

DOUGHERTY AREA REGIONAL TRANSPORTATION STUDY

FY 2021 – 2024

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.

Prepared By

Dougherty Area Regional Transportation Study Staff

In Cooperation With:

Georgia Department of Transportation

Federal Highway Administration

Federal Transit Administration

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

FY2021-2024 Transportation Improvement Program (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 Transportation Improvement Program (TIP) every four years; and,

WHEREAS, the attached Dougherty Area Regional Transportation Study Transportation Improvement Program is drawn from the DARTS 2045 Transportation Plan; and,

WHEREAS, the urban transportation planning regulations require that the TIP be 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 found them to be in conformance with the requirement 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 2021-2024 (TIP); and,

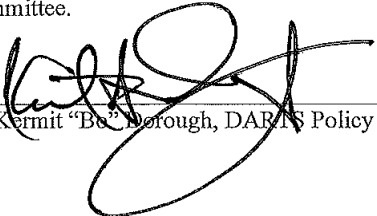
NOW, THEREFORE, BE IT RESOLVED that the Dougherty Area Regional Transportation Study Policy Committee adopts the FY 2021 – 2024 *Transportation Improvement Program* as set forth in the document attached to this Resolution.

BE IT FURTHER RESOLVED that the 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 Improvement Study Policy Committee.

June 17, 2021
Date



Kermit "Be" Borough, DARTS Policy Committee Chairman

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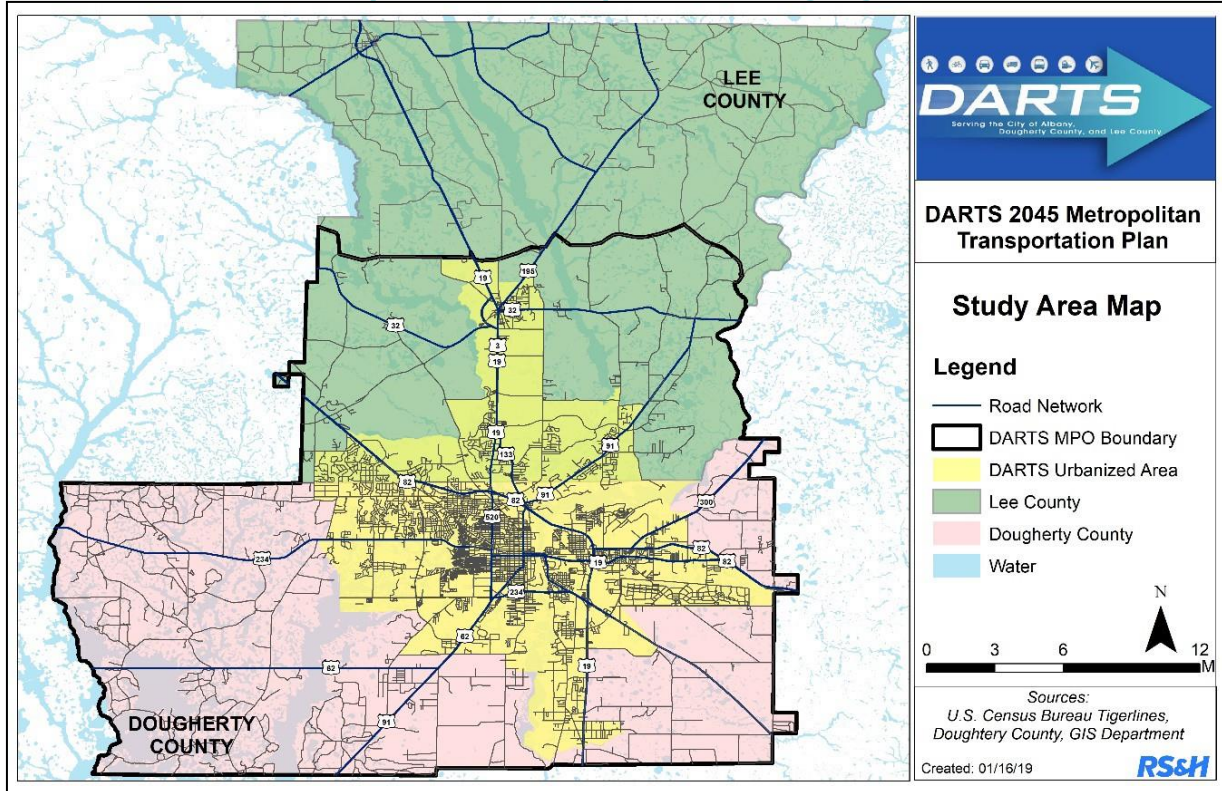
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INTRODUCTION

DARTS MPO BOUNDARY

Summary of DARTS Metropolitan Planning Organization



A Metropolitan Planning Organization (MPO) is a federally mandated and federally funded transportation policy making organization that is made up of representatives from local government and governmental transportation authorities. The Dougherty Area Regional Transportation Study (DARTS) was formalized in 1965 as a Continuous, Comprehensive and Cooperative Process as was initially authorized in the Highway Act of 1962.

The purpose of the Dougherty Area Regional Transportation Study (DARTS) is to ensure that federal-aid transportation projects are planned in a continuous, coordinated, and comprehensive manner. The study area of DARTS, the designated Metropolitan Planning Organization (MPO), includes the existing urbanized area for the City of Albany, Dougherty County, the City of Leesburg, the southern half of Lee County, and those areas that are expected to become urbanized over the next 20 years.

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 2045 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 2021-2024 Transportation Improvement Program (TIP) consists of federal funded highway and transit projects programmed for fiscal years of 2021 to 2024. 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 Policy Committee. Through endorsement by the Policy Committee, this document becomes the official TIP for the Albany Urbanized Area. Project-by-project review and approval by the Georgia Department of Transportation, Federal Highway Administration and Federal Transit Administration is also necessary before federal funds become available. The TIP is a flexible program which may be modified at any time by resolution of the Policy Committee if priorities, area goals or funding level change.

If there are any questions, please contact the Transportation Planner in Planning & Development Services at (229) 302.1844 for assistance.

Plan Consistency

Each project in this TIP is taken from the financially constrained project list on the 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 the FAST Act listed below:

POLICY COMMITTEE VOTING MEMBERS

The Policy Committee is the decision-making body and is represented by elected officials from the member jurisdictions and an official from the Georgia Department of Transportation (GDOT). The committee is responsible for taking into consideration the recommendations from the Citizen's Advisory Committee and the Technical Coordinating Committee when adopting plans or setting policy.

Billy Breeden	Interim Mayor, City of Leesburg
Kermit "Bo" Dorough	Mayor, City of Albany
Michael McCoy	Dougherty County Administrator
Steven Carter	Interim, Albany City Manager
Christopher Cohilas	Dougherty County Commission
Rozanne Braswell	Vice Chair, Lee County Director of Planning & Engineering
Billy Mathis	Lee County Commission
Bob Alexander	Leesburg City Manager
Jannine Miller	GDOT Director of Planning
Van Mason	GDOT District Engineer, District 4

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

Non-Voting Members

FHWA Division Administrator

TECHNICAL COORDINATING COMMITTEE MEMBERS

The Technical Coordinating Committee membership includes staff from the member jurisdictions, various federal, state, and local agencies and associations that have a technical knowledge of transportation or planning. The TCC evaluates transportation plans and projects based on whether they are technically warranted and financially feasible.

Paul Forgey	Chair, Director, Planning & Development Services
Michael Persley	Albany Chief of Police
Stacey Rowe	Public Works Director (City)
Bruce Maples	Albany Director of Engineering
David Hamilton	Transportation Director
Don Gray	Albany Facilities Management Director
Larry Cook	Dougherty County Public Works Director
Jeremy Brown	Dougherty County Engineering Manager
Kenneth Johnson	Dougherty County Chief of Police
Rozanne Braswell	Lee County Director of Planning & Engineering
Bob Alexander Manager	Leesburg Public Works Director, Leesburg City
Kimberly Brooks/Beka Shiver	Southwest Georgia Regional Commission
Kerrie Davis	Transportation Planner, DARTS MPO
Shawnsi Barron	Transit Planner, DARTS MPO
Shaun Cookson	SWGGA Regional Airport Superintendent of Operations

Kaniz Sathi	GDOT Office of Planning, Transportation Planner, Atlanta
Jason Willingham	GDOT Assistant District Engineer, District 4
Ken Breedlove	Vice Chair, Albany Traffic Engineering Manager
Hubert Smigelski	Marine Corp Logistic Base

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

TECHNICAL COORDINATING COMMITTEE Non – Voting Members

Mary Teter	Planning Manager
Charles Ryan Walker	GDOT Office of Planning, Atlanta
Dennis Carter	GDOT, District 4 Planning and Programming Coordinator
Thomas Caiafa	GDOT, Branch Chief
Ann-Marie Day	U. S. Department of Transportation, FHWA
Sanford Hillsman	Albany Dougherty Planning Commission
Larry McClain	Citizens’ Transportation Committee Representative
Bob Alexander	Leesburg Engineer

CITIZENS’ TRANSPORTATION COMMITTEE MEMBERS

The Citizens Advisory Committee consists of volunteer members who are interested in transportation issues. They are appointed by their member jurisdictions. The CAC is responsible for ensuring that values and interests of the citizens in Dougherty County, City of Albany, City of Leesburg and a portion of Lee County are taken into consideration in the transportation planning process.

Vacant	Dougherty County Appointment
Tommy Gregors	Dougherty County Appointment
Glenn “Tyler” Harris	Dougherty County Appointment
Sonya Johnson	Lee County Appointment
Vacant	Lee County Appointment
Vacant	City of Leesburg Appointment
Larry McClain	City of Albany Appointment
Bruce Capps	City of Albany Appointment
Vacant	City of Albany Appointment
Billy Merritt	Albany/Dougherty Planning Commission Appointment

MTP Goals and Objectives Comparison to Federal Planning Factors

The Metropolitan Planning program, under the Fixing America's Surface Transportation Act (FAST Act), is required to consider the following factors in planning projects, programs and strategies:

- Support the economic vitality of the metropolitan area, especially by enabling global competitiveness, productivity and efficiency;
- Increase the safety of the transportation system for motorized and non-motorized users;
- Increase the security of the transportation system for motorized and non-motorized users;
- Increase the accessibility and mobility of people and for freight;
- 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;
- Enhance the integration and connectivity of the transportation system, across and between modes, for people and freight;
- Promote efficient system management and operation;
- Emphasize the preservation of the existing transportation system;
- Improve transportation system resiliency and reliability; Reduce or mitigate stormwater impacts of the surface transportation system;
- Enhance Travel and Tourism.

The Goals of DARTS MPO address these national Federal Planning Factors and the UPWP directly works toward the incorporation of these goals.

- **Environment and Quality of Life:** Limit and mitigate adverse environmental impacts associated with traffic and transportation system development through facilities design and system management;
- **Safety/Security:** Maintain and improve transportation system safety and security for motorists, pedestrians, and bicyclists.
- **Accessibility and Mobility:** Provide a transportation system that affords sufficient mobility to accommodate the travel demands of Dougherty and South Lee County residents and businesses.
- **Enhanced System Integration and Connectivity:** 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.
- **System Preservation and Maintenance:** Maintain an efficient transportation system within Dougherty and South Lee Counties for residents and businesses.

- **System Management and Operation:** Encourage the implementation of TSM and TDM to reduce traffic congestion and promote low cost solutions of road capacity
- **Reliability and Resiliency:** Improve livability and the quality of the transportation system.
- **Travel and Tourism:** Provide a network that enhances regional accessibility for travel and tourism.
- **Economic Vitality:** Ensure a financially balanced plan and the cost of transportation facilities and services are borne by those who benefit from them.

Efficiency - Maintain an efficient transportation system within Dougherty and South Lee County for residents and businesses.

- 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.

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.
- 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 through the TIP process.
- Assist Albany Transit in continually improving the safety and efficiency of its active vehicle fleet.

Mobility - 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.

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

- Develop the DARTS 2045 MTP 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.

Enhancement - 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.

Multimodal - 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.

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 large freight vehicles.

Transit:

- 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).

Bicycle and Pedestrian:

- 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 review processes.
- Utilize Regional Bicycle and Pedestrian plan for determining bicycle and pedestrian facility projects.

Air Transportation - Continue use and development of air transportation facilities.

- Coordinate Southwest Georgia Regional Airport plans with the State Airport Plan.
- Coordinate with service providers and Southwest Georgia Regional Airport to plan for appropriate future expansion.
- Review land use policies to examine compatibility of airport and complementary uses with adjacent development.

Transportation System Management (TSM) and Transportation Demand Management (TDM) - Encourage implementation of TSM and TDM to reduce traffic congestion and promote low-cost solutions for road capacity.

- Support TSM alternatives such as access management and Intelligent Transportation System (ITS).
- Support formal development of a DARTS-regional TDM program.
- Incorporate into the land use planning and permitting process provisions for review of the impact of specific developments on the transportation network.

Financial - Provide financially balanced transportation documents.

- Prepare estimates of the amount of funding that will be available from federal, state, and local sources.
- Prepare cost estimates for capital projects and maintenance of the transportation system.

Equity - Ensure the cost of transportation facilities and services are borne by those who benefit from them.

- Develop equitable financing mechanisms for existing system maintenance and improvement, and through the development review process, require improvements necessary to accommodate future growth.
- Provide transportation services and facilities in a timely manner according to funding capabilities.

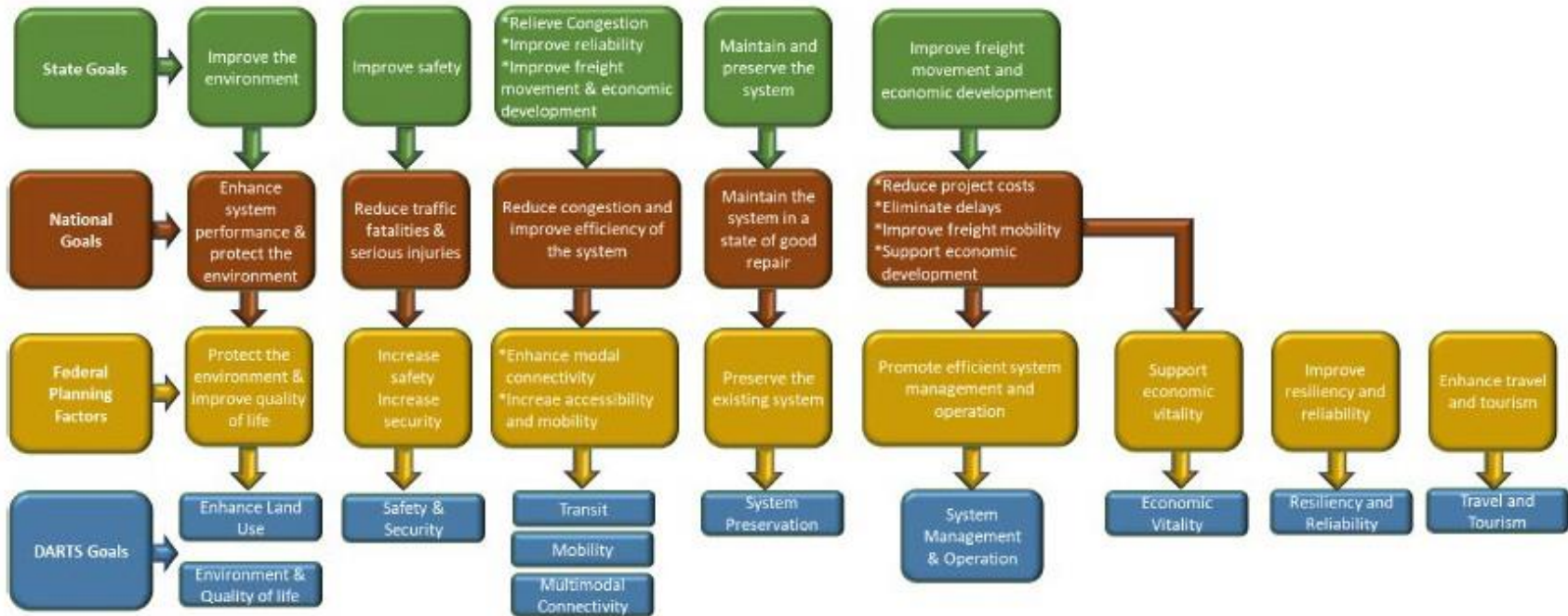
System Maintenance - Maintain and preserve the existing transportation system.

- 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.

Planning Factors (23 CFR 450.306)

The UPWP 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 UPWP. The ten planning activity factors with associated goals and objectives are show below and are integrated into the UPWP task elements.



Format

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

- FY 2021-2024 Projects - this spreadsheet contains a list of projects along with the dollar amounts scheduled for the fiscal years 2021-2024.
- FY 2021-2024 Lump Sum Funding Categories - this spreadsheet reflects available funding dollars for the DARTS area in lump sum categories for the fiscal years 2021-2024.
- FY 2021-2024 Dougherty Area Transit Funding - this spreadsheet contains the Dougherty Area Transit funding categories along with the dollar amounts for the fiscal years 2021-2024.
- Project Detail Sheets 2021-2024 – these worksheets supply more detail on these projects that are funded from 2021-2024. 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 list 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 project 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.

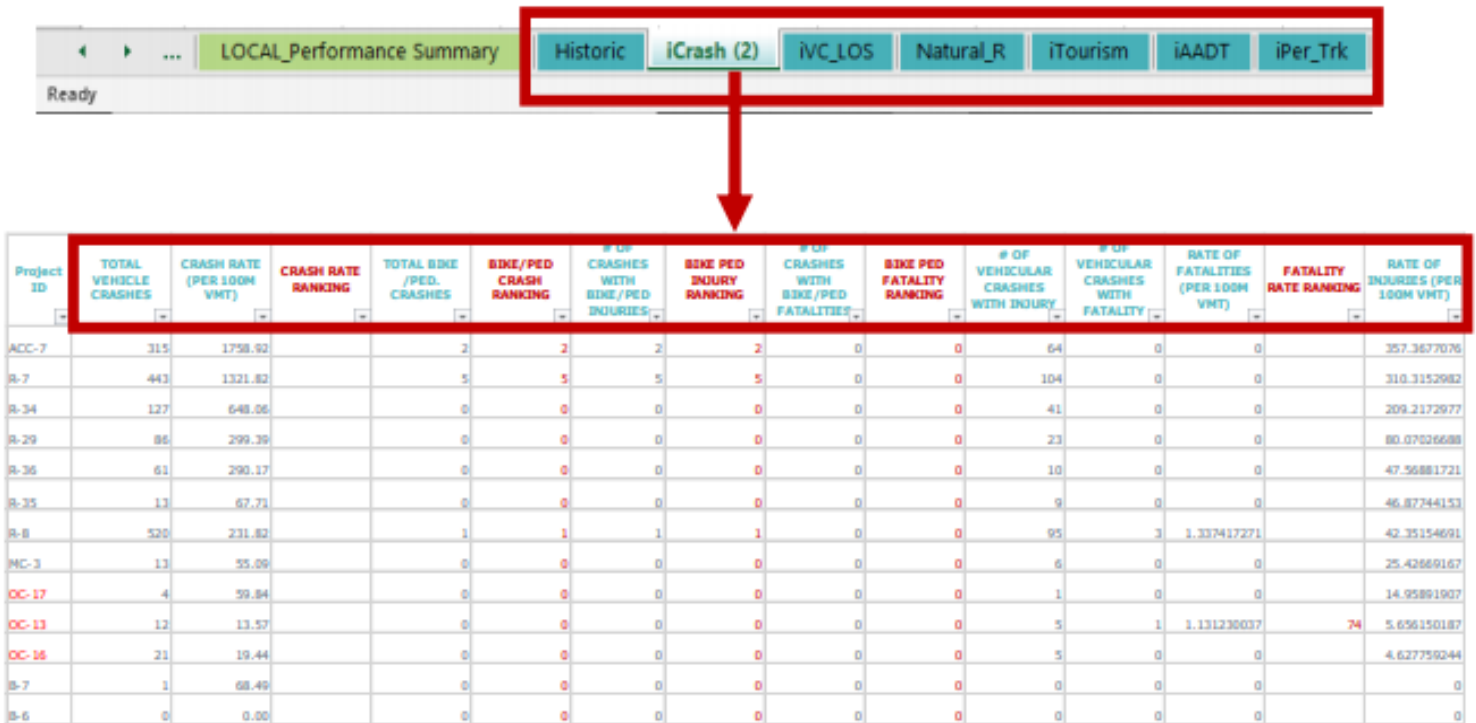
Performance Assessment Tool

The project performance assessment and prioritization tool was built using a GIS analysis in combination with a spreadsheet analysis. This tool is customizable and adaptable to the specific MPO. The parameters for assessing each project were identified within the framework of the DARTS goals and objectives; data from available sources such as GDOT and local governments were utilized in the tool and the assessment modules. The GDOT data included traffic counts and truck counts/truck percent from the Traffic Analysis and Data Application (TADA), formerly known as GEOCOUNTS. Crash data was obtained through the GDOT Georgia Electronic Accident Reporting System (GEARS) and entered, and then the crash rates of crashes per 100 million vehicle miles of travel were developed from the raw crash numbers to normalize the numbers. The actual crash numbers for the bicycle and pedestrian modes were used. Crash data from the most recent five years was utilized and included data from the years 2014 – 2018. Local government information included existing and future land uses, existing and planned transit routes, and regional multimodal connections. Local visitors bureaus and GIS departments were used to identify tourist attractions, historic sites, and natural resources; state databases were also utilized to provide additional information. The performance measures included both data-based quantitative metrics and a qualitative assessment. The qualitative assessment included the GIS analysis of access to freight generators and attractors, multimodal facilities, and tourist attractions, as well as impacts to community and environmental resources. Through the GIS analysis, each project was screened and rated as “yes” it meets the criteria, translating to a numeric input of 1.0; “no” the project does not meet the criteria, translating to a numeric input of 0; , or the project “somewhat” meets the criteria, translating to a numeric input of 0.5. Each project was tested based on the following performance measures:

- Average Annual Daily Traffic
- Average Annual Daily Truck Traffic/Truck Percent
- Volume to Capacity Ratio
- Level of Service
- Number of Crashes
- Crash Rate per 100 Million Vehicle Miles of Travel
 - Crash Fatalities
 - Crash Injuries
- Support of Freight Movement
 - o Access to Existing and Future Freight Generators and Attractors

- Multimodal Inputs
 - o Access to Existing and Planned Bicycle and Pedestrian Facilities
 - o Access to Existing and Planned Transit Service
 - o Support of Regional Multimodal Connections
 - o Access to Airport
- Support of Access to Tourism Attractors
- Impacts to Historic Resources
- Impacts to Environmental Resources

The tool is built on the base information addressing each of these performance measures. The first step in the development of the tool was the incorporation of these data in worksheets that feed into the main assessment tool and are updatable should the need arise to add projects and/or update data for existing projects. The graphics below displays an example of the worksheet tabs within the tool where the base data is located and then the content of the safety data worksheet to provide an example of how the base data for each performance measure is included.



The next step in the tool is the raw project assessment without the application of additional prioritization factors. This assessment provided the information needed to identify how the project would address any identified issues. An example of the assessment is shown in the figure below, with areas of most concern highlighted in red transitioning to yellow for those areas of lesser concern. The figure does not display all of the metrics, but is intended to be a graphical representation of the assessment results.

PROJECT ID	COUNTY	AADT/AADTT		RELIABILITY		SAFETY / SECURITY		
		BASE AADT	BASE %TRUCK	BASE LOS	BASE V/C	TOTAL VEHICLE CRASHES	CRASH RATE (PER 100M VMT)	TOTAL BIKE / PED. CRASHES
D-1	Dougherty	13,108	5%	B	0.33	119	464.89	0
D-2	Dougherty	28,567	4%	D	0.63	36	172.63	0
D-3	Dougherty	5,875	5%	C	0.51	87	1560.43	0
D-4	Dougherty	10,457	4%	C	0.49	111	203.38	2
D-5	Dougherty/Lee	12,950	4%	A	0.16	120	197.99	1
D-6	Dougherty	16,754	4%	C	0.44	679	1233.74	2
D-7	Dougherty	6,970	2%	C	0.46	161	5503.04	0
D-8	Dougherty	3,307	6%	B	0.32	50	320.99	0
D-9	Dougherty	4,500	0%	B	0.33	19	889.83	0
D-10	Dougherty	20,000	10%	B	0.37	3	63.22	0
D-11	Dougherty	6,000	0%	A	0.24	203	571.58	2
D-12	Dougherty	7,430	0%	B	0.37	98	460.34	1
D-13	Lee	2,710	0%	A	0.00	0	0.00	0
D-14	Dougherty	28,367	4%	B	0.32	866	871.26	16
D-15	Dougherty	17,417	4%	C	0.50	227	714.16	0
D-16	Dougherty	8,217	5%	B	0.38	16	533.50	0
D-17	Dougherty	18,233	3%	A	0.22	158	1899.28	0

The next step in the tool is the application of the priority weighting for each of the established goals. These goals were identified through the stakeholder and public participation process, staff input, and input from the Technical Subcommittee. The priority ranking was established using the following:

- Results from the public survey
- Results from the Stakeholder Committee
- Results from staff review

The results of these rankings were averaged to reach the final weighing applied in the project prioritization process. These priority rankings were included as an input on a separate worksheet and then applied to the based performance assessment for each project.

	Public Survey Ranking	Average
Enhance Land Use	3	3
Safety and Security	11	11
Transit	8	8
Mobility	9	9
Environment and Quality of Life	5	5
Multimodal Connectivity	9	9
System Preservation and Maintenance	10	10
System Management and Operation	7	7
Reliability and Resiliency	7	7
Travel and Tourism	4	4
Economic Vitality	6	6

Similar to the base project data, the priority rankings are also updatable should priorities change and

can be applied to reassess projects, as necessary. The final step in the performance tool is the application of the prioritization factors to the base project assessment.

This prioritized ranking process utilized the results from the base assessment, applied the priority ranking, and resulted in the prioritized project list, which displays the total ranking score, as well as the score for each of the assessment criteria. Those projects incorporated in the Transportation Improvement Program were not assessed within the tool. The graphic below displays a representation of the project prioritization process and the total project scores.

Total Score	PROJECT ID	PI #	PROJECT NAME	AADT/ AADTT	RELIABILITY	SAFETY AND SECURITY					
				BASE %TRUCK	BASE V/C	CRASH RATE (PER 100M VMT)	TOTAL BIKE /PED. CRASHES	RATE OF FATALITIES (PER 100M VMT)	RATE OF INJURIES (PER 100M VMT)	AGGREGATE SAFETY SCORE	
TIP	D-1	0013620	SR 91 @ SR 133; INC SR 3 RAMPS - LIGHTING								
TIP	D-2	0013992	SR 520BU @ FLINT RIVER IN ALBANY								
1,785	D-38	--	Safety Improvements - Intersection of US 19 / North Slaphey Blvd @ Gi	216	160	40	0	43	43	1386	
1,734	D-40	--	Safety Improvements - Intersection of US 19 BR / West Oglethorpe Blvc	210	320	25	2	42	39	1188	
1,708	D-21	--	Widen Liberty Bypass From Dawson Road to Slaphey Blvd	210	360	28	9	35	29	1111	
1,706	D-30	--	SR 234 and Westover Blvd - Add Westbound Right Turn and Southbound	216	250	34	1	41	36	1232	
1,670	D-14	431740-	Widen SR 234 & SR 520 BU from Colquitt Ave N to Tift Ave; with Access f	216	210	26	16	37	32	1221	
1,528	D-7	--	Widen Nottingham Rd from 2 to 4 Lanes between Stewart Ave. and Wes	204	350	43	0	0	44	957	
1,477	D-27	--	Widen SR 133/Old Leesburg Rd from Philema Rd/SR 91 to Forrester Pkw	228	140	31	0	38	30	1089	
1,435	D-37	--	Safety Improvements - Intersection of North Westover Blvd @ Nottingl	210	310	42	0	0	40	902	
1,430	D-3	--	Widen Pointe North from 2 to 4 Lanes between Dawson Rd and Old Dawe	222	410	36	0	0	35	781	
1,369	D-31	--	Widen and Realign Intersection of Sands Dr. and Radium Springs	-	150	39	1	44	22	1166	
1,352	D-36	--	Safety Improvements - Intersection of Dawson Rd @ Stuart Ave	210	370	35	1	0	33	759	
1,339	D-39	--	Safety Improvements - Intersection of US 82/Jefferson Davis Memorial	-	420	41	0	0	42	913	
1,324	D-6	0008385	Signal System Upgrade @ 17 Locations - Phase V	216	340	32	2	0	34	748	
1,233	D-33	--	Widen and Channelize Turn Lanes on Gordon Ave. @ Slaphey Blvd with	-	240	44	7	0	38	979	
1,228	D-26	431730	Widen Philema Rd/SR 91 from 2 to 4 Lanes between Graves Springs and	234	180	14	0	39	21	814	
1,232	D-34	--	Widen Jefferson St. from 2 to 4 Lanes from Roosevelt to 7th Ave	210	400	29	3	0	23	605	
1,202	D-22	--	Widen N Westover Blvd from 4 to 6 Lanes from Dawson Rd to Gillionville	210	330	9	2	34	14	649	
1,201	D-35	0008383	Signal System Upgrade @ 12 CS Locations - Phase III	222	80	38	1	0	41	880	
1,150	D-17	--	Liberty Bypass / Nottingham Rd Interchange - EB Ramp	210	120	37	0	0	37	814	

The final step in the tool is the project performance dashboard. This dashboard displays how each project performs in meeting the goals established by DARTS, as well as the federal planning factors, and the national and state goals.

With the spreadsheet format and the updatable components, this tool can be used to monitor and assess how the project performed in meeting the goals and objectives after implementation. With the completion of a project, the post-implementation data can be collected and input into the tool, which will provide the updated performance summary for the project. This feature enables the MPO to analyze and clearly understand how the project performed in meeting the established goals

FINANCIAL PLAN

Financial Assessment

In order to develop a financially feasible, or cost constrained plan, which is a federal requirement, a detailed financial analysis must be undertaken. Revenues for funding transportation projects must be identified and balanced with the project costs over the planning horizon. Both the revenue and cost estimates are developed for the plan's base year, and then project costs are inflated to Year of Expenditure (YOE). DARTS and GDOT coordinated to determine the annual inflation rate used to develop the YOE costs, which is a two percent annual inflation.

Revenue estimates include funding from all potential sources. Through the cooperative partnership, GDOT provided the revenues anticipated to be available for DARTS projects over the planning horizon. The revenue estimates for projects is \$71,113,212; estimates over the planning horizon for maintenance total \$18,554,997 for a total revenue estimate of \$76,568,209. The revenue projections, by year from 2020 to 2025, are shown in table below:

Year	Projects Estimate	Maintenance Estimate	Total Estimate
2020	\$11,559,336	\$3,016,084	\$14,575,421
2021	\$11,674,930	\$3,046,245	\$14,721,175
2022	\$11,791,679	\$3,076,708	\$14,868,387
2023	\$11,909,596	\$3,107,475	\$15,017,071
2024	\$12,028,692	\$3,138,550	\$15,167,241
2025	\$12,148,979	\$3,169,935	\$15,318,914

Both Dougherty and Lee Counties have recently passed sales tax initiatives dedicated to transportation. In the Spring of 2019, Dougherty County and the City of Albany, along with neighboring Worth County, passed a TSPLOST with the one cent sales tax expected to generate approximately \$80 million over the next five years for Dougherty County and the City of Albany. These additional funds are targeted for road construction, paving/maintenance, and bridge improvements.

In November, 2018 Lee County also passed a TSPLOST, with the one cent sales tax anticipated to generate approximately \$19 million. The county plans to focus on maintenance of the county road network; the County maintains approximately 200 miles of paved roads and 200 miles of unpaved roads.

With the development of the revenue estimates, the project costs were also estimated. As noted earlier, these project costs are developed for the base year of the plan and then inflated annually to the Year of Expenditure. These cost estimates utilized sources such as the GDOT Cost Estimation Tool, as well as information and input from local staff. In addition, the cost estimates were compared to similar programmed projects as a check. The cost estimates included all engineering phases of Preliminary Engineering (PE), Right of Way / Utilities (ROW/UTIL) , and Construction (CST). The cost estimates for these distinct phases were added to obtain the total project cost. The project prioritization process provided the needed information to develop the cost feasible, or cost constrained, project list when comparing the available revenues with the project costs.

ANTICIPATED EXPENDITURES
(Overall Project Listing for FY 2021 – 2024)

Albany Project Cost Detail

FY 2021 thru FY 2024

PI #	MPO TIP ID	Description	Prim Work Type	Year	Phase	Fund Code	Federal	State	Other	Total
0013492		SUMMER TRANSPORTATION INSTITUTE @ ALBANY UNIVERSITY-FY 2021	Preliminary Engineering	2021	PE	L490	\$45,000	\$0	\$0	\$45,000
0013620		SR 91 @ SR 133; INC SR 3 RAMPS - LIGHTING	Lighting	2021	PE	Z231	\$148,000	\$37,000	\$0	\$185,000
0013992		SR 520BU @ FLINT RIVER IN ALBANY	Bridges	2021	ROW	Z231	\$174,787	\$43,697	\$0	\$218,484
0016811		CS 630/THIRD AVE @ NS #734085H IN ALBANY	RRX Consolidation	2021	PE	LOC	\$0	\$0	\$500	\$500
T004972		FY 2020-STATEWIDE PROJECT-SEC.5339-RURAL	Rural Transit - Capital/Ops	2021	114A1	210FA	\$16,224	\$0	\$0	\$16,224
T004972		FY 2020-STATEWIDE PROJECT-SEC.5339-RURAL	Rural Transit - Capital/Ops	2021	114A1	44059	\$0	\$4,056	\$0	\$4,056
T006010		FY 2021-ALBANY MPO-SEC. 5303-PLANNING	MPO/Region Transit	2021	442A1	01214	\$0	\$7,995	\$0	\$7,995
T006010		FY 2021-ALBANY MPO-SEC. 5303-PLANNING	MPO/Region Transit	2021	442A1	212RA	\$63,960	\$0	\$0	\$63,960
T006010		FY 2021-ALBANY MPO-SEC. 5303-PLANNING	MPO/Region Transit	2021	442A1	452RA	\$0	\$0	\$7,995	\$7,995
T006096		FY 2021-SOUTHWEST GEORGIA RC-SEC.5304-PLANNING	MPO/Region Transit	2021	441A2	01214	\$0	\$244	\$0	\$244
T006096		FY 2021-SOUTHWEST GEORGIA RC-SEC.5304-PLANNING	MPO/Region Transit	2021	441A2	218EA	\$1,951	\$0	\$0	\$1,951
T006096		FY 2021-SOUTHWEST GEORGIA RC-SEC.5304-PLANNING	MPO/Region Transit	2021	441A2	458EA	\$0	\$0	\$244	\$244

PI #	MPO TIP ID	Description	Prim Work Type	Year	Phase	Fund Code	Federal	State	Other	Total
T006121		FY 2021-ALBANY-SEC.5307-CAPITAL AND OPERATIONS	Urban Transit - Capital/Ops	2021	TOPR	5307	\$1,904,277	\$72,809	\$1,394,614	\$3,371,700
T006467		FY 2021-SW GEORGIA RC-SEC.5311-CAPITAL AND OPERATIONS	Rural Transit - Capital/Ops	2021	TOPR	5311	\$261,143	\$0	\$261,143	\$522,286
FY 2021 Totals:							\$2,615,343	\$165,801	\$1,664,496	\$4,445,639
0000473	H/R-99-10	SR 133 FM N OF CR 459/COUNTY LINE RD TO N OF CR 540/HOLLY DR	Widening	2022	PE	HB170	\$0	\$100,000	\$0	\$100,000
0000473	H/R-99-10	SR 133 FM N OF CR 459/COUNTY LINE RD TO N OF CR 540/HOLLY DR	Widening	2022	CST	HB170	\$0	\$49,269,403	\$0	\$49,269,403
0000473	H/R-99-10	SR 133 FM N OF CR 459/COUNTY LINE RD TO N OF CR 540/HOLLY DR	Widening	2022	UTL	HB170	\$0	\$2,537,124	\$0	\$2,537,124
0000475	H/R-95-8	SR 133 FM N OF SR 112 TO N OF CR 459/COUNTY LINE ROAD	Widening	2022	CST	HB170	\$0	\$911,560	\$0	\$911,560
0000475	H/R-95-8	SR 133 FM N OF SR 112 TO N OF CR 459/COUNTY LINE ROAD	Widening	2022	UTL	HB170	\$0	\$12,451	\$0	\$12,451
0008384	D-8384	SIGNAL SYSTEM UPGRADE @ 16 LOCS - PHASE IV	Signals	2022	CST	LOC	\$0	\$0	\$2,000,000	\$2,000,000
0008384	D-8384	SIGNAL SYSTEM UPGRADE @ 16 LOCS - PHASE IV	Signals	2022	CST	Z231	\$2,086,000	\$0	\$0	\$2,086,000
0010571	RC10-000038	WESTOVER BLVD FROM ALBANY MALL TO N OF LEDO ROAD	Roadway Project	2022	CST	HB170	\$0	\$14,066,851	\$0	\$14,066,851
0013493		SUMMER TRANSPORTATION INSTITUTE @ ALBANY UNIVERSITY-FY 2022	Preliminary Engineering	2022	PE	L490	\$45,000	\$0	\$0	\$45,000

PI #	MPO TIP ID	Description	Prim Work Type	Year	Phase	Fund Code	Federal	State	Other	Total
0013620		SR 91 @ SR 133; INC SR 3 RAMPS - LIGHTING	Lighting	2022	CST	Z231	\$572,000	\$143,000	\$0	\$715,000
T006833		FY 2022-ALBANY-SEC.5307-CAPITAL AND OPERATIONS	Urban Transit - Capital/Ops	2022	TOPR	5307	\$1,330,126	\$0	\$1,330,126	\$2,660,252
T006855		FY 2022-ALBANY MPO-SEC. 5303-PLANNING	MPO/Region Transit	2022	TPLN	5303	\$62,931	\$7,866	\$7,866	\$78,663
T007178		FY 2022-SW GEORGIA RC-SEC.5311-CAPITAL AND OPERATIONS	Rural Transit - Capital/Ops	2022	TCAP	5311	\$903,912	\$27,979	\$708,058	\$1,639,949
FY 2022 Totals:							\$4,999,969	\$67,076,234	\$4,046,050	\$76,122,253
0013494		SUMMER TRANSPORTATION INSTITUTE @ ALBANY UNIVERSITY-FY 2023	Preliminary Engineering	2023	PE	L490	\$45,000	\$0	\$0	\$45,000
T006834		FY 2023-ALBANY-SEC.5307-CAPITAL AND OPERATIONS	Urban Transit - Capital/Ops	2023	TOPR	5307	\$1,330,126	\$0	\$1,330,126	\$2,660,252
T006856		FY 2023-ALBANY MPO-SEC. 5303-PLANNING	MPO/Region Transit	2023	TPLN	5303	\$62,931	\$7,866	\$7,866	\$78,663
T007260		FY 2023-SW GEORGIA RC-SEC.5311-CAPITAL AND OPERATIONS	Rural Transit - Capital/Ops	2023	TCAP	5311	\$1,160,636	\$0	\$290,159	\$1,450,794
FY 2023 Totals:							\$2,598,693	\$7,866	\$1,628,151	\$4,234,710
0000475	H/R-95-8	SR 133 FM N OF SR 112 TO N OF CR 459/COUNTY LINE ROAD	Widening	2024	PE	HB170	\$0	\$1,500	\$0	\$1,500
0013495		SUMMER TRANSPORTATION INSTITUTE @ ALBANY UNIVERSITY-FY 2024	Preliminary Engineering	2024	PE	L490	\$45,000	\$0	\$0	\$45,000
T007050		FY 2024-ALBANY-SEC.5307-CAPITAL AND OPERATIONS	Urban Transit - Capital/Ops	2024	TOPR	5307	\$1,330,126	\$0	\$1,330,126	\$2,660,252
T007062		FY 2024-ALBANY MPO-SEC. 5303-PLANNING	MPO/Region Transit	2024	TPLN	5303	\$60,175	\$7,522	\$7,522	\$75,219

PI #	MPO TIP ID	Description	Prim Work Type	Year	Phase	Fund Code	Federal	State	Other	Total
T007344		FY 2024-SW GEORGIA RC-SEC.5311-CAPITAL AND OPERATIONS	Rural Transit - Capital/Ops	2024	TCAP	5311	\$1,160,636	\$0	\$290,159	\$1,450,794
FY 2024 Totals:							\$2,595,937	\$9,022	\$1,627,807	\$4,232,765
Albany Totals:							\$12,809,940	\$67,258,923	\$8,966,504	\$89,035,367

***BRIDGE PROJECTS
(FY 2021 – 2024)***

SR 520 BU @ FLINT RIVER IN ALBANY		P.I.#: 0013992				
<p>PROJECT DESCRIPTION: Bridge - This project, with an approximate total length of 0.22 miles, will replace the existing bridge on SR 520BU/US 82BU over the Flint River in Albany, Georgia with a new bridge consisting of 4 x 12ft lanes, 2ft gutters, and a 5.5ft sidewalk on the north side of the bridge and 12.0ft barrier separated, shared use path on the south side of the bridge. The existing roadway will be detoured to construct the proposed bridge in the same location as the existing bridge. The existing westbound right turn lane and left turn lane will be lengthened to provide a longer taper and queue length.</p>		TIP #: 2021-Bridge-1				
		COUNTY: Dougherty				
		PROJ #:				
		FUND: Z231				
		GDOT DISTRICT: 4 th				
TRAFFIC VOL 2019 AADT: 26,400		2045:	CONG DISTRICT: 2 nd			
NO. OF LANES EXISTING: 2		PLANNED: 2	RC: SWGA RC			
LOCAL ROAD #:	STATE/US ROAD #: SR 520 BU		LENGTH (MI): 0.22			
COMMENTS/REMARKS:						
PROJECT PHASE	\$ SOURCE	FY 2021	FY 2022	FY 2023	FY 2024	TOTAL
PRELIM ENGR.						
RIGHT-OF-WAY	Fed/State		\$222,853			222,853
CONSTRUCTION						
PROJECT COST						
FEDERAL COST			\$178,282			\$178,282
STATE COST			\$44,570			\$44,570
LOCAL COST						



***SURFACE TRANSPORTATION PROJECT
(FY 2021 – 2024)***

SR 91 @ SR 133; INC SR 3 RAMPS		P.I.#: 0013620				
		TIP #: 2021-Lighting-1				
		COUNTY: Dougherty				
		PROJ #:				
		FUND: Z231				
PROJECT DESCRIPTION: Lighting – This project is to replace the lighting from the interchange project that rebuilt Liberty Expy @ N. Jefferson St. The scope of the project is high mast lighting for the entire interchange.		GDOT DISTRICT: 4 th				
TRAFFIC VOL 2019 AADT:		2045:		CONG DISTRICT: 2 nd		
NO. OF LANES EXISTING: 4		PLANNED: 4		RC: SWGA RC		
LOCAL ROAD #:	STATE/US ROAD #: SR 91/SR 133			LENGTH (MI): 1.07		
COMMENTS/REMARKS:						
PROJECT PHASE	\$ SOURCE	FY 2021	FY 2022	FY 2023	FY 2024	TOTAL
PRELIM ENGR.	Fed/State	\$235,000				\$235,000
RIGHT-OF-WAY						
CONSTRUCTION	Fed/State		\$715,000			\$715,000
PROJECT COST						
FEDERAL COST		\$188,000	\$572,000			\$760,000
STATE COST		\$47,000	\$143,000			\$190,000
LOCAL COST						



SR 133 FM N OF CR459/COUNTY LINE ROAD TO N OF CR540/HOLLY DR

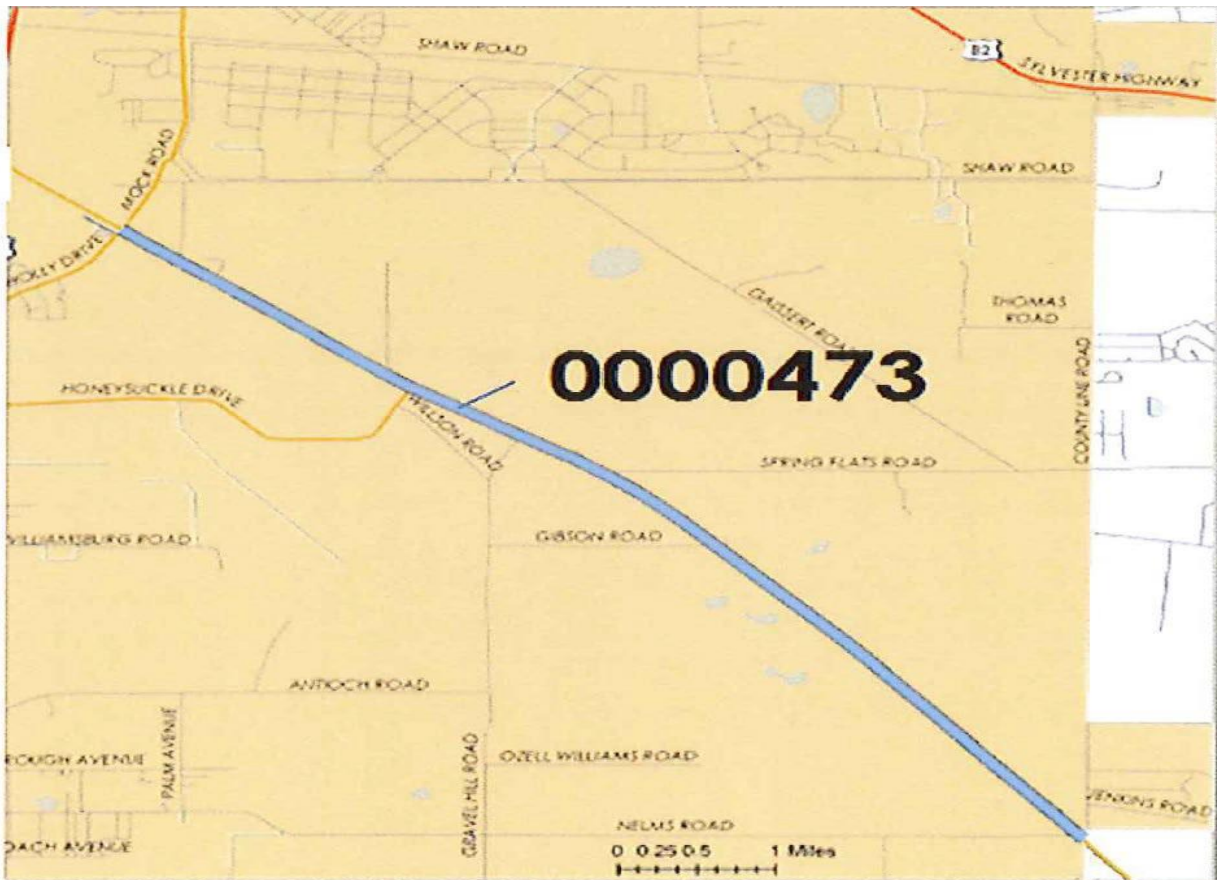
PROJECT DESCRIPTION: Road Widening

P.I.#: 0000473
TIP #: H/R-99-10
COUNTY: Dougherty
PROJ #:
FUND: HB 170
GDOT DISTRICT: 4 th
CONG DISTRICT: 2 nd
RC: SWGA RC
LENGTH (MI): 8.11

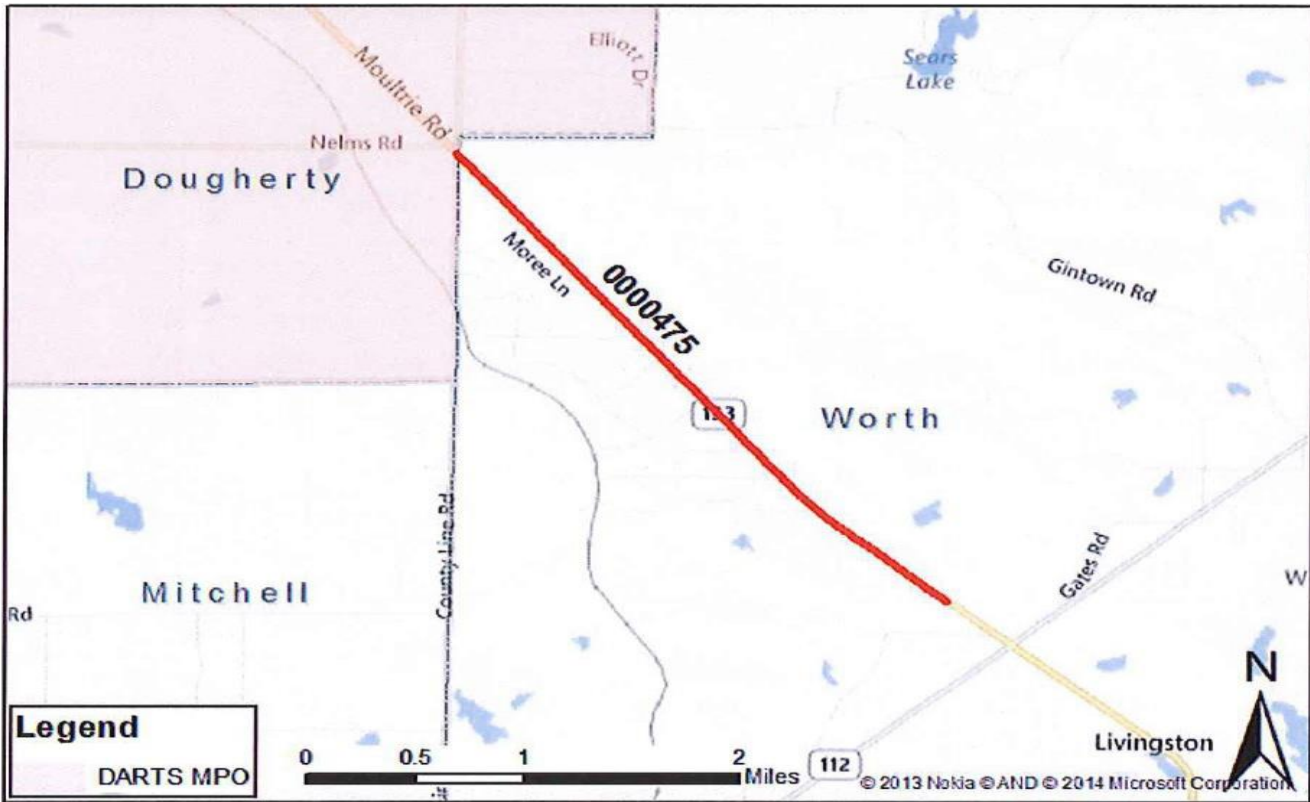
TRAFFIC VOL 2019 AADT: 11,400	2045:
NO. OF LANES EXISTING: 2	PLANNED: 4
LOCAL ROAD #:	STATE/US ROAD #: SR 133

COMMENTS/REMARKS:

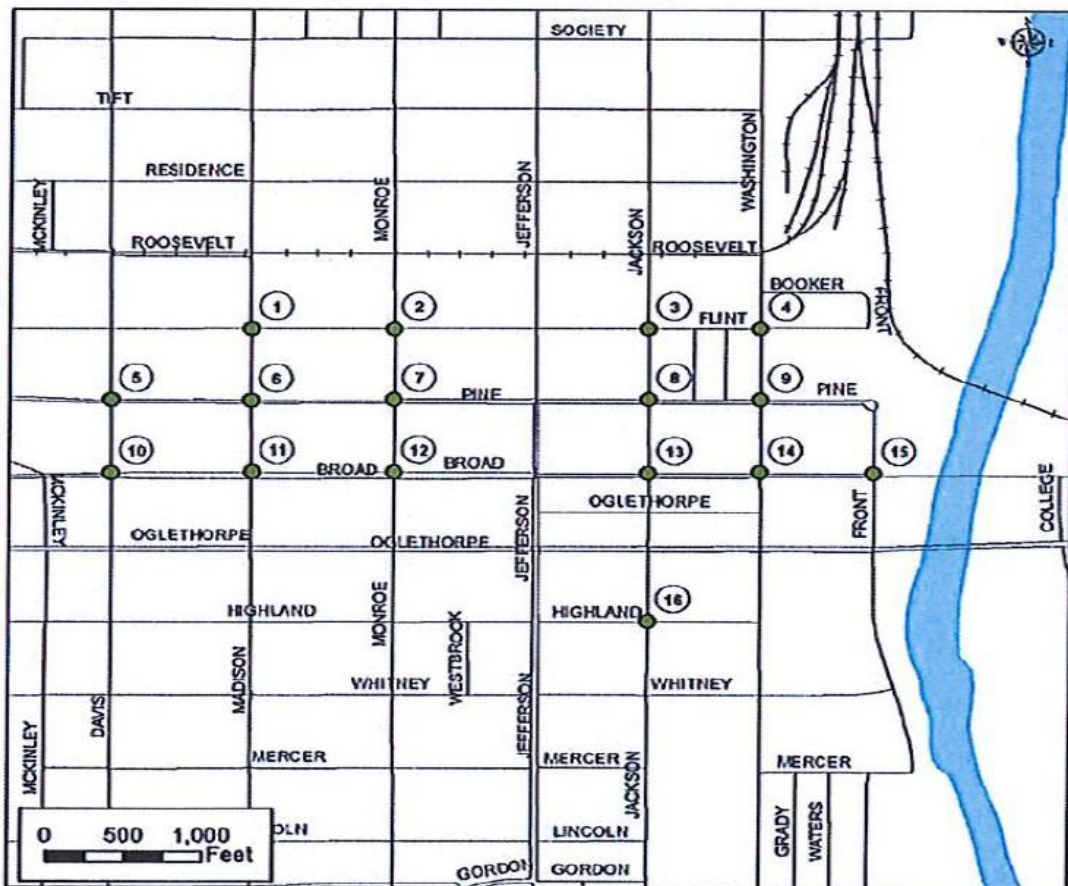
PROJECT PHASE	\$ SOURCE	FY 2021	FY 2022	FY 2023	FY 2024	TOT AL
PRELIM ENGR.	State		\$106,000.80			\$106,120.80
RIGHT-OF-WAY						
CONSTRUCTION	State		\$51,259,887.29			\$51,259,887.29
UTILITIES	State		\$2,639,623.49			\$2,639,623.49
PROJECT COST						
FEDERAL COST						
STATE COST			\$54,005,511.58			\$54,005,511.58
LOCAL COST						



SR 133 FM N OF SR 112 TO N OF CR459/COUNTY LINE ROAD						P.I.#: 0000475
PROJECT DESCRIPTION: Widening						TIP #: H/R-95-8
						COUNTY: Dougherty
						PROJ #:
						FUND: HB 170
						GDOT DISTRICT: 4 th
TRAFFIC VOL 2019 AADT: 15,400				2045:		CONG DISTRICT: 2 nd
NO. OF LANES EXISTING: 2				PLANNED: 4		RC: SWGA RC
LOCAL ROAD #:			STATE/US ROAD #: SR 133			LENGTH (MI): .01
COMMENTS/REMARKS: This funding represents the portion of the project that is within the DARTS MPO boundaries.						
PROJECT PHASE	\$ SOURCE	FY 2021	FY 2022	FY 2023	FY 2024	TOTAL
PRELIM ENGR.						
RIGHT-OF-WAY						
CONSTRUCTION	State		\$857,333.11			\$857,333.11
UTILITIES						
PROJECT COST						
FEDERAL COST						
STATE COST			\$857,333.11			
LOCAL COST						



PROJECT DESCRIPTION: Signals		P.I.#: 0008384				
		TIP #: D-8384				
		COUNTY: Dougherty				
		PROJ #:				
		FUND: Z231				
		GDOT DISTRICT: 4 th				
TRAFFIC VOL 2019 AADT:		2045:		CONG DISTRICT: 2 nd		
NO. OF LANES EXISTING: 2		PLANNED: 2		RC: SWGA RC		
LOCAL ROAD #:	STATE/US ROAD #:			LENGTH (MI):		
COMMENTS/REMARKS:						
PROJECT PHASE	\$ SOURCE	FY 2021	FY 2022	FY 2023	FY 2024	TOT AL
PRELIM ENGR.						
RIGHT-OF-WAY						
CONSTRUCTION	Fed/Local				\$4,086,000	\$4,086,000
UTILITIES						
PROJECT COST						
FEDERAL COST					\$2,086,000	\$2,086,000
STATE COST						
LOCAL COST					\$2,000,000	\$2,000,000



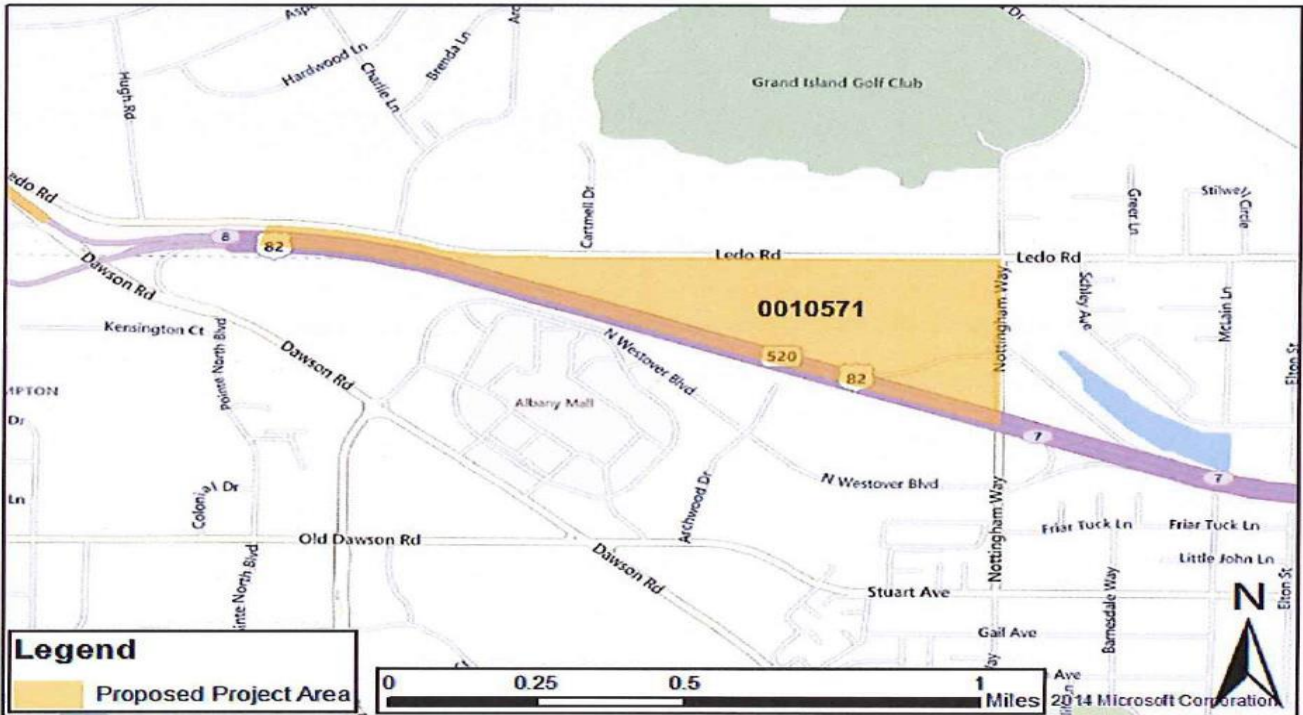
WESTOVER BLVD FROM ALBANY MALL TO N OF LEDO ROAD

PROJECT DESCRIPTION: Roadway Project

P.I.#: 0010571	
TIP #: RC10-000038	
COUNTY: Dougherty/Lee	
PROJ #:	
FUND: HB 170	
GDOT DISTRICT: 4 th	
CONG DISTRICT: 2 nd	
RC: SWGA RC	
LOCAL ROAD #:	STATE/US ROAD #: US 82
LENGTH (MI): .70	

COMMENTS/REMARKS:

PROJECT PHASE	\$ SOURCE	FY 2021	FY 2022	FY 2023	FY 2024	TOTAL
PRELIM ENGR.						
RIGHT-OF-WAY						
CONSTRUCTION	State		\$15,226,412.15			\$15,226,412.15
UTILITIES						
PROJECT COST						
FEDERAL COST						
STATE COST			\$15,226,851			\$15,226,412.15
LOCAL COST						



PUBLIC TRANSIT
(FY 2021-2024) 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 ^{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 ⁵	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 2021-2024 TIP meet all TAM targets.

**CAPITAL SCHEDULE FOR ALBANY TRANSIT
SYSTEM**

	7.1.20-6.30.21	7.1.21-6.30.22	7.1.21-6.30.22	7.1.22-6.30.23	7.1.23-6.30.24	
DESCRIPTION	FY21	FY22	FY22	FY23	FY 24	TOTAL
STIP #	T006110	T007606 (Section 5339Project)	T006833	T00	T00	
Purchase CNG Fixed Route 35' Bus (3)	\$0	\$1,800,000	\$0	\$0	\$0	\$1,800,000
Purchase CNG Paratransit Bus (2)	\$0	\$360,000				\$360,000
Capital Maint. Major Repairs	\$133,837	\$0	\$400,000	\$400,000	\$400,000	\$1,333,837
Capital Maint. Items - Parts	\$77,750	\$0	\$259,360	\$259,360	\$259,360	\$855,830
Surveill./Security Equip.-Bus Stops	\$16,614.00	\$0	\$0	\$0	\$0	\$16,614
Bus Graphics (shelter logos)	\$6,250.00	\$0	\$5,000	\$5,000	\$5,000	\$21,250
Bus Stop Amenities -Signage	\$18,600.00	\$0	\$14,050	\$14,050	\$14,050	\$60,750
Bus Stop Amenities -Shelters	\$247,650.00	\$0	\$221,620	\$221,620	\$221,620	\$912,510
Bus Pass. Shelters Install	\$8,700.00	\$0	\$40,000	\$40,000	\$40,000	\$128,700
MISC. Bus Station Equipment	\$79,790.00	\$0	\$1,700	\$1,700	\$1,700	\$84,890
Wayfinders	\$0.00	\$0	\$9,000	\$9,000	\$9,000	\$27,000
Bus Stop Trash Receptacles, Benches, & Freight	\$0.00	\$0	\$26,830	\$26,830	\$26,830	\$80,490
Fare Collection	\$0.00	\$0	\$14,000	\$14,000	\$14,000	\$42,000
Furniture	\$0.00	\$0	\$154,000	\$5,000	\$5,000	\$164,000
Shop Equip. - (Bus Wash Sys 114 FY 21 only)	\$39,000.00	\$0	\$39,200	\$39,200	\$39,200	\$156,600
ADP HARDWARE - COMPUTER	\$2,400.00	\$0	\$38,000	\$38,000	\$38,000	\$0
ADP SOFTWARE - RM ANNUAL LIC.	\$128,050.00	\$0	\$83,270	\$83,270	\$83,270	\$377,860
Surveill./Sec. Equip.-Camera System & Perimeter	\$41,302.00	\$0	\$0	\$0	\$0	\$41,302
Surveill./Security Equip.-AVL	\$66,360.00	\$0	\$58,200	\$58,200	\$58,200	\$240,960
Surveill./Security Fire Alarm System	\$29,554.00	\$0	\$1,800	\$1,800	\$1,800	\$34,954
Miscellaneous Equip.	\$19,660.00	\$0	\$11,500	\$11,500	\$11,500	\$54,160
Rehab and Renovate-Admin. Building/Building Maintenance	\$8,000.00	\$0	\$108,000	\$108,000	\$108,000	\$332,000
Bus Wraps (4)	\$27,000.00	\$0	\$27,000	\$27,000	\$27,000	\$108,000
Preventive Maintenance	\$404,110.00	\$0	\$254,300	\$254,300	\$254,300	\$1,167,010
Training and Education	\$30,863.00	\$0	\$17,000	\$17,000	\$17,000	\$81,863
Transportation Center	\$0	\$0	\$0	\$0	\$0	\$0
Planning	\$0	\$0	\$0	\$0	\$0	\$0
PROJECT COST	\$1,385,490	\$2,160,000	\$1,783,830	\$1,634,830	\$1,634,830	\$8,482,580
FEDERAL COST	\$1,108,392	\$1,728,000	\$1,427,064	\$1,307,864	\$1,307,864	\$6,879,184
STATE COST	\$138,549	\$216,000	\$178,383	\$163,483	\$163,483	\$859,898
LOCAL COST	\$138,549	\$216,000	\$178,383	\$163,483	\$163,483	\$859,898
DOT DISTRICT # 4						

**OPERATING ASSISTANCE SCHEDULE FOR ALBANY TRANSIT SYSTEM
Section 5307**

STIP #	T006110	T006833	T006833	T00
OPERATING PERIOD	FY 21	FY 22	FY22	FY 23
07/01/20 - 06/30/21	\$3,621,099			
07/01/21 - 06/30/22		\$2,405,404	\$674,255	
07/01/22 - 06/30/23				\$3,079,659
07/01/23 - 06/30/24				
07/01/24 - 06/30/25				
PROJECT COST	3,621,099	2,405,404	674,255	3,079,659
FEDERAL COST	2,896,879	1,924,323	674,255	2,463,727
STATE & LOCAL COST	\$724,220	\$481,081		\$615,932

CAPITAL SCHEDULE FOR ALBANY TRANSIT SYSTEM

Section 5307

DESCRIPTION	FY25	FY26	TOTAL
STIP #	T00	T00	
Purchase CNG Fixed Route 35' Bus (3)	\$0	\$0	\$0
Purchase CNG Paratransit Bus (2)			\$0
Capital Maint. Major Repairs	\$400,000	\$400,000	\$400,000
Capital Maint. Items - Parts	\$259,360	\$259,360	\$259,360
Surveill./Security Equip.-Bus Stops	\$0	\$0	\$0
Bus Graphics (shelter logos)	\$5,000	\$5,000	\$5,000
Bus Stop Amenities -Signage	\$14,050	\$14,050	\$14,050
Bus Stop Amenities -Shelters	\$221,620	\$221,620	\$221,620
Bus Pass. Shelters Install	\$40,000	\$40,000	\$40,000
MISC. Bus Station Equipment	\$1,700	\$1,700	\$1,700
Wayfinders	\$9,000	\$9,000	\$9,000
Bus Stop Trash Receptacles, Benches, & Freight	\$26,830	\$26,830	\$26,830
Fare Collection	\$14,000	\$14,000	\$14,000
Furniture	\$5,000	\$5,000	\$5,000
Shop Equip. - (Bus Wash Sys 114 FY 21 only)	\$39,200	\$39,200	\$39,200
ADP HARDWARE - COMPUTER	\$38,000	\$38,000	\$38,000
ADP SOFTWARE - RM ANNUAL LIC.	\$83,270	\$83,270	\$83,270
Surveill./Sec. Equip.-Camera System & Perimeter	\$0	\$0	\$0
Surveill./Security Equip.-AVL	\$58,200	\$58,200	\$58,200
Surveill./Security Fire Alarm System	\$1,800	\$1,800	\$1,800
Miscellaneous Equip.	\$11,500	\$11,500	\$11,500
Rehab and Renovate-Admin. Building/Building Maintenance	\$108,000	\$108,000	\$108,000
Bus Wraps (4)	\$27,000	\$27,000	\$27,000
Preventive Maintenance	\$254,300	\$254,300	\$254,300
Training and Education	\$17,000	\$17,000	\$17,000
Planning	\$0	\$0	\$0
PROJECT COST	\$1,634,830	\$1,634,830	\$3,269,660
FEDERAL COST	\$1,307,864	\$1,307,864	\$2,615,728
STATE COST	\$163,483	\$163,483	\$326,966
LOCAL COST	\$163,483	\$163,483	\$326,966
DOT DISTRICT # 4	2	RDC	SWG

**OPERATING ASSISTANCE SCHEDULE FOR ALBANY TRANSIT SYSTEM
Section 5307**

STIP #	T00	T00	
OPERATING PERIOD	FY 25	FY 26	TOTAL
07/01/24 - 06/30/25	\$3,079,659		\$3,079,659
07/01/24 - 06/30/26		\$3,079,659	\$3,079,659
PROJECT COST	\$3,079,659	\$3,079,659	\$6,159,318
FEDERAL COST	\$1,539,830	\$1,539,830	\$3,079,659
LOCAL COST	\$1,539,830	\$1,539,830	\$3,079,659
DOT DISTRICT # 4 CONG. DIST	2	RDC	SWG

TRANSIT CAPITAL IMPROVEMENT JUSTIFICATION
FY 2021- FY 2024

Purchase 3 Fixed Route Buses	(FY 22)
Purchase 2 Paratransit Buses	(FY 22)
Replace 3 Paratransit Buses	(FY23)
Replace 6 Fixed Route Buses	(FY 26)

Capital Maintenance major repairs and parts - 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.

ADP Software/Office and Facility Automation - 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.

Building Maintenance - 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.

	FY2021	FY2022	FY2023	FY2024	Total
Section 5307					
STIP # (Operating)	T006110	T006833	T00	T00	
STIP # (Capital)	T006110	T006833	T00	T00	
Total 5307	\$5,006,589	\$4,863,489	\$4,863,489	\$4,863,489	\$19,597,056
Albany Transportation Center					
Section 5309					
STIP # (Capital)	T00	T00	T00	T00	
Federal 80%	\$0	\$3,527,200	\$0	\$0	\$3,527,200
State 10%	\$0	\$440,900	\$0	\$0	\$440,900
Local 10%	\$0	\$440,900	\$0	\$0	\$440,900
Subtotal 5309	\$0	\$4,409,000	\$0	\$0	\$4,409,000
5339	\$0	\$1,370,000			
Go Transit Award	\$0	\$1,973,528	\$0	\$0	\$1,973,528
SPLOST VII	\$0	\$2,500,000	\$0	\$0	\$2,500,000
Local Match	\$0	\$1,444,834			
Total Albany Transportation Center	\$0	\$11,697,362	\$0	\$0	\$11,697,362
Grand Total	\$0	\$16,560,851	\$4,863,489	\$4,863,489	\$31,294,418

Fixed Route Fleet Inventory										
Vehicles	FY 2021	FY 2022	FY 2023	FY 2024	FY 2025	FY 2026	FY 2027	FY 2028	FY 2029	FY 2030
2016's (606,607,608,609)	4	4	4	4	4					
2018's (610, 611, 612,)	3	3	3	3	3	3	3			
2020's (613, 614, 615, 616, 617, 618, 619, 620)	8	8	8	8	8	8	8	8	8	8
2022's		3	3	3	3	3	3	3	3	3
2026's						4	4	4	4	4
2028's								3	3	3
3 - 2022 New in FY 22		3								
4 - 2026 Replace in FY 26			4							
4 - 2026 Surplus in FY 26 (606, 607, 608, 609)			(4)							
3 - 2028 Surplus in FY 28 (610, 611, 612)								(3)		
3 - 2028 Replace in FY 28								3		
Total Fixed Route Vehicles	15	18	18	18	18	18	18	18	18	18
Peak Usage	11	13	13	13	13	13	13	13	13	13
Spares	4	5	5	5	5	5	5	5	5	5
Fixed Route Spare Ratio	36%	38%	38%	38%	38%	38%	38%	38%	38%	38%
ADA Paratransit Fleet Inventory										
Vehicles	FY 2021	FY 2022	FY 2023	FY 2024	FY 2025	FY 2026	FY 2027	FY 2028	FY 2029	FY 2030
2016's	5	5								
2018's	1	1	1	1						
2022's		2	2	2	2	2	2	2	2	2
2023's			5	5	5	5	5	5	5	5
2025's					1	1	1	1	1	1
2 - 2022 Purchase in FY 22		2								
6 - 2026 Replace in FY 26									6	
6 - 2026 Surplus in FY 26									(6)	
Total ADA Para Vehicles	6	8	8	8	8	8	8	8	8	8
Peak Usage	5	5	5	5	5	5	5	5	5	5
Spares	1	3	3	3	3	3	3	3	3	3
ADA Para Spare Ratio	20%	60%	60%	60%	60%	60%	60%	60%	60%	60%

***TIER II PUBLIC TRANSIT
(FY 2021 – 2024)***

CAPITAL SCHEDULE FOR ALBANY TRANSIT SYSTEM

Section 5307

DESCRIPTION	FY21	FY22	TOTAL
STIP #			
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: Transportation Enhancement (TE)

This group is for transportation-related activities that are designed to strengthen the cultural, aesthetic, and environmental aspects of the Nation’s intermodal transportation system. The Transportation Enhancements program provides for the implementation of a variety of nontraditional projects, with examples ranging from bike and pedestrian facilities to landscaping and scenic beautification, and to the mitigation of water pollution from highway runoff.

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.

Group: Transportation Alternatives Program (TAP)

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

State DOTs and MPOs are not eligible entities to receive TAP funds as defined under 23 U.S.C. 133(h)(4)(B) and therefore are not eligible project sponsors. However, State DOTs and MPOs may

partner with an eligible entity project sponsor to carry out a project. In accordance with 23 U.S.C. 133(h)(4), project selection for this program is achieved through a competitive process administered by Georgia DOT.

Group: Maintenance

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

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

Group: Lighting

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

Group: Rights of Way - Protective Buying and Hardship Acquisitions

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

Group: Safety

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

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

Group: Operations

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

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

Group: Wetland Mitigation

This group is for wetland enhancement, restoration, and/or preservation projects that serves to offset unavoidable wetland impacts which is known as wetland mitigation or compensatory mitigation. The ecological benefits of a mitigation project should compensate for the functional loss resulting from the permitted wetland impacts on infrastructure projects. Funding allows for the planning, designing, construction, and post construction monitoring required for approved and established mitigation sites.

Group: Low Impact Bridges

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

- 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.

Group: Freight Operations

This group is used to assist with improving road and bridge facilities that are heavily traversed by trucks, for small-scale investments that can address safety and enhance efficiency of freight movement throughout the state. This includes but not limited to investments to mitigate operational issues related to geometry or operation (e.g., high crash rates), security concerns, and improvement of truck movement for Georgia's logistics-enabled industries (e.g. agriculture, manufacturing, distribution, etc.).

Group: Rural Development

This group will be deployed to transportation improvements unique to rural Georgia areas outside of MPOs), specifically targeting roadway safety, broadband infrastructure for transportation-related telecommunications, and innovative solutions.

- A. Safety Improvements include cable barriers, guardrail, intersection improvements, pavement markings, roundabouts, rumble strips, safety equipment upgrades, signals, signing and turning lanes.
- B. Broadband Improvements include conduit and fiber optic cable along State routes to strengthen or create Georgia's broadband telecommunication network along rural roadways.
- C. Innovative Solutions include advanced technologies to develop new options (. The Ray, Connected Vehicle test sites, etc.) or install recently-proven improvements (. smart traffic signals) as applicable and warranted in rural settings.

ANTICIPATED REVENUE

ALBANY
TOTAL EXPECTED HIGHWAY
STIP FUNDS
(MATCHED)
FY 2021 - FY 2024

FUND	CODE	LUMP DESCRIPTION	2021	2022	2023	2024	TOTAL
STBG	Z231		\$ 403,484	\$ 2,801,000	\$ -	\$ -	\$ 3,204,484
Other	L490		\$ 45,000	\$ 45,000	\$ 45,000	\$ 45,000	\$ 180,000
State	HB170		\$ -	\$ 66,897,389	\$ -	\$ 1,500	\$ 66,898,889
Local	LOC		\$ 500	\$ 2,000,000	\$ -	\$ -	\$ 2,000,500
Transit	01214		\$ 8,239	\$ -	\$ -	\$ -	\$ 8,239
Transit	210FA		\$ 16,224	\$ -	\$ -	\$ -	\$ 16,224
Transit	212RA		\$ 63,960	\$ -	\$ -	\$ -	\$ 63,960
Transit	218EA		\$ 1,951	\$ -	\$ -	\$ -	\$ 1,951
Transit	44059		\$ 4,056	\$ -	\$ -	\$ -	\$ 4,056
Transit	452RA		\$ 7,995	\$ -	\$ -	\$ -	\$ 7,995
Transit	458EA		\$ 244	\$ -	\$ -	\$ -	\$ 244
Transit	5303		\$ -	\$ 78,663	\$ 78,663	\$ 75,219	\$ 232,545
Transit	5307		\$ 3,371,700	\$ 2,660,252	\$ 2,660,252	\$ 2,660,252	\$ 11,352,456
Transit	5311		\$ 522,286	\$ 1,639,949	\$ 1,450,794	\$ 1,450,794	\$ 5,063,823
Enhance	L220	ENHANCEMENT	\$ 87,000	\$ -	\$ -	\$ -	\$ 87,000
NHPP	Z001	LIGHTING	\$ 10,000	\$ 10,000	\$ 10,000	\$ 10,000	\$ 40,000
NHPP/STBG	Various	ROAD MAINTENANCE	\$ 2,274,000	\$ 2,274,000	\$ 2,274,000	\$ 2,274,000	\$ 9,096,000
STBG	Z240	OPERATIONS	\$ 119,000	\$ 119,000	\$ 119,000	\$ 119,000	\$ 476,000
STBG	Z240	BRIDGE MAINT/PAINTING	\$ 99,000	\$ 99,000	\$ 99,000	\$ 99,000	\$ 396,000
STBG	Z240	LOW IMPACT BRIDGES	\$ 208,000	\$ 208,000	\$ 208,000	\$ 208,000	\$ 832,000
STBG	Z240	TRAF CONTROL DEVICES	\$ 297,000	\$ 297,000	\$ 297,000	\$ 297,000	\$ 1,188,000
STBG	Z240	RW PROTECTIVE BUY	\$ 15,000	\$ 15,000	\$ 15,000	\$ 15,000	\$ 60,000
STBG	Z240	WETLAND MITIGATION	\$ 12,000	\$ 12,000	\$ 12,000	\$ 12,000	\$ 48,000
STBG	Z240	FREIGHT OPERATIONS	\$ -	\$ 49,000	\$ 99,000	\$ 99,000	\$ 247,000
STBG	Z240	RURAL DEVELOPMENT	\$ -	\$ 49,000	\$ 99,000	\$ 99,000	\$ 247,000
HSIP	ZS30	SAFETY	\$ 989,000	\$ 989,000	\$ 989,000	\$ 989,000	\$ 3,956,000
HSIP	ZS40	RRX HAZARD ELIM	\$ 62,000	\$ 62,000	\$ 62,000	\$ 62,000	\$ 248,000
HSIP	ZS50	RRX PROTECTION DEV	\$ 52,000	\$ 52,000	\$ 52,000	\$ 52,000	\$ 208,000
TOTAL			\$ 8,669,639	\$ 80,357,253	\$ 8,569,709	\$ 8,567,765	\$ 106,164,366

MPO AUTHORIZED PROJECTS

MPO: Albany Year: Between 2018 - 2020

MPO Authorized Projects - Albany

Processed on: May-27-2021 11:59 AM

Primary County: **Appling**

PROJ	PROJ NO.	TIP NO.	DESCRIPTION	Phase Status	Phase Code	Program Year	MPO	Latest Cost Estimated Total	% in MPO	Amount
0017083			RUMBLE STRIPS IN DISTRICT 4 - AREA 5 @ 17 ROUTES	AUTHORIZED	CST	2020	Albany	\$2,171,464.12	29	\$629,724.59
T004959			FY 2020-21-FTA SEC.5329 SSO PROGRAM ADMINISTRATION	AUTHORIZED	740A1	2020	Albany	\$0.00	10	\$0.00

Primary County: **Calhoun**

PROJ	PROJ NO.	TIP NO.	DESCRIPTION	Phase Status	Phase Code	Program Year	MPO	Latest Cost Estimated Total	% in MPO	Amount
442951-		BR-5	SR 234 @ CHICKASAWHATCHEE CREEK 8 MI NE OF LEARY	AUTHORIZED	CST	2018	Albany	\$10,940,411.39	50	\$5,470,205.70

Primary County: **Decatur**

PROJ	PROJ NO.	TIP NO.	DESCRIPTION	Phase Status	Phase Code	Program Year	MPO	Latest Cost Estimated Total	% in MPO	Amount
T006063			FY 2018-SOUTHWEST GEORGIA RC-SEC.5304-PLANNING	AUTHORIZED	441A2	2018	Albany	\$0.00	8	\$0.00
T006085			FY 2020-SOUTHWEST GEORGIA RC-SEC.5304-PLANNING	AUTHORIZED	441A2	2020	Albany	\$0.00	8	\$0.00
T006198			FY 2018-SW GEORGIA RC-SEC.5311-CAPITAL AND OPERATIONS	AUTHORIZED	111A2	2018	Albany	\$0.00	9	\$0.00
					114A3	2018	Albany	\$0.00	9	\$0.00
					116A4	2018	Albany	\$0.00	9	\$0.00
					300A1	2018	Albany	\$0.00	9	\$0.00
T006288			FY 2019-SW GEORGIA RC-SEC.5311-CAPITAL AND OPERATIONS	AUTHORIZED	111A3	2019	Albany	\$0.00	9	\$0.00
					114A4	2019	Albany	\$0.00	9	\$0.00
					300A1	2019	Albany	\$0.00	9	\$0.00
T006378			FY 2020-SW GEORGIA RC-SEC.5311-CAPITAL AND OPERATIONS	AUTHORIZED	111A1	2020	Albany	\$0.00	9	\$0.00
					114A2	2020	Albany	\$0.00	9	\$0.00
					117A4	2020	Albany	\$0.00	9	\$0.00
					300A5	2020	Albany	\$0.00	9	\$0.00
					300A7	2020	Albany	\$0.00	9	\$0.00
					TCAP	2020	Albany	\$0.00	9	\$0.00

Primary County: **Dougherty**

PROJ	PROJ NO.	TIP NO.	DESCRIPTION	Phase Status	Phase Code	Program Year	MPO	Latest Cost Estimated Total	% in MPO	Amount
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	AUTHORIZED	ROW	2018	Albany	\$13,300,000.00	100	\$13,300,000.00
0008384	CSSTP-0008-00(384)	D-8384	SIGNAL SYSTEM UPGRADE @ 16 LOCS - PHASE IV	AUTHORIZED	PE	2020	Albany	\$341,000.00	100	\$341,000.00
0010571		RC10-000038	WESTOVER BLVD FROM ALBANY MALL TO N OF LEDO ROAD	AUTHORIZED	ROW	2018	Albany	\$520,000.00	100	\$520,000.00
0013490		D-12705	SUMMER TRANSPORTATION INSTITUTE @ ALBANY UNIVERSITY-FY 2019	AUTHORIZED	PE	2019	Albany	\$25,000.00	100	\$25,000.00
0015401			DOWNTOWN ALBANY REVITALIZATION @ 7 LOCS	AUTHORIZED	PE	2020	Albany	\$850,000.00	100	\$850,000.00
0015456			PL ALBANY - FY 2018	AUTHORIZED	PLN	2018	Albany	\$87,355.65	100	\$87,355.65
0015862			PL ALBANY- FY 2019	AUTHORIZED	PLN	2019	Albany	\$82,695.30	100	\$82,695.30
0016085			DOUGHERTY AREA REGIONAL TRANSP STUDY LEESBURG BYPASS	AUTHORIZED	PLN	2019	Albany	\$0.00	100	\$0.00
0016086			DOUGHERTY AREA REG TRANSP STUDY LEESBURG SCHOOL CONNECTIVITY	AUTHORIZED	PLN	2019	Albany	\$90,000.00	100	\$90,000.00
0016381			SIGNING & PAVEMENT MARKING @ 52 NS LOCS IN DISTRICT 3 & 4	AUTHORIZED	CST	2020	Albany	\$268,475.89	46	\$123,498.91
0016419			PL ALBANY REGIONAL MTP UPDATE - FY 2019	AUTHORIZED	PLN	2019	Albany	\$100,000.00	100	\$100,000.00
0016548			PL ALBANY FY 2020 UPWP	AUTHORIZED	PLN	2020	Albany	\$186,467.18	100	\$186,467.18
0016895			CS 1257/N BROADWAY STREET @ GFR #637205F IN ALBANY	AUTHORIZED	CST	2020	Albany	\$273,688.04	100	\$273,688.04
0016896			CR 540/HOLLY DRIVE @ GFR #637224K IN ALBANY	AUTHORIZED	CST	2020	Albany	\$244,504.87	100	\$244,504.87
0016901			CR 76/HONEYSUCKLE DRIVE @ GRF #6372255	AUTHORIZED	CST	2020	Albany	\$227,779.78	100	\$227,779.78
M005682			SR 7; SR 91 & SR 520 @ 4 LOCS - BRIDGE PRESERVATION	AUTHORIZED	MCST	2018	Albany	\$741,814.05	75	\$556,360.54
M005685			SR 1; SR 3; SR 37 & SR 520 @ 9 LOC - BRIDGE PRESERVATION	AUTHORIZED	MCST	2019	Albany	\$2,088,776.20	89	\$1,859,010.82
M005895			SR 3/US 19 FROM NS #723234B TO SR 520BU	AUTHORIZED	MCST	2020	Albany	\$1,246,360.30	100	\$1,246,360.30

M005896			SR 520/US 82 FROM LEE COUNTY LINE TO SR 520BU	AUTHORIZED	MCST	2020	Albany	\$4,338,944.81	100	\$4,338,944.81
T005126			FY 2018-ALBANY MPO-SEC.5303-PLANNING	AUTHORIZED	442A1	2018	Albany	\$0.00	100	\$0.00
T005988			FY 2019-ALBANY MPO-SEC.5303-PLANNING	AUTHORIZED	442A1	2019	Albany	\$0.00	100	\$0.00
T005999			FY 2020-ALBANY MPO-SEC.5303-PLANNING	AUTHORIZED	442A1	2020	Albany	\$0.00	100	\$0.00
T006038			FY 2018-ALBANY-SEC.5307-CAPITAL AND OPERATIONS	AUTHORIZED	111A1	2018	Albany	\$0.00	100	\$0.00
					113A2	2018	Albany	\$0.00	100	\$0.00
					114A3	2018	Albany	\$0.00	100	\$0.00
					117A5	2018	Albany	\$0.00	100	\$0.00
					300A6	2018	Albany	\$0.00	100	\$0.00
T006098			FY 2019-ALBANY-SEC.5307-CAPITAL AND OPERATIONS	AUTHORIZED	111A1	2019	Albany	\$0.00	100	\$0.00
					113A7	2019	Albany	\$0.00	100	\$0.00
					114A2	2019	Albany	\$0.00	100	\$0.00
					116A5	2019	Albany	\$0.00	100	\$0.00
					117A3	2019	Albany	\$0.00	100	\$0.00
					300A4	2019	Albany	\$0.00	100	\$0.00
T006110			FY 2020-ALBANY-SEC.5307-CAPITAL AND OPERATIONS	AUTHORIZED	111A1	2020	Albany	\$0.00	100	\$0.00
					111A5	2020	Albany	\$0.00	100	\$0.00
					113A1	2020	Albany	\$0.00	100	\$0.00
					113A2	2020	Albany	\$0.00	100	\$0.00
					114A2	2020	Albany	\$0.00	100	\$0.00
					114A3	2020	Albany	\$0.00	100	\$0.00
					117A3	2020	Albany	\$0.00	100	\$0.00
					117A4	2020	Albany	\$0.00	100	\$0.00
					300A1	2020	Albany	\$0.00	100	\$0.00
					300A4	2020	Albany	\$0.00	100	\$0.00
					300A8	2020	Albany	\$0.00	100	\$0.00
T006494			FY 2018-ALBANY-SEC.5339-CAPITAL ONLY	AUTHORIZED	111A1	2018	Albany	\$0.00	100	\$0.00
					113A2	2018	Albany	\$0.00	100	\$0.00
					114A3	2018	Albany	\$0.00	100	\$0.00
T006869			FY 2019-ALBANY-SEC.5339(B)-CAPITAL	AUTHORIZED	111A1	2020	Albany	\$0.00	100	\$0.00

Primary County: **Lee**

PROJ	PROJ NO.	TIP NO.	DESCRIPTION	Phase Status	Phase Code	Program Year	MPO	Latest Cost Estimated Total	% in MPO	Amount
0015404			SR 3/US 19 @ SR 32	AUTHORIZED	PE	2020	Albany	\$300,000.00	100	\$300,000.00
0016060			OFF-SYSTEM SAFETY IMPROVEMENTS @ 14 LOCS IN LEE COUNTY-HRRR	AUTHORIZED	CST	2019	Albany	\$275,663.86	93	\$256,367.39
					PE	2019	Albany	\$2,363.31	93	\$2,197.88
M005615			SR 32 FROM E OF NS #733560G/LEE TO SR 300/WORTH	AUTHORIZED	MCST	2018	Albany	\$2,268,128.35	83	\$1,882,546.53
M005877			SR 3/US 19 FROM CS 602/JORDAN ROAD TO CR 151/GOODWIN ROAD	AUTHORIZED	MCST	2020	Albany	\$2,567,402.02	55	\$1,412,071.11
S014969			EEE LMIG CR 61/ARMENA RD FR CR 141/MURPHY RD TO SR 32	AUTHORIZED	PR	2018	Albany	\$650,000.00	100	\$650,000.00

Primary County: **Lowndes**

PROJ	PROJ NO.	TIP NO.	DESCRIPTION	Phase Status	Phase Code	Program Year	MPO	Latest Cost Estimated Total	% in MPO	Amount
0017104			WRONG WAY DRIVING SAFETY ENHANCEMENTS @ 7 LOCS IN DISTRICT 4	AUTHORIZED	CST	2020	Albany	\$206,724.18	28	\$57,882.77
					PE	2020	Albany	\$1,228.86	28	\$344.08

Primary County: **Mitchell**

PROJ	PROJ NO.	TIP NO.	DESCRIPTION	Phase Status	Phase Code	Program Year	MPO	Latest Cost Estimated Total	% in MPO	Amount
0016378			SIGNING & MARKING @ 74 GFR LOCS IN DISTRICT 4	AUTHORIZED	CST	2020	Albany	\$259,118.31	12	\$31,094.20
0016871			GFR RAILROAD WARNING DEVICES UPGRADES @ 53 LOCS IN DIST 4	AUTHORIZED	CST	2020	Albany	\$71,670.10	4	\$2,866.80

Primary County: **Worth**

PROJ	PROJ NO.	TIP NO.	DESCRIPTION	Phase Status	Phase Code	Program Year	MPO	Latest Cost Estimated Total	% in MPO	Amount
0000475	STP00-0000-00(475)	H/R-95-8	SR 133 FM N OF SR 112 TO N OF CR 459/COUNTY LINE ROAD	AUTHORIZED	ROW	2018	Albany	\$4,190,000.00	3	\$125,700.00

PUBLIC PARTICIPATION PROCESS

Public Participation Requirements

A public review period will be required for the adoption of the Transportation Improvement Program. Public notice will be given by publishing an advertisement in a newspaper(s) of general circulation at least thirty (30) days before the final Transportation Improvement Program is adopted by the Policy Committee. Furthermore, the public review notice will also be made available to other interested parties. In addition, the public review notice will also be made available in minority publications and on public transit buses for minority and low income groups. If determined by the Policy Committee that the final Transportation Improvement Program differs significantly from the one which was made available for public comment, and such plan raises new material issues which interested parties could not reasonably have foreseen from the public involvement efforts, an additional public comment period will be required. Public notice for this comment period will be given by publishing an advertisement in a newspaper(s) of general circulation, in addition to the other locations previously discussed and posting the notice on the website at least (30) days before the final Transportation Improvement Program is adopted by the Policy Committee. A summary, analysis, and report on the disposition of comments shall be made as part of the final document. The draft Transportation Improvement Program will be made available to the public at the Albany-Dougherty County Planning & Development Service and on the department's website. Final copies will also be made available for information purposes and will be posted on the department's website. If it is necessary to amend the TIP, a 30-day public review and comment period will be required. If no significant comments are received, no further action is required once the proposed amendment(s) have been approved by the Policy Committee. However, if comments are received which the MPO staff considers as potentially significant, the comments will be presented to the Policy Committee for consideration and appropriate action. Where a TIP amendment requires changes to the source LRTP document, the TIP amendment and LRTP public comment period will run concurrently.

Public Comment Period

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 <https://dartsmpo.org/wp-content/uploads/2021/05/Revised-Public-Participation-Plan-PPP.pdf>

Amendment Process & Administrative Modifications

If the Policy Committee determines it is necessary to amend the final MTP and/or TIP, the proposed change will be brought before the Interagency Coordinating Committee (IAC) for review and comment. IAC is a statewide body consisting of staff representatives throughout the state who are responsible for executing their respective regional transportation programs, plus staff from GDOT, FHWA and FTA. At the time the proposed change is brought before IAC, it will be classified as either an Administrative Modification or an Amendment. A comment period will be provided for proposed amendments to the MTP and TIP. To the extent practice cable, the review period will be 30 days. The CTC, TCC, and PC will review all proposed amendments. The public will be invited to comment when the topic is discussed at the meetings held by each Committee. The PC will accept or reject the proposed amendment.

Administrative Modifications

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

- 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 according to GDOT). This change would not alter the original project intent.
- Splitting or combining projects.
- Federal funding category change.
- Minor changes in expenditures for transit projects as stipulated by GDOT.
- Roadway project phases may have a cost increase less than \$2,000,000 or 20% of the amount to be authorized.
- Shifting projects within the TIP as long as the subsequent annual draft was submitted prior to September 30.
- 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:

- 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.
- It does not impact financial constraint.
- It does not require public review and comment.

Amendments to the Metropolitan Transportation Plan (MTP) and Transportation Improvement Plan (TIP)

The following actions are eligible as Amendments to the MTP and TIP.

- Addition or deletion of a project
- Addition or deletion of a phase of a project.
- Roadway project phases that increase in cost over the thresholds described in the Administrative Modification section.
- Addition of an annual TIP.
- 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.
- Shifting projects within the TIP which require redemonstrations of fiscal constraint.

**DARTS Transportation Improvement Program (FY 2021 – 2024)
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 Thursday, April 29, 2021 through Sunday, June 13, 2021 at the following location:

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

<https://www.albanyga.gov/about-us/city-departments/planning-development/darts-mpo-transportation-planning>

If you have any questions, please contact Transportation Planner, Kerrie Davis, at (229) 302-1844 or kedavis@albanyga.gov

**Programa de mejora del transporte DARTS (año fiscal 2021 - 2024)
Período de comentario público**

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.

El borrador del TIP estará disponible para revisión y comentarios públicos. El borrador del documento estará disponible para su revisión en

Desde el jueves 29 de abril de 2021 hasta el domingo 13 de junio de 2021 en la siguiente ubicación:

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

<https://www.albanyga.gov/about-us/city-departments/planning-development/darts-mpo-transportation-planning>

Si tiene alguna pregunta, póngase en contacto con Kerrie Davis, Planificador de Transporte, en (229) 302-1844 o en kedavis@albanyga.gov

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
- FAST - Fixing America's Surface Transportation
- 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-ALBANY REGIONAL TRANSPORTATION STUDY (DARTS)**

Be it known to all, the below signees do hereby endorse and certify the Albany MPO, 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

- a) 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).
- b) All major modes of transportation are members of the MPO
- c) Any changes to the MPA boundaries were reflected in the Policy Board representation.
- d) 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.
- e) Roles and responsibilities are defined for the development of the Long Range Transportation Plan (LRTP) / Metropolitan Transportation Plan (MTP), Transportation Improvement Program (TIP), Unified Planning Work Program (UPWP) and other related planning documents.
- f) All MPO required planning products per 23 CFR Part 450, meeting minutes and agenda items are current and available on the MPO's website.
- a) The metropolitan transportation planning process shall provide for the establishment and use of a performance-based approach to transportation decision-making to support the national goals described in 23 U.S.C. 150(b) and the general purposes described in 49 U.S.C. 5301(c).

1. UPWP (23 CFR Part 450.308)

- a) The UPWP documents in detail the activities to be performed with Title 23 and the Federal Transit Act.
- b) The UPWP activities are developed, selected and prioritized with input from the State, MPO committees and public transit agency(ies).
- c) The final UPWP is submitted in a timely manner to GDOT with authorization occurring before the MPO's fiscal year begins.
- d) Initial Adoption and Amendments to the UPWP are developed and processed in accordance with procedures outlined in the MPO's Participation Plan.
- e) Planning activities and status reports are submitted quarterly by the MPO to GDOT and FHWA.

2. LRTP/MTP (23 CFR Part 450.324)

- a) The LRTP/MTP incorporates a minimum 20-year planning horizon.
- b) The LRTP/MTP identifies both long-range and short-range strategies and actions leading to the development of an intermodal transportation system.
- c) The LRTP/MTP is fiscally constrained.
- d) The development of the LRTP/MTP and the TIP are coordinated with other providers of transportation (e.g. regional airports, maritime port operators).
- e) All of the Fixing America's Surface Transportation (FAST) Act planning factors were considered in the planning process.
- f) The LRTP/MTP 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.
- g) The MPO approves the LRTP/MTP in a timely manner without entering into a planning lapse.
- h) Initial Adoption and Amendments to the LRTP/MTP are developed and processed in accordance with procedures outlined in the MPO's Participation Plan.
- i) The transit authority's planning process is coordinated with the MPO's planning process.
- j) 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/MTP in accordance with 40 CFR Part 93.

3. TIP 23 CFR Part 450.326)

- a) The TIP is updated at least every 4 years, on a schedule compatible with STIP development.
- b) Each project included in the TIP is consistent with the LRTP/MTP.
- c) The MPO, GDOT and the transit operator collaborate on the development of the TIP.
- d) The TIP contains all projects to be funded under Title 23 U.S.C. and Title 49 U.S.C. Chapter 53.
- e) The TIP is financially constrained by year and revenue estimates reflect reasonable assumptions.

- f) The MPO TIP is included in the STIP by reference, without modification.
 - g) Initial Adoption and Amendments to the TIP are developed and processed in accordance with procedures outlined in the MPO's Participation Plan.
 - h) 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.
4. **Participation Plan (23 CFR Part 450.316)**
- a) A 45-day comment period was provided before the Participation Plan was adopted/revise.
 - b) Transportation plans, programs and projects provide timely information about transportation issues and processes to citizens and others who may be affected.
 - c) Opportunities are provided for participation by local, State, and federal environmental resource and permit agencies where appropriate.
 - d) The public involvement process demonstrates explicit consideration and responsiveness to public input received during the planning and program development process.
 - e) The transportation planning process identifies and addresses the needs of those traditionally underserved, including low-income and minority households.
 - f) The disposition of comments and changes in the final LRTP/MTP/TIP are documented and reported when significant comments are submitted.
 - g) Additional time is provided if the "final" document is significantly different from the draft originally made available for public review.
 - h) The MPO undertakes a periodic review of the public involvement process to determine if the process is efficient and provides full an open access for all.
5. **List of Obligated Projects (23 CFR Part 450.334)**
- a) The MPO provides a listing for all projects for which funds are obligated each year, including bicycle and pedestrian facilities.
 - b) The annual listing is made available to the public via the TIP or the LRTP/MTP.
- 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**
- a) 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.
 - b) Agreements exist to outline the process for cooperative planning within full nonattainment/maintenance areas that are not designated by the MPO planning area.
 - c) The MPO coordinates the development of the LRTP/MTP with SIP development and the development of Transportation Control Measures (TCM) if applicable.
 - d) The LRTP/MTP includes design concept and scope descriptions of all existing and proposed transportation facilities in sufficient detail, regardless of funding source, to permit conformity determinations.
 - e) The MPO's TIP includes all proposed federally and non-federally funded regionally significant transportation projects, including intermodal facilities.
 - f) 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**
- a) The MPO has adopted goals, policies, approaches and measurements to address Title VI and related requirements.
 - b) 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.
 - c) The MPO has processes, procedures, guidelines, and/or policies that address Title VI, ADA, and DBE.
 - d) The MPO has a documented policy on how Title VI complaints will be handled.
 - e) The MPO has a demographic profile of the metropolitan planning area that includes identification of the locations of protected populations.
 - f) 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**

a) 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 U.S. DOT funded projects

a) 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

a) 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

a) 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

a) 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

a) The MPO adheres to the Act on Equality between women and men and prohibits both direct and indirect discrimination based on gender.
b) 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.

a) 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



Mayor Bo Dorough, Policy Committee Chairman
Albany MPO

May 21, 2021
Date

Digitally signed by Radney Simpson
DN: C=US, E=rsimpson@dot.ga.gov,
O=GDOT, OU=Office of Planning,
CN=Radney Simpson
Date: 2021.05.27 10:27:42-04'00'

Radney Simpson, Assistant State Transportation Planning Administrator
Georgia Department of Transportation, Office of Planning

Date

Digitally signed by Matt Markham
Date: 2021.05.27 11:19:13 -04'00'

Matthew Markham, Deputy Director of Planning
Georgia Department of Transportation, Office of Planning

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 Fixing America's Surface Transportation Act (FAST). 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:

- A. 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, re-demonstration of fiscal constraint, or a conformity determination (in nonattainment and maintenance areas).”

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

The following procedures have been developed for processing administrative modifications and amendments to the STIP and Metropolitan Planning Organizations (MPOs) TIPs and 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. Roadway project phases may have a cost increase up to \$2,000,000 or 20% of the amount to be authorized.

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

B. Shifting projects within the 4-year STIP.

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

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

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

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 of a project.
- B. Addition 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. Shifting projects within the 4-year STIP which require re-demonstration of fiscal constraint or when the subsequent annual draft STIP was not submitted prior to September 30.

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. Georgia DOT will assure that the amendment process and the public involvement procedures have been followed. 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 formodifications and cost increases. Fiscal Constraint will be maintained in the STIP at all time.

SYSTEM PERFORMANCE REPORT

Georgia Metropolitan Planning Organization Transportation Improvement Program System Performance Report

Background

Pursuant to the Moving Ahead for Progress in the 21st Century Act (MAP-21) Act enacted in 2012 and the Fixing America's Surface Transportation Act (FAST Act) enacted in 2015, state Departments of Transportation (DOT) and Metropolitan Planning Organizations (MPO) must apply a transportation performance management approach in carrying out their federally required transportation planning and programming activities. The process requires the establishment and use of a coordinated performance-based approach to transportation decision-making to support national goals for the federal-aid highway and public transportation programs.

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

In accordance with The Planning Rule and the Georgia Performance Management Agreement between the Georgia DOT (GDOT) and the Georgia Association of Metropolitan Planning Organizations (GAMPO), GDOT and each Georgia MPO must publish a System Performance Report for applicable performance measures in their respective statewide and metropolitan transportation plans and programs. The System Performance Report presents the condition and performance of the transportation system with respect to required performance measures, documents performance targets and progress achieved in meeting the targets in comparison with previous reports. This is required for the following:

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

The Dougherty Area Regional Transportation Study (DARTS) Metropolitan Planning Organization (MPO) Fiscal Year (FY) 2018-2021 Transportation Improvement Program (TIP) was adopted on January 18, 2018. Per the Planning Rule and the Georgia Performance Management Agreement, the System Performance Report for the DARTS MPO FY 2018-2021 TIP is included, herein, for the required Highway Safety/PM1 performance measures.

Highway Safety/PM1

Effective April 14, 2016, the FHWA established the highway safety performance measures² to carry out the Highway Safety Improvement Program (HSIP). These performance measures are:

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

Safety performance targets are provided by the States to FHWA for each safety performance measure. Current safety targets address calendar year 2021 and are based on a five-year rolling average (2017-2021). Georgia statewide safety performance targets for 2021 are included in Table 1. The DARTS MPO adopted the Georgia statewide safety performance targets on January 21, 2021. System conditions reflect baseline performance, which for this first system performance report is the same as the current reporting period (2017-2021).

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

Table 1. Highway Safety/PM1, System Conditions and Performance

Performance Measures	Georgia Statewide Performance (Five-Year Rolling Average 2015-2019)	Georgia Statewide Performance (Five-Year Rolling Average 2016-2020)	2021 Georgia Statewide Performance Target (Five-Year Rolling Average 2017-2021)
Number of Fatalities	1,655.0	1,698.0	1,715.0
Rate of Fatalities per 100 Million Vehicle Miles Traveled	1.310	1.280	1.230
Number of Serious Injuries	24,324.0	24,094.0	6,407.0
Rate of Serious Injuries per 100 Million Vehicle Miles Traveled	18.900	21.800	4.422
Number of Combined Non-Motorized Fatalities and Non-Motorized Serious Injuries	1,126.0	1,163.0	686.5

The DARTS MPO recognizes the importance of linking goals, objectives, and investment priorities to stated performance objectives, and that establishing this link is critical to the achievement of national transportation goals and statewide and regional performance targets. As such, the FY 2018-2021 TIP planning process directly reflects the goals, objectives, performance measures, and targets as they are available and described in other State and public transportation plans and processes: specifically, the Georgia Strategic Highway Safety Plan (SHSP), the Georgia Highway Safety Improvement Program (HSIP), the current Georgia Statewide Transportation Plan (SWTP), and the current DARTS MPO 2045 Metropolitan Transportation Plan (MTP).

- The Georgia SHSP is intended to reduce the number of fatalities and serious injuries resulting from motor vehicle crashes on public roads in Georgia. Existing highway safety plans are aligned and coordinated with the SHSP, including (but not limited to) the Georgia HSIP, MPO and local agencies' safety plans. The SHSP guides GDOT, the Georgia MPOs, and other safety partners in addressing safety and defines a framework for implementation activities to be carried out across Georgia.
- The GDOT HSIP annual report provides for a continuous and systematic process that identifies and reviews traffic safety issues around the state to identify locations with potential for improvement. The ultimate goal of the HSIP process is to reduce the number of crashes, injuries and fatalities by eliminating certain predominant types of crashes through the implementation of engineering solutions.
- The GDOT SWTP summarizes transportation deficiencies across the state and defines an investment portfolio across highway and transit capacity, highway preservation, highway safety, and highway operations over the 25-year plan horizon. Investment priorities reflect optimal performance impacts across each investment program given anticipated transportation revenues.
- The DARTS MPO 2045 MTP increases the safety of the transportation system for motorized and non-motorized users as required by The Planning Rule. The MTP identifies safety needs within the metropolitan planning area and provides funding for targeted safety improvements.

To support progress towards approved highway safety targets, the FY 2018-2021 TIP includes a few key safety investments. A total of \$5,209,059 has been programmed in the FY 2018-2021 TIP to improve highway safety: averaging approximately \$1,274,150 per year.

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

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

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

WHEREAS, the Technical Coordinating Committee at its January 16, 2020 meeting recommended that DARTS support the Safety Performance Management Targets approved by the Georgia Department of Transportation as follows:

- Number of Fatalities – To maintain the 5-year rolling average for traffic fatalities under the projected 1,715 (2017-2021) 5-year average by December 2021.
- Rate of Fatalities per 100 million vehicle miles traveled (VMT) – To maintain the 5-year moving average traffic fatalities per 100MVT under the projected 1.23 (2017-2021) 5-year average by December 2021
- Number of Serious Injuries – To maintain the 5-year moving average serious traffic injuries under the projected 6,407 (2017-2021) 5-year average by December 2021.
- Rate of Serious Injuries per 100 million VMT – To maintain the 5-year moving average serious injury per 100MVT under the projected 4.42 (2017-2021) 5-year average by December 2021.
- Number of Non-motorized Fatalities and Serious Injuries – To maintain the 5-year moving average serious injury and fatalities among non-motorist under the projected 687 (2017-2021) 5-year average by December 2021.

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

CERTIFICATION

I hereby certify that the above is a true and correct copy of a Resolution adopted by the Dougherty Area Regional Transportation Study Policy Committee, at their meeting held on January 21, 2021.



Kermit Dorough, DARTS Policy Committee Chairperson

Public Comment

COMMENT/FEEDBACK	MPO Response/Correction	Page Number
Section: Introduction Page 6, second paragraph, remove 2018 – 2021 and replace with the correct fiscal year	This has been corrected and replaced with “2021 – 2024”.	Pg. 6
Laws and Regulations, page 7, please remove SAFTEA-LU and MAP-21 as the FAST Act supersedes these transportation authorizations.	SAFTEA-LU and MAP-21 has been removed from the Laws and Regulations	Pg. 7
The document mentions List of Authorized/Obligated Projects but it is not included. Please include Annual Listing of Obligated Projects to satisfy 23 CFR 450.334	The DARTS MPO Authorized/Obligated Projects list has been added to the TIP Documents	Pages 55 - 58
Projects: Not in the 2045 MTP <ul style="list-style-type: none"> • PI 0016811? • 0000473 • 0000475 • 0010571 • 0014493 • T006833 • T006855 • T007178 • T006834 • T006856 • T007260 • T007050 • T007062 	These projects are under HB170 or are locally funded projects.	
The TIPs documented Amendment/admin mod process is dated as FAST Act replaces MAP-21. Please update accordingly	The Amendment/Admin Process Section has been update so that it reflect that of the DARTS MPO’s public participation plan and its amendment/admin mod section.	Pg. 71 - 74
The Public Participation section needs updating as it does not reflect the MPO process for amending/updating the TIP. Please update accordingly	The Public Participation Plan Section has been updated and reflects the DARTS MPO’s public participation and the amending/update of the TIP.	Pages 59 - 63
Ensure that the Resolution mentions consistency between the FY 2021 – 2024 TIP and 2045 MTP	A sample resolution has been added as placeholder until the adoption of the document.	Pg. 2
The current draft TIP does not address 23 CFR 450.326(c) and (d). Please consult the cited and document accordingly to satisfy this regulations	A system performance report has been added to the TIP document that addresses the MPO’s work towards its performance targets.	Pg. 76
To ensure a compliant Tip, always review it against 23 CFR 450.326. I usually recommend to develop a checklist, pulling from the attached regulations, include page numbers where you addressed a particular, check that the TIP meets		

that particular requirement, transmit TIP for review and comments with the completed checklist		
Please include a Financial Plan to meet 23 CFR 450.326(j) for a compliant TIP.	A financial plan section has been added to the document and identifies Revenue and Cost estimates. It also reflects the years of expenditure dollars and inflations rates for FY21-24.	Pg. 21 - 25
Please flush out Project Evaluation, page 16 so this documentation may satisfy 23 CFR 450.326 (n)(1)(2)	The TIP Performance Assessment Tool has been added to the TIP document's Project Evaluation Section and correlates with the DARTS 2045 MTP.	Pg. 16 – 20
PI 0013992 (Page 30): Please delete the ROW Phase amounts from “FY 2021”, and update the amounts of “TOTAL” column.	ROW Phase amounts were deleted from FY2021 and the total amounts were updated.	Pg. 30
PI 0000475 (Page 34): CST phase should be in FY 2022 instead of FY 2021, and add the amounts in “STATE COST” row and “TOTAL” column which are missing. Use the correct location map of PI 0000475 (seems need to swap with PI 0000473 project sheet location map).	CST Phase was moved to FY22 and amounts were adjusted in the state and total columns. Correct maps were placed on project sheet.	Pg. 34
○ PI 0010571 (Page 36): Please update the amounts of “STATE COST” row.	Amounts of State Cost were updated.	Pg. 36
Page 6, second paragraph: Use the correct fiscal years “2021 to 2024” instead of “2018 to 2021”.	This has been corrected to “2021 to 2024”	Pg. 6
Page number is missing on page 16, please put the page number.	Page number 16 has been added to the TIP Documents.	Pg. 16
In Format section, it is mentioned the TIP document contains a list of all the MPO authorized projects, but the list is missing in the document. Please include the MPO authorized projects list in the TIP document.	A list of authorized projects has been added to the	Pages 55 - 58
Please incorporate the Public comments received on the TIP later within Appendix as it is also mentioned in the Format section.	A Public Comment section has been added to the TIP document in the Appendix.	Pg. 80
Page 53, Public Participation: The web-link in first paragraph is not leading to the public	An updated link has been added in to the TIP document that will redirect you to the	Pg. 57

<p>participation plan document. Please check the web-link accuracy.</p>	<p>Public Participation Plan on the DARTS MPO Website.</p>	
<p>Please consider incorporating a current System Performance Report/Template into the FY 21-24 TIP. FYI, it was the FHWA recommendation to Macon MPO that the Report/Template be incorporated into both the MTP and TIP. You may incorporate the report within Appendix.</p>	<p>A System Performance Report/Template has been placed in the TIP Document within the Appendix</p>	<p>Pg. 76 - 79</p>
<p>Please update all projects based on the latest projects' information below:</p> <ul style="list-style-type: none"> ○ PI 0013992: <ul style="list-style-type: none"> ● GDOT is not adding a lane for capacity, so it should show 2 instead of 3 planned lanes. ● Length (MI): 0.22 ● ROW Phase – Proposed for FY 2022, Total amount: \$222,853.68, Federal amount: \$178,282.94, State amount: \$44,570.74 ○ PI 0013620: <ul style="list-style-type: none"> ● No. of Lanes Existing: 4 and Planned: 4 ● Length (MI): 1.07 ● PE Phase – Total amount: \$235,000, Federal amount: \$188,000, State amount: \$47,000 ● Total amount: \$950,000, Federal amount: \$760,000, State amount: \$190,000 ○ PI 0000473: <ul style="list-style-type: none"> ● PE Phase –Total amount: \$106,120.80, State amount: \$106,120.8, ● CST Phase – Total amount: \$51,259,887.29, State amount: \$51,259,887.29 ● UTL Phase – Total amount: \$2,639,623.49, State amount: \$2,639,623.49 ● Total needs to be updated based on the amounts above. ○ PI 0000475: <ul style="list-style-type: none"> ● GDOT doesn't have a PE phase in FY 2024, please delete the PE phase. ● CST & UTL was combined into CST and authorized for \$857,333.11 (3% of project) ○ PI 0008384: <ul style="list-style-type: none"> ● No. of Lanes Existing: 2 and Planned: 2 ● CST Phase – Proposed for FY 2024 ○ PI 0010571: 	<p>The project information for the following projects mentioned have been updated.</p>	<p>Pg. 27, 29, 30, 31, 32 & 33</p>

<ul style="list-style-type: none"> • Planned: 4 • Length (MI): 0.70 • CST Phase – Total amount: • \$15,226,412.15, State amount: • \$15,226,412.15 		
Please add the attached most recent Amendment & Admin process and the Lump Sum Program details sheets provided by OFM.	The latest Amendment & Admin Process and the Lump Sum Program details have been added.	Pg. 45-48 & Pg. 67 – 70.
Please do a spell/grammar check and format review to ensure applicable words and layout.	The documents was reviewed for spelling and grammatical errors.	

Key:

GDOT COMMENTS

FHWA COMMENTS