

DOUGHERTY AREA REGIONAL TRANSPORTATION STUDY

FY 2018 – 2021

TRANSPORTATION IMPROVEMENT PROGRAM

In accordance with Title VI of the Civil Rights Act of 1964 and other nondiscrimination laws, public participation is solicited without regard to race, color, national origin, age, sex, religion, disability, familial, or income status.

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In Cooperation With:

Georgia Department of Transportation

Federal Highway Administration

Federal Transit Administration

**RESOLUTION BY THE
DOUGHERTY AREA REGIONAL TRANSPORTATION STUDY (DARTS)
POLICY COMMITTEE**

FY 2018-2021 Transportation Improvement Study (TIP)

WHEREAS, federal regulations for urban transportation planning require that the Metropolitan Planning Organization, in cooperation with participants in the planning process, develop and update the Transportation Improvement Program (TIP) every four years; and,

WHEREAS, the attached Dougherty Area Regional Transportation Study *Transportation Improvement Program* is drawn from the DARTS 2035 Transportation Plan; and,

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

WHEREAS, the staff of the DARTS MPO and the Georgia Department of Transportation have reviewed the organization and activities of the planning process and found them to be in conformance with the requirements of the law and regulations; and,

WHEREAS, the locally developed and adopted process for private sector participation has been followed in the development of the FY 2018 – 2021 (TIP); and,

NOW, THEREFORE, BE IT RESOLVED that the Dougherty Area Regional Transportation Study Policy Committee adopts the *FY 2018 – 2021 Transportation Improvement Study* as set forth in the document attached to this Resolution;

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

CERTIFICATION

I hereby certify that the above is a true and correct copy of a Resolution adopted by the Dougherty Area Regional Transportation Improvement Study Policy Committee.

January 18, 2018
Date



Rick Muggridge, Chairman

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DARTS TRANSPORTATION COMMITTEE MEMBERS

POLICY COMMITTEE VOTING MEMBERS

Dorothy Hubbard	Mayor, City of Albany
Sharon Subadan	Albany City Manager
Chris Cohilas	Dougherty County Commission
Michael McCoy	Dougherty County Administrator
Rick Muggridge	Lee County Commissioner
Rozanne Braswell, Vice Chair	Lee County Planning Director
Bob Alexander	Leesburg City Manager
Jim Quinn, Chair	Mayor, City of Leesburg
Russell McMurray	Georgia Department of Transportation Commissioner
Chad Hartley	Georgia Department of Transportation District Engineer

* Five (5) voting members are required for a quorum.

Non-Voting Members

Moises Marrero	Federal Highway Administration Division Administrator (Georgia)
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CITIZENS' TRANSPORTATION COMMITTEE MEMBERS

Dr. Surendra Pandey	Dougherty County Appointment
Walter Sharp	Dougherty County Appointment
Glenn "Tyler" Harris	Vice Chair, Dougherty County Appointment
Tommy Gregors	Chair, Dougherty County Appointment
Lee Johnston	Lee County Appointment
Dr. Peter A. Ngwafu	Lee County Appointment
Larry McClain	City of Albany Appointment
Henry Allen Baggs	City of Albany Appointment
Diane Slomka	City of Albany Appointment
Vacant	City of Leesburg Appointment
Billy Merritt	Albany Dougherty Planning Commission Appointment

TECHNICAL COORDINATING COMMITTEE MEMBERS

Paul Forgey, Chairperson	Director, Planning & Development Services
Michael Persley	Albany Chief of Police
Stacey Rowe	Albany Public Works Director
Bruce Maples	Albany Director of Engineering
David Hamilton	Transportation Director
Don Gray	Albany Facilities Maintenance
Larry Cook	Dougherty County Public Works Director
Jackie Battle	Dougherty County Chief of Police
Jeremy Brown, Vice Chairperson	Dougherty County Engineering Manager
Rozanne Braswell	Lee County Director of Planning & Engineering
Bob Alexander	Leesburg Public Works Director
Kimberly Brooks	Southwest Georgia Regional Commission
Kerrie Davis	Transportation Planner, DARTS MPO
Tennasha Green-Gresham	Transit Planner, DARTS MPO
Jacqueline Williams	Georgia Department of Transportation's Office of Planning, Transportation Planner
Tim Warren	Georgia Department of Transportation Preconstruction Engineer, District 4
Ken Breedlove	Albany Traffic Engineering Manager
Orlando Rambo	Rural Transit Provider (Destiny Transportation Group)
Hubert Smigelski	Marine Corp Logistic Base
Hunter Hines	Airport Superintendent of Operations

* Nine (9) voting members required for a quorum.

TECHNICAL COORDINATING COMMITTEE Non – Voting Members

Mary Teter	Planning Manager
Charles Ryan Walker	Georgia Department of Transportation Office of Intermodal Programs, Atlanta
Dennis Carter	Georgia Department of Transportation, District 4
Thomas Caiafa	Georgia Department of Transportation, West Georgia Branch Chief
Ann-Marie Day	U. S. Department of Transportation, FHWA
Billy Merritt	Albany Dougherty Planning Commission
Tommy Gregors	Citizens' Advisory Committee Representative

DARTS Meeting Schedule (All meetings are held quarterly in room 380 at 240 Pine Avenue, meeting times and dates are subject to change).

- **CTC (Citizens Transportation Committee).....9:00AM**

April 17, 2019
June 19, 2019
September 18, 2019
January 15, 2020

- **TCC (Technical Coordinating Committee).....9:00AM**

April 18, 2019
June 20, 2019
September 19, 2019
January 16, 2020

- **PC (Policy Committee).....10:00AM**

April 18, 2019
June 20, 2019
September 19, 2019
January 16, 2020

INTRODUCTION

The Transportation Improvement Program (TIP) is a prioritized list of funded transportation projects for the Dougherty Area Regional Transportation Study (DARTS) planning area. The TIP is used as an implementation guide by the federal, state and local agencies. The Federal Highway Administration and the Federal Transit Administration require that the TIP be financially constrained by year and the Georgia Department of Transportation provided the federal and state project status, cost estimates, and available funds for the various projects. The TIP is made up of projects that are listed in the current 2040 Long Range Plan (now known as Metropolitan Transportation Plan or MTP). The TIP addresses present and intermediate transportation needs throughout the metropolitan area. The TIP is updated every four years.

The Dougherty Area Regional Transportation Study (DARTS) is the designated Metropolitan Planning Organization (MPO) for the Albany Urbanized Area and all of Dougherty County and the southern half of Lee County. The MPO is the organization designated by the governor to administer the federal-required transportation planning process. The Federal-Aid Highway Act of 1962 created the federal requirement for urban transportation planning largely in response to the construction of the Interstate Highway System and the planning of routes through and around urban areas. The Act required, as a condition attached to federal transportation financial assistance, that transportation projects in urbanized areas of 50,000 or more in population be based on a continuing, comprehensive, urban transportation planning process undertaken cooperatively by the states and local governments. DARTS is responsible for developing the four-year transportation improvement program and the 25-year long-range transportation plan. The DARTS MPO was formalized in 1965.

The DARTS FY 2018-2021 Transportation Improvement Program (TIP) consists of federal funded highway and transit projects programmed for fiscal years of 2018 to 2021. Programmed projects that do not affect the capacity of a roadway can be found in the lump sum project list. The TIP is designed to address the transportation needs of Albany, Dougherty and the southern half of Lee County and consists of improvements recommended in the long-range transportation plan. The TIP identifies transportation improvements recommended for advancement during the program period, groups the projects into appropriate staging periods and includes realistic estimates of total costs and anticipated funding sources.

It should be emphasized that the TIP is an expression of intent to implement the identified projects and not a final commitment of funds from any agency. All major transportation projects must appear in an endorsed TIP before they may receive federal funds for implementation. The TIP is based on a reasonable estimate of the amount of federal funds expected to be available to Albany, Dougherty and the southern half of Lee County over the next four fiscal years.

The DARTS Citizens Transportation Committee will review the TIP and forward comments to the Technical Coordinating Committee. The DARTS Technical Coordinating committee is responsible for reviewing the TIP and recommending it for endorsement to the DARTS

If there are any questions, please contact the Transportation Planner in Planning & Development Services at (229) 438-3920 for assistance.

The map displays the Albany, Georgia Metropolitan Planning Area (MPO) with the following features:

- Revised DARTS MPO Boundary:** Indicated by a thick green line.
- DARTS MPO Boundary:** Indicated by a red line.
- Smooth Albany UZA 2012:** Indicated by a light green shaded area.
- Major Highways:** Shown as yellow lines with route numbers (e.g., 3, 32, 195, 520, 234, 62, 91, 300, 133, 520BU, 37, 41, 45, 55).
- Cities and Towns:** Labeled include Leesburg, Albany, Terrell, Lee, Dougherty, Baker, Calhoun, Mitchell, and Worth.
- Scale Bar:** 0 to 2 Miles.
- Inset Map:** Shows the location of the Albany MPO within the state of Georgia.
- North Arrow:** Located in the bottom right corner.
- Scale Bar (Bottom Right):** 0 to 8 Miles.

Plan Consistency

Each project in this TIP is taken from the financially-constrained project list on the Long Range Plan (now known as the Metropolitan Transportation Plan or MTP). The project detail sheets that are included in the document list both a DARTS and a GDOT project identification numbers, if available, for cross-reference between the MTP and the TIP.

Laws and Regulations

The laws that require MPO's 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 MPOs are published in the Code of Federal Regulations (CFR's) at Title 23, Chapter 1, Part 450, Subpart C. Sections 450.324 through 450.330 specifically relate to the development of the TIPs.

The Fixing America's Surface Transportation Act, or "FAST Act" is the most current law enacted that provides long-term funding certainty for surface transportation, meaning States and local governments can move forward with critical transportation projects. The FAST Act largely maintains current program structures and funding shares between highway and transit.

The transportation planning process must explicitly address the ten planning factors identified by SAFETEA-LU (Safe, Accountable, Flexible, Efficient Transportation Equity Act: A Legacy for Users) and reaffirmed under Moving Ahead for Progress in the 21st Century Act (MAP-21) and updated in the FAST Act listed below:

Planning Factors (23 CFR 450.306)

The TIP is developed to provide comprehensive, cooperative and continuing transportation planning (known as the 3-C Process). The FAST Act requires that the metropolitan planning process consider and analyze the following ten factors for each planning activity. These factors continue to influence the program of the TIP. The ten planning activity factors with associated goals and objectives are shown below and are integrated into the TIP project and selection.

- 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 planned growth and economic development patterns.

Goal: Promote Economic Development

- Minimize congestion
- Enhance freight connection
- Provide transportation alternatives
- Implement projects to support freight movement

- Increase the safety of the transportation system for motorized and non-motorized users;

Goal: Maintain and improve transportation system safety and security for motorists, pedestrians and bicyclists

- Review traffic crash data to systematically identify potential safety problems on roadway sections, bridges, and intersections with traffic and develop a list of projects necessary to eliminate deficiencies
- Prioritize and schedule roadway, bikeway, and sidewalk maintenance expenditures to maintain safe conditions for travel
- Provide adequate access for emergency service vehicles throughout the system
- Program and carry out safety improvements throughout the TIP process
- Assist Albany Transit in continually improving the safety and efficiency of its active vehicle fleet

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

Goal: Maintain and improve transportation system safety and security for motorists, pedestrians and bicyclists.

- Review traffic crash data to systematically identify potential safety problems on roadway sections, bridges, and intersections with traffic and develop a list of projects necessary to eliminate deficiencies
- Prioritize and schedule roadway, bikeway, and sidewalk maintenance expenditures to maintain safe conditions for travel
- Provide adequate access for emergency service vehicles throughout the system
- Program and carry out safety improvements throughout the TIP process
- Assist Albany Transit in continually improving the safety and efficiency of its active vehicle fleet

- Increase the accessibility and mobility of people and for freight;

Goal: Provide a transportation system that affords sufficient mobility to accommodate the travel demands of Dougherty and South Lee County residents and businesses

- Expand the transportation system to accommodate a variety of travel modes and minimize reliance on any single mode
- Design and manage the transportation system to meet a minimum level of service (LOS) "C" on roadways classified as arterials and collectors
- Encourage transportation services that accommodate the needs of the transportation disadvantaged.
- Identify roadway sections and intersections operating or projected to operate at less than the area level of service standard and develop a list of projects necessary to eliminate deficiencies
- Program and implement transportation improvements through the TIP process.

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

Goal: Limit and mitigate adverse environmental impacts associated with traffic and transportation system development through facilities design and system management.

- Develop future MTP's within the context of the Statewide Transportation Plan (SWTP) to meet federal, state and local air, water and noise standards
- Apprise the EPD, EPA and Army Corps of Engineers of transportation system development projects at the earliest opportunity to identify project related environmental issues and to ensure compliance with federal and state air water, wetland and noise standards
- Enhance the integration and connectivity of the transportation system, across and between modes, for people and freight.

Goal: Provide a multimodal transportation system which offers cost-effective alternatives to the automobile, supports efficient freight movement, provides for bicyclists and pedestrians, and encourages continued use and development of air transportation facilities.

- Designate, prepare and maintain a map of the Truck Route System
- Consider freight and truck utilization and impacts on adjacent land uses
- Proposed transportation projects should consider incorporating features to enhance freight movement and provide adequate design to accommodate large freight vehicles
- Work with Albany Transit System to provide continued high-quality transit service to City of Albany residents and businesses and transportation disadvantaged
- Support transit-oriented development through zoning and land-use policy
- Design complete streets that include provisions for transit access, including complementary pedestrian and bicycle facilities
- Provide and maintain safe and comfortable transit amenities (i.e. shelters, benches).
- Provide for interconnected, direct, and area-wide bicycle and pedestrian circulation system linking recreational areas, schools, shopping areas, employment centers, and adjacent neighborhoods
- Utilize the Proposed Future Bicycle Corridor Map to guide future bicycle improvements to the Arterial and Collector system
- Integrate planning of pedestrian and bicycle facilities into development plan for determining bicycle and pedestrian facility projects review processes
- Utilize Regional Bicycle and Pedestrian
- Promote efficient system management and operation.

Goal: An efficient transportation system

- Efficiently manage DARTS resources and priorities through the Transportation Improvement Program (TIP)

- Develop a transportation network that links DARTS subareas and reduces travel times for area residents and commerce-related trips
- Plan and improve routes to increase the efficiency of travel and movement of goods and services
- Use the functional classification system and road standards to guide public investment, determine funding requirements, and establish conditions for approval of private development projects
- Consider functional Classification in conjunction with land use designations in the preparation and amendment of both counties Comprehensive Plans
- Emphasize the preservation of the existing transportation system,
 - Goal: Maintain and preserve the existing transportation system.**
 - Determine the backlog of deferred maintenance and the annual maintenance
 - requirements of the area roadway system
 - Determine area-wide roadway system reconstruction needs
 - Prioritize and carry out maintenance and reconstruction activities through the annual maintenance and reconstruction program process
 - When projects are planned, designed, or constructed evaluate the life-cycle costs and make appropriate decisions at each step to ensure that projects that are built are as maintenance free as possible
- Improve the resiliency and reliability of the transportation system and reduce mitigation storm water impacts of the surface transportation
 - Goal – No stated goal in 2040 Long Range Plan**
- Enhance travel and tourism.
 - Goal: Improve the livability and quality of transportation system.**
 - Select projects that will improve the livability and quality of the area's transportation system
 - Pursue transportation enhancement activity funds for suitable projects
 - Use community land use policies, plans, and ordinances to support historic preservation, limit of outdoor advertising, landscaping and other beautification, and provisions for pedestrian and bicycle facilities

Planning Emphasis Areas (PEA's)

The National Planning Emphasis Areas (PEA's) is issued by the U.S. Department of Transportation to focus the transportation planning process on implementation of the FAST Act. On March 18, 2015 FHWA issued the following PEAs and requested the MPO address these in their TIP. The emphasis areas are carried forward into the FY 2018 UPWP and any planning document updates.

- **Performance Based Planning and Programming:** The development and implementation of a performance management approach to transportation planning and programming that supports the achievement of transportation system performance outcomes.
- **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.
- **Ladders of Opportunity:** Access to essential services is essential to the transportation planning process. Develop and implement performance measures and analytical methods to measure the Transportation system's connectivity to essential services. Identify gaps in transportation system and provide solutions.

FAST Act National Planning Factors	FAST Act National Goals	GA 2040 SWTP/2015 SSTP State Goals	Current DARTS 2040 MTP Regional Goals	Current DARTS 2040 MTP Objectives	Current DARTS 2040 MTP Update Regional Performance Measures	Data Source
Increase the accessibility and mobility of people and for freight	<p>To achieve a significant reduction in congestion on the National Highway System</p> <p>To improve the efficiency of the surface transportation system</p>	<p>Relieve congestion and improve reliability</p> <p>Improve freight movement and economic development opportunities</p>	Provide a transportation system that affords sufficient mobility to accommodate the travel demands of Dougherty and South Lee County residents and businesses	<p>Expand the transportation system to accommodate a variety of travel modes and minimize reliance on any single mode</p> <p>Design and manage the transportation system to meet a minimum level of service (LOS) “C” on roadways classified as arterials and collectors</p> <p>Encourage transportation services that accommodate the needs of the transportation disadvantaged.</p> <p>Identify roadway sections and intersections operating or projected to operate at less than the area level of service standard and develop a list of projects necessary to eliminate deficiencies</p> <p>Program and implement transportation improvements through the TIP process.</p>	Level of Service	Georgia Department of Transportation
Promote efficient system management and operation	<p>To achieve a significant reduction in congestion on the National Highway System</p> <p>To improve the efficiency of the surface transportation system</p> <p>To reduce project costs, promote jobs and the economy, and</p>	Relieve congestion and improve reliability		<p>Efficiently manage DARTS resources and priorities through the Transportation Improvement Program (TIP)</p> <p>Develop a transportation network that links DARTS subareas and reduces travel times for area residents and commerce-related trips</p> <p>Plan and improve routes to increase the efficiency of travel and movement of goods and services</p> <p>Use the functional classification system</p>	<p>Vehicle Miles Traveled (VMT)</p> <p>Vehicle Hours Traveled (VHT)</p>	Georgia Electronic Accident Reporting System (GEARS) and Critical Analysis Reporting Environment (CARE)

FAST Act National Planning Factors	FAST Act National Goals	GA 2040 SWTP/2015 SSTP State Goals	Current DARTS 2040 MTP Regional Goals	Current DARTS 2040 MTP Objectives	Current DARTS 2040 MTP Update Regional Performance Measures	Data Source
	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			and road standards to guide public investment, determine funding requirements, and establish conditions for approval of private development projects Consider functional Classification in conjunction with land use designations in the preparation and amendment of both counties Comprehensive Plans		
Protect and enhance the environment, promote energy conservation, improve the quality of life Promote consistency between transportation improvements and State and local planned growth and economic development patterns.	To enhance the performance of the transportation system while protecting and enhancing the natural environment	Improve the Environment	Limit and mitigate adverse environmental impacts associated with traffic and transportation system development through facilities design and system management	Develop future MTP's within the context of the Statewide Transportation Plan (SWTP) to meet federal, state and local air, water and noise standards Apprise the EPD, EPA and Army Corps of Engineers of transportation system development projects at the earliest opportunity to identify project related environmental issues and to ensure compliance with federal and state air water, wetland and noise standards		
Enhance the integration and connectivity of the transportation system, across and between modes for people and freight	To achieve a significant reduction in congestion on the National Highway System To improve the efficiency of the surface transportation system		Provide a multimodal transportation system which offers cost-effective alternatives to the automobile, supports efficient freight movement, provides for bicyclists and pedestrians, and	Freight: Designate, prepare and maintain a map of the Truck Route System Consider freight and truck utilization and impacts on adjacent land uses Proposed transportation projects should consider incorporating features to enhance freight movement and provide adequate design to accommodate	Transit Passengers per Revenue Hour, Cost per Passenger, Percent of population within one half mile of a bus stop Bicycle and Pedestrian Percent of roadway network with bicycle or pedestrian facilities (bicycle lanes, routes, sidewalks,	Annual Ridership Surveys

FAST Act National Planning Factors	FAST Act National Goals	GA 2040 SWTP/2015 SSTP State Goals	Current DARTS 2040 MTP Regional Goals	Current DARTS 2040 MTP Objectives	Current DARTS 2040 MTP Update Regional Performance Measures	Data Source
			encourages continued use and development of air transportation facilities.	<p>large freight vehicles</p> <p>Transit</p> <p>Work with Albany Transit System to provide continued high-quality transit service to City of Albany residents and businesses and transportation disadvantaged</p> <p>Support transit-oriented development through zoning and land-use policy</p> <p>Design complete streets that include provisions for transit access, including complementary pedestrian and bicycle facilities</p> <p>Provide and maintain safe and comfortable transit amenities (i.e. shelters, benches)</p> <p>Bicycle and Pedestrian:</p> <p>Provide for interconnected, direct, and area-wide bicycle and pedestrian circulation system linking recreational areas, schools, shopping areas, employment centers, and adjacent neighborhoods</p> <p>Utilize the Proposed Future Bicycle Corridor Map to guide future bicycle improvements to the Arterial and Collector system</p>	trails)	

FAST Act National Planning Factors	FAST Act National Goals	GA 2040 SWTP/2015 SSTP State Goals	Current DARTS 2040 MTP Regional Goals	Current DARTS 2040 MTP Objectives	Current DARTS 2040 MTP Update Regional Performance Measures	Data Source
				<p>Integrate planning of pedestrian and bicycle facilities into development review processes</p> <p>Utilize Regional Bicycle and Pedestrian plan for determining bicycle and pedestrian facility projects</p>		
Emphasize the preservation of the existing transportation system	TO maintain the highway infrastructure asset system in a state of good repair.	Maintain and preserve the existing transportation system	Maintain and preserve the existing transportation system.	<p>Determine the backlog of deferred maintenance and the annual maintenance requirements of the area roadway system</p> <p>Determine area-wide roadway system reconstruction needs</p> <p>Prioritize and carry out maintenance and reconstruction activities through the annual maintenance and reconstruction program process</p> <p>When projects are planned, designed, or constructed evaluate the life-cycle costs and make appropriate decisions at each step to ensure that projects that are built are as maintenance free as possible</p>	<p>Pavement Condition Evaluation System (PACES)</p> <p>National Bridge Inventory ratings (structurally deficient or functionally obsolete)</p>	Georgia Department of Transportation
Increase the safety of the transportation system for motorized and non-motorized users.	To achieve a significant reduction in traffic fatalities and serious injuries on all public roads.	Improve safety	Maintain and improve transportation system safety and security for motorists, pedestrians and bicyclists	Review traffic crash data to systematically identify potential safety problems on roadway sections, bridges, and intersections with traffic and develop a list of projects necessary to eliminate deficiencies	<p>Property, injury and fatal crashes per 100 million VMT</p> <p>Injury and fatal crashes per population</p>	Georgia Electronic Accident Reporting System (GEARS) and Critical Analysis Reporting Environment (CARE)

FAST Act National Planning Factors	FAST Act National Goals	GA 2040 SWTP/2015 SSTP State Goals	Current DARTS 2040 MTP Regional Goals	Current DARTS 2040 MTP Objectives	Current DARTS 2040 MTP Update Regional Performance Measures	Data Source
				<p>Prioritize and schedule roadway, bikeway, and sidewalk maintenance expenditures to maintain safe conditions for travel</p> <p>Provide adequate access for emergency service vehicles throughout the system</p> <p>Program and carry out safety improvements throughout the TIP process</p> <p>Assist Albany Transit in continually improving the safety and efficiency of its active vehicle fleet</p>		
Increase the security of the transportation system for motorized and non-motorized users.	To achieve a significant reduction in traffic fatalities and serious injuries on all public roads.	Improve safety	Maintain and improve transportation system safety and security for motorists, pedestrians and bicyclists	<p>Review traffic crash data to systematically identify potential safety problems on roadway sections, bridges, and intersections with traffic and develop a list of projects necessary to eliminate deficiencies</p> <p>Prioritize and schedule roadway, bikeway, and sidewalk maintenance expenditures to maintain safe conditions for travel</p> <p>Provide adequate access for emergency service vehicles throughout the system</p> <p>Program and carry out safety improvements throughout the TIP process</p> <p>Assist Albany Transit in continually improving the safety and efficiency of its active vehicle fleet</p>	<p>Property, injury and fatal crashes per 100 million VMT</p> <p>Injury and fatal crashes per population</p>	Georgia Electronic Accident Reporting System (GEARS) and Critical Analysis Reporting Environment (CARE)

FAST Act National Planning Factors	FAST Act National Goals	GA 2040 SWTP/2015 SSTP State Goals	Current DARTS 2040 MTP Regional Goals	Current DARTS 2040 MTP Objectives	Current DARTS 2040 MTP Update Regional Performance Measures	Data Source
Support the economic vitality of the metropolitan area, especially by enabling global competitiveness, productivity and efficiency	<p>To improve the national freight network, strengthen the ability of rural communities to access national and international trade markets, and support regional economic development.</p> <p>To achieve a significant reduction in congestion on the national Highway System</p> <p>To improve the efficiency of the surface transportation system</p>	Improve freight movement and economic development opportunities				
Improve the resiliency and reliability of the transportation system and reduce or mitigate storm water impacts of surface transportation	<p>To maintain the highway infrastructure asset system in a state of good repair</p> <p>To enhance the performance of the transportation system while protecting and enhancing the natural environment</p>	The 2040 SWTP/2015 SSTP do not currently address this federal goal.				
Enhancing travel and tourism	To improve the national freight network, strengthen the ability of rural	The 2040 SWTP/2015 SSTP do not currently	Improve the livability and quality of transportation system.	Select projects that will improve the livability and quality of the area's transportation system	Connectivity and gaps between sidewalks and activity centers (parks, schools, malls, hospitals,	

FAST Act National Planning Factors	FAST Act National Goals	GA 2040 SWTP/2015 SSTP State Goals	Current DARTS 2040 MTP Regional Goals	Current DARTS 2040 MTP Objectives	Current DARTS 2040 MTP Update Regional Performance Measures	Data Source
	communities to access national and international trade markets, and support regional economic development	address this federal goal		<p>Pursue transportation enhancement activity funds for suitable projects</p> <p>Use community land use policies, plans, and ordinances to support historic preservation, limit of outdoor advertising, landscaping and other beautification, and provisions for pedestrian and bicycle facilities</p>	etc.)	
			Continue use and development of air transportation facilities.	<p>Coordinate Southwest Georgia Regional Airport plans with the State Airport Plan</p> <p>Coordinate with service providers and Southwest Georgia Regional Airport to plan for appropriate future expansion</p> <p>Review land use policies to examine compatibility of airport and complementary uses with adjacent development</p>	Passenger boarding's and deplaning's Air Cargo Volume	Georgia Department of Transportation
			<p>Transportation System Management (TSM) and Transportation Demand Management (TDM)</p> <p>- Encourage implementation of TSM and TDM to reduce traffic</p>	<p>Support TSM alternatives such as access management and Intelligent Transportation System (ITS)</p> <p>Support formal development of a DARTS-regional TDM program</p> <p>Incorporate into the land use planning and permitting process provisions for review of the impact of specific developments on the transportation network</p>	LOS Mode Split	Georgia Department of Transportation

FAST Act National Planning Factors	FAST Act National Goals	GA 2040 SWTP/2015 SSTP State Goals	Current DARTS 2040 MTP Regional Goals	Current DARTS 2040 MTP Objectives	Current DARTS 2040 MTP Update Regional Performance Measures	Data Source
			congestion and promote low cost solutions for road capacity.			
			Provide a financially balanced twenty-five year transportation plan	<p>Prepare estimates of the amount of funding that will be available from federal, state, and local sources</p> <p>Prepare cost estimates for capital projects and maintenance of the transportation system</p>	Cost-benefit	Local Data
			Ensure the cost of transportation facilities and services are borne by those who benefit from them.	<p>Develop equitable financing mechanisms for existing system maintenance and improvement, and through the development review process, require improvements necessary to accommodate future growth</p> <p>Provide transportation services and facilities in a timely manner according to funding capabilities.</p>	Cost-benefit	Local Data

Format

The TIP document contains the following spreadsheets and detail pages showing a list of projects and the funding dollars:

- FY 2018-2021 Projects - this spreadsheet contains a list of projects along with the dollar amounts scheduled for the fiscal years 2018-2021.
- FY 2018-2021 Lump Sum Funding Categories - this spreadsheet reflects available funding dollars for the DARTS area in lump sum categories for the fiscal years 2018-2021.
- FY 2018-2021 Dougherty Area Transit Funding - this spreadsheet contains the Dougherty Area Transit funding categories along with the dollar amounts for the fiscal years 2018-2021.
- Project Detail Sheets 2018-2021 – these worksheets supply more detail on these projects that are funded from 2018-2021. Here you will also find project definitions page to explain various items that are not self-explanatory. It also includes project worksheets that supply more detail on these projects.
- A detailed breakdown of the various transit funding categories.
- A narrative on lump sum funding.
- A lists of all the MPO authorized projects.
- Appendix
 - Provides a list of definitions, abbreviations, funding and phase codes, and acronyms used within the text of this TIP
 - Public comments received on the TIP
 - Provides a copy of the Self Certification required of all MPO's
 - Provides a copy of the amendment process for the TIP

Project Evaluation

In order to determine the priority of the capital projects the MPO designed a prioritization framework to address the need for each projects as objectively as possible. Using the Goals and Objectives from our Metropolitan Transportation Plan, projects were ranked for the applicability in ten categories:

- Capacity/Delay Reduction – Ability of the project to address and reduce congestion
- Safety – Ability of the project to address transportation safety
- Constructability – Relative ease of the project to be constructed
- Environmental – Reflects the number of likely environmental impacts the project will encounter
- Access to Major Generators – Reflects the projects ability to access major land use generators in the DARTS region
- Land Use Coordination – Reflects the project's compatibility with land use plans
- Regional Connectivity – Reflects the project's ability to connect more effectively areas within the DARTS region and/or ability to connect the region more effectively with areas outside of the region

- Multimodal Friendly – Reflects the project’s ability to address multimodal transportation needs
- Local Support – Reflects the project’s relative support as determined through public and stakeholder involvement
- FAST Act – Reflects the project’s compatibility with the performance goals outlined

Each project was ranked with a score between 1 (poor) and 10 excellent with a score in the middle (4, 5, 6) reflecting a neutral position in these nine categories. The scores were first tallied through a combination of technical and qualitative analyses. Following the initial scoring, the prioritization results were vetted through the technical committee of DARTS.

ANTICIPATED EXPENDITURES
(Overall Project Listing for FY 2018 – 2021)

Albany Project Cost Detail

FY 2018 thru FY 2021

PI #	MPO TIP ID	Description	Prim Work Type	Year	Phase	Fund Code	Federal	State	Other	Total
0013489		SUMMER TRANSPORTATION INSTITUTE @ ALBANY UNIVERSITY - FY 2018	Preliminary Engineering	2018	PE	L490	\$45,000	\$0	\$0	\$45,000
442951-	BR-5	SR 234 @ CHICKASAWHATCHEE CREEK 8 MI NE OF LEARY	Bridges	2018	CST	BBOND	\$0	\$3,937,171	\$0	\$3,937,171
T005126		FY 2018-ALBANY MPO-SEC.5303-PLANNING	MPO/Region Transit	2018	TPLN	5303	\$60,175	\$7,522	\$7,522	\$75,219
T006038		FY 2018-ALBANY-SEC.5307-CAPITAL AND OPERATIONS	Urban Transit - Capital/Ops	2018	TCAP	5307	\$887,896	\$110,987	\$110,987	\$1,109,870
T006038		FY 2018-ALBANY-SEC.5307-CAPITAL AND OPERATIONS	Urban Transit - Capital/Ops	2018	TOPR	5307	\$1,638,528	\$0	\$1,638,528	\$3,277,056
T006063		FY 2018-SOUTHWEST GEORGIA RC-SEC.5304-PLANNING	MPO/Region Transit	2018	TPLN	5304	\$1,951	\$0	\$488	\$2,439
T006494		FY 2018-ALBANY-SEC.5339-CAPITAL ONLY	Urban Transit - Capital/Ops	2018	TCAP	5339	\$1,006,935	\$0	\$251,734	\$1,258,669
FY 2018 Totals:							\$3,640,485	\$4,055,680	\$2,009,259	\$9,705,424
0013490		SUMMER TRANSPORTATION INSTITUTE @ ALBANY UNIVERSITY- FY2019	Preliminary Engineering	2019	PE	L490	\$45,000	\$0	\$0	\$45,000
0013992		SR 520BU @FLINT RIVER IN ALBANY	Bridges	2019	ROW	Z231	\$200,000	\$50,000	\$0	\$250,000
T005988		FY 2019-ALBANY MPO-SEC.5303-PLANNING	MPO/Region Transit	2019	TPLN	5303	\$60,175	\$7,522	\$7,522	\$75,219
T006073		FY 2019-SOUTHWEST GEORGIA RC-SEC.5304-PLANNING	MPO/Region Transit	2019	TPLN	5304	\$1,951	\$0	\$488	\$2,439
T006098		FY 2019-ALBANY-SEC.5307-CAPITAL AND OPERATIONS	Urban Transit- Capital/Ops	2019	TOPR	5307	\$1,638,525	\$96,369	\$963,806	\$2,698,700
FY 2019 Totals:							\$1,945,651	\$153,891	\$971,816	\$3,071,358
0013491		SUMMER TRANSPORTATION INSTITUTE @ ALBANY UNIVERSITY -FY 2020	Preliminary Engineering	2020	PE	L490	\$45,000	\$0	\$0	\$45,000
T005999		FY 2020 ALBANY MPO-SEC.5303-PLANNING	MPO/Region Transit	2020	TPLN	5303	\$60,175	\$7,522	\$7,522	\$75,219
T006085		FY 2020-SOUTHWEST GEORGIA RC-SEC.5304-PLANNING	MPO/Region Transit	2020	TPLN	5304	\$1,951	\$0	\$488	\$2,439
T006110		FY 2020-ALBANY-SEC.5307-CAPITAL AND OPERATIONS	Urban Transit- Capital/Ops	2020	TOPR	5307	\$1,638,525	\$96,369	\$963,806	\$2,698,700
FY 2020 Totals:							\$1,745,651	\$103,891	\$971,816	\$2,821,358
0013620		SR 91 @ SR 133; INC SR 3 RAMPS- LIGHTING	Lighting	2021	PE	Z231	\$148,000	\$37,000	\$0	\$185,000
T006010		FY 2021-ALBANY MPO-SEC.5303-PLANNING	MPO/Region Transit	2021	TPLN	5303	\$60,175	\$7,522	\$7,522	\$75,219
T006096		FY 2021-SOUTHWEST GEORGIA RC-SEC.5304-PLANNING	MPO/Region Transit	2021	TPLN	5304	\$1,951	\$0	\$488	\$2,439
T006121		FY 2021-ALBANY-SEC.5307-CAPITAL AND OPERATIONS	Urban Transit - Capital/Ops	2021	TOPR	5307	\$1,638,525	\$96,369	\$1,361,625	\$3,096,519
FY 2021 Totals:							\$1,848,651	\$140,891	\$1,369,635	\$3,359,177
Albany Totals:							\$9,180,438	\$4,454,353	\$5,322,526	\$18,957,317

BRIDGE PROJECTS
(FY 2018 – 2021)

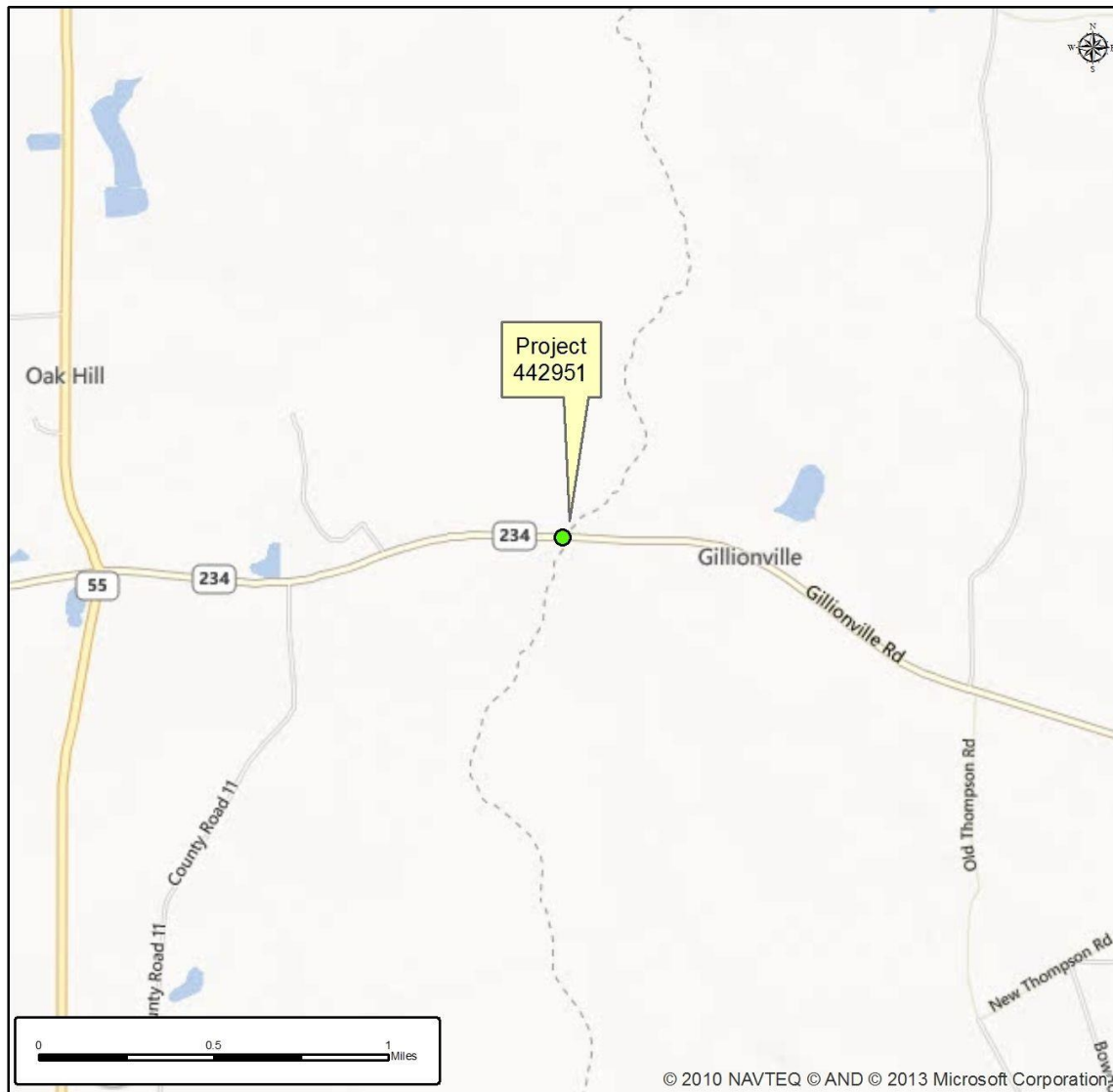
442951 - SR 234 @ Chickasawhatchee Creek, 8 miles NE of Leary

PROJECT DESCRIPTION: Bridge Replacement

Project #: BRST0-0524-00(009)	Project Length (MI): 1.54	County: Calhoun, Dougherty
P.I. #: 442951-	Existing Lanes: 2	DOT District: 4
TIP #: BR-5	Proposed Lanes: 2	CONG DIST: 2
Funding Code: M240	LRTP Darts Project # 19	RC: SW Georgia
Funding: BBOND	State/US #: SR 234	Local RD#

Project Phase	\$ Source	FY 2018	FY 2019	FY 2020	FY 2021	TOTAL
Pre. Engineering	Fed/State	\$0	\$0	\$0	\$0	\$0
Right-of-Way	Fed/ State	\$0	\$0	\$0	\$0	\$0
Construction	Fed/ State	\$3,937,171	\$0	\$0	\$0	\$3,937,171
Project Cost	NA	\$0	\$0	\$0	\$0	\$0
Federal Cost	NA	\$0	\$0	\$0	\$0	\$0
State Cost	NA	\$3,937,171	\$0	\$0	\$0	\$3,937,171
Local Cost	NA	\$0	\$0	\$0	\$0	\$0

Comment: The funding represents the portion of the project that is within the DARTS MPO boundaries.



0013992 – SR 520 BU @ FLINT RIVER IN ALBANY
PROJECT DESCRIPTION: Bridge Replacement

Project #:	Project Length (MI): 0.4	County: Dougherty
P.I. #: 0013992	Existing Lanes: 4	DOT District: 4
TIP #:BR-6	Proposed Lanes: 6	CONG DIST: 2
Funding Code: Z231	LRTP Darts Project # 20	RC: SW Georgia
Funding:	State/US #: SR 520	Local RD#

Project Phase	\$ Source	FY 2018	FY 2019	FY 2020	FY 2021	TOTAL
Pre. Engineering	Fed/State	\$0	\$0	\$0	\$0	\$0
Right-of-Way	Fed/ State	\$0	\$250,000	\$0	\$0	\$250,000
Construction	Fed/ State	\$0	\$0	\$0	\$0	\$0
Project Cost	NA	\$0	\$0	\$0	\$0	\$0
Federal Cost	NA	\$0	\$200,000	\$0	\$0	\$200,000
State Cost	NA	\$0	\$50,000	\$0	\$0	\$50,000
Local Cost	NA	\$0	\$0	\$0	\$0	\$0

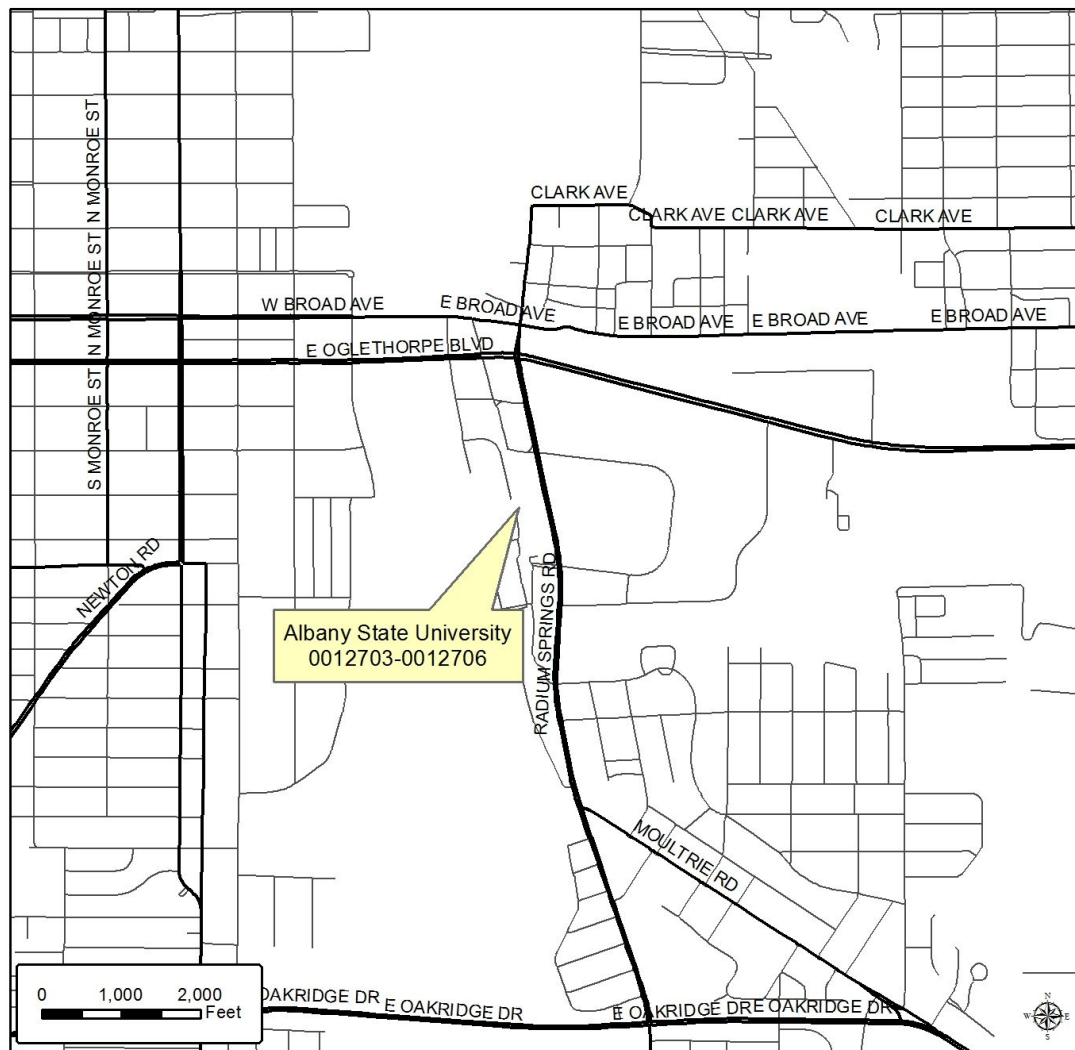


***SURFACE TRANSPORTATION PROJECT
(FY 2018 – 2021)***

0013489 –0013492 SUMMER TRANSPORTATION INSTITUTE @ ALBANY STATE UNIVERSITY
PROJECT DESCRIPTION: Preliminary Engineering

Project #:	Project Length (MI):	County: Dougherty
P.I. #: 0013489, 0013490, 0013491	Existing Lanes: -	DOT District: 4
TIP #: D-12704, D-12705, & D-12706	Proposed Lanes: -	CONG DIST: 2
Funding Code: L490	LRTP Darts Project #	RC: SW Georgia
Funding:	State/US #:	Local RD#

Project Phase	\$ Source	FY 2018	FY 2019	FY 2020	FY 2021	TOTAL
Pre. Engineering	Fed/State	\$45,000	\$45,000	\$45,000	\$0	\$135,000
Right-of-Way	Fed/ State	\$0	\$0	\$0	\$0	\$0
Construction	Fed/ State	\$0	\$0	\$0	\$0	\$0
Project Cost	NA	\$45,000	\$45,000	\$45,000	\$0	\$135,000
Federal Cost	NA	\$45,000	\$45,000	\$45,000	\$0	\$135,000
State Cost	NA	\$0	\$0	\$0	\$0	\$0
Local Cost	NA	\$0	\$0	\$0	\$0	\$0

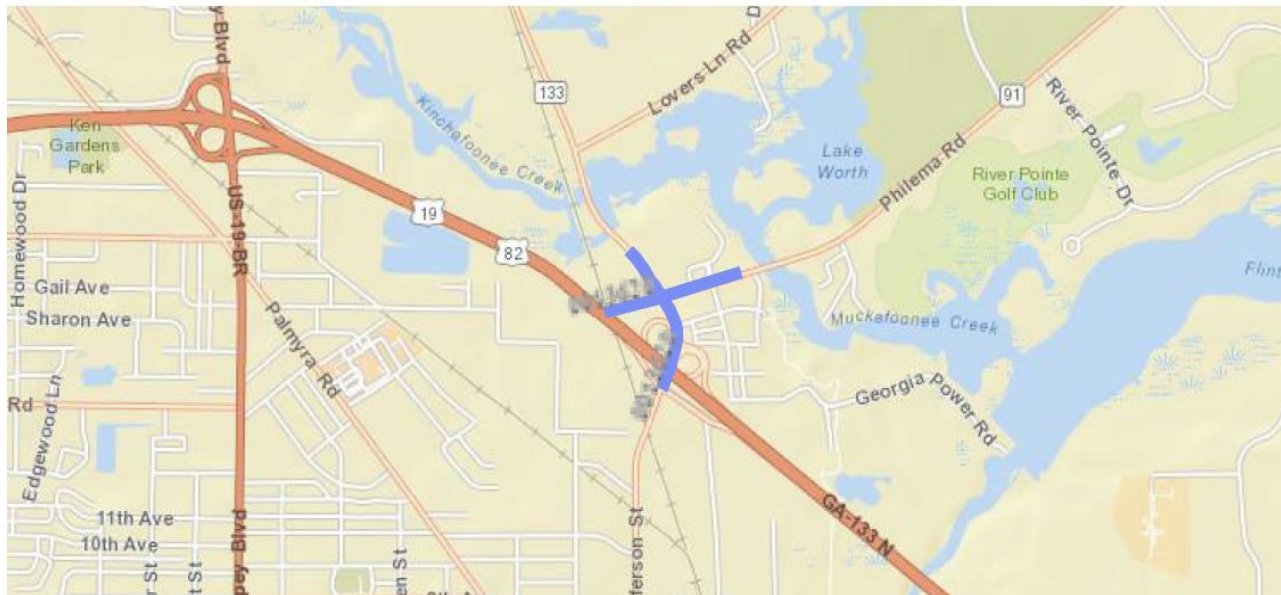


0013620 - SR-91 @ SR 133; INC SR 3 RAMPS - LIGHTING

PROJECT DESCRIPTION: Lighting

Project #:	Project Length (MI):	County: Dougherty
P.I. #: 0013620	Existing Lanes: -	DOT District: 4
TIP #:	Proposed Lanes: -	CONG DIST: 2
Funding Code: L490	LRTP Darts Project #	RC: SW Georgia
Funding: Z231	State/US #:	Local RD#

Project Phase	\$ Source	FY 2018	FY 2019	FY 2020	FY 2021	TOTAL
Pre. Engineering	Fed/State	\$0	\$0	\$0	\$185,000	\$185,000
Right-of-Way	Fed/ State	\$0	\$0	\$0	\$0	\$0
Construction	Fed/ State	\$0	\$0	\$0	\$0	\$0
Project Cost	NA	\$0	\$0	\$0	\$185,000	\$185,000
Federal Cost	NA	\$0	\$0	\$0	\$148,000	\$148,000
State Cost	NA	\$0	\$0	\$0	\$37,000	\$37,000
Local Cost	NA	\$0	\$0	\$0	\$0	\$0



PUBLIC TRANSIT
(FY 2018– 2021) Albany Transit Asset Management

I. Introduction to TAM

With the adoption by Congress of the Moving Ahead for Progress in the 21st Century (MAP-21) Act, transit providers like Albany Transit System were required to establish plans for maintaining their assets in what the law defines as a State of Good Repair (SGR). 49 CFR part 625 defines the term “State of Good Repair” as “the condition in which a capital asset is able to operate at a full level of performance”. Transit Asset Management plans inventory assets, assess their condition, and set targets for their replacement such that a majority of the assets are in a State of Good Repair.

II. Adoption of State of Georgia Group Transit Asset Management Plan

The federal law distinguishes between large and small transit providers and places less requirements upon the smaller operators. Albany Transit falls within the latter category and is allowed to join with other small providers to form a Group Transit Asset Management Plan. The State of Georgia sponsors this group plan which includes 92 participants statewide. Albany Transit ratified the Georgia Department of Transportation Group Transit Asset Management Plan in September 2018.

Transit Asset Management plans for small transit providers have four distinct elements:

- Inventory of Capital Assets
- Condition Assessment of the capital assets
- Description of Decision Support Tools which define the needed amount of capital investment and determine when assets are to be replaced
- Prioritized list of investments

The rest of this document will detail these items pertaining to the Albany Transit System.

III. Existing Inventory

The Albany Transit System receives state funding from two sources: Department of Transportation Section 5307 Small Urban Transportation grants and 5339 Bus and Bus Facility funds. The system operates a fleet of 10 fixed route guideway vehicles and 5 ADA Para Transit vehicles funded through the 5307 programs. The para transit service is provided on a demand-response basis, meaning that riders must call in advance for appointments to schedule trips for point of origin to point of destination. The system also maintains the Albany Transit Administrative Office and the maintenance operation is currently supported by the City of Albany Fleet Management Department.

IV. Targets and explanation

Section 4.2 of the Georgia Group TAM Plan establishes targets for the operation of transit vehicles, equipment and facilities at each of the participating agencies. These targets and current levels are posted in the plan as follows:

Table 4.1 Summary of Asset Performance by Asset Class

Asset Category/Class	Total Number	Useful Life Benchmark (ULB)	Number Exceeding ULB ² / 3.0 TERM Rating	% Exceeding ULB/ 3.0 TERM Rating	Proposed FY19 Targets
Rolling Stock	775		96	12.4%	
BU-Bus (35' – 40')	82	14 yrs.	8	9.8%	15%
BU-Bus (29' – 30')	54	12 yrs.	21	38.9%	35%
CU-Cutaway bus	593	7 yrs.	52	8.8%	10%
MV-Minivan	1	8 yrs.	1	100.0%	50%
SB-School bus ⁴	33	15 yrs.	8	24.2%	50%
VN-Van	12	8 yrs.	6	50.0%	50%
Equipment	55		23	42.6%	
AO - Automobile	18	8 yrs.	11	61.1%	55%
Trucks and other Rubber Tire Vehicles	31	10 yrs.	11	35.5%	55%
Equip. >\$50,000 ⁶	6	14 yrs.	n/a	n/a	n/a
Facilities	83		7	8.4%	
Administration	62	n/a	2	3.2%	25%
Maintenance	11	n/a	5	45.5%	25%
Passenger / Parking Facilities	10	n/a	0	0%	10%

The Useful Life Benchmark is the rated number of years a particular type of vehicle can be expected to safely and reliably operate without major failure. The performance measure for facilities is the percentage of facilities within an asset class that are rated below condition 3.0 on the Transit Economic Requirements Model (TERM) scale. The TERM scale takes into account the type of asset, its age, its condition, funding source, and FY 18 replacement cost to rate facilities. Those which fall below a score of 3.0 on the scale are deemed in need of improvement.

Table 2.1 Comparison of FTA Required Minimum Grant Useful Life and TAM Useful Life Benchmark

Asset Class	FTA Grant Minimum Useful Life	TAM Useful Life Benchmark (ULB)
AO-Automobile	4 years	8 years
BU-Bus (35' – 40')	12 years	14 years
BU-Bus (29' – 30')	10 years	12 years
CU-Cutaway	5 – 7 years	7 years
MV-Minivan	4 years	8 years
SB-School Bus	12 years	15 years
Trucks and Other Rubber Tire Vehicles	n/a	10 years
VN-Van	4 years	8 years

Albany Transit's fleet currently includes four 30'ft fixed route buses with a useful life bench mark of 10 years, and eleven 35'ft fixed route buses with a useful life bench mark of 12 years. Cutaway buses that the system uses has a 5-7 useful life bench mark. Albany Transit System has agreed to adhere to the targets recommended by the state, as our inventory is apart of the group plan.

Table 2.2 FTA TERM Rating Scale

Rating	Condition	Description
5	Excellent	No visible defects, new or near new condition, may still be under warranty if applicable
4	Good	Good condition, but no longer new, may be slightly defective or deteriorated, but is overall functional
3	Adequate	Moderately deteriorated or defective; but has not exceed useful life
2	Marginal	Defective or deteriorated in need of replacement; exceeded useful life
1	Poor	Critically damage or in need of immediate repair; well pass useful life

All facilities operated or shared by Albany Transit System meet and exceed the 3.0 scoring threshold used in the TERM scale.

V. Decision Tool used

The Georgia Group TAM Plan uses the Federal Transit Administration’s Transit Economic Requirements Model Analysis Tool, referred as “TERM Lite” in the document, to analyze the condition of vehicles, equipment and facilities and help guide decisions regarding priorities for repair and replacement. Factors used in the decision matrix included condition of the asset and available funds for transit operations from federal, state and local resources.

VI. Investment prioritization as a result of the tool

As a result of the TERM Lite analysis, several vehicles are scheduled to be replaced in the next two years. Albany Transit is scheduled to replace two buses in 2019/20210 and five buses in 2020/2021 for a total investment of \$4,820,000. The expected source of funding for these replacements is the Section 5307 Urban Transit Program and 5339 Bus and Bus Facility. The funding sources to be expected from the Federal Transit Administration will be provided through the projects identified in the following table. Albany Transit expenditures under the FY 2018-2021 TIP meet all TAM targets.

GDOT Project ID#s for Transit in the Albany MPO (2018 – 2021)

Program Year	Project ID	Short Description	Primary Work Type	MPO	MPO %	Expanded Description
2018	T005126	FY 2018-ALBANY MPO-SEC.5303-PLANNING	MPO/Region Transit	Albany	100	This project will fund transit planning for FY 2018 for the Albany MPO. CRW 2-8-2017
2018	T006038	FY 2018-ALBANY-SEC.5307-CAPITAL AND OPERATIONS	Urban Transit - Capital/Ops	Albany	100	This project will fund transit capital and transit operations in FY 2018 for the Albany urbanized area.
2018	T006063	FY 2018-SOUTHWEST GEORGIA RC-SEC.5304-PLANNING	MPO/Region Transit	Albany	8	This project will fund transit planning in FY 2018 for the Southwest Georgia Regional Commission.
2018	T006198	FY 2018-SW GEORGIA RC-SEC.5311-CAPITAL AND OPERATIONS	Rural Transit - Capital/Ops	Albany	9	This project will fund transit capital and transit operations in FY 2018 for SW Georgia Regional Commission.
2018	T006494	FY 2018-ALBANY-SEC.5339-CAPITAL ONLY	Urban Transit - Capital/Ops	Albany	100	This project will fund the acquisition of fareboxes, a service vehicle, two (2) 35-ft CNG buses and an ADA Equipped Van for the Albany Transit System in FY 2018 using FTA Section 5339 funding.
2019	T005988	FY 2019-ALBANY MPO-SEC.5303-PLANNING	MPO/Region Transit	Albany	100	This project will fund transit planning in FY 2019 for the Albany MPO.
2019	T006098	FY 2019-ALBANY-SEC.5307-CAPITAL AND OPERATIONS	Urban Transit - Capital/Ops	Albany	100	This project will fund transit capital and transit operations in FY 2019 for the Albany urbanized area.
2019	T006288	FY 2019-SW GEORGIA RC-SEC.5311-CAPITAL AND OPERATIONS	Rural Transit - Capital/Ops	Albany	9	This project will fund transit capital and transit operations in FY 2019 for the Southwest Georgia Regional Commission.
2019	T006869	FY 2019-ALBANY-SEC. 5339 (B) – CAPITAL	Urban Transit – Capital/Ops	Albany	100	The Georgia Department of Transportation (GDOT) will receive funding on behalf of the City of Albany to replace buses that have exceeded their useful life and fund construction of a transit center that will replace the current undersized leased building with a safe and efficient facility. This project is the result of a competitive grant application process where GDOT applied and was awarded \$4,250,000 in funding through the Federal Transit Administration's Buses and Bus Facilities Infrastructure Investment Program in federal fiscal year 2018.
2020	T005999	FY 2020-ALBANY MPO-SEC.5303-PLANNING	MPO/Region Transit	Albany	100	This project will fund transit planning in FY 2020 for the Albany MPO.
2020	T006085	FY 2020-SOUTHWEST GEORGIA RC-SEC.5304-PLANNING	MPO/Region Transit	Albany	8	This project will fund transit planning in FY 2020 for the Southwest Georgia Regional Commission.
2020	T006110	FY 2020-ALBANY-SEC.5307-CAPITAL AND OPERATIONS	Urban Transit - Capital/Ops	Albany	100	This project will fund transit capital and transit operations in FY 2020 for the Albany urbanized area.

2020	T006378	FY 2020-SW GEORGIA RC-SEC.5311-CAPITAL AND OPERATIONS	Rural Transit - Capital/Ops	Albany	9	This project will fund transit capital and transit operations in FY 2020 for the Southwest Georgia Regional Commission.
2021	T006010	FY 2021-ALBANY MPO-SEC.5303-PLANNING	MPO/Region Transit	Albany	100	This project will fund transit planning in FY 2021 for the Albany MPO.
2021	T006096	FY 2021-SOUTHWEST GEORGIA RC-SEC.5304-PLANNING	MPO/Region Transit	Albany	8	This project will fund transit planning in FY 2021 for the Southwest Georgia Regional Commission.
2021	T006121	FY 2021-ALBANY-SEC.5307-CAPITAL AND OPERATIONS	Urban Transit - Capital/Ops	Albany	100	This project will fund transit capital and transit operations in FY 2021 for the Albany urbanized area.
2021	T006467	FY 2021-SW GEORGIA RC-SEC.5311-CAPITAL AND OPERATIONS	Rural Transit - Capital/Ops	Albany	9	This project will fund transit capital and transit operations in FY 2021 for the Southwest Georgia Regional Commission.

CAPITAL SCHEDULE FOR ALBANY TRANSIT SYSTEM					
	7.1.17-6.30.18	7.1.18-6.30.19	7.1.19-6.30.20	7.1.20-6.30.21	
DESCRIPTION	FY18	FY19	FY20	FY 21	TOTAL
TIP #	T006494 (Section 5339 Project)	T006098	T006110	T006121	
Purchase ADA Equipped Van (1 Replacement)	\$45,000	\$0	\$0	\$0	\$45,000
Purchase CNG Fixed Route 35' Bus (1 Replacement)	\$0	\$0	\$0	\$0	\$0
Purchase CNG Fixed Route 35' Bus (4 Replacement)	\$1,001,094	\$0	\$0	\$0	\$1,001,094
Purchase CNG Fixed Route 35' Bus (6 Replacement)	\$0	\$3,600,000	\$0	\$0	\$3,600,000
Purchase CNG Paratransit Bus (1 Replacement)	\$0	\$0	\$0	\$500,620	\$500,620
Purchase CNG Paratransit Bus (5 Replacement)	\$0	\$0	\$0	\$0	\$0
Purchase CNG 35' Bus (3 Replacement)	\$0	\$1,450,182	\$1,450,182	\$0	\$2,900,364
Purchase Support Vehicle (2 Replacement)	\$0	\$32,000	\$0	\$0	\$32,000
Purchase Service Vehicle 2015 F150 (1 Replacement)	\$30,490	\$0	\$0	\$0	\$30,490
Capital Maintenance Items	\$608,880	\$400,000	\$400,000	\$610,000	\$2,018,880
Maintenance Tools and Equipment	\$15,000	\$44,000	\$44,000	\$45,000	\$148,000
Bus Stop Amenities	\$185,000	\$150,000	\$150,000	\$180,000	\$665,000
Office & Facility Automation/Software	\$50,300	\$50,000	\$50,000	\$50,000	\$200,300
Security/Surveillance Equipment/Upgrade	\$68,900	\$50,000	\$50,000	\$50,000	\$218,900
Fareboxes & Related Equipment	\$182,085	\$25,000	\$25,000	\$25,000	\$257,085
Office Equipment/Furniture	\$0	\$5,000	\$5,000	\$30,000	\$40,000
Training	\$35,790	\$35,000	\$35,000	\$35,000	\$140,790
Facility Modifications	\$38,000	\$50,000	\$50,000	\$50,000	\$188,000
Facility Lease	\$108,000	\$106,000	\$106,000	\$110,000	\$430,000
Transportation Center	\$0	\$1,500,000	\$10,545,296	\$0	\$12,045,296
Planning	\$0	\$0	\$0	\$0	\$0
PROJECT COST	\$2,368,539	\$7,497,182	\$12,910,478	\$1,685,620	\$24,461,819
FEDERAL COST	\$1,894,831	\$5,997,746	\$10,328,382	\$1,348,496	\$19,569,455
STATE COST	\$236,854	\$749,718	\$1,291,048	\$168,562	\$2,446,182
LOCAL COST	\$236,854	\$749,718	\$1,291,048	\$168,562	\$2,446,182
DOT DISTRICT # 4					

OPERATING ASSISTANCE SCHEDULE FOR ALBANY TRANSIT SYSTEM					
Section 5307					
STIP #	T006038	T006098	T006110	T006121	
OPERATING PERIOD	FY 18	FY 19	FY20	FY21	TOTAL
07/01/16 - 06/30/17					\$0
07/01/17 - 06/30/18	\$3,277,056				\$3,277,056
07/01/18 - 06/30/19		\$1,474,675			\$1,474,675
07/01/19 - 06/30/20			\$1,474,675	\$1,685,620	\$1,474,675
07/01/20 - 06/30/21					\$0
PROJECT COST	3,277,056	1,474,675	1,474,675	1,685,620	\$6,226,406
FEDERAL COST	2,621,645	1,179,740	1,179,740	1,348,496	\$4,981,125
STATE & LOCAL COST	\$655,411	\$294,935	\$294,935	\$337,124	\$1,245,281

Fixed Route Fleet Inventory										
Vehicles	FY 2018	FY 2019	FY 2020	FY 2021	FY 2022	FY 2023	FY 2024	FY 2025	FY 2026	FY 2027
2008's (602)	1	1								
2011's (824, 826, 844, 846, 857, 848)	6	6								
2016's (606,607,608,609)	4	4	4	4	4	4	4	4	4	4
2018's (610, 611, 612,)	3	3	3	3	3	3	3	3	3	3
2019's			7	7	7	7	7	7	7	7
2020's			1	1	1	1	1	1	1	1
1 - 2008 Surplus in FY 17 (602, 603)	(1)	(1)	(1)							
1 - 2009 Surplus in FY 17 (605)	(1)									
1 - 2018 Replace in FY 18	2									
1 - 2018 New in FY 18	1									
2 - 2006 Surplus in FY 18	(1)		(1)							
1 - 2008 Surplus in FY 18										
1 - 2019 Replace in FY 19			2							
2 - 2019 New in FY 19		2								
5 - 2020 Replace in FY 20			5							
5 - 2020 Surplus in FY 20 (826, 844, 846, 857, 848)			(5)							
2 - 2011 Surplus in FY 19 (824)		(1)								
1 - 2020 Replace in FY 20										
Total Fixed Route Vehicles	14	14	15	15	15	15	15	15	15	15
Peak Usage	10	10	11	11	11	11	11	11	11	11
Spares	4	4	4	4	4	4	4	4	4	4
Fixed Route Spare Ratio	40%	40%	36%	36%	36%	36%	36%	36%	36%	36%

ADA Paratransit Fleet Inventory										
Vehicles	FY 2018	FY 2019	FY 2020	FY 2021	FY 2022	FY 2023	FY 2024	FY 2025	FY 2026	FY 2027
2007's (843,847,853,855,861)										
2008's (862)										
2016's	6	6	6	6	6	6	6	6	6	
2017's										
2026's										6
6 - 2016 Replace in FY 17										
5 - 2007 Surplus in FY 17										
1 - 2008 Surplus in FY 17										
6 - 2016 Replace in FY 26									6	
6 - 2016 Surplus in FY 26									(6)	
Total ADA Para Vehicles	6	6	6	6	6	6	6	6	6	6
Peak Usage	5	5	5	5	5	5	5	5	5	5
Spares	1	1	1	1	1	1	1	1	1	1
ADA Para Spare Ratio	20%	20%	20%	20%	20%	20%	20%	20%	20%	20%

	FY2017	FY2018	FY 2019	FY 2020	FY2021	Total
Section 5307						
TIP # (Operating)	T00	T006038	T006098	T006110	T006121	
TIP # (Capital)	T00	T006038	T006098	T006110	T006121	
Total 5307	\$4,640,431	\$2,368,539	\$7,497,182	\$12,910,478	\$1,685,620	\$27,416,630
Albany Transportation Center						
Section 5309						
TIP # (Capital)	T00	T00	T00	T00		
Federal 80%	\$ 4,409,333.00	\$0	\$0	\$0	\$0	\$4,409,333
State 10%		\$0	\$0	\$0	\$0	\$0
Local 10%	\$ 1,102,333.00	\$0	\$0	\$0	\$0	\$1,102,333
Subtotal 5309	\$5,511,666	\$0	\$0	\$0	\$0	\$5,511,666
SAFETEA-LU Funding						
Federal 80%	\$0	\$0	\$0	\$0	\$0	\$0
State 10%	\$0	\$0	\$0	\$0	\$0	\$0
Local 10%	\$0	\$0	\$0	\$0	\$0	\$0
Subtotal SAFETEA-LU	\$0	\$0	\$0	\$0	\$0	\$0
Go Transit Award	\$1,973,528	\$0	\$0	\$0	\$0	\$1,973,528
SPLOST VII	\$2,500,000	\$0	\$0	\$0	\$0	\$2,500,000
5339 Bus and Bus Facility Funds	\$0	\$0	\$1,712,500	\$0	\$0	\$1,712,500
Total Albany Transportation Center	\$9,985,194	\$0	\$1,712,500	\$0	\$0	\$11,697,694
Grand Total	\$12,125,625	\$2,368,539	\$9,209,682	\$12,910,478	\$1,685,620	\$39,114,324

TRANSIT CAPITAL IMPROVEMENT JUSTIFICATION
FY 2018 - FY 2021

Replace 1 ADA Van	(FY18)
Replace 5 Fixed Route Buses	(FY18)
Replace 6 Paratransit Buses	(FY18)
Replace 3 Fixed Route Buses	(FY19)
Replace 1 ADA Van	(FY19)
Replace 3 Fixed Route Buses	(FY20)
Replace 2 Support Vehicles	(FY20)
Replace 3 Fixed Route Buses	(FY20)

Capital Maintenance items - This line item provides for the continued maintenance and upkeep of the existing fleet including service vehicles. This includes parts, tires, supplies, services, painting, wrapping, outside repairs, engines, transmissions, air conditioning parts/service/replacement and other related items.

Maintenance Tools & Equipment - This line item includes the procurement of shop tools, diagnostic and other shop equipment/new/upgrade/replacement/maintenance, radio equipment/new/upgrade/replacement/maintenance, bicycle racks, fare boxes and other related equipment.

Bus Stop Amenities - This line item includes the procurement and installation of bus shelters, benches, trash receptacles, signage, kiosk, way finding, bus stop study, brochures, tickets, passes, marketing and other amenities.

Office and Facility Automation/Software - This line item includes the upgrade and/or replacement of support computer equipment and software, copier maintenance, monitors and other related items.

Security/Surveillance Equip./Upgrade -This line item includes the upgrade/replacement/maintenance of cameras, monitors, other security equipment, and related items.

Fareboxes & Related Equipment - This line item will allow for the upgrade/replacement/maintenance of worn out and/or obsolete fareboxes, repair of farebox related equipment, new farebox equipment and related items.

Office Equipment & Furniture - This line item will be used to replace equipment and furniture used by the office staff, i.e. desks, tables, chairs, appliances, TVs, ice machine, office décor and other related items.

Training - This line item will be used for various training programs and/or to purchase training materials and equipment along with employee training and travel for training, training supplies, refreshments and other related items.

Facility Improvements & Modifications - This line item provides funds for facility modifications and improvements, landscaping services and supplies, heating & air conditioning repairs/service/replacement, plumbing repairs and replacement, replacement of windows, pressure washing, ceiling tiles, doors, flooring, lighting, awning, window blinds, resurface/stripe parking lot and other related items.

Multi-modal/Construction/Facility Lease - This line item provides an alternative to enable the city to proceed with the construction of a new transfer facility. It also includes the lease payment and a percentage of repairs, supplies, utilities, and other related items.

Planning - This line item will allow us to procure consultant services to develop a marketing plan. It includes supplies, related marketing items, advertising, and other related items.

***TIER II PUBLIC TRANSIT
(FY 2021 – 2022)***

CAPITAL SCHEDULE FOR ALBANY TRANSIT SYSTEM			
Section 5307			
DESCRIPTION STIP #	FY21	FY22	TOTAL
Purchase ADA Equipped Van	\$0	\$0	\$0
Purchase CNG Fixed Route 35' Bus	\$0	\$0	\$0
Purchase CNG Paratransit Bus	\$0	\$0	\$0
Purchase Support Vehicle	\$0	\$0	\$0
Purchase Service Vehicle	\$0	\$0	\$0
Capital Maintenance Items	\$400,000	\$400,000	\$800,000
Maintenance Tools and Equipment	\$44,000	\$44,000	\$88,000
Bus Stop Amenities	\$150,000	\$150,000	\$300,000
Office & Facility Automation	\$50,000	\$50,000	\$100,000
Security/Surveillance Equipment/Upgrade	\$50,000	\$50,000	\$100,000
Fareboxes & Related Equipment	\$25,000	\$25,000	\$50,000
Office Equipment/Furniture	\$5,000	\$5,000	\$10,000
Training	\$35,000	\$35,000	\$70,000
Facility Modifications	\$50,000	\$50,000	\$100,000
Facility Lease	\$106,000	\$106,000	\$212,000
Planning	\$0	\$0	\$0
PROJECT COST	\$915,000	\$915,000	\$1,830,000
FEDERAL COST	\$732,000	\$732,000	\$1,464,000
STATE COST	\$91,500	\$91,500	\$183,000
LOCAL COST	\$91,500	\$91,500	\$183,000

OPERATING ASSISTANCE SCHEDULE FOR ALBANY TRANSIT SYSTEM			
Section 5307			
TIP #	T006121	T006833	
OPERATING PERIOD	FY 21	FY 22	TOTAL
07/01/21 - 06/30/22	\$1,474,675		\$1,474,675
07/01/22 - 06/30/23		\$1,474,675	\$1,474,675
PROJECT COST	\$1,474,675	\$1,474,675	\$2,949,350
FEDERAL COST	\$737,338	\$737,338	\$1,474,675
LOCAL COST	\$737,338	\$737,338	\$1,474,675
DOT DISTRICT # 4 CONG. DIST	2	RDC	SWG

LUMP SUM PROJECTS

LUMP SUM FUNDING

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

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

To provide the readers of the TIP/STIP with as much information as possible, individual projects to be funded from the Lump Sum Bank in the future may be shown in the TIP/STIP with a program year of 2014 and a preliminary estimated cost. These projects are also denoted with the words “Uses Lump Sum Bank PI # 000xxxx” in the lower left area of the project listing. To avoid double counting, these projects are not included in the county total at the end of the county.

Group: Maintenance

Criteria: existing system maintenance only

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

Group: Safety

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

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

Group: Preliminary Engineering

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

Group: Roadway/Interchange Lighting

Criteria: lighting
This group is a single item.

Group: Rights of Way - Protective Buying and Hardship Acquisitions

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

Group: Transportation Alternatives Program (TAP)

Criteria: TAP provides funding for programs and projects defined as transportation alternatives, including on- and off-road pedestrian and bicycle facilities, infrastructure projects for improving non-driver access to public transportation and enhanced mobility, community improvement activities, and environmental mitigation; recreational trail program projects; safe routes to school projects; and projects for planning, designing, or constructing boulevards and other roadways largely in the right-of-way of former Interstate System routes or other divided highways.

Consistent with what is allowed in the MAP-21 legislation, GDOT reserves the right to transfer 50% of available TAP funds to one of the most flexible funding categories available. Those dollars may be spent on any federal-aid eligible project to permit GDOT to focus on delivering the long-needed transportation improvements that support the safe and efficient movement of people and goods, in the most cost-effective manner.

The remaining 50% of TAP funds consists of dollars sub-allocated to MPOs over 200,000 in population as well as TAP funds held at State DOTs eligible for use in areas below 200,000 populations. Projects selected to receive these funds must be the result of a competitive selection process. This group has two funding types.

Group: Transportation Enhancement

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

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

This group has two funding types.

Group: Safe Routes to Schools

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

This group has three items; Infrastructure & non-infrastructure & any project.

Group: High Risk Rural Roads

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

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

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

Group: Regional Traffic Signal Optimization

Criteria: Applies to maintenance and operation of traffic control devices statewide. Candidate projects include:

- A. Regional Traffic Operations Concepts
- B. Micro-Regional Traffic Operations
- C. Traffic Control Maintenance Contracts
- D. Signal Timing
- E. Identification of minor operational improvement projects to be submitted fir Operational Projects under another Lump Sum category.

Projects will:

- A. Have to support the Regional or Statewide Traffic Signal Concept of Operations
- B. Focus on operating and maintaining the components of traffic control systems
- C. Local or quasi-governmental agencies may be contracted with at the project level.
- D. on which the accident rate for fatalities and incapacitating injuries exceeds the statewide average for those functional classes of roadway; or that will likely have increases in traffic volume that are likely to create an accident rate for fatalities and incapacitating

Group: Low Impact Bridges

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

- A. The safety of the travelling 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.
- B. 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.
- C. The Program will result in accelerated, streamlined delivery of all phases of the bridge replacement including, planning, design, environmental approval and construction.

				PE		ROW		CST		UTL	
PROJ	PROJ NO.	TIP NO.	DESCRIPTION								
0013172			PEDESTRIAN UPGRADES @ 16 LOCS IN DISTRICT 4	PE	PRECST	ROW	PRECST	CST	PRECST		
M005559			MAINTENANCE PRESERVATION @ 5 LOCS IN DISTRICT 4 AREA 5								

Dougherty

				PE		ROW		CST		UTL	
PROJ	PROJ NO.	TIP NO.	DESCRIPTION								
0010121			SR 3BU/SR 520BU @ 9 LOCS & SR 91 @ 9 LOCS - SIGNAL UPGRADES	PE	AUTHORIZED			CST	PRECST		
0011727			CS 795/N MADISON STREET @ NS #734091L IN ALBANY	PE	PRECST	ROW	PRECST	CST	PRECST		
0015091			N MADISON STREET @ NS #734091L & MONROE STREET @ NS #734090E	PE	PRECST			CST	PRECST		
0015186			OFF-SYSTEM SAFETY IMPROVEMENTS @ 17 LOCS IN DOUGHERTY COUNTY					CST	PRECST		
0015475			SR 133 @ CR 234/LOVERS LANE ROAD - ROUNDABOUT	PE	PRECST	ROW	PRECST	CST	PRECST	UTL	PRECST
M005012			SR 133 FROM WORTH COUNTY LINE TO CR 540/MOCK ROAD								
M005166			SR 234 FM CALHOUN COUNTY LINE TO E OF CR 1644/GRAND OAKS CT								
M005682			SR 7; SR 91 & SR 520 @ 4 LOCS - BRIDGE PRESERVATION								

M005685			SR 1; SR 3; SR 37; SR 38; &SR 520@10 LOC- BRIDGE PRESERVATION								
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Grady

				PE		ROW		CST		UTL	
PROJ	PROJ NO.	TIP NO.	DESCRIPTION								
M004432			SR 93 @ LITTLE TIRED CREEK TRIB & SR 195 @ MUCKALEE CREEK								

Lee

				PE		ROW		CST		UTL	
PROJ	PROJ NO.	TIP NO.	DESCRIPTION								
0012834			LESLIE HWY @ CS 543/SMITHVILLE ROAD & CS 547/2ND STREET	PE	AUTHORIZED	ROW	PRECST	CST	PRECST	UTL	PRECST
M005212			SR 520 FROM TERRELL COUNTY LINE TO CR 171/N DOUBLEGATE DRIVE								
M005242			SR 520 FM CR 171/N DOUBLEGATE DRIVE TO DOUGHERTY COUNTY LINE								
M005615			SR 32 FROM SR 3 TO WORTH COUNTY LINE								

ANTICIPATED REVENUE

ALBANY							
TOTAL EXPECTED HIGHWAY							
STIP FUNDS							
(MATCHED)							
FY 2018 - FY 2021							
FUND	CODE	LUMP DESCRIPTION	2018	2019	2020	2021	TOTAL
STP	Z231		\$ -	\$ 250,000	\$ -	\$ 8,685,000	\$ 8,935,000
Other	L490		\$ 45,000	\$ 45,000	\$ 45,000	\$ 45,000	\$ 180,000
Bond	BBOND		\$ 3,937,171	\$ -	\$ -	\$ -	\$ 3,937,171
Transit	307C		\$ 3,105,000	\$ 3,105,000	\$ -	\$ -	\$ 6,210,000
Transit	307O		\$ 2,518,502	\$ 2,518,502	\$ -	\$ -	\$ 5,037,004
Transit	5303		\$ 75,219	\$ 75,219	\$ 75,219	\$ 75,219	\$ 300,876
Transit	5304		\$ 2,439	\$ 2,439	\$ 2,439	\$ 2,439	\$ 9,756
Transit	5307		\$ 4,386,926	\$ 2,698,700	\$ 2,698,700	\$ 3,096,519	\$ 12,880,845
Transit	5311		\$ 26,323	\$ -	\$ -	\$ -	\$ 26,323
Transit	5339		\$ 1,576,623	\$ 317,954	\$ -	\$ -	\$ 1,894,577
NHPP	Z001	ROAD MAINT - NAT'L HWY	\$ 1,770,000	\$ 1,770,000	\$ 1,088,000	\$ 1,088,000	\$ 5,716,000
NHPP	Z001	ROADWAY LIGHTING	\$ 16,000	\$ 10,000	\$ 10,000	\$ 10,000	\$ 46,000
NHPP	Z001	TRAF CONTROL DEVICES - NHS	\$ 44,000	\$ 49,000	\$ 237,000	\$ 237,000	\$ 567,000
STP	L220	ENHANCEMENT	\$ 188,000	\$ 188,000	\$ 188,000	\$ 188,000	\$ 752,000
STP	Z240	CST MGMT	\$ 395,000	\$ 297,000	\$ 297,000	\$ 297,000	\$ 1,286,000
STP	Z240	OPERATIONS	\$ 119,000	\$ 119,000	\$ 119,000	\$ 119,000	\$ 476,000
STP	Z240	ROAD MAINT - ANY AREA	\$ 1,582,000	\$ 1,582,000	\$ 1,335,000	\$ 1,335,000	\$ 5,834,000
STP	Z240	BRIDGE PAINTING	\$ 148,000	\$ 148,000	\$ 148,000	\$ 148,000	\$ 592,000
STP	Z240	LOW IMPACT BRIDGES	\$ 257,000	\$ 257,000	\$ 257,000	\$ 257,000	\$ 1,028,000
STP	Z240	TRAF CONTROL DEVICES	\$ 302,000	\$ 297,000	\$ 59,000	\$ 59,000	\$ 717,000
STP	Z240	RW PROTECTIVE BUY	\$ 15,000	\$ 15,000	\$ 15,000	\$ 15,000	\$ 60,000
STP	Z240	WETLAND MITIGATION	\$ 12,000	\$ 12,000	\$ 12,000	\$ 12,000	\$ 48,000
Trails	Z940	RECREATIONAL TRAILS	\$ 12,000	\$ 12,000	\$ 12,000	\$ 12,000	\$ 48,000
HSIP	ZS30	SAFETY	\$ 939,000	\$ 989,000	\$ 989,000	\$ 989,000	\$ 3,906,000
HSIP	ZS40	RRX HAZARD ELIM	\$ 49,000	\$ 49,000	\$ 49,000	\$ 49,000	\$ 196,000
HSIP	ZS50	RRX PROTECTION DEV	\$ 40,000	\$ 40,000	\$ 40,000	\$ 40,000	\$ 160,000
TOTAL			\$ 21,561,203	\$ 14,846,814	\$ 7,676,358	\$ 16,759,177	\$ 60,843,552

AUTHORIZED PROJECTS

Calhoun

PROJ	PROJ NO.	TIP NO.	DESCRIPTION	Phase Code	Program Year	Total Funding by CD
442951-		BR-5	SR 234 @ CHICKASAWHATCHEE CREEK 8 MI NE OF LEARY	ROW	2016	\$160,000.00

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PROJ	PROJ NO.	TIP NO.	DESCRIPTION	Phase Code	Program Year	Total Funding by CD
0000473	STP00-0000-00(473)	H/R-99-10	SR 133 FM N OF CR 459/COUNTY LINE RD TO N OF CR 540/HOLLY DR	PE	2016	\$1,798,111.42
0010292			SR 520/US 82 @ CR 459/COUNTY LINE ROAD	CST	2015	\$3,459,859.05
0010292			SR 520/US 82 @ CR 459/COUNTY LINE ROAD	ROW	2015	\$700,000.00
0010571		RC10-000038	WESTOVER BLVD FROM ALBANY MALL TO N OF LEDO ROAD	ROW	2017	\$250,000.00
0012704		D-12704	SUMMER TRANSPORTATION INSTITUTE @ ALBANY UNIVERSITY - 2015	PE	2015	\$44,996.47
0012705		D-12705	SUMMER TRANSPORTATION INSTITUTE @ ALBANY UNIVERSITY-FY 2016	PE	2016	\$45,000.00
0012924			PL ALBANY - FY 2015	PLN	2015	\$151,774.40
0013342			OFF-SYSTEM SAFETY IMPROVEMENTS @ 17 LOCS IN DOUGHERTY COUNTY	CST	2016	\$187,515.09
0013394			PL ALBANY - FY 2016	PLN	2016	\$242,034.68
0013992			SR 520BU @ FLINT RIVER IN ALBANY	PE	2017	\$500,000.00
0014100			PL ALBANY - FY 2017	PLN	2017	\$175,817.23
0015281			SHRP2 IMPLEMENTATION ASSISTANCE PROGRAM FY 2016	PLN	2016	\$200,000.00
M005007			SR 234 FROM SR 520BU TO CS 1333/INDUSTRY AVE	MCST	2016	\$865,531.39
M005122			SR 300 FROM SR 520 TO N OF CR 243/BANCH ROAD	MCST	2017	\$1,806,930.31
M005389			BRIDGE PRESERVATION @ 10 SR LOCS IN DISTRICT 4	MCST	2017	\$454,677.80
M005389			BRIDGE PRESERVATION @ 10 SR LOCS IN DISTRICT 4	MPE	2016	\$18,000.00
M005479			SR 520/US 82 FROM CS 969/MAPLE ST TO CR 473/PINE BLUFF RD	MCST	2017	\$1,584,925.19
M005565			SR 91 FROM BAKER COUNTY LINE TO SR 62	MCST	2017	\$1,174,200.50

M005682			SR 7; SR 91 & SR 520 @ 4 LOCS - BRIDGE PRESERVATION	MPE	2017	\$60,000.00
M005685			SR 1; SR 3; SR 37; SR 38; &SR 520@10 LOC- BRIDGE PRESERVATION	MPE	2017	\$8,000.00

Lee

PROJ	PROJ NO.	TIP NO.	DESCRIPTION	Phase Code	Program Year	Total Funding by CD
0008457	CSSFT-0008-00(457)		SR 3/US 19 @ CR 101/CENTURY ROAD	CST	2015	\$870,582.58
0009264	CSMSL000900264		LEESBURG TRAIN DEPOT - RENOVATION & PRESERVATION	CST	2016	\$291,394.88
M005027			SR 520 FM TERRELL COUNTY LINE TO E OF DAWSON ROAD; INC RAMPS	MCST	2017	\$3,554,000.13
M005050			SR 91 FROM SR 32 TO DOUGHERTY COUNTY LINE	MCST	2017	\$2,674,140.81
M005344			SR 195 FROM SR 32 TO SUMTER COUNTY LINE	MCST	2016	\$2,003,396.46
M005349			SR 133 FROM SR 3 TO DOUGHERTY COUNTY LINE	MCST	2017	\$904,760.55
M005455			SR 3 BYPASS FROM SR 3 TO SR 3	MCST	2016	\$931,073.98

Worth

PROJ	PROJ NO.	TIP NO.	DESCRIPTION	Phase Code	Program Year	Total Funding by CD
0000475	STP00-0000-00(475)	H/R-95-8	SR 133 FM N OF SR 112 TO N OF CR 459/COUNTY LINE ROAD	PE	2016	\$75,000.00

PUBLIC PARTICIPATION PROCESS

Public Participation

The development of the TIP process involves a public outreach effort to identify community issues, concerns, and priorities. DARTS incorporated public participation techniques targeted towards developing the TIP document through a community meeting to inform the public of our intent to update the TIP, legal ads were published in the Albany Herald informing the public of the TIP update as well as being posted online on our Facebook page. A 30-day public comment period was conducted for review of the document. The draft TIP was available for public review on the MPO website, MPO office and local libraries. The public participation plan can be viewed in its entirety at http://dartsmpo.org/wp-content/uploads/2015/09/DARTS_Draft-2015-Public-Participation-Plan.pdf

NOTICES OF PUBLIC REVIEW

DARTS Transportation Improvement Program (FY 2018 – 2021) Public Hearing

The Dougherty Area Regional Transportation Study (DARTS) is updating the region's Transportation Improvement Program (TIP) to address current and future mobility needs for its citizens. DARTS is the Metropolitan Planning Organization (MPO) for the urbanized area of the City of Albany, Dougherty County, and the southern half of Lee County.

This hearing will review the TIP process as well as highlight upcoming projects for the region prior to the development of the draft document. The meeting will be held Tuesday, September 26, 2017 at 240 Pine Avenue, Albany, GA Suite 300 at 4 PM.

www.dartsmpo.org

If you have any questions, please contact Kerrie Davis, Transportation Planner, at (229) 438.3920 or kedavis@albany.ga.us.

Programa de Mejoramiento del Transporte DARTS (FY 2018 - 2021)
Audiencia pública

El Estudio Regional de Transporte de Dougherty Area (DARTS) está actualizando el Programa de Mejoramiento del Transporte (TIP) de la región para atender las necesidades actuales y futuras de movilidad de sus ciudadanos. DARTS es la Organización de Planificación Metropolitana (MPO) para el área urbanizada de la ciudad de Albany, condado de Dougherty, y la mitad meridional del condado de Lee.

Esta audiencia revisará el proceso TIP, así como resaltar los próximos proyectos para la región antes del desarrollo del borrador del documento. La reunión se llevará a cabo el martes 26 de septiembre de 2017 en 240 Pine Avenue, Albany, GA Suite 300 a las 4 PM.

www.dartsmpto.org

Si tiene alguna pregunta, póngase en contacto con Kerrie Davis, Planificador de Transporte, en (229) 438.3920 o en kedavis@albany.ga.us.

**DARTS Transportation Improvement Program (FY 2018 – 2021)
Public Comment Period**

The Dougherty Area Regional Transportation Study (DARTS) is updating the region's Transportation Improvement Program (TIP) to address current and future mobility needs for its citizens. DARTS is the Metropolitan Planning Organization (MPO) for the urbanized area of the City of Albany, Dougherty County, and the southern half of Lee County.

The Draft TIP will be available for public review and comments. The draft document will be available for review from Wednesday, December 13, 2017 through Thursday, January 11, 2018 at the following locations:

City of Albany Planning & Development Services Department
240 Pine Avenue, Suite 300, Albany, GA 31701

Dougherty County Public Library Branches in Albany:
114 North Jackson Street; 2507 Dawson Road; 2004 Stratford Drive.

Lee County Public Library Branches in Lee County:
245 Walnut Avenue; 445 Oakland Parkway, West
www.dartsmopo.org

If you have any questions, please contact Kerrie Davis, Transportation Planner,
at (229) 438-3920 or kedavis@albany.ga.us.

Período de comentario público

El Estudio de Transporte Regional del Área Dougherty (DARTS) está actualizando el Programa de Mejoramiento del Transporte de la región (TIP) para atender las necesidades actuales y futuras de movilidad de sus ciudadanos. DARTS es la Organización de Planificación Metropolitana (MPO) para el área urbanizada de la ciudad de Albany, condado de Dougherty, y la mitad meridional del condado de Lee.

El Proyecto de TIP estará disponible para revisión pública y comentarios. El proyecto de documento estará disponible para su
Miércoles, 13 de diciembre de 2017 hasta el jueves, 11 de enero de 2018 en los siguientes lugares:

Departamento de Servicios de Planificación y Desarrollo de la Ciudad de Albany
240 Pine Avenue, Suite 300, Albany, GA 31701

Sucursales de la Biblioteca Pública del Condado de Dougherty en Albany:
114 North Jackson Street; 2507 Dawson Road; 2004 Stratford Drive.

Lee County Public Library Sucursales en el Condado de Lee:
245 Walnut Avenue; 445 Oakland Parkway, Oeste
www.dartsmmpo.org

Si tiene alguna pregunta, póngase en contacto con Kerrie Davis, Planificador de Transporte, al (229) 438-3920 o kedavis@albany.ga.us.

APPENDIX

ACRONYMS USED IN THIS DOCUMENT

- 3C - Continuing, Comprehensive, Cooperative
- APTA - American Public Transit Association
- APA - American Planning Association
- ATS - Albany Transit System
- CFR - Code of Federal Regulations
- CTC - Citizens Transportation Committee
- DARTS - Dougherty Area Regional Transportation Study
- EPA - Environmental Protection Agency
- FHWA - Federal Highway Administration
- FRA - Federal Railroad Administration
- FTA - Federal Transit Administration
- GDOT - Georgia Department of Transportation
- GIS - Graphic Information Systems
- HPMS - Highway Performance Monitoring System
- HSIP - Highway Safety Improvement Program
- ITS - Intelligent Transportation Systems
- LEP - Limited English Proficiency
- LRTP - Long Range Transportation Plan
- MAP-21 - Moving Ahead for Progress in the 21st Century
- MPO - Metropolitan Planning Organization
- NEPA - National Environmental Protection Act
- PC - Policy Committee
- PEL - Planning and Environmental Linkages
- PL - Planning Funds (Highway) Allocated for the MPO
- RTP - Regional Transportation Plan
- SRTS - Safe Routes to School
- STIP - State Transportation Improvement Program
- SWGRC - Southwest Georgia Regional Commission
- TCC - Technical Coordinating Committee
- TDP - Transit Development Plan
- TAZ - Traffic Analysis Zone
- TE - Transportation Enhancement
- TIP - Transportation Improvement Program
- UPWP - Unified Planning Work Program

GLOSSARY

Project Name - This refers to the project such as road or bridge project.

DARTS No. - This is the number used by the DARTS staff to track a project from concept stage to completion.

GDOT No. - This refers to the Georgia Department of Transportation's internal # for tracking a project from scope to completion. If a project does not have one of these numbers, it is either a totally locally funded project, or a project not yet made active by the DOT.

Project Description - This describes what will be done to the project referred to in the project title. This includes what specific action will be taken on the project (widening, bridge replacement, intersection improvements).

Regionally Significant - This describes a capacity-adding transportation project that is on a facility which serves regional transportation needs (such as access to and from the area outside of the region, major activity centers in the region, major planned developments such as new retail malls, sport complexes, etc. or transportation terminals as well as most terminals themselves) and would normally be included in the modeling of a metropolitan area's transportation network, including at a minimum all minor arterial and above highways and all fixed guide way transit facilities that offer an alternative to regional highway travel.

Capacity Adding - This refers to whether a structure will increase a roadway's capacity for additional traffic.

Bike/Ped - This details if there is a bicycle or pedestrian component that will be completed along with this project. There are recommended improvements included from the DARTS bicycle and pedestrian plan.

Connectivity - This describes how these upcoming projects coordinate with other projects in the Transportation Improvement Program (TIP) and the Metropolitan Transportation Plan (MTP).

Length - This refers to the length of a project in miles and tenths of miles.

Number of Lanes – Existing, Future This section identifies the number of lanes on the roadway presently; lanes planned indicate number of lanes upon completion of project.

Existing and Future Volume (AADT) - This details the average annual daily traffic volume on the roadway segment for 2013 and 2040 respectively.

Status - this demonstrates the year in which this work will take place. Auth. (authorized) denotes funding already spent.

Phase - this section is broken down by fiscal year, showing the year in which work will begin. These phases include preliminary engineering (all work done in development of plans for a particular project), right-of-way, utilities, and construction.

ANNUAL CERTIFICATION

**CERTIFICATION
OF THE
DOUGHERTY AREA REGIONAL TRANSPORTATION STUDY**

Be it known to all, the below signees do hereby endorse and certify the Metropolitan Planning Process for the Dougherty Area Regional Transportation Study (DARTS), and further certify that the Metropolitan Planning Process is being conducted in accordance with all applicable requirements of:

I. 23 U.S.C. 134, 49 U.S.C. 5305, and this subpart

- Agreements are in place to address responsibilities of each MPO for its share of the overall Metropolitan Planning Area (MPA), where multiple Metropolitan Planning Organizations share geographic portions of a Transportation Management Area (TMA).
- All major modes of transportation are members of the MPO
- Any changes to the MPA boundaries were reflected in the Policy Board representation.
- Agreements or memorandums are signed and in place for identification of planning responsibilities among the MPO, GDOT, public transit operator(s), air quality agency(ies), or other agencies involved in the planning process.
- Roles and responsibilities are defined for the development of the Long Range Transportation Plan (LRTP), Transportation Improvement Program (TIP), Unified Planning Work Program (UPWP) and other related planning documents.
 - UPWP
- The UPWP documents in detail the activities to be performed with Title 23 and the Federal Transit Act.
- The UPWP activities are developed, selected and prioritized with input from the State and public transit agency(ies).
- The UPWP provides funding for the professional development of MPO staff.
- The final UPWP is submitted in a timely manner to GDOT with authorization occurring by before the MPO's fiscal year begins.
- Amendments to the UPWP are developed and processed in accordance with procedures outlined in the MPO's Participation Plan.
- Planning activities and status reports are submitted quarterly by the MPO to GDOT.
 - LRTP
- The LRTP incorporates a minimum 20-year planning horizon.
- The LRTP identifies both long-range and short-range strategies and actions leading to the development of an intermodal transportation system.
- The LRTP is fiscally constrained.
- The development of the LRTP and the TIP are coordinated with other providers of transportation (e.g. regional airports, maritime port operators)
- All of the Fixing America's Surface Transportation (FAST-Act) planning factors were considered in the planning process.

- The LRTP includes a discussion of types of potential environmental mitigation activities and potential areas to carry out these activities in consultation with federal, state and tribal land management and regulatory agencies.
- The Congestion Management Process (CMP) was developed as part of the LRTP in TMA's.
- The MPO approves the LRTP in a timely manner without entering into a planning lapse.
- Amendments to the LRTP/STIP/TIP follow the approved Amendment Process.
- The MPO approves LRTP amendments in accordance with procedures outlined in the MPO's Participation Plan.
- The transit authority's planning process is coordinated with the MPO's planning process.
- In non-attainment and maintenance areas the MPO, as well as FHWA and FTA, must make a conformity determination on any updated or amended LRTP in accordance with 40 CFR Part 93.

TIP

- The TIP is updated at least every 4 years, on a schedule compatible with STIP development.
- Each project included in the TIP is consistent with the LRTP.
- The MPO, GDOT and the transit operator collaborate on the development of the TIP.
- The TIP contains all projects to be funded under Title 23 U.S.C. and Title 49 U.S.C. Chapter 53.
- The TIP is financially constrained by year and revenue estimates reflect reasonable assumptions.
- The MPO TIP is included in the STIP by reference, without modification.
- Amendments to the LRTP/STIP/TIP follow the approved Amendment Process.
- In non-attainment and maintenance areas, the MPO as well as the FHWA and FTA must make a conformity determination on any updated or amended TIP in accordance with 40 CFR Part 93.

Participation Plan

- A 45-day comment period was provided before the Participation Plan process was adopted/revised.
- Transportation plans, programs and projects provide timely information about transportation issues and processes to citizens and others who may be affected.
- Opportunities are provided for participation for local, State, and federal environmental resource and permit agencies where appropriate.
- The public involvement process demonstrates explicit consideration and responsiveness to public input received during the planning and program development process.
- The transportation planning process identifies and addresses the needs of those traditionally underserved, including low-income and minority households.
- The disposition of comments and changes in the final LRTP and/or TIP are documented and reported when significant comments are submitted.
- Additional time is provided if the "final" document is significantly different from the draft originally made for public review.

- The MPO undertakes a periodic review of the public involvement process to determine if the process is efficient and provides full open access for all.
CMP (applies to TMAs)
- In TMA's, the planning process includes the development of a CMP that provides for effective management of new and existing transportation facilities through the use of travel demand reduction and operational management strategies, thus meeting the requirements of 23 CFR Part 500.
- The CMP is fully integrated into the overall metropolitan planning process.
- The CMP has established performance measures.
- The MPO has a process for periodically evaluating the effectiveness of the CMP.
- The CMP is updated on a periodic basis to reevaluate network strategies and projects.
- The CMP work activities are included in the UPWP.
List of Obligated Projects
- The MPO provides a listing for all projects for which funds are obligated each year, including bicycle and pedestrian facilities.
- The annual listing is made available to the public via the TIP or the LRTP.

II. In non-attainment and maintenance areas, sections 174 and 176(c) and (d) of the Clean Air Act, as amended (42 U.S.C. 7504, 7506(c) and (d)) and 40 CFR part 93

- The MPO's UPWP incorporates all of the metropolitan transportation-related air quality planning activities addressing air quality goals, including those not funded by FHWA/FTA.
- Agreements exist to outline the process for cooperative planning within full nonattainment/maintenance areas that are not designated by the MPO planning area.
- The MPO coordinates the development of the LRTP with SIP development and the development of Transportation Control Measures (TCM) if applicable.
- The LRTP includes design concept and scope descriptions of all existing and proposed transportation facilities in sufficient detail, regardless of funding source, to permit conformity determinations.
- The MPO's TIP includes all proposed federally and non-federally funded regionally significant transportation projects, including intermodal facilities.
- If applicable, the MPO ensures priority programming and expeditious implementation of TCMs from the STIP.

III. Title VI of the Civil Rights Act of 1964, as amended (42 U.S.C. 2000d-1) and 49 CFR part 21

- The MPO has adopted goals, policies, approaches and measurements to address Title VI and related requirements.
- The public involvement process is consistent with Title VI of the Civil Rights Act of 1964 and the Title VI assurance execution by the State.
- The MPO has processes, procedures, guidelines, and/or policies that address Title VI, ADA, and DBE.
- The MPO has a documented policy on how Title VI complaints will be handled.
- The MPO has a demographic profile of the metropolitan planning area that includes identification of the locations of protected populations.

- As appropriate, the planning process identifies/considers/addresses the needs of protected/traditionally underserved populations (low-income/minority as defined by the U.S. Census Bureau).

IV. 49 U.S.C. 5332, prohibiting discrimination on the basis of race, color, creed, national origin, sex, or age in employment of business opportunity

- The MPO adheres to all requirements prohibiting discrimination against a person under, a project, program, or activity receiving financial assistance under because of race, color, creed, national origin, sex, or age.

V. Section 1101(b) of the FAST-Act (Pub. L. 114-357) and 49 CFR part 26 regarding the involvement of disadvantaged business enterprises in USDOT funded projects

- The GDOT establishes overall goals for the percentage of work to be performed by DBE's based on the projections of the number and types of federal-aid highway contracts to be awarded and the number and types of DBE's likely to be available to compete for the contracts.

VI. 23 CFR part 230, regarding the implementation of an equal employment opportunity program on Federal and Federal-aid highway construction contracts

- The MPO as required by Title VII of the Civil Rights Act of 1964, does not discriminate on employment opportunities based on race, color, religion, sex, or national origin;

VII. The provisions of the Americans with Disabilities Act of 1990 (42 U.S.C. 12101 et seq.) and 49 CFR parts 27, 37, and 38

- The MPO as required by 49 U.S.C. 5332 prohibits discrimination on the basis of race, color, creed, national origin, sex, or age, and prohibits discrimination in employment or business opportunity, otherwise known as Title VI of the Civil Rights Act of 1964, as amended, 42 U.S.C. 2000d, and U.S. DOT regulations, "Nondiscrimination in Federally-Assisted Programs of the Department of Transportation—Effectuation of Title VI of the Civil Rights Act," 49 CFR part 21 at 21.7.

VIII. The Older Americans Act, as amended (42 U.S.C. 6101), prohibiting discrimination on the basis of age in programs or activities receiving Federal financial assistance

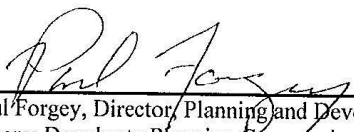
- The MPO has identified strategies and services to meet the needs of older persons' needs for transportation planning and programming.

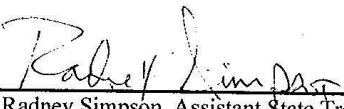
IX. Section 324 of title 23 U.S.C. regarding the prohibition of discrimination based on gender

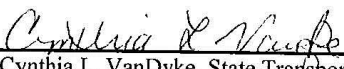
- The MPO adheres to the Act on Equality between women and men and prohibits both direct and indirect discrimination based on gender.
- The MPO adheres to the Equal Pay Act of 1963 (EPA), which protects men and women who perform substantially equal work in the same establishment from sex-based wage discrimination;

X. Section 504 of the Rehabilitation Act of 1973 (29 U.S.C. 794) and 49 CFR part 27 regarding discrimination against individuals with disabilities.

- The MPO adheres to Title I and Title V of the Americans with Disabilities Act of 1990 (ADA), which prohibits employment discrimination against qualified individuals with disabilities in the private sector, and in state and local governments


Paul Forgey, Director, Planning and Development Services
Albany-Dougherty Planning Commission
5/17/17
Date


Radney Simpson, Assistant State Transportation Planning Administrator
Georgia Department of Transportation, Office of Planning
5/24/17
Date


Cynthia L. VanDyke, State Transportation Planning Administrator
Georgia Department of Transportation, Office of Planning
5-30-17
Date

AMENDMENT PROCESS

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

The Federal Highway Administration (FHWA) and Federal Transit Administration (FTA) issued the Final Rule to revise the Statewide and Metropolitan Transportation Planning regulations incorporating changes from the Moving Ahead for Progress in the 21st Century Act (MAP-21). 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. Administrative Modification is a revision that does not require public review and comment, redemonstration of fiscal constraint, or a conformity determination (in nonattainment and maintenance areas).”

Amendment “means a revision to a long-range statewide or metropolitan transportation plan, TIP, or STIP that involves a major change to a project included in a metropolitan transportation plan, TIP, or STIP, including the addition or deletion of a project 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, redemonstration of fiscal constraint, or a conformity determination (for metropolitan transportation plans and TIPs involving “non-exempt” projects in nonattainment and maintenance areas). In the context of a long-range statewide transportation plan, an amendment is a revision approved by the State in accordance with its public involvement process.”

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

Administrative Modification

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

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

B. Splitting or combining projects.

C. Federal funding category change.

D. Minor changes in expenditures for transit projects.

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

F. Shifting projects within the 4-year STIP.

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

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

1. It does not affect the air quality conformity determination, nor the network conformity years found in the travel demand model and the plan for nonattainment and maintenance areas.
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. Projects may be funded from lump sum banks without any STIP/TIP modification or amendment as long as they are consistent with lump sum category definitions and do not go above the lump sum amounts programmed in the STIP. GDOT will submit quarterly reports detailing projects drawn from each lump sum bank with remaining balance to the FHWA.

Amendment

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

A. Addition or deletion of a project.

B. Addition or deletion of a phase of a project.

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

D. Addition of an annual TIP.

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

F. Shifting projects within the 4-year STIP which require redemonstration of fiscal constraint.

Amendments to the STIP/TIP/LRTP will be developed in accordance with the provisions of 23 CFR Part 450. This requires public review and comment and responses to all comments, either individually 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 nonattainment and maintenance areas, the effective date of the TIP is based on the date of U.S. Department of Transportation's positive finding of conformity.

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

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

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