurface Owens Road - Section 1		X	
		Resurface State Docks Road		X	
		Resurface Opelika Road		X	
		Resurface CR-246		X	
	100067566	Resurface McClendon Road		X	
	100067564	Resurface Owens Road - Section 3		X	
		Resurface Seale Road		X	
		Resurface CR-212		X	
		Resurface Wright Drive		X	
		Resurface Knowles Road		X	
		Resurface Terminal Road		X	
		Resurface CR-248 (Summerville Road)		X	
		Replace Culvert at 13th Street & 28th Ave		X	
		Resurface Patterson Road		X	
	100067446	Resurface 16th Avenue / Ingersol Court		X	

		Resurface 4th Place		X	
		Resurface CR-240		X	
		Resurface CR-427		X	
		Resurface CR-235		X	
		Resurface CR-145		X	
		Resurface CR-179		X	
		Resurface CR-236		X	
		Resurface CR-158		X	
		Resurface CR-208		X	
		Resurface CR-246		X	
		Resurface Woodland Road		X	
		Resurface Brickyard Road		X	
		Resurface Sandfort Road		X	
		Resurface Coffield Drive		X	
		Resurface Barrow Road		X	
		Resurface Opelika Road		X	
		Resurface Auburn Road		X	

2045 Project ID	PI#	Project Name	Safety PM	PM2: Pavement and Bridge	PM3: Travel, Freight, Reliability, Delay
		Resurface Seale Road		X	
		Resurface South Seale Road		X	
		Resurface Uchee Hill Hwy		X	
		Resurface 4th Avenue		X	
		Resurface Lakewood Drive		X	
		Resurface 36th Street		X	
		Resurface Idle Hour Drive		X	
		Resurface 5th Avenue		X	
		Resurface Explorer Drive		X	
		Resurface Summerville Road		X	
		Resurface Stadium Drive		X	
		Resurface Summerville Road		X	
		Resurface Summerville Road		X	
		Resurface Riverchase Drive		X	
		Resurface Silver Lake Drive		X	
		Resurface Stadium Drive		X	
		Resurface Airport Road		X	
		Resurface Bridgewater Drive		X	
		Resurface Lakewood Drive		X	
		Resurface 8th Court		X	

		Resurface Opelika Road		X	
		Resurface 4th Avenue		X	
		Resurface 14th Street @ Broad Street		X	
		Resurface 14th Street @ 5th Avenue		X	
		Resurface Summerville Road		X	
		Resurface Stadium Drive		X	
		Resurface Broad Street		X	
		Resurface Stadium Drive		X	
		Resurface Lakewood Drive		X	
		Resurface Whitewater Avenue		X	
		Resurface 16th Street		X	
		Resurface 20th Avenue		X	
		Resurface Dillingham Street		X	
		Resurface 17th Avenue		X	
		Resurface Sandfort Road		X	
		Resurface Auburn Avenue		X	
		Resurface 14th Street		X	
		Resurface Crawford Road		X	
		Resurface 5th Street South		X	
		Resurface 34th Avenue S.		X	

2045 Project ID	PI#	Project Name	Safety PM	PM2: Pavement and Bridge	PM3: Travel, Freight, Reliability, Delay
		Resurface Fontaine Road		X	
		Resurface Seale Road		X	
		Resurface Wright Road		X	
		Resurface 10th Avenue S		X	
		Resurface Colin Powell Parkway		X	
		Resurface Seale Road		X	
		Resurface Fontaine Road		X	
		Resurface Meadowlane Drive		X	
		Resurface 5th Avenue		X	
		Resurface Sandfort Road		X	
		Resurface Crosswinds Road		X	
		Resurface Summerville Road		X	
		Resurface Stadium Drive		X	
		Resurface MLK, Jr. Pkwy, North Lane		X	
		Resurface MLK, Jr. Pkwy, South Lane		X	

		Resurface Seale Road		X	
		Resurface Broad Street		X	
		Resurface Dillingham Street		X	
		Resurface Sandfort Road		X	

## **Appendix B: Project**

The matrix below is based on 2024-2027 STIP projects as general guidelines; In reality, individual projects may yield benefits to other PMs than shown here given specific project characteristics.

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

Matrix below is located in the Draft 2024-2027 TIP



PI#	Project Name	PM1	PM2		PM3		
			Safety	Bridges	Pavement	System Reliability	Truck Reliability
0015559	SR 520 / US 280 @ Chattahoochee River	X	X		X	X	
0015285	Trail Extension	X			X		
0016508	Division Road 7.5 MI NW of Cusseta, GA	X	X		X	X	
0017138	Military Drive (New Road)	X			X		
0017691	Resurface Eight (8) Road in the City of Columbus			X			
0018352	Construct a Multiuse Trail on Cherokee Avenue	X					
M005022	Resurface SR 85 from SR1 to SR1	X		X	X	X	
	Trails/Sidewalks in Columbus	X					
	Study	X			X	X	
	School Traffic Impact Study	X			X	X	
0017687	Streetscapes	X		X	X	X	
0019524	Whitesville Road from Whittlesey Road to Williams Road	X		X	X	X	
0019527	Buena Vista Road Corridor Improvements	X		X	X	X	
0019530	Install Roundabout at 17th St/Linwood/13th Ave	X		X	X	X	
0019525	River Walk Trail - Resurfacing & Maint.	X					
0019519	Steam Mill Road Streetscape	X	X	X	X	X	
0019529	Andrews Road Improvements	X		X	X	X	
0019532	Brennan Road Improvements	X		X	X	X	
0019537	5th Avenue Trail Connector	X					
100073835/ 100073350	Resurface on Seale Road from 10th Avenue to the City Limits	X		X	X	X	
100073348	Resurfacing on Opelika Road from SR-38 to the City Limits	X		X	X	X	
100073176	Resurface 4th Ave from Idle Hour Drive to 16th Street	X		X	X	X	

PI#	Project Name	PM1	PM2		PM3		
			Safety	Bridges	Pavement	System Reliability	Truck Reliability
1000	Resurface CR-240 from the Hospilika Creek Bridge to the Russell Cty Line	X		X	X	X	
100073177	Resurface CR-235 from CR-246 to CR-240	X		X	X	X	
1000	Lato Drive	X		X	X	X	
1000	Widening & Resurface on Tarver Road	X		X	X	X	
1000	Resurface Mullins Road	X		X	X	X	
100073204	Resurface CR-212 from CR-240 to Russell County Line	X		X	X	X	
1000	from US Hwy 280 to Crawford Road	X		X	X	X	
1000	Russell County Line to Cr-248	X		X	X	X	
10073185	Widen & Resurface on Terminal Road	X		X	X	X	
1000	Crawford Road to 5th Avenue	X		X	X	X	
1000	Resurface CR-145 from CR-149 to CR-175	X		X	X	X	
100073184	Patterson Road	X		X	X	X	
100077208	Intersection Improvements at SR-1 & SR-165	X		X	X	X	

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



## **LRCOG – Agency Safety Plan**



# ALABAMA DEPARTMENT OF TRANSPORTATION

1409 Coliseum Boulevard Montgomery, Alabama 36110



**Kay Ivey**  
Governor

**John R. Cooper**  
Transportation Director

July 20, 2020

Ms. Lisa Sandt  
Executive Director  
Lee-Russell Council of Governments and Phenix City  
2207 Gateway Drive  
Opelika, AL 36801

SUBJECT: Public Transportation Agency Safety Plan (PTASP) Certification

Dear Ms. Sandt:

In accordance with the requirements of 49 CFR Part 673 and the attached Federal Transit Administration (FTA), Version 1 Checklist, The Alabama Department of Transportation (ALDOT) has completed the review of the PTASP developed for your agency.

The Alabama Department of Transportation hereby certifies that the State, in cooperation with the Lee-Russell Council of Governments and Phenix City, has established a PTASP meeting the requirements of this rule. The date of certification is noted in Section 1. B "*Certification of Compliance*" of the attached plan. Moving forward, you will self-certify that annual updates to your PTASP meet the current rule requirements.

Consultants secured by the ALDOT are developing training to help you in the initial implementation of SMS outlined in your PTASP and look forward to your continued participation.

If you have any questions regarding the content of this correspondence, please contact Randy Stroup at (334) 242-6760.

Sincerely,

D. E. Phillips, Jr. P.E.  
State Local Transportation Engineer

DEP:rrs

Attachments  
FTA check List  
Agency PTASP

cc: File  
(via email) Garry Havron  
J.D. Allen  
Michael Hora

# Public Transportation Agency Safety Plan Checklist for Lee-Russell Council of Governments (LRCOG) and Phenix City Express (PEX)

Based on FTA Version 1, Issued 09/09/19. *Edited 01/17/2020 – PTASP page number column added*

The Federal Transit Administration (FTA) is providing the Public Transportation Agency Safety Plan (PTASP) Checklist for Bus Transit to assist with the development of Agency Safety Plans (ASP) for bus transit modes. Use of this checklist is voluntary. The checklist is intended for use by States and operators of public transportation systems that are required to draft an ASP in accordance with 49 C.F.R. Part 673 (Part 673). The full text of Part 673 is available at <http://www.transit.dot.gov/PTASP>.

## 1. Transit Agency Information

The ASP specifies:

Complete	PTASP Page #	Component
✓	7	Name(s) and address(es) of the transit agency(ies) that the ASP applies to.
✓	7	Mode(s) of transit service covered by the ASP.
✓	7	Mode(s) of service provided by the transit agency (directly operated or contracted service).
✓	7	FTA funding types. (e.g., 5307, 5337, 5339)
✓	6	Transit service provided by the transit agency on behalf of another transit agency or entity, including a description of the arrangement(s).
✓	7	An Accountable Executive who meets requirements in § 673.5 and § 673.23(d)(1).
✓	7	A Chief Safety Officer or SMS Executive who meets requirements in § 673.5 and § 673.23(d)(2).

## 2. Plan Development, Approval, and Updates

The ASP specifies or references documentation that specifies:

Complete	PTASP Page #	Component
✓	4	Name of the entity that drafted the ASP (e.g., State Department of Transportation).
✓	5	The Accountable Executive's signature of the ASP and date of signature.
✓	5	The Board of Directors' or Equivalent Authority's approval of the ASP and date of approval.
✓	5	Certification of compliance with Part 673, including the name of the individual or entity that certifies the ASP and date of certification.
✓	13-14	Process and timeline for conducting an annual review and update of the ASP, including the ASP version number and other relevant information.
✓	All	The ASP addresses all applicable requirements and standards as set forth in FTA's Public Transportation Safety Program and the National Public Transportation Safety Plan.

Based on FTA Version 1, Published 09/09/19, *Edited 01/17/2020- PTASP page number column added*

*Per FTA: The guidance in this document is not legally binding in its own right and will not be relied upon by the Federal Transit Administration as a separate basis for affirmative enforcement action or other administrative penalty. Compliance with the guidance in this document (as distinct from existing statutes and regulations) is voluntary only, and noncompliance will not affect rights and obligations under existing statutes and regulations.*

### 3. Safety Performance Targets

The ASP specifies performance targets, as defined in § 673.5, for:

Complete	PTASP Page #	Component
✓	15-16	Fatalities: Total number of reportable fatalities and rate per total vehicle revenue miles, by mode.
✓	15-16	Injuries: Total number of reportable injuries and rate per total vehicle revenue miles, by mode.
✓	15-16	Safety Events: Total number of reportable events and rate per total vehicle revenue miles, by mode. (Event, as defined in § 673.5)
✓	15-16	System Reliability: Mean (or average) distance between major mechanical failures, by mode.

The ASP specifies or references documentation that specifies:

Complete	PTASP Page #	Component
✓	16	Performance targets are made available to the State to aid in the planning process.
✓	16	Performance targets are made available to the Metropolitan Planning Organization(s) (MPO) to aid in the planning process.
✓	16	Coordination with the State and MPO(s) in the selection of State and MPO safety performance targets, to the maximum extent practicable.

### 4. Safety Management Policy

The ASP describes or references documentation that describes:

Complete	PTASP Page #	Component
✓	10	Written statement of Safety Management Policy (SMP), including the agency's safety objectives.
✓	10-11	Employee safety reporting program, that includes: <ul style="list-style-type: none"> <li>• A process that allows employees to report safety conditions to senior management,</li> <li>• Protections for employees who report safety conditions to senior management, and</li> <li>• A description of employee behaviors that may result in disciplinary action, and therefore are excluded from protection.</li> </ul>
✓	11-12	Communication of the SMP throughout the agency's organization.
✓	9	Authorities, accountabilities, and responsibilities necessary for the management of safety, as they relate to the development and management of the transit agency's Safety Management System (SMS), for the following individuals: <ul style="list-style-type: none"> <li>• Accountable Executive,</li> <li>• Chief Safety Officer or SMS Executive,</li> <li>• Agency leadership and executive management, and</li> <li>• Key staff.</li> </ul>

Based on FTA Version 1, Published 09/09/19, Edited 01/17/2020- PTASP page number column added

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## 5. Safety Risk Management

The ASP describes or references documentation that describes a Safety Risk Management (SRM) process for all elements of the transit agency's public transportation system, to include:

Complete	PTASP Page #	Component
✓	19-21	Safety hazard identification: Methods or processes to identify hazards and consequences of hazards, which includes data and information provided by an oversight authority and FTA as sources for hazard identification.
✓	21-23	Safety risk assessment: Methods or processes to assess the safety risks associated with identified safety hazards. This must include assessment of the likelihood and severity of the consequences of the hazards, including existing mitigations, and prioritization of the hazards based on the safety risk.
✓	23-24	Safety risk mitigation: Methods or processes to identify mitigations or strategies necessary as a result of the agency's safety risk assessment to reduce the likelihood and severity of the consequences of hazards.

## 6. Safety Assurance

The ASP describes or references documentation that describes:

Complete	PTASP Page #	Component
✓	25	Activities to monitor the transit agency's system for compliance with, and sufficiency of, the agency's procedures for operations and maintenance (i.e., Safety performance monitoring and measurement).
✓	25-26	Activities to monitor the transit agency's operations to identify any safety risk mitigations that may be ineffective, inappropriate, or were not implemented as intended (i.e., Safety performance monitoring and measurement).
✓	26-27	Activities to conduct investigations of safety events, including the identification of causal factors (i.e., Safety performance monitoring and measurement).
✓	27	Activities to monitor information reported through any internal safety reporting programs (i.e., Safety performance monitoring and measurement).
	N/A	Management of change: A process for identifying and assessing changes that may introduce new hazards or impact the transit agency's safety performance. These proposed changes must be evaluated through the agency's SRM process. <b>[Not Required for Small Public Transportation Providers]</b>
	N/A	Continuous improvement: A process to assess the transit agency's safety performance. If the agency identifies safety deficiencies as part of its safety performance assessment, the agency must develop and carry out, under the direction of the Accountable Executive, a plan to address the identified safety deficiencies. <b>[Not Required for Small Public Transportation Providers]</b>

Based on FTA Version 1, Published 09/09/19, Edited 01/17/2020- PTASP page number column added

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## 7. Safety Promotion

The ASP describes or references documentation that describes:

Complete	PTASP Page #	Component
✓	28-30	A comprehensive safety training program for all transit agency employees and contractors designated as directly responsible for safety in the agency's public transportation system. This program must include refresher training, as necessary.
✓	30-31	Communication of safety and safety performance information throughout the transit agency's organization that conveys, at a minimum: <ul style="list-style-type: none"> <li>• Information on hazards and safety risks relevant to employees' roles and responsibilities, and</li> <li>• Safety actions taken in response to reports submitted through an employee safety reporting program.</li> </ul>

## Additional Information

The ASP specifies or references:

Complete	PTASP Page #	Component
✓	32-33	Documentation not included or referenced elsewhere in the ASP, related to: <ul style="list-style-type: none"> <li>• Implementation of the transit agency's SMS,</li> <li>• Programs, policies, and procedures that the agency uses to carry out its ASP, and</li> <li>• Results from SMS processes and activities.</li> </ul> <i>The documents must be maintained for three years after they are created and must be made available upon request by the FTA or other Federal entity, or a State Safety Oversight Agency having jurisdiction.</i>
✓	33-37	Definitions of terms used in the ASP.
✓	37	List of acronyms used in the ASP.

Based on FTA Version 1, Published 09/09/19, [Edited 01/17/2020- PTASP page number column added](#)

*Per FTA: The guidance in this document is not legally binding in its own right and will not be relied upon by the Federal Transit Administration as a separate basis for affirmative enforcement action or other administrative penalty. Compliance with the guidance in this document (as distinct from existing statutes and regulations) is voluntary only, and noncompliance will not affect rights and obligations under existing statutes and regulations.*

# Agency Safety Plan

Lee-Russell Council of Governments (LRCOG) and Phenix City Express (PEX)



LEE-RUSSELL  
COUNCIL OF GOVERNMENTS

## Lee-Russell Council of Governments (LRCOG)

## Phenix City Express (PEX)

### Public Transportation Agency Safety Plan

Version 1

Adopted May 7, 2020

In compliance with 49 CFR Part 673

Developed by the  
Alabama Department of Transportation  
in conjunction with the  
University of Alabama at Huntsville

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# Agency Safety Plan



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## 1. EXECUTIVE SUMMARY

Moving Ahead for Progress in the 21st Century (MAP-21) granted the Federal Transit Administration (FTA) the authority to establish and enforce a comprehensive framework to oversee the safety of public transportation throughout the United States. MAP-21 expanded the regulatory authority of FTA to oversee safety, providing an opportunity for FTA to assist transit agencies in moving towards a more holistic, performance-based approach in Safety Management Systems (SMS). This authority was continued through the Fixing America's Surface Transportation Act (FAST Act).

In compliance with MAP-21 and the FAST Act, FTA promulgated a Public Transportation Safety Program on August 11, 2016 that adopted SMS as the foundation for developing and implementing a Safety Program. FTA is committed to developing, implementing, and consistently improving strategies and processes to ensure that public transportation providers achieve the highest practicable level of safety. SMS helps organizations improve upon their safety performance by supporting the institutionalization of beliefs, practices, and procedures for identifying, mitigating, and monitoring safety risks.

There are several components of the national safety program including the National Public Transportation Safety Plan (NSP) that FTA published to provide guidance on managing safety risks and safety hazards. The Transit Asset Management (TAM) Plan is one component, which was developed and implemented across the industry in 2018. The Public Transportation Agency Safety Plan (PTASP) rule, 49 CFR Part 673, and guidance provided by FTA are the subject of this document.

Safety is a core business function of all public transportation providers and should be systematically applied to every aspect of service delivery. All levels of management, administration and operations are responsible for the safety of their clientele and themselves. To improve public transportation safety to the highest practicable level in the State of Alabama and comply with FTA requirements, The Alabama Department of Transportation (ALDOT) has developed this Agency Safety Plan (ASP) in collaboration with Lee-Russell Council of Government (LRCOG).

To ensure that the necessary processes are in place to accomplish both enhanced safety at the local level and contribute to the goals of the NSP, LRCOG, and PEX adopt this ASP and the tenets of SMS including a Safety Management Policy (SMP) and the processes for Safety Risk Management (SRM), Safety Assurance (SA), and Safety Promotion (SP). While safety has always been a primary function at LRCOG/PEX AND PEX, this document lays out a process to fully implement a SMS over the next several years that complies with the PTASP final rule.

# Agency Safety Plan



LEE-RUSSELL  
COUNCIL OF GOVERNMENTS

Lee-Russell Council of Governments (LRCOG) and Phenix City Express (PEX)

## A. Plan Adoption – 673.11(a)(1)

The LRCOG and PEX Public Transit Agency Safety Plan is hereby adopted, certified as compliant, and signed by:

Lisa Sandt, Executive Director

A handwritten signature in blue ink, appearing to read 'Lisa Sandt', written over a horizontal line.

May 7, 2020

ACCOUNTABLE EXECUTIVE SIGNATURE

DATE

Approval of this plan by the LRCOG Board of Directors occurred on 7 May 2020 and is documented in RESOLUTION from the Board Meeting found in Appendix B.

## B. Certification of Compliance – 673.13(a)(b)

ALDOT certifies on 7/20/2020 that this Agency Safety Plan is in full compliance with 49 CFR Part 673 and has been adopted and will be implemented by LRCOG/PEX as evidenced by the plan adoption signature and necessary Board approvals under Section 1.A of this plan.

# Agency Safety Plan



LEE-RUSSELL  
COUNCIL OF GOVERNMENTS

Lee-Russell Council of Governments (LRCOG) and Phenix City Express (PEX)

## 2. TRANSIT AGENCY INFORMATION – 673.23(D)

LRCOG is a regional planning and development organization that serves member governments by managing programs, promoting collaborative efforts, and servicing as a clearinghouse for federal, state and local funds. Public Transit is considered a department of LRCOG. The Public Transit Department operates two systems – LRCOG Transit and PEX. LRCOG provides curb to curb service and operates a Dial-A-Ride service in designated areas within Lee & Russell Counties. PEX provides curb to curb services and operates a fixed route and paratransit service in the City of Phenix City. The mission of LRCOG/PEX is to safely and efficiently provide affordable and dependable transit service throughout Lee and Russell Counties to meet the transportation needs of the community members.

Table 1 contains agency information, while an organizational chart for LRCOG/PEX is provided in Figure 1.

**Table 1: Agency Information**

Information Type	Information
Full Transit Agency Name	Lee-Russell Council of Governments and Phenix City Express
Transit Agency Address	2207 Gateway Drive, Opelika, Alabama, 36801
Name and Title of Accountable Executive 673.23(d)(1)	Lisa Sandt, Executive Director
Name of Chief Safety Officer or SMS Executive 673.23(d)(2)	Karl Westfall, Transit Director
KEY STAFF	Van Vanoy Blake Coulter
Mode(s) of Service Covered by This Plan 673.11(b)	Fixed Route, Paratransit & Demand Response
List All FTA Funding Types (e.g., 5307, 5310, 5311)	5307, 5310, 5311 and 5316
Mode(s) of Service Provided by the Transit Agency (Directly operated or contracted service)	Fixed Route, Paratransit & Demand Response
Number of Vehicles Operated	3 buses and 30-Paratransit/Demand Response Vehicles in Dial-A-Ride

# Agency Safety Plan

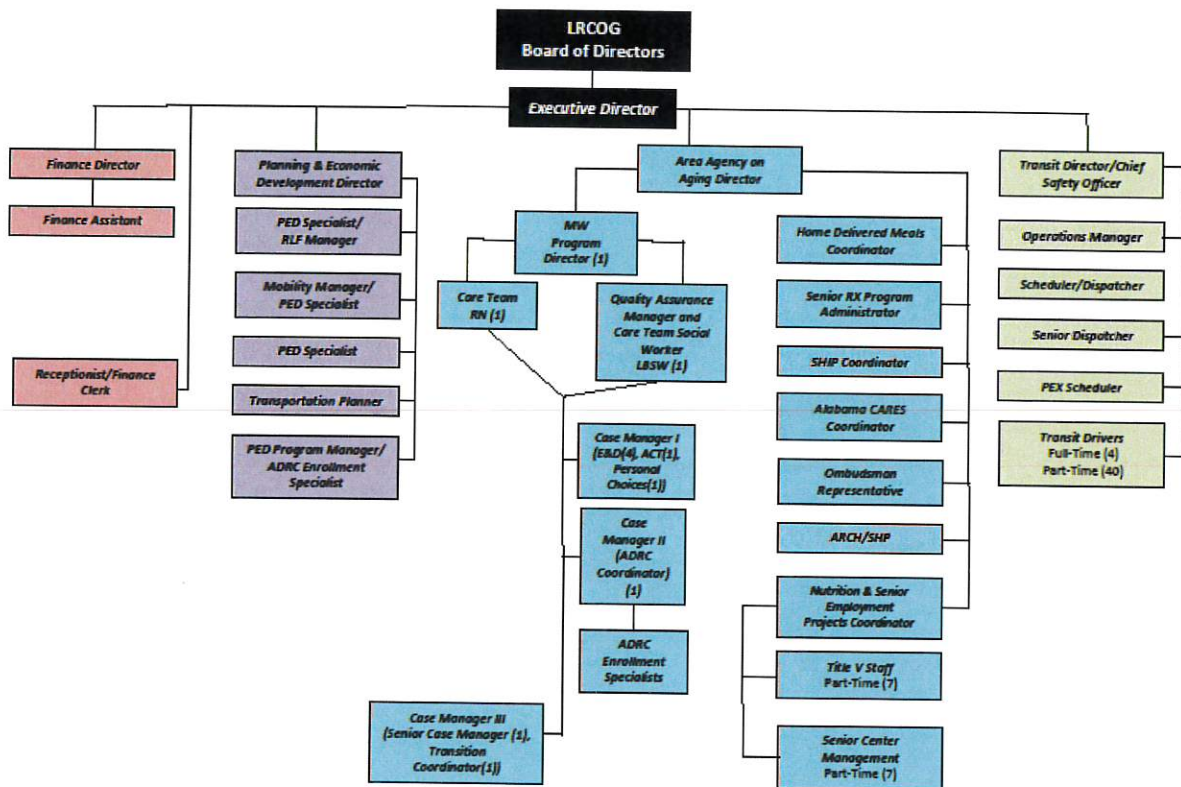


Lee-Russell Council of Governments (LRCOG) and Phenix City Express (PEX)

LEE-RUSSELL  
COUNCIL OF GOVERNMENTS

Figure 1: LRCOG Organizational Chart

## Lee-Russell Council of Governments Organizational Chart



April 2019



## A. Authorities & Responsibilities – 673.23(d)

As stated in 49 CFR Part 673.23(d), LRCOG/PEX is establishing the necessary authority, accountabilities, and responsibilities for the management of safety amongst the key individuals within the organization, as those individuals relate to the development and management of our SMS. In general, the following defines the authority and responsibilities associated with our organization.

The **Accountable Executive** has ultimate responsibility for carrying out the SMS of our public transportation agency, and control or direction over the human and capital resources needed to develop and maintain both the ASP in accordance with 49 U.S.C. 5329(d), and the agency's TAM Plan (in accordance with 49 U.S.C. 5326). The Accountable Executive has authority and responsibility to address substandard performance in the LRCOG/PEX AND PEX's SMS per 673.23(d)(1).

**Agency leadership and executive management** include members of our agency leadership or executive management, other than the Accountable Executive, Chief Safety Officer (CSO), or SMS Executive, who have authority or responsibility for day-to-day implementation and operation of our agency's SMS.

The **CSO** is an adequately trained individual who has the authority and responsibility as designated by the accountable executive for the day-to-day implementation and operation of LRCOG/PEX AND PEX'S SMS. As such, the CSO can report directly to our transit agency's chief Accountable Executive.

**Key staff** are staff, groups of staff, or committees to support the Accountable Executive, CSO, or SMS Executive in developing, implementing, and operating our agency's SMS.

**Front line employees** perform the daily tasks and activities where hazards can be readily identified so the hazards can be addressed before the hazards become adverse events. These employees are critical to SMS success through each employee's respective role in reporting safety hazards, which is where an effective SMS and a positive safety culture begins.

In addition, over the next year, LRCOG/PEX will be reviewing and modifying, if necessary, our current job descriptions to ensure the descriptions comply with 49 CFR Part 673.

## 3. SAFETY POLICIES AND PROCEDURES

### A. Policy Statement – 673.23(a)

Safety is LRCOG/PEX's first priority. LRCOG/PEX is committed to implementing, developing, and improving strategies, management systems, and processes to ensure that all our activities uphold the highest level of safety performance and meet required safety standards.

We will develop and embed a safety culture in all our activities that recognizes the importance and value of effective safety management and always acknowledges that safety is paramount.

We will clearly explain for all staff their accountabilities and responsibilities for the development and operation of the SMS.

For passengers and employees, we will minimize the safety risk associated with transit service to as low as reasonably practicable and we will work to comply with and, wherever possible, exceed legislative and regulatory requirements and standards. We also will work to ensure that all employees are provided with adequate and appropriate safety information and training, are competent in safety matters, and are only allocated tasks commensurate with their skills.

We have established safety performance targets (SPT) to help us measure the overall effectiveness of our processes and ensure we meet our safety objectives. We will issue quarterly reports to the entire organization documenting how well we met our SPTs and describing the safety risk mitigations we implemented to reduce safety risk.

### I. Employee Safety Reporting Program – 673.23(b)

Frontline employees are a significant source of safety data. These employees are typically the first to spot unsafe conditions that arise from unplanned conditions either on the vehicles, in the maintenance shop, or in the field during operations. For this reason, the Employee Safety Reporting System (ESRP) is a major tenet of the PTASP Rule. Agencies must establish and implement a process that allows employees to report safety conditions to senior management, protections for employees who report safety conditions to senior management, and a description of employee behaviors that may result in disciplinary action.

LRCOG/PEX has two forms that drivers must submit at the end of each shift if an incident occurs called the *Vehicle Accident Report Form* and *Incident/Injury Report Form* (Appendix A, Table 8 shows the document name, file name, and date of adoption). Over the next year, LRCOG/PEX will review, modify, if necessary, the procedure to ensure it complies with 49 CFR Part 673.

In general, LRCOG/PEX's ESRP policy will ensure that all employees are encouraged to report safety conditions to senior management or their direct supervisor for elevation to senior management. This policy will include any contract employees. The policy will also spell out what protections are afforded

employees who report safety related conditions and will describe employee behaviors that are not covered by those protections. The policy will also elaborate on how safety conditions that are reported will be reported back to the originator – either to the individual or groups of individuals or organization dependent on the nature of the condition – or if necessary, agency wide.

To bolster the information received from frontline employees, LRCOG/PEX will also review our current policy for how LRCOG/PEX receives information and safety related data from employees and customers. If necessary, LRCOG/PEX will develop additional means for receiving, investigating and reporting the results from investigations back to the initiator (s) – either to the person, groups of persons, or distributed agency-wide to ensure that future reporting is encouraged.

## II. Communicating the Policy throughout the Agency – 673.23(c)

LRCOG/PEX is committed to ensuring the safety of our clientele, personnel and operations. Part of that commitment is developing an SMS and agency wide safety culture that reduces agency risk to lowest level possible. The first step in developing a full SMS and agency wide safety culture is communicating our SMP throughout the agency.

The SMP and safety objectives will be at the forefront of all communications. This communications strategy will include posting the policy in prominent work locations for existing employees and adding the policy statement to the on-boarding material for all new employees. In addition, the policy statement will become part of our regular safety meetings and other safety communications efforts. The policy will be signed by the Accountable Executive so that all employees know that the policy is supported by management.

## B. PTASP Development – 673.11(d)

This PTASP has been developed by ALDOT, on behalf of LRCOG/PEX in accordance with all requirements stated in 49 CFR Part 673 applicable to a small public transportation provider. ALDOT mailed a formal call for participation in a State sponsored PTASP development process to all Alabama Section 5307 small bus transit agencies on January 15, 2019 and followed that call with a series of phone calls and additional correspondence. LRCOG/PEX provided a letter to ALDOT opting into participation on March 15, 2019 and has been an active participant in the development of this plan through sharing existing documentation and participating in communication and coordination throughout the development of this plan. The LRCOG/PEX documentation used in the development of this plan is presented in Table 8, in Appendix A.

In support of tracking performance on our SA and SP processes, LRCOG/PEX conducts a yearly safety culture survey. The survey is intended to help LRCOG/PEX assess how well we communicate safety and safety performance information throughout our organization by gauging how safety is perceived and embraced by LRCOG/PEX's administrators, supervisors, staff and contractors. The survey is designed to help us assess how well we are conveying information on hazards and safety risks relevant to

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employees' roles and responsibilities and informing employees of safety actions taken in response to reports submitted through our ESRP. Results from our most recent survey were analyzed and incorporated into the implementation strategies contained in this ASP.

Once the documents were reviewed, an on-site interview was conducted with LRCOG/PEX to gain a better understanding of the agency and its personnel. This understanding was necessary to ensure that the ASP was developed to fit LRCOG/PEX's size, operational characteristics, and capabilities.

The draft ASP was delivered to LRCOG/PEX in January 2020 for review and comment. Once review was completed and any adjustments made, the final was delivered to LRCOG for review and adoption.

## C. PTASP Annual Review – 673.11(a)(5)

As part of LRCOG/PEX's ongoing commitment to fully implementing SMS and engaging our employees in developing a robust safety culture, LRCOG/PEX will review the ASP and all supporting documentation annually. The review will be conducted as a precursor to certifying to FTA that the ASP is fully compliant with 49 CFR Part 673 and accurately reflects the agencies current implementation status. Certification will be accomplished through LRCOG/PEX annual Certifications and Assurances reporting to FTA.

The annual review will include the LRCOG/PEX and supporting documents (Standard Operating Procedures [SOPs], Policies, Manuals, etc.) that are used to fully implement all the processes utilized to manage safety at LRCOG/PEX. All changes will be noted (as discussed below) and the Accountable Executive will sign and date the title page of this document and provide documentation of approval by the LRCOG, whether by signature or by reference to resolution.

The annual ASP review will follow the update activities and schedule provided below in Table 2. As processes are changed to fully implement SMS or new processes are developed, LRCOG/PEX will track those changes for use in the annual review.

**Table 2: ASP Annual Update Timeline**

Task	Feb	Mar	Apr	May	Jun	Jul	Aug	Sept
Review Agency Operations	→							
Review SMS Documentation <ul style="list-style-type: none"> <li>• <i>Safety Policy;</i></li> <li>• <i>Risk Management;</i></li> <li>• <i>Safety Assurance; and</i></li> <li>• <i>Safety Promotion.</i></li> </ul>		→						
Review Previous Targets and set or Continue Targets			→					
Report Targets to NTD, ALDOT, Auburn-Opelika MPO					→			
Make any necessary adjustments to PTASP						→		
Update Version No., Adopt & Certify Plan Compliance								★

The following Table 3 will be used to record final changes made to the ASP during the annual update. This will be a permanent record of the changes to the ASP over time.

**Table 3: ASP Record of Changes**

Document Version	Section/Pages Changed	Reason for Change	Reviewer Name	Date of Change
Header	Text	Text	Text	Text
Header	Text	Text	Text	Text
Header	Text	Text	Text	Text

The implementation of SMS is an ongoing and iterative process, and as such, this PTASP is a working document. A clear record of changes and adjustments is kept for the benefit of safety plan performance management and to comply with Federal statutes.

## ***D. PTASP Maintenance – 673.11(a)(2); (c)***

LRCOG/PEX will follow the annual review process outlined above and adjust this ASP as necessary to accurately reflect current implementation status. This plan will document the processes and activities related to SMS implementation as required under 49 CFR Part 673 Subpart C and will make necessary updates to this ASP as LRCOG/PEX continues to develop and refine our SMS implementation.

## ***E. PTASP Documentation and Recordkeeping – 673.31***

At all times, LRCOG/PEX will maintain documents that set forth its ASP, including those related to the implementation of LRCOG/PEX AND PEX's SMS, and results from SMS processes and activities. LRCOG/PEX will also maintain documents that are included in whole, or by reference, that describe the programs, policies, and procedures that the agency uses to carry out its ASP and all iterations of those documents. These documents will be made available upon request to the FTA or other Federal entity, or ALDOT. LRCOG/PEX will maintain these documents for a minimum of three years after they are created. These additional supporting documents are catalogued in Appendix A and the list will be kept current as a part of the annual ASP review and update.

## ***F. Safety Performance Measures – 673.11(a)(3)***

The PTASP Final Rule, 49 CFR Part 673.11(a)(3), requires all public transportation providers that must develop an ASP, to include SPTs based on the safety performance measures established under the NSP. The safety performance measures outlined in the NSP were developed to ensure that the measures can be applied to all modes of public transportation and are based on data currently being submitted to the National Transit Database (NTD). The safety performance measures included in the NSP are fatalities, injuries, safety events, and system reliability (state of good repair as developed and tracked in the TAM Plan).

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There are seven (7) SPTs that must be included in each ASP that are based on the four (4) performance measures in the NSP. These SPTs are presented in terms of total numbers reported and rate per Vehicle Revenue Mile (VRM). Each of the seven (7) are required to be reported by mode as shown in Table 4.

**Table 4: NSP Safety Performance Measures**

Safety Performance Measure	SPT	SPT
Fatalities	Total Number Reported	Rate Per Total VRM
Injuries	Total Number Reported	Rate Per Total VRM
Safety Events	Total Number Reported	Rate Per Total VRM
System Reliability	Mean distance between major mechanical failure	

Table 5 presents baseline numbers for each of the performance measures. LRCOG/PEX collected the past five (5) years of reported data to develop the averages listed in the table.

**Table 5: Baseline 2019 Safety Performance Measures**

Mode	Fatalities	Rate of Fatalities*	Injuries	Rate of Injuries*	Safety Events	Rate of Safety Events*	Mean Distance Between Major Mechanical Failure
Fixed Route (Bus)	0	0	0	0	4	0.000263219	14,774
Demand Response	0	0	3	0.02481781	16	0.00005814	42,996

\*rate = total number for the year/total revenue vehicle miles traveled

While safety has always been a major component of the LRCOG/PEX operation, the adoption of this ASP will result in several changes across all aspects of the organization. The SPTs set in Table 6 and Table 7 reflect an acknowledgement that SMS implementation will produce new information that will be needed to accurately set meaningful SPTs. We set our targets at the current NTD reported five-year average as we begin the process of fully implementing our SMS and developing our targeted safety improvements. This will ensure that we do no worse than our baseline performance over the last five years.

**Table 6: Fixed Route (Bus) Safety Performance Targets**

Mode	Baseline	Target
Fatalities	0	0
Rate of Fatalities*	0	0
Injuries	0	0
Rate of Injuries*	0	0
Safety Events	4	4
Rate of Safety Events*	0.000263219	0.000263219

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Mode	Baseline	Target
Mean Distance Between Major Mechanical Failure	14,774	14,774

\*rate = total number for the year/total revenue vehicle miles traveled

**Table 7: Demand Response Safety Performance Targets**

Mode	Baseline	Target
Fatalities	0	0
Injuries	3	3
Safety Events	16	12
System Reliability	42,996	42,996

\*rate = total number for the year/total revenue vehicle miles traveled

As part of the annual review of the ASP, LRCOG/PEX will reevaluate our safety performance targets and determine if they need to be refined. As more data is collected as part of the SRM process discussed later in this plan, LRCOG/PEX may begin developing safety performance indicators to help inform management on safety related investments.

## G. Safety Performance Target Coordination – 673.15(a)(b)

LRCOG/PEX will make our SPTs available to ALDOT and the Auburn-Opelika Metropolitan Planning Organization (MPO) to aid in their respective regional and long-range planning processes. To the maximum extent practicable, LRCOG/PEX will coordinate with ALDOT and the Auburn-Opelika MPO in the selection of State and MPO SPTs as documented in the Interagency Memorandum of Understanding (MOU) to the maximum extent practicable.

Each year during the FTA Certifications and Assurances reporting process, LRCOG/PEX will transmit any updates to our SPTs to both the Auburn-Opelika MPO and ALDOT (unless those agencies specify another time in writing).

## 4. SAFETY MANAGEMENT SYSTEMS – 673 SUBPART C

As noted previously, the FTA has adopted SMS as the basis for improving safety across the public transportation industry. In compliance with the National Safety Program, National Public Transportation Safety Plan, and 49 CFR Part 673, LRCOG/PEX is adopting SMS as the basis for directing and managing safety and risk at our agency. LRCOG/PEX has always viewed safety as a core business function. All levels of management and employees are accountable for appropriately identifying and effectively managing risk in all activities and operations in order to deliver improvements in safety and reduce risk to the lowest during service delivery.

As noted in the graphic below, SMS is comprised of four basic components – SMP, SRM, SA, and SP. The SMP and SP are the enablers that provide structure and supporting activities that make SRM and SA possible and sustainable. The SRM and SA are the processes and activities for effectively managing safety as presented in Figure 2.

Figure 2: Safety Management Systems





Implementing SMS at LRCOG/PEX will be a major undertaking over the next several years. This ASP is the first step to putting in place a systematic approach to managing the agencies risk. LRCOG/PEX has already taken several steps to implementing SMS such as developing this initial ASP and designating a CSO. During the first year of implementation, LRCOG/PEX will be identify SMS roles and responsibilities, key stakeholder groups, and key staff to provide support. LRCOG/PEX will also ensure key staff receive SMS training, develop a plan for implementing SMS, inform stakeholders about the ASP, and discuss our progress toward implementation with the Board and planning partners.

## A. Safety Risk Management – 673.25

By adopting this ASP, LRCOG/PEX is establishing the SRM process shown in Figure 3 for identifying hazards and analyzing, assessing and mitigating safety risk in compliance with the requirements of 49 CFR Part 673.25. The SRM processes described in this section are designed to implement the LRCOG/PEX SMS.

Figure 3: Safety Risk Management Process




The implementation of the SRM component of the SMS will be carried out over the course of the next year, through a program of improvement during which the SRM processes will be implemented, reviewed, evaluated, and revised as necessary, to ensure the processes are achieving the intended safety objectives as the processes are fully incorporated into LRCOG/PEXSOPs.

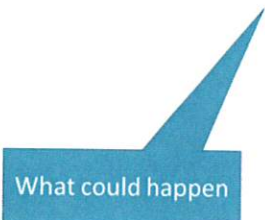
The SRM is focused on implementing and improving actionable strategies that LRCOG/PEX has undertaken to identify, assess and mitigate risk. One of the tools being used in that process is the creation of a risk register that serves as an accessible resource for documenting the SRM process, tracking the identified risks, and documenting the effectiveness of mitigation strategies in meeting defined safety objectives and performance measures. The draft Risk Register is shown in Figure 4.

Figure 4: Draft Risk Register


Hazard	Type	Likelihood	Consequence	Resolution



What is wrong?



What could happen



What could mitigate this?

As the SRM process progresses through the steps of identifying what may be wrong, what could happen as a result, and what steps LRCOG/PEX is taking to resolve the risk and mitigate the hazard, the Risk Manager completes and publishes the various components of the Risk Register. These components include the use of safety hazard identification, safety risk assessment, and safety risk mitigation.

## I. Safety Hazard Identification – 673.25(b)

To ensure compliance with 49 CFR Part 673, LRCOG/PEX is working to implement the following SRM.

LRCOG/PEX SRM process is a forward-looking effort to identify safety hazards that could potentially result in negative safety outcomes. In the SRM process, a Hazard is any real or potential condition that can cause injury, illness, or death; damage to or loss of the facilities, equipment, rolling stock, or infrastructure of a public transportation system; or, damage to the environment.

- Hazard identification focuses on out of the norm conditions that need special attention or immediate action, new procedures or training to resolve a condition that is unacceptable and return conditions to an acceptable level. LRCOG/PEX uses a variety of mechanisms for identifying and documenting hazards, namely:
- Through training and reporting procedures, LRCOG/PEX ensures personnel are capable of identifying hazards and that each employee clearly understands that they have a responsibility to immediately report any safety hazards identified to their supervisors. Continued training helps employees to develop and improve the skills needed to identify hazards.

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- Employee hazard training coupled with the ESRP ensures that LRCOG/PEX has full use of information from frontline employees for hazard identification.
- Upon receiving the hazard report, supervisors report the identified hazard to the Risk Manager for entry into the risk register for risk assessment, classification and possible mitigation.
- Standard reporting forms (e.g. *Vehicle Accident Report Form* and *Incident/Injury Report Form*) and other reports completed on a routine basis by administrative, operational and maintenance. LRCOG/PEX will establish SOPs that contain procedures for flagging and reporting hazards as a part of day-to-day operations.
- Supervisors are responsible for performing and documenting regular safety assessments, which include reporting and recommending methods to reduce identified hazards.
- LRCOG/PEX uses incident reports and records to determine specific areas of training that need to be covered with employees to ensure safety hazard identification is continually improved, and so that hazards are identified before an event recurrence.
- Incident reports are also analyzed by the risk management team to identify any recurring patterns or themes that would help to identify underlying hazards and root causes of the event that can be mitigated to prevent recurrence.
- If a hazard is such that an employee would be reluctant to report the information due to perceived negative consequences (e.g. disciplinary action), alternative, anonymous reporting mechanisms are available through an anonymous suggestion box or anonymous online reporting form, or other secure mechanism.
- The Risk Manager, risk management personnel and subject matter experts are also encouraged to participate in available professional development activities and peer-to-peer exchanges as a source of expertise and information on lessons learned and best practices in hazard identification.
- Other sources for hazard identification include:
  - ESRP
  - Inspections of personnel job performance, vehicles, facilities and other data
  - Investigations of safety events
  - Safety trend analysis on data currently collected
  - Training and evaluation records
  - Internal safety audits
  - External sources of hazard information could include:
    - FTA and other federal or state authorities
    - Reports from the public
    - Safety bulletins from manufacturers or industry associations

In addition to identifying the hazard, the hazard identification process also classifies the hazard by type (organizational, technical or environmental) to assist the Risk Manager in identifying the optimal combination of departmental leadership and subject matter expertise to select in assembling the safety risk assessment team.

The various hazard types can also be categorized by subcategory for each type. For example, organizational hazards can be subcategorized into resourcing, procedural, training or supervisory hazards. Each of the subcategories imply different types of mitigation strategies and potentially affect overall agency resources through varying costs for implementation. Technical hazards can be subcategorized into operational, maintenance, design and equipment. Additionally, environmental hazards can be subcategorized into weather and natural, which is always a factor for every operation.

## II. Safety Risk Assessment – 673.25(c)

As part of the new SRM process, LRCOG/PEX has established methods to assess the likelihood and severity of the consequences of identified hazards, and prioritize the hazards based on the safety risk. The process continues the use of the risk register to address the next two components.

To accurately assess a risk, LRCOG/PEX may need to perform an investigation. LRCOG/PEX currently investigates accidents or crashes, but will need to develop a full investigation procedure to inform the SRM process. The investigation procedure can start with the *Vehicle Accident Report Form* and *Incident/Injury Report Form* and will be developed to cover all risk assessment. Once fully developed the document will become the Investigation SOP. The SOP will include accident investigation procedures as well as risk investigation procedures. These procedures will be used to investigate risks identified from multiple sources including the ESRP.

Safety risk is based on an assessment of the likelihood of a potential consequence and the potential severity of the consequences in terms of resulting harm or damage. The risk assessment also considers any previous mitigation efforts and the effectiveness of those efforts. The results of the assessment are used to populate the third and fourth components of the Risk Register as shown in Figure 5.

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Figure 5: Safety Risk Assessment Steps in Populating the Risk Register

Hazard	Type	Likelihood	Consequence	Resolution

The risk assessment is conducted by the CSO and their risk management team through the safety compliance committee supplemented by subject matter experts from the respective department or section to which the risk applies. The process employs a safety risk matrix similar to the one shown in Figure 6 that allows the safety team to visualize the assessed likelihood and severity to help decision-makers to understand when actions are necessary to reduce or mitigate safety risk.

Figure 6: Safety Risk Assessment Matrix

RISK ASSESSMENT MATRIX				
SEVERITY LIKELIHOOD	Catastrophic (1)	Critical (2)	Marginal (3)	Negligible (4)
Frequent (A)	High	High	High	Medium
Probable (B)	High	High	Medium	Medium
Occasional (C)	High	Medium	Medium	Low
Remote (D)	Medium	Medium	Low	Low
Improbable (E)	Medium	Low	Low	Low

Although the current version of the matrix relies heavily on the examples and samples that are listed on the PTASP Technical Assistance Center website, lessons learned from the implementation process during the coming years will be used to customize the matrix that LRCOG/PEX will use to address our unique operating realities and leadership guidance.

The Risk Assessment Matrix is an important tool. If a risk is assessed and falls within one of the red zones, the risk is determined to be unacceptable under existing circumstances. This determination means that management must take action to mitigate the situation. This is the point in the process when SRMs are developed. If the risk is assessed and falls within one of the yellow zones, the risk is determined to be acceptable, but monitoring is necessary. If the risk falls within one of the green zones, the risk is acceptable under the existing circumstances.

Once a hazard's likelihood and severity have been assessed, the Risk Manager enters the hazard assessment into the risk register that is used to document the individual hazard and the type of risk it represents. This information is used to move to the next step, which is hazard mitigation.

### III. Safety Risk Mitigation – 673.25(d)

LRCOG/PEX currently has a *Risk Reduction Plan* (Appendix A, Table 8) that provides a list of vulnerabilities, the current mitigation strategies and additional mitigation actions, if necessary. The information in the table is populated based on previous risk identification and is reviewed annually. This plan will be reviewed in conjunction with the Draft Risk Register (Figure 4) and will include additional aspects the SRM process in line with 49 CFR Part 673.

Upon completion of the risk assessment, the Risk Manager and the safety committee continue populating the Risk Register by identifying mitigations or strategies necessary to reduce the likelihood and/or severity of the consequences. In this step the goal is to avoid or eliminate the hazard or, when elimination is not likely or feasible, reduce the assessed risk rating to an acceptable level (Figure 7). However, mitigations do not typically eliminate the risk entirely.

**Figure 7: Risk Register Mitigation Component**

Hazard	Type	Likelihood	Consequence	Resolution

To accomplish this objective the Risk Manager, through the safety compliance committee, works with subject matter experts from the respective department or section to which the risk applies. The risk management team then conducts a brainstorming exercise to elicit feedback from staff and supervisors with the highest level of expertise in the components of the hazard.

Documented risk resolution and hazard mitigation activities from previous risk register entries and their documented level of success at achieving the desired safety objectives may also be reviewed and considered in the process. If the hazard is external (e.g. roadway construction by an outside agency) information and input from external actors or experts may also be sought in order to take advantage of all reasonably available resources and avoid any unintended consequences.

Once a mitigation strategy is selected and adopted, the strategy is assigned to an appropriate staff member or team for implementation. The assigned personnel and their specific responsibilities are entered into the risk register. Among the responsibilities of the mitigation team leader is the documentation of the mitigation effort including whether the mitigation was carried out as designed and whether the intended safety objectives were achieved. This information is recorded in the appendix to the risk register for use in subsequent SA activities and to monitor the effectiveness of the SRM program.

## **B. Safety Assurance – 673.27 (a)**

Safety Assurance means processes within the LRCOG/PEX SMS that function to ensure a) the implementation and effectiveness of safety risk mitigation, and b) to ensure that LRCOG/PEX meets or exceeds our safety objectives through the collection, measurement, analysis and assessment of information.

SA helps to ensure early identification of potential safety issues. SA also ensures that safeguards are in place and are effective in meeting LRCOG/PEX's critical safety objectives and contributing towards SPTs.

### **I. Safety Performance Monitoring and Measuring – 673.27 (b)**

As the first step in the LRCOG/PEX SA program, LRCOG/PEX collects and monitors data on safety performance indicators through a variety of mechanisms described in the following sections. Safety performance indicators can provide early warning signs about safety risks. LRCOG/PEX currently relies primarily on lagging indicators representing negative safety outcomes that should be avoided or mitigated in the future. But initiatives are underway to adopt a more robust set of leading indicators that monitor conditions that are likely to contribute to negative outcomes in the future. In addition to the day-to-day monitoring and investigation procedures detailed below LRCOG/PEX will review and document the safety performance monitoring and measuring processes as part of the annual update of this ASP.

#### **MONITORING COMPLIANCE AND SUFFICIENCY OF PROCEDURES – 673.27 (B)(1)**

LRCOG/PEX monitors our system for personnel compliance with operations and maintenance procedures and monitors these procedures for sufficiency in meeting safety objectives. A list of documents describing this safety related operations and maintenance procedures cited in this ASP is provided in Appendix A of this document.

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Supervisors monitor employee compliance with LRCOG/PEX SOPs through direct observation, and review of information from internal reporting systems from both employees and customers.

LRCOG/PEX address non-compliance with standard procedures for operations and maintenance activities through a variety of actions including revision to training materials and delivery of employee and supervisor training if the non-compliance is systemic. If the non-compliance is situational, then activities may include supplemental individualized training, coaching, and heightened management oversight, among other remedies.

Sometimes personnel are fully complying with the procedures, but the operations and maintenance procedures are inadequate and pose the risk of negative safety outcomes. In this case, the cognizant person submits the deficiency or description of the inadequate procedures to the SRM process. Through the SRM process, the SRM team will then evaluate and analyze the potential organizational hazard and assign the identified hazard for mitigation and resolution, as appropriate. The SRM team will also conduct periodic self-evaluation and mitigation of any identified deficiencies in the SRM process itself.

## MONITORING OPERATIONS – 673.27(B)(2)

Department Directors are required to monitor investigation reports of safety events and SRM resolution reports to monitor operations and to identify any safety risk mitigations that may be ineffective, inappropriate, or were not implemented as intended. If it is determined that the safety risk mitigation did not bring the risk to an acceptable level or otherwise failed to meet safety objectives, then the supervisor resubmits the safety risk/hazard to the SRM process. The risk manager will work with the supervisor and subject matter experts to reanalyze the hazard and consequences and identify additional mitigation or alternative approaches to implementing the mitigation.

## II. Safety Event Investigation – 673.27(b)(3)

LRCOG/PEX currently conducts investigations of safety events. From an SA perspective, the objective of the investigation is to identify causal factors of the event to identify actionable strategies that LRCOG/PEX can employ to address any identifiable organizational, technical or environmental hazard at the root cause of the safety event.

LRCOG/PEX AND PEX's current investigation process (based on LRCOG/PEX AND PEX's *Vehicle Accident Report Form* and *Incident/Injury Report Form*) meets current local, state and federal procedural guidelines and requirements, but relies heavily on existing available supporting materials (e.g. driver and witness statements, supervisor reports and police reports, etc.). Over the next year, LRCOG/PEX will begin to develop additional investigative documentation focused on systemic causal factors in order to better inform the SRM process. The investigation procedure will start with the LRCOG/PEX AND PEX's *Vehicle Accident Report Form* and *Incident/Injury Report Form* framework and will be developed to cover all risk assessment. Once fully developed, the document will become the Investigation SOP. The SOP will



include accident investigation documentation procedures as well as risk/hazard investigation procedures. These procedures will be used to investigate risks/hazards identified from multiple sources including the ESRP.

Hazards identified through the investigative process, including previous mitigation in place at the time of the safety event, will be submitted to the SRM process, analyzed, evaluated and if appropriate assigned for mitigation and resolution.

#### MONITORING INTERNAL SAFETY REPORTING PROGRAMS – 673.27(B)(4)

As a primary part of the internal safety reporting program, LRCOG/PEX monitors information reported using the *Vehicle Accident Report* and *Incident/Injury Report Forms*. When a report originating through this process documents a safety hazard, the supervisor submits the hazards identified through the internal reporting process, including previous mitigation in place at the time of the safety event, to the SRM process to be analyzed, evaluated and if appropriate assigned for mitigation and resolution.

#### OTHER SAFETY ASSURANCE INITIATIVES

Because leading indicators can be more useful for safety performance monitoring and measurement than lagging indicators, LRCOG/PEX is undertaking efforts to implement processes to identify and monitor more leading indicators or conditions that have the potential to become or contribute to negative safety outcomes. This may include trend analysis of environmental conditions through monitoring National Weather Service data; monitoring trends toward or away from meeting the identified SPTs; or other indicators as appropriate.

## C. Safety Promotion – 673.29

Management support is essential to developing and implementing SMS. SP includes all aspects of how, why, when and to whom management communicates safety related topics. SP also includes when and how training is provided. The following sections outline both the safety competencies and training that LRCOG/PEX will implement and how safety related information will be communicated.

### I. Safety Competencies and Training – 673.29(a)

LRCOG/PEX provides comprehensive training to all employees regarding each employee's job duties and general responsibilities. This training includes safety responsibilities related to their position. In addition, regular driver safety meetings are held to ensure that safety related information is relayed.

As part of SMS implementation, LRCOG/PEX will be conducting the following activities:

- Conduct a thorough review of all current general staff categories (administrative, driver, supervisor, mechanic, maintenance, etc.) and their safety related responsibilities.
- Assess the training requirements spelled out in 49 CFR Part 672 and the various courses required for different positions (LRCOG/PEX is not subject to the requirements under 49 CFR Part 672, but will

review the training requirements to understand what training is being required of other larger agencies in the event they might be useful).

- Assess the training material available on the FTA PTASP Technical Assistance Center website.
- Review other training material available from industry sources such as the Community Transportation Association of American and the American Public Transportation Association websites.
- Develop a set of competencies and training required to meet the safety related activities for each general staff category.
- Include expectations for ongoing safety training and safety meeting attendance.
- Develop a training matrix to track progress on individuals and groups within the organization.
- Adjust job notices associated with general staff categories to ensure that new personnel understand the safety related competencies and training needs and the safety related responsibilities of the job.
- Include refresher training in all trainings and apply it to agency personnel and contractors.

## II. Safety Communication – 673.29(b)

LRCOG/PEX regularly communicates safety and safety performance information throughout our agency's organization that, at a minimum, conveys information on hazards and safety risks relevant to employees' roles and responsibilities and informs employees of safety actions taken in response to reports submitted through the ESRP (noted in Section 3.A.I) or other means.

LRCOG/PEX reports any safety related information to the Board of Directors at their regular meetings and will begin including safety performance information. In addition, LRCOG/PEX holds regularly scheduled meetings with drivers to ensure that any safety related information is passed along that would affect the execution of their duties. LRCOG/PEX also posts safety related and other pertinent information in a common room for all employees.

- LRCOG/PEX will begin systematically collecting, cataloging and where appropriate, analyzing and reporting safety and performance information to all staff. To determine what information should be reported, how and to whom, LRCOG/PEX will answer the following questions:
- What information does this individual need to do their job?
- How can we ensure the individual understands what is communicated?
- How can we ensure the individual understands what action they must take as a result of the information?
- How can we ensure the information is accurate and kept up to date?
- Are there any privacy or security concerns to consider when sharing information? If so, what should we do to address these concerns?

In addition, LRCOG/PEX will review our current communications strategies and determine if others are needed. As part of this effort, LRCOG/PEX has conducted, and will continue to conduct, a safety culture

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survey to understand how safety is perceived in the workplace and what areas LRCOG/PEX should be addressing to fully implement a safety culture at our agency.

## 5. APPENDIX A

**Table 8: PTASP Supporting Documents**

File Name	Revision Date	Document Name	Document Owner
_protocol_transit_vehicle_accident_incident (1).doc	N/A	LRTP Emergency Response Protocol for Serious Vehicle Accident/Incident	LRCOG/PEX
28 January 2019 Substance Abuse Policy.doc	7/23/2019	Lee-Russell Council of Governments Substance Abuse Policy	LRCOG
2018 TAM Plan Statement.pdf	1/1/2017	ALDOT Subrecipients Transit Asset Management (TAM) Plan Statement	LRCOG
All_hazards.pdf	May 2010	An Introduction to All-Hazards Preparedness for Transit Agencies	FTA
AREA AGENCY ON AGING 20.doc	N/A	Area Agency on Aging	LRCOG/PEX
BYLAWS LRCOG FinalApril07.doc	4/25/2007	Bylaws of the Lee-Russell Council of Governments	LRCOG
incident_report_form (1).doc	N/A	Incident/Injury Report Form	LRCOG/PEX
Lee Co LRPT MOU.pdf	9/26/2012	MOU LRPT Public Transit Agency and Community First Responders	LRCOG/PEX
LRCOG HISTORY.pdf	N/A	LRCOG History	LRCOG
LRCOG Org Chart Color.pdf	Apr-19	Lee-Russell Council of Governments Organizational Chart	LRCOG
MOU Russell Co LRPT/PEX	N/A	MOU LRPT/PEX Public Transit Agency and Community First Responders	LRCOG/PEX
PLANNING AND ECONOMIC DEVELOPMENT2019.doc	N/A	Planning and Economic Development	LRCOG
PUBLIC TRANSIT SYSTEM 2020.docx	N/A	Public Transit System	LRCOG
Risk Reduction Plan 2012.docx	2012	Risk Reduction Plan	LRCOG/PEX
Transit Goals 2020.docm	N/A	Transit Department Division Goals	LRCOG

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vehicle_accident_report_form.doc	N/A	Vehicle Accident Report Form	LRCOG/PEX
LRPT/PEX Passenger Guide March 2018.pdf	LRPT July 2019	LEE-RUSSELL PUBLIC TRANSIT Passenger Guide	LRCOG/PEX
	PEX Paratransit July 2019	PHENIX CITY EXPRESS Fixed Route Passenger Guide	
	PEX Fixed March 2019	PHENIX CITY EXPRESS Paratransit Passenger Guide	

## A. Glossary of Terms

**Accident** means an event that involves any of the following: a loss of life; a report of a serious injury to a person; a collision of rail transit vehicles; a runaway train; an evacuation for life safety reasons; or any derailment of a rail transit vehicle, at any location, at any time, whatever the cause.

**Accountable Executive** (typically the highest executive in the agency) means a single, identifiable person who has ultimate responsibility for carrying out the SMS of a public transportation agency, and control or direction over the human and capital resources needed to develop and maintain both the agency's PTASP, in accordance with 49 U.S.C. 5329(d), and the agency's TAM Plan in accordance with 49 U.S.C. 5326.

**Agency leadership and executive management** means members of agency leadership or executive management, other than an Accountable Executive, CSO, or SMS Executive, who have authorities or responsibilities for day-to-day implementation and operation of an agency's SMS.

**Chief Safety Officer (CSO)** means an adequately trained individual who has responsibility for safety and reports directly to a transit agency's chief executive officer, general manager, president, or equivalent officer. A CSO may not serve in other operational or maintenance capacities, unless the CSO is employed by a transit agency that is a small public transportation provider as defined in this part, or a public transportation provider that does not operate a rail fixed guideway public transportation system.

**Corrective Maintenance** refers to specific, unscheduled maintenance typically performed to identify, isolate, and rectify a condition or fault so that the failed asset or asset component can be restored to a safe operational condition within the tolerances or limits established for in-service operations.

**Equivalent Authority** means an entity that carries out duties like that of a Board of Directors, for a recipient or subrecipient of FTA funds under 49 U.S.C. Chapter 53, including sufficient authority to review and approve a recipient or subrecipient's Public Transportation Agency Safety Plan.

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**Event** means an accident, incident, or occurrence.

**Federal Transit Administration (FTA)** refers to an operating administration within the United States Department of Transportation.

**Hazard** means any real or potential condition that can cause injury, illness, or death; damage to or loss of the facilities, equipment, rolling stock, or infrastructure of a public transportation system; or damage to the environment.

**Incident** means an event that involves any of the following: a personal injury that is not a serious injury; one or more injuries requiring medical transport; or damage to facilities, equipment, rolling stock, or infrastructure that disrupts the operations of a transit agency.

**Investigation** means the process of determining the causal and contributing factors of an accident, incident, or hazard, for the purpose of preventing recurrence and mitigating risk.

**Key staff means staff**, groups of staff, or committees to support the Accountable Executive, CSO, or SMS Executive in developing, implementing, and operating the agency's SMS.

**Major Mechanical Failures** are failures caused by vehicle malfunctions or subpar vehicle condition which requires that it be pulled from service.

**National Public Transportation Safety Plan (NSP)** means the plan to improve the safety of all public transportation systems that receive Federal financial assistance under 49 U.S.C. Chapter 53.

**Occurrence** means an Event without any personal injury in which any damage to facilities, equipment, rolling stock, or infrastructure does not disrupt the operations of a transit agency.

**Operator of a public transportation system** means a provider of public transportation as defined under 49 U.S.C. 5302(14).

**Passenger** means a person other than an operator who is on board, boarding, or alighting from a vehicle on a public transportation system for the purpose of travel.

**Performance Measure** means an expression based on a quantifiable indicator of performance or condition that is used to establish targets and to assess progress toward meeting the established targets.

**Performance Target** means a quantifiable level of performance or condition, expressed as a value for the measure, to be achieved within a time period required by the FTA.

**Preventive Maintenance** means regular, scheduled, and/or recurring maintenance of assets (equipment and facilities) as required by manufacturer or vendor requirements, typically for the purpose of maintaining assets in satisfactory operating condition. Preventative maintenance is conducted by providing for systematic inspection, detection, and correction of anticipated failures either before they

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occur or before they develop into major defects. Maintenance, including tests, measurements, adjustments, and parts replacement, performed specifically to prevent faults from occurring. The primary goal of maintenance is to avoid or mitigate the consequences of failure of equipment.

**Public Transportation Agency Safety Plan (PTASP)** means the documented comprehensive agency safety plan for a transit agency that is required by 49 U.S.C. 5329 and this part.

**Rail Fixed Guideway Public Transportation System** means any fixed guideway system that uses rail, is operated for public transportation, is within the jurisdiction of a State, and is not subject to the jurisdiction of the Federal Railroad Administration, or any such system in engineering or construction. Rail fixed guideway public transportation systems include but are not limited to rapid rail, heavy rail, light rail, monorail, trolley, inclined plane, funicular, and automated guideway.

**Rail Transit Agency** means any entity that provides services on a rail fixed guideway public transportation system.

**Risk** means the composite of predicted severity and likelihood of the potential effect of a hazard.

**Risk Mitigation** means a method or methods to eliminate or reduce the effects of hazards.

**Road Calls** means specific, unscheduled maintenance requiring either the emergency repair or service of a piece of equipment in the field or the towing of the unit to the garage or shop

**Safety Assurance (SA)** means the process within a transit agency's SMS that functions to ensure the implementation and effectiveness of safety risk mitigation, and to ensure that the transit agency meets or exceeds its safety objectives through the collection, analysis, and assessment of information.

**Safety Management Policy (SMP)** means a transit agency's documented commitment to safety, which defines the transit agency's safety objectives and the accountabilities and responsibilities of its employees regarding safety.

**Safety Management System (SMS)** means the formal, top-down, data-driven, organization-wide approach to managing safety risk and assuring the effectiveness of a transit agency's safety risk mitigation. SMS includes systematic procedures, practices, and policies for managing risks and hazards.

**Safety Management System (SMS) Executive** means a CSO or an equivalent.

**Safety Objective** means a general goal or desired outcome related to safety.

**Safety Performance** means an organization's safety effectiveness and efficiency, as defined by safety performance indicators and targets, measured against the organization's safety objectives.

**Safety Performance Indicator** refers to a data-driven, quantifiable parameter used for monitoring and assessing safety performance.

**Safety Performance Measure** is an expression based on a quantifiable indicator of performance or condition that is used to establish targets and to assess progress toward meeting the established targets.

**Safety Performance Monitoring** means activities aimed at the quantification of an organization's safety effectiveness and efficiency during service delivery operations, through a combination of safety performance indicators and safety performance targets.

**Safety Performance Target (SPT)** means a quantifiable level of performance or condition, expressed as a value for a given performance measure, achieved over a specified timeframe related to safety management activities.

**Safety Promotion (SP)** means a combination of training and communication of safety information to support SMS as applied to the transit agency's public transportation system.

**Safety Risk** means the assessed probability and severity of the potential consequence(s) of a hazard, using as reference the worst foreseeable, but credible, outcome.

**Safety Risk Assessment** means the formal activity whereby a transit agency determines Safety Risk Management priorities by establishing the significance or value of its safety risks.

**Safety Risk Management (SRM)** means a process within a Rail Transit Agency's Safety Plan for identifying hazards, assessing the hazards, and mitigating safety risk.

**Safety risk mitigation** means the activities whereby a public transportation agency controls the probability or severity of the potential consequences of hazards.

**Safety Risk Probability** means the likelihood that a consequence might occur, taking as reference the worst foreseeable—but credible—condition.

**Safety Risk Severity** means the anticipated effects of a consequence, should it materialize, taking as reference the worst foreseeable—but credible—condition.

**Serious Injury** means any injury which:

- Requires hospitalization for more than 48 hours, commencing within seven days from the date of the injury was received;
- Results in a fracture of any bone (except simple fractures of fingers, toes, or nose);
- Causes severe hemorrhages, nerve, muscle, or tendon damage;
- Involves any internal organ; or
- Involves second- or third-degree burns, or any burns affecting more than 5 percent of the body surface.

**Small Public Transportation Provider** means a recipient or subrecipient of Federal financial assistance under 49 U.S.C. 5307 that has one hundred (100) or fewer vehicles in peak revenue service and does not operate a rail fixed guideway public transportation system.

**State** means a State of the United States, the District of Columbia, Puerto Rico, the Northern Mariana Islands, Guam, American Samoa, and the Virgin Islands.

**State of Good Repair** means the condition in which a capital asset can operate at a full level of performance.

**State Safety Oversight Agency** means an agency established by a State that meets the requirements and performs the functions specified by 49 U.S.C. 5329(e) and the regulations set forth in 49 CFR part 674.

**Transit Agency** means an operator of a public transportation system.

**Transit Asset Management (TAM) Plan** means the strategic and systematic practice of procuring, operating, inspecting, maintaining, rehabilitating, and replacing transit capital assets to manage their performance, risks, and costs over their life cycles, for the purpose of providing safe, cost-effective, and reliable public transportation, as required by 49 U.S.C. 5326 and 49 CFR part 625.

**Vehicle Revenue Miles (VRM)** Means the miles that vehicles are scheduled to or travel while in revenue service. Vehicle revenue miles include layover / recovery time and exclude deadhead; operator training; vehicle maintenance testing; and school bus and charter services.

## ***B. Additional Acronyms Used***

**ALDOT** Alabama Department of Transportation

**ASP** Agency Safety Plan

**Board** LRCOG Board of Directors

**ESRP** Employee Safety Reporting System

**LRCOG** Lee-Russell Council of Government

**MAP-21** Moving Ahead for Progress in the 21<sup>st</sup> Century

**MOU** Memorandum of Understanding

**MPO** Metropolitan Planning Organization

**NSP** National Safety Plan

**NTD** National Transit Database

**PA** Project Administrator



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**PEX** Phenix City Express

**SOP** Standard Operating Procedure

**VRM** Vehicle Revenue Mile

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## 6. APPENDIX B

### A. Board Resolution



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#### RESOLUTION NO. 20-10

#### LEE-RUSSELL PUBLIC TRANSIT (LRPT) AND PHENIX CITY EXPRESS (PEX) PUBLIC TRANSPORTATION AGENCY SAFETY PLAN

WHEREAS, the Board of Directors of Lee-Russell Council of Governments has reviewed the updated Lee-Russell Public Transit (LRPT) and Phenix City Express (PEX) Public Transportation Agency Safety Plan and

WHEREAS, the approval and adoption of the Lee-Russell Public Transit (LRPT) and Phenix City Express (PEX) Public Transportation Agency Safety Plan by the Board of Directors is required by the Alabama Department of Transportation,

WHEREAS, the Board feels that this policy is in the best interest of the public, the transit service and the agency:

NOW, THEREFORE BE IT RESOLVED that the Board of Directors of the Lee-Russell Council of Governments hereby approves and adopts the Lee-Russell Public Transit (LRPT) and Phenix City Express (PEX) Public Transportation Agency Safety Plan

Passed, adopted, and approved the 7th day of May, 2020.

#### CERTIFICATION

The undersigned duly qualified and acting Executive Director of the Lee-Russell Council of Governments certifies that the foregoing is a true and correct copy of a resolution, adopted at a legally convened meeting of the Board of Directors held on May 7, 2020.

Signature:

Lisa Sandt  
Executive Director  
Lee-Russell Council of Governments

Attest:

Donna R. Rowell  
Finance Clerk  
Lee-Russell Council of Governments

Mayor Eddie Lowe, Chairman Lisa Sandt, Executive Director

2207 Gateway Drive • Opelika, Alabama 36801-6834 • 334.749.5264 • Fax 334.749.6582 • www.lrcog.com