

Recommendations & Implementation Strategy

The MATS 2050 Freight Plan proposes a series of recommendations to help address the identified needs and overarching goals of the Plan - to improve freight mobility and safety while mitigating potential conflicts between modes of travel, and helping freight-related industries to grow and thrive in the face of shifting trends in e-commerce, shipping, and logistics. The implementation strategy in this chapter outlines how MATS can leverage resources, including state and federal funds, to help these projects and strategies come to fruition.

This plan builds upon the foundation laid by MATS 2050 MTP, which included a section on freight and contained a number of project recommendations that would benefit freight mobility, safety, and operations along key freight corridors.

In collaboration with MATS staff and the Stakeholder Advisory Committee, the project team has developed a list of recommendations to improve freight mobility, safety, and operations throughout the MATS planning area, while creating a more multimodal environment where freight and other modes of traffic can share the road. Through an iterative process of analysis and collaborative review and evaluation, the project team identified a series of potential recommendations over several months. The resulting set of proposed projects and strategies include a variety of projects to address identified needs in the areas of freight mobility, multimodal safety, transportation technology, and strategies to support business development, retain freight businesses, and support workforce development efforts.

This plan serves as a framework for MATS and its partners and the state and local levels - it is intended to guide implementation of projects and strategies to improve the movement of goods, enhance safety, and maintain a high quality of life in the region. Two broad categories of recommendations are included: projects and strategies. Projects focus on capital investments and studies that will facilitate and support infrastructure improvements. Strategies are more actions or initiatives that agency staff, private sector partners, and others can take to improve conditions, processes, and coordination to set the stage for continued improvement of the freight system.

**RECOMMENDATIONS
ARE DIVIDED
INTO TWO BROAD
CATEGORIES:
PROJECTS AND
STRATEGIES**

Project and Strategy Development

Potential projects and strategies were initially identified by evaluating the needs from the assessments conducted as part of this plan - Freight Needs, Land Use, Economic Development Market, Environmental & Community Impact, and Vulnerabilities and Resiliency. Feedback received from the Stakeholder Advisory Group and survey were also taken into account. The team also reviewed projects from prior plans and studies, including the MTP, to determine which projects to bring forward as part of the Freight Plan. The preliminary projects were evaluated based on a variety of metrics that tie into the goals of the plan. The outcomes of this process helped to refine and prioritize the projects. Finally, the team developed planning-level cost estimates and assigned timeframes (short-, medium-, and long-term) for implementation of the projects and strategies.

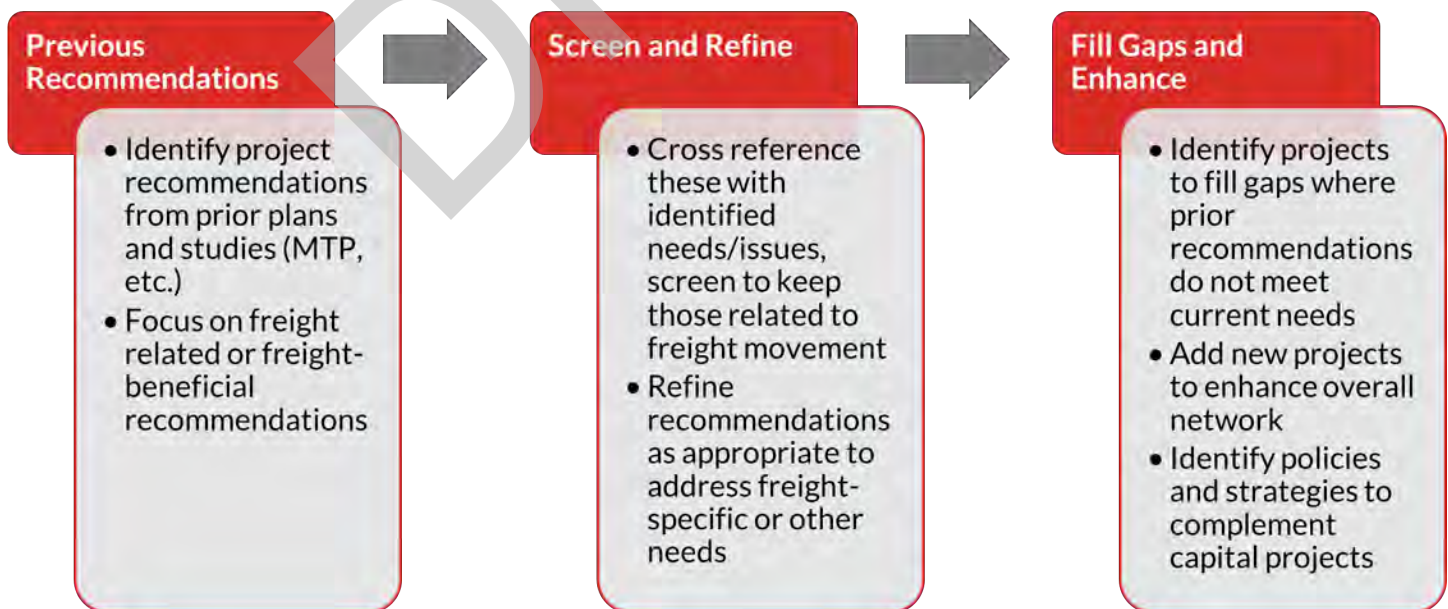


Figure 31. Development Process for Projects and Strategies

Project Evaluation

In order to evaluate the projects, the project team identified metrics that are tied to the goals of the Freight Plan. These include:

- **Safety and Mobility** - Evaluates whether the project improves freight mobility and/or safety for trucks, other vehicles, and multimodal users
- **Access and Connectivity** - Evaluates whether the project improves access and connectivity along a freight corridor or to freight-related businesses
- **Economic Vitality** - Supports projects that are adjacent to freight-related businesses
- **Project Readiness** - Identifies whether a project has been included in a previously approved plan and how complex the project may be to implement
- **Community Support** - Identifies whether a project has received support from an implementing partner, and evaluates whether a project would benefit a vulnerable community
- **Environment and Public Health** - Evaluates whether a project would help improve air quality, supports multimodal travel for the workforce and public, and would result in minimal adverse impacts to the environment

For each metric, the project team identified multiple criteria that could be measured qualitatively or quantitatively. The evaluation metrics, criteria, and associated measures are shown in Table 11.

Table 11. Project Evaluation Criteria and Metrics

Metrics	Criteria	Measure
Safety and Mobility	Addresses current or anticipated congestion	Level of service
	Reduces number and/or severity of crashes	Proven safety countermeasures
	Improves operations on freight corridors	Freight corridors
Access and Connectivity	Improves first/last-mile freight connectivity	Freight generators
	Improves access to or along a freight corridor	Freight corridors
Economic Vitality	Supports freight-related business activity	Industrial and commercial land uses
	Improves access to freight cluster	Identified freight clusters
Project Readiness	Included in prior approved plan	Prior plans
	Level of effort to implement/project complexity	Coordination needs
Community Support	Supported by implementing partners	Support from key stakeholders
	Addresses needs in vulnerable community	Improvement in vulnerable community
Environment and Public Health	Anticipated to improve air quality	Reduction in vehicle emissions
	Environmental impact/sensitivity	Proximity to water bodies, sensitive areas

Prioritization Process

Each project was assigned a score based on the degree to which they met the criteria outlined in Table 11. The projects were then ranked based on highest score to the lowest score. The comprehensive scores for each project guide project prioritization, with a higher score suggesting a higher need to implement the project. The scoring process for each individual metric is detailed below.

Safety and Mobility Metrics

Level of Service	Projects that fall along a corridor that is projected to have a level of service of E or F in the year 2050 were scored higher, indicating that these projects have potential to improve safety and/or operations in the most highly congested areas.
Proven Safety Countermeasures	Projects that include any of the FHWA's 28 proven safety countermeasures were scored higher due to their documented effectiveness in improving safety for all roadway users.
Freight Corridor Operations	Projects that improve operations along state or federally designated freight corridors were scored higher since they help ensure that these corridors serve freight effectively.

Access and Connectivity Metrics

Proximity to Freight Generators	Projects within a half mile of freight-generating facilities were scored higher, as they are poised to help freight reach these facilities safely and efficiently.
Freight Route Access	Projects that fall along or intersect with designated freight corridors were scored higher, as they help ensure suitability of either freight routes themselves or routes connecting freight corridors to freight origins and destinations.

Economic Vitality Metrics

Proximity to Industrial and Commercial Land Uses	Projects within a half mile of commercial or industrial land uses were scored higher because they generate freight activity.
Proximity to Freight Clusters	Projects within a half mile of recognized freight clusters were scored higher because they generate freight activity.

Project Readiness Metrics

Inclusion in Prior Plans	Projects that are recommended in approved MTPs or other approved plans for the MATS planning area were scored higher, as this indicates stakeholder support and alignment with the MPO's strategy and goals.
Project Complexity	Projects that are likely to involve coordination with railroad owners, utility relocation, and/or right-of-way acquisition were given a lower score, as these factors are associated with increased costs and longer timelines and may result in an extended project delivery timeline.

Community Support Metric

Support by Implementing Partners	Projects that receive positive feedback from stakeholders or the public were scored higher.
Vulnerable Community Needs	Projects that fall within vulnerable communities (or Census tracts that were given a "high" or "highest" composite community impact score in the Community Characteristic Analysis) scored higher since they benefit the communities most susceptible to adverse freight-related impacts.

Environmental and Public Health Metrics

Air Quality	Projects likely to reduce vehicular emissions through operational improvements or reduced vehicle miles traveled scored higher, as this can improve air quality and lead to better community health outcomes.
Alternative Travel Options	Projects that include multimodal facilities and expand access to active modes of travel (e.g., walking, cycling, public transit) scored higher, as this may reduce vehicle miles traveled, improving air quality and community health outcomes.
Environmental Impact	Projects that fall within 500 feet of streams, wetlands, or other water features scored lower, as there may be potential adverse impacts from construction, and environmental reviews may slow project delivery.

A composite score was calculated for each project based on these criteria, and they were then ranked in order from highest to lowest score. The highest scoring projects were designated as short-term projects. Projects that had mid-range scores were designated as mid-term projects, and the lowest-scoring projects were designated as aspirational. It should be noted that the order of the projects are not intended to reflect the order of implementation - rather, the phased project list should serve as a relative priority for plan implementation. The order of implementation may change based on changes in funding, supporting activities by projects partners, or shifting priorities over time. The next sections summarize the project types, project descriptions, and phases for implementation.

Projects

Project Types

This plan includes nine categories or types of projects, ranging from lower-cost projects that are relatively easy to implement, such as wayfinding and signage, to larger scale, more costly projects such as roadway widenings and corridor improvements.

Intersection Improvements

Intersection improvements are designed to improve freight operations and safety at key intersections in the MATS area. These improvements include pavement markings, retroreflective backplates, expanded turning radii, advanced warning signage, consideration for roundabouts, and similar improvements.



Intersection Improvements

Roadway

Projects in this category are those that were brought forward from the 2050 MATS MTP because they aim to improve capacity on freight corridors and corridors with significant truck activity. These projects primarily consist of roadway widenings and new location roadways.



Roadway

Signage and Wayfinding

These projects involve installing signage and pavement markings to help truck drivers and other motorists navigate to interstate highways. They also include warning signage to alert motorists to the numerous logging trucks on highways, and warning signage at an intersection with limited sight distance.



Signage and Wayfinding

Corridor Improvements

Corridor improvements include a variety of projects along a specific extent of a roadway segment such as roadway paving, shoulders, rumble strips, lighting, pavement markings, and the installation of adaptive traffic signals.



Corridor Improvements

Intelligent Transportation Systems (ITS)/Transportation Technology

These projects entail installing and utilizing advanced technologies such as connected vehicle platforms to help traffic flow more safely and more efficiently.



ITS/Transportation Technology

Multimodal Mobility and Safety

These projects will help the local workforce reach freight-oriented employment destinations more safely and conveniently by walking, biking, and public transit. The projects also aim to create safe spaces to walk and bike along freight-intensive routes that traverse areas with high pedestrian or cycling activity, and includes corridor safety improvements identified in the MATS 2050 MTP.



Multimodal Mobility & Safety

Truck Routing

Truck prohibitions are being recommended along specific streets to keep truck traffic away from community-oriented areas, such as parks and neighborhoods, and in conjunction with the effort to remove trucks from specific corridors in Downtown Macon.



Truck Routing

Truck Parking

These projects involve additional study to identify new truck parking locations, given the growing demand for truck parking and recent enforcement of local ordinances that are anticipated increase the need for overnight parking spaces.



Truck Parking

Bridge

This category includes a bridge project along a freight-intensive route as identified in the 2050 MTP.



Bridge

Project Descriptions

The following sections provide brief summarized of recommended projects by category.



Intersection Improvements

- | | | |
|------------|---|---|
| I-1 | US 23/US 129 Alt/Emery Highway and US 23/SR 87/Ocmulgee East Boulevard Intersection Improvements | On the westbound approach (Riggins Mill Rd), add advance warning signage of a stop sign ahead. Consider using LED lighted stop sign. Add larger “4-way” plaque below each stop sign. Install additional directional and route signage (post mounted and pavement markings). Evaluate the feasibility of converting the intersections of US 80/Emery Hwy, US 23, and SR 87/Ocmulgee East Blvd to a roundabout in the long-term. |
| I-2 | US 23/US 80/Emery Highway at SR 22/2nd Street Intersection Improvements | Revisit findings from the RSA conducted in 2016: extend curb ramps and relocate pedestrian crossing signal push buttons to make more accessible. Install overhead and pavement marking route signs and directional signage. Install “no left turn” signs to indicate that left turns are prohibited. At the traffic signal from westbound Emery Hwy on to southbound SR 22/2nd St. Evaluate the feasibility of a roundabout or alternate intersection design which would include removing the left-turn slip lanes. |
| I-3 | US 23/US 80/US 129 Alt/SR 19/Emery Highway and Jeffersonville Road Intersection Improvements | On the east and west legs, add warning signage about the traffic signal ahead. Add retroreflective backplates to the traffic signals. Add overhead wayfinding signage to the westbound approach (similar to what is on the eastbound approach). Revisit recommendations from the Road Safety Audit conducted in 2016: consider pedestrian improvements, reconfiguration of the medians, and evaluate the feasibility of converting the intersections of US 80/Emery Hwy, US 23, and SR 87/Ocmulgee East Blvd to a roundabout in the long-term. |
| I-4 | US 23/US 80/US 129 Alt/Lakeside Road Intersection Improvements | Revisit the findings from the RSA conducted in 2016: study options to close off or reconfigure the intersection of Lakeside Dr and Emery Hwy, including closing median openings, restricted crossing U-turns, and converting Lakeside Dr to a cul-de-sac. Evaluate the feasibility of combining four intersections into one roundabout or an alternate intersection design to optimize operations and safety. Improvements at this intersection should be considered in conjunction with those at Emery Rd and US 23/US 80 split (US 129 Alt on-ramps). Consider pedestrian improvements needed in light of the long-term proposed rail-trail in this area. |
| I-5 | US 80/SR 19/Emery Road/Fall Line Freeway and US 23/US 80/US 129 Alt On-Ramp Improvements | On the westbound US 80 ramp approach to US 23/US 129 Alt, add advance warning sign and pavement markings to indicate that a lane is ending. In addition, add a “Keep Moving” sign at the merge with US 80/US 23/US 129 Alt/Emery Hwy. Consider installing overhead signage to more clearly communicate lane assignments. |

I-6	Georgia Avenue/Mulberry Street at Spring Street Roundabout Feasibility Study	Conduct a roundabout feasibility study to consider converting the complex intersection into a roundabout. This project will help to improve mobility and safety at a complex intersection with truck traffic, located near truck routes and interstate interchanges.
I-7	Martin Luther King, Jr. Boulevard and Walnut Street Intersection Improvements	Restripe lane lines and add skip lines for left turn movements across the intersection. Add retroreflective backplates. Conduct a traffic study to identify additional improvements to lane configuration and signal phasing as needed. Coordinate with Broadway / Martin Luther King, Jr. State Route Re-designation and Truck Prohibition project (see TR-2).
I-8	US 129/SR 11/Broadway and Raines Avenue Intersection Improvements	Repair curbs and restripe the intersection. Conduct a traffic study to identify additional improvements to lane configuration and signal phasing as needed.
I-9	Holt Avenue and US 41/ Vineville Road Intersection Improvements	Widen Holt Ave at the approach to US 41/Vineville Ave and expand turning radii at the intersection to better accommodate truck movements. Restripe lane lines. Conduct a traffic study at this location to identify any additional improvements to lane configuration and signal phasing as needed.
I-10	Industrial Park Drive and Airport Road Intersection Improvements	Widen turning radii at corners of the intersection to better accommodate truck movements.
I-11	Martin Luther King, Jr. Boulevard and Riverside Drive Intersection Improvements	Restripe lane lines and add skip lines for movements to and from the south leg of Martin Luther King, Jr. Blvd. Conduct a traffic study to identify additional improvements to lane configuration and signal phasing as needed. Depending on timing of implementation, coordinate with Freight Plan projects C-3, TR-1, and the potential de-commissioning of Martin Luther King Jr. Blvd from the state system.
I-12	Sardis Church Road and Frank Amerson Parkway Intersection Improvements	Restripe pavement markings on the Frank Amerson Pkwy approach. On the west leg, add "Trucks Entering Highway" signage in advance of the intersection. Conduct a traffic study to evaluate the need for alternate intersection control.

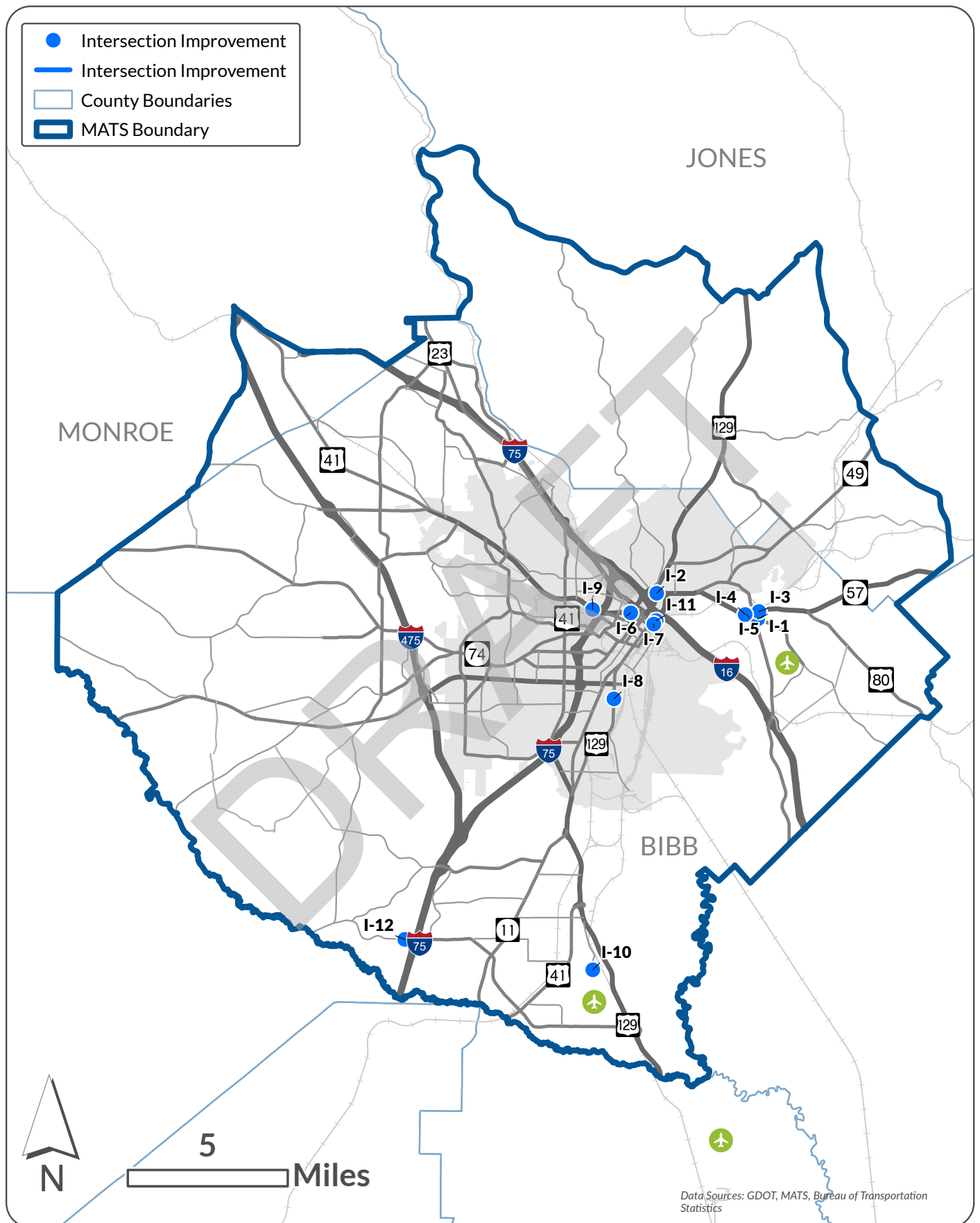


Figure 32. Intersection Improvement Project Recommendations



Bridge



B-1 Emery Highway Bridge at Walnut Creek (GDOT PI #333150-)

This project from the 2050 MATS MTP would reconstruct the bridge at Emery Highway at Walnut Creek.

Roadway



R-1 Widen Jeffersonville Road from 2 to 4 Thru Lanes with Continuous Left Turn Lane (GDOT PI #351080-)

This project from the 2050 MATS MTP would widen Jeffersonville Rd from two to four lanes with a continuous left turn lane from Recreation Rd to US 80/Emery Hwy from New Forsyth Rd to Riverside Dr. This is a corridor with moderate but growing truck traffic.

R-2 Bass Road Widening (Riverside Drive to Providence Boulevard; GDOT PI #0017121)

This project from the 2050 MATS MTP was modified to reflect a catalytic project in GDOT's 2025 Freight and Logistics Implementation Plan (FLIP). It would widen Bass Rd from two to four lanes from Riverside Dr to Providence Blvd with interchange improvements. This is a corridor with moderate but growing truck traffic.

**Subject to further discussion between MATS and GDOT.*

R-3 Widen New Forsyth Road from 2 to 4 Lanes

This project from the 2050 MATS MTP would widen New Forsyth Rd from two to four lanes as needed from Bass Rd to Riverside Dr. It would also involve a major intersection reconfiguration of Bass Rd, Wesleyan Dr, and Riverside Dr. This corridor connects to roadways with significant truck activity.

R-4 Widen Forest Hill Road (GDOT PI #0013676)

This project, from the 2050 MATS MTP was modified to reflect a catalytic project in GDOT's 2025 FLIP. It would widen Forest Hill Rd between SR 19/Vineville Ave and Wood Forest Pl. It is a corridor with moderate but growing truck traffic.

**Subject to further discussion between MATS and GDOT.*

R-5 Joycliff Road Widening to 4 Lanes

This project from the 2050 MATS MTP would widen Joycliff Rd to four lanes from Recreation Rd to US 80/Emery Hwy. This corridor connects to a designated truck route.

R-6 Bass Road Widening Phase II - Providence Boulevard to Zebulon Road

This project from the 2050 MATS MTP would widen Bass Rd from two to four lanes from Providence Blvd to Zebulon Rd. This is a corridor with moderate but growing truck traffic. It could be combined with R-2.

R-7 Griswoldville Road Widening to 4 Lanes

This project from the 2050 MATS MTP would widen Griswoldville Rd to four lanes from Henderson Rd to SR 49. This corridor connects to a designated truck route.

R-8 Widen Henderson Road

This project from the 2050 MATS MTP would widen Henderson Rd to four lanes from SR 57 to Griswoldville Rd. It connects to an designated freight corridor.

R-9 Widen SR 49 (GDOT PI#332450-)

This project from the 2050 MATS MTP would widen SR 49 from Griswoldville Rd to SR 18 in Jones County. This project falls along the STRAHNET.

R-10 Sardis Church Road Extension

This project from the 2050 MATS MTP would prepare a study and create a new location roadway from SR 247 to Sgoda Rd.

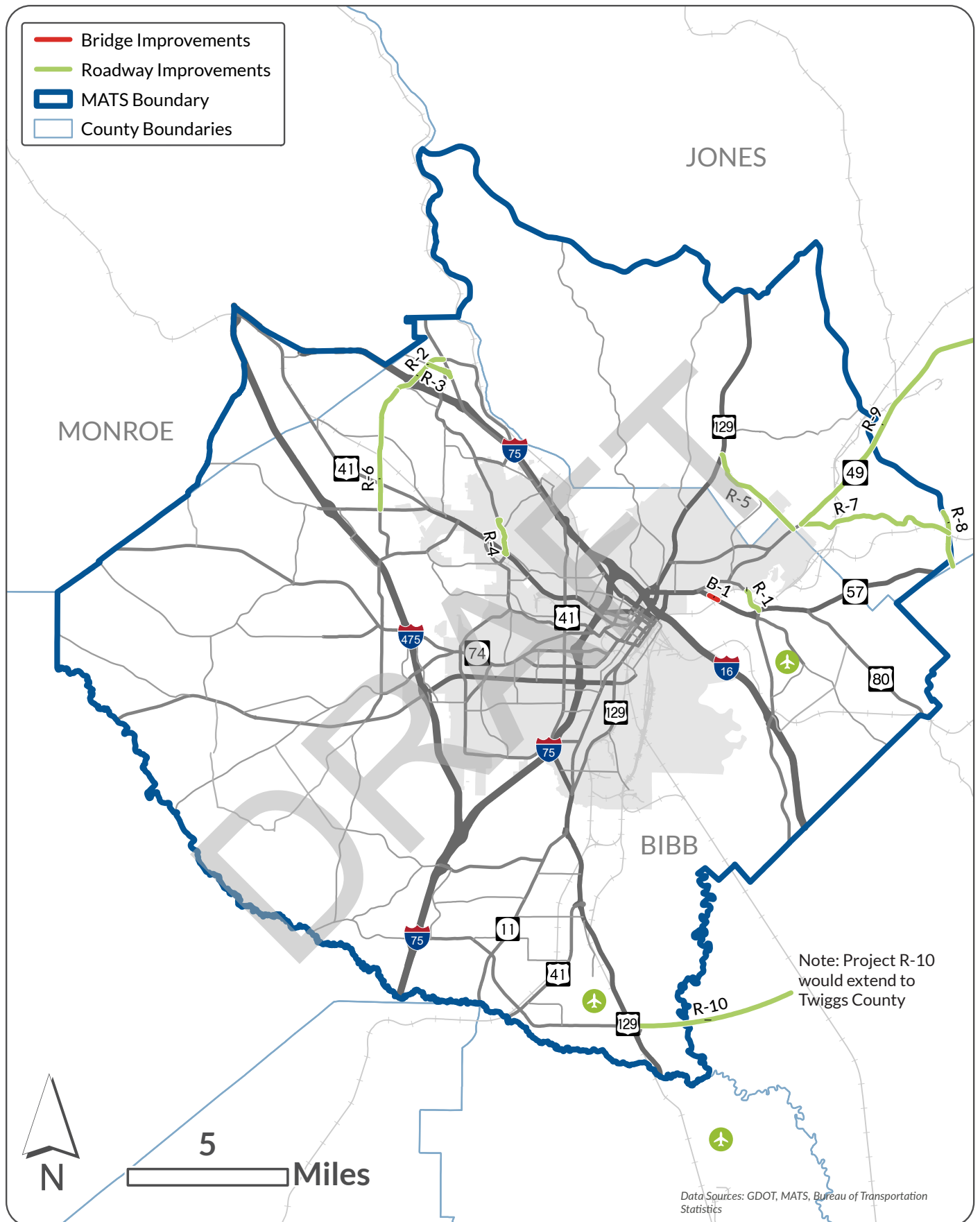


Figure 33. Roadway and Bridge Project Recommendations



Signage and Wayfinding

SW-1	Forysth Street Interstate Wayfinding Signage	West of I-75, install supplemental overhead and roadside signage directing motorists to appropriate lanes for entrance onto I-75 northbound and southbound.
SW-2	Hardeman Avenue Interstate Wayfinding Signage	East of I-75, install supplemental overhead signage directing motorists to appropriate lanes for entrance onto I-75 northbound and southbound.
SW-3	SR 74/Mercer University Drive Interstate Wayfinding Signage	East and west of I-75, install supplemental overhead and roadside signage directing motorists to appropriate lanes for entrance onto I-75 northbound and southbound.
SW-4	US 41/SR 247/Pio Nono Avenue Interstate Wayfinding Signage	On northbound US 41/SR 247/Pio Nono Ave, south of I-75 interchange, install supplemental roadside signage directing motorists to appropriate lanes for entrance onto I-75 northbound and southbound. Consider adding route shield pavement markings.
SW-5	US 80/Coliseum Drive Interstate Wayfinding Signage	North and south of I-16, install pavement markings directing motorists to appropriate lanes for entrance onto I-16 eastbound and westbound.
SW-6	US 23/US 129/Spring Street Interstate Wayfinding Signage	North and south of I-16, install pavement markings directing motorists to appropriate lanes for entrance onto I-16 eastbound and westbound.
SW-7	US 80/Eisenhower Parkway Interstate Wayfinding Signage	Just west of C St, install pavement markings directing motorists to appropriate lanes for entrance onto I-75 northbound and southbound. West of I-75, install supplemental overhead and roadside signage directing motorists to appropriate lanes for entrance onto I-75 northbound and southbound. Consider adding route shield pavement markings.
SW-8*	Logging Truck Warning Signage	Add signage warning of logging trucks on segments of US 80, and US 23, and US 129 in areas with higher volumes of logging trucks, outside of downtown.
SW-9	Intersection Warning Signage at US 23/US 129 Alt and Herbert Smart Airport Road	Consider improvements to address skew angle of Herbert Smart Airport Rd and limited vertical sight distance on US 23. This may include additional intersection ahead warning signage along US 23 and/or installing flashing lights on intersection ahead warning signage, and sign for vehicles on Airport Rd approach that flashes if vehicles are approaching from the left.

*Note: project not mapped (multiple locations)

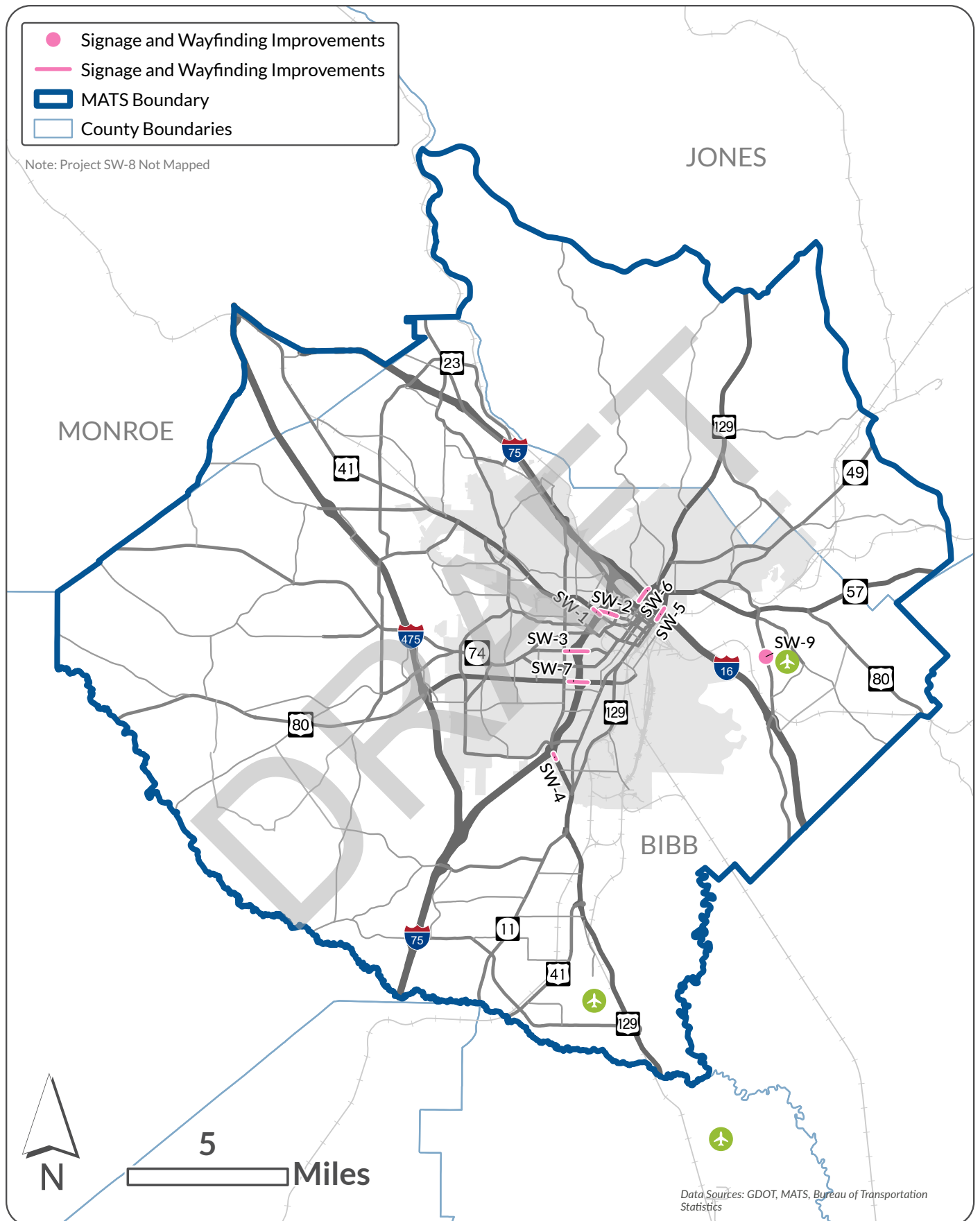


Figure 34. Signage and Wayfinding Project Recommendations



Corridor Improvements

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| C-1 | US 41/Vineville Ave Corridor Improvements | Following the installation of CV technology, implement adaptive traffic signals and coordinate signal timing. Convert reversible lane to two-way center left turn lane. Install sidewalks and bike lanes, and improve pedestrian crossings. Consider installing short sections of medians to help improve access management. |
| C-2 | US 23 Corridor Improvements | Widen the edge lines along US 23 from Lanier Heights Rd to Riggins Mill Rd. Study the possibility of reducing the speed limit to 50 mph. |
| C-3 | 7th Street Intersection and Corridor Improvements | In preparation for potentially shifting trucks away from Broadway, implement improvements along 7th St. This includes improving pavement markings and signage at the intersection of Eisenhower Pkwy and Edgewood Ave; widening the intersection and improve turning radii at Edgewood Ave and 7th St, particularly along the east leg; restriping pavement markings along 7th St and adding reflectors along the center lane line; cutting back vegetation along 7th St. At the intersection with Walnut St, add signage directing trucks towards the I-16 interchange ahead; install additional stop signs and stop bars; add crosswalks; evaluate realignment of intersection or conversion to roundabout; and repair curbs. Coordinate with Broadway/Martin Luther King, Jr. State Route Re-designation and Truck Prohibition project (TR-1 and TR-2). |
| C-4 | Hartley Bridge Road Corridor Improvements | Add shoulder and rumble strips along Hartley Bridge Rd east of I-75, coinciding with the portion of the roadway that serves as an NHS Connector. |
| C-5 | US 129 Corridor Improvements | Install lighting on US 129 from Feagin Rd to US 41 on-ramp. |

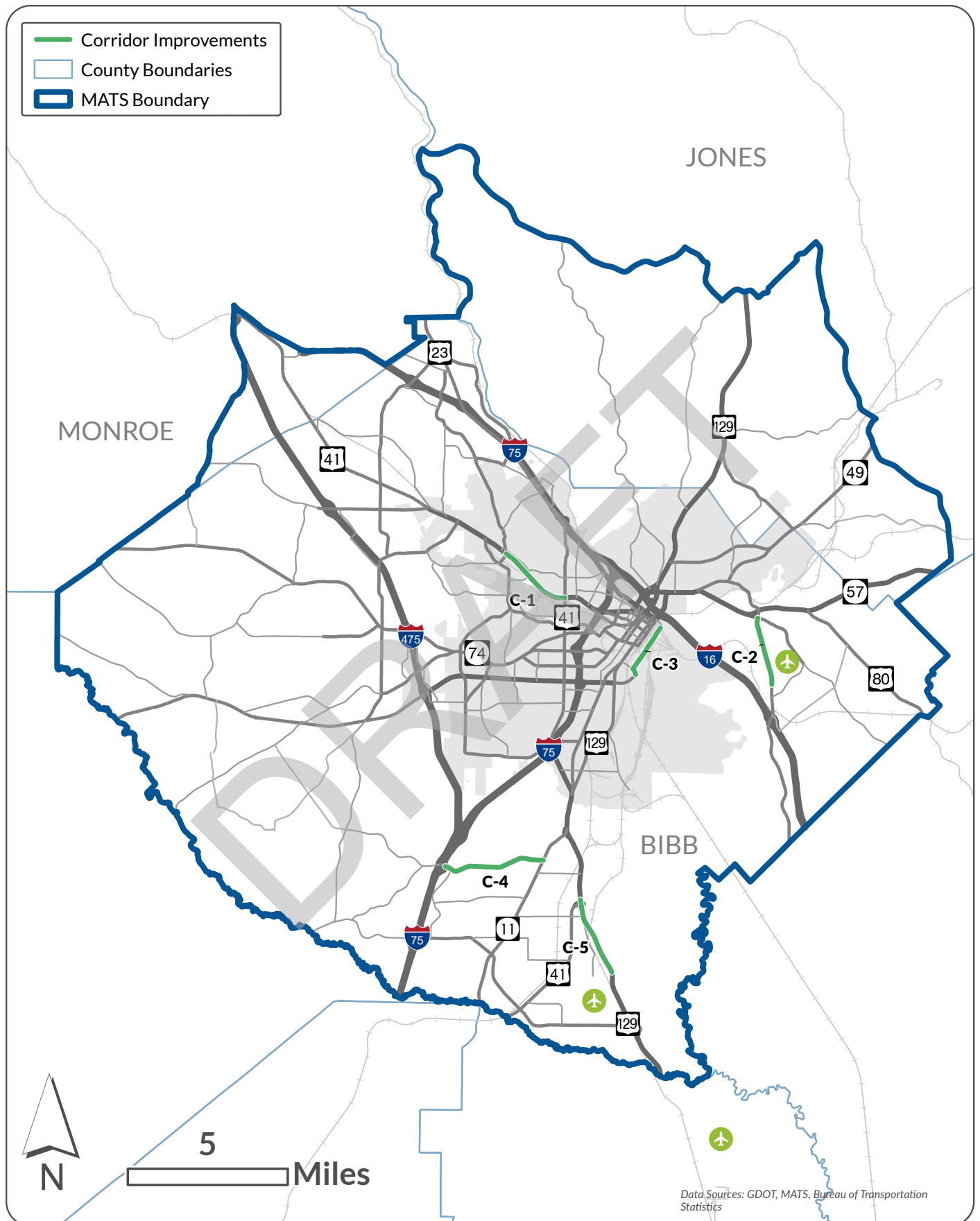


Figure 35. Corridor Improvement Project Recommendations

Multimodal Mobility and Safety



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|---|--|
| <p>MS-1 US 41/Pio Nono Avenue Pedestrian Safety Improvements</p> | <p>Fill sidewalk gaps and evaluate the feasibility of mid-block crossings with pedestrian hybrid beacons from Anthony Rd to Rocky Creek Rd. Consider additional traffic calming measures. This project improves conditions for multimodal travel along roads where trucks are also present.</p> |
| <p>MS-2 Spring Street Pedestrian Safety Improvements</p> | <p>Consider leading pedestrian intervals at intersections with high volumes of vulnerable roadway users from Georgia Ave to Nottingham Dr. Restripe crosswalks as needed. This project improves conditions for multimodal travel along roads where trucks are also present, and there is a history of frequent pedestrian crashes. This project improves conditions for multimodal travel along roads where trucks are also present.</p> |
| <p>MS-3 Poplar Street Complete Street Improvements</p> | <p>Implement improvements including new sidewalks, sidewalk repairs, bike facilities, lighting, green infrastructure, and drainage improvements from Martin Luther King, Jr. Blvd to 7th St. Coordinate with Broadway/ Martin Luther King, Jr. State Route Re-designation and Truck Prohibition project. This project improves conditions for multimodal travel along roads where trucks are also present.</p> |
| <p>MS-4 Walnut Street Complete Street Improvements</p> | <p>Implement improvements including new sidewalks, sidewalk repairs, bike facilities, lighting, green infrastructure, and drainage improvements from Martin Luther King, Jr. Blvd to 7th St. Coordinate with Broadway/ Martin Luther King, Jr. State Route Re-designation and Truck Prohibition project. This project improves conditions for multimodal travel along roads where trucks are also present.</p> |
| <p>MS-5 Eisenhower Parkway Safety Improvements</p> | <p>This project from the 2050 MATS MTP would implement safety improvements on Eisenhower Pkwy from Bloomfield Dr to C St.</p> |
| <p>MS-6 Emery Highway Safety Improvements</p> | <p>This project from the 2050 MATS MTP would implement safety improvements on Emery Hwy from Spring St to Irwinton Hwy.</p> |

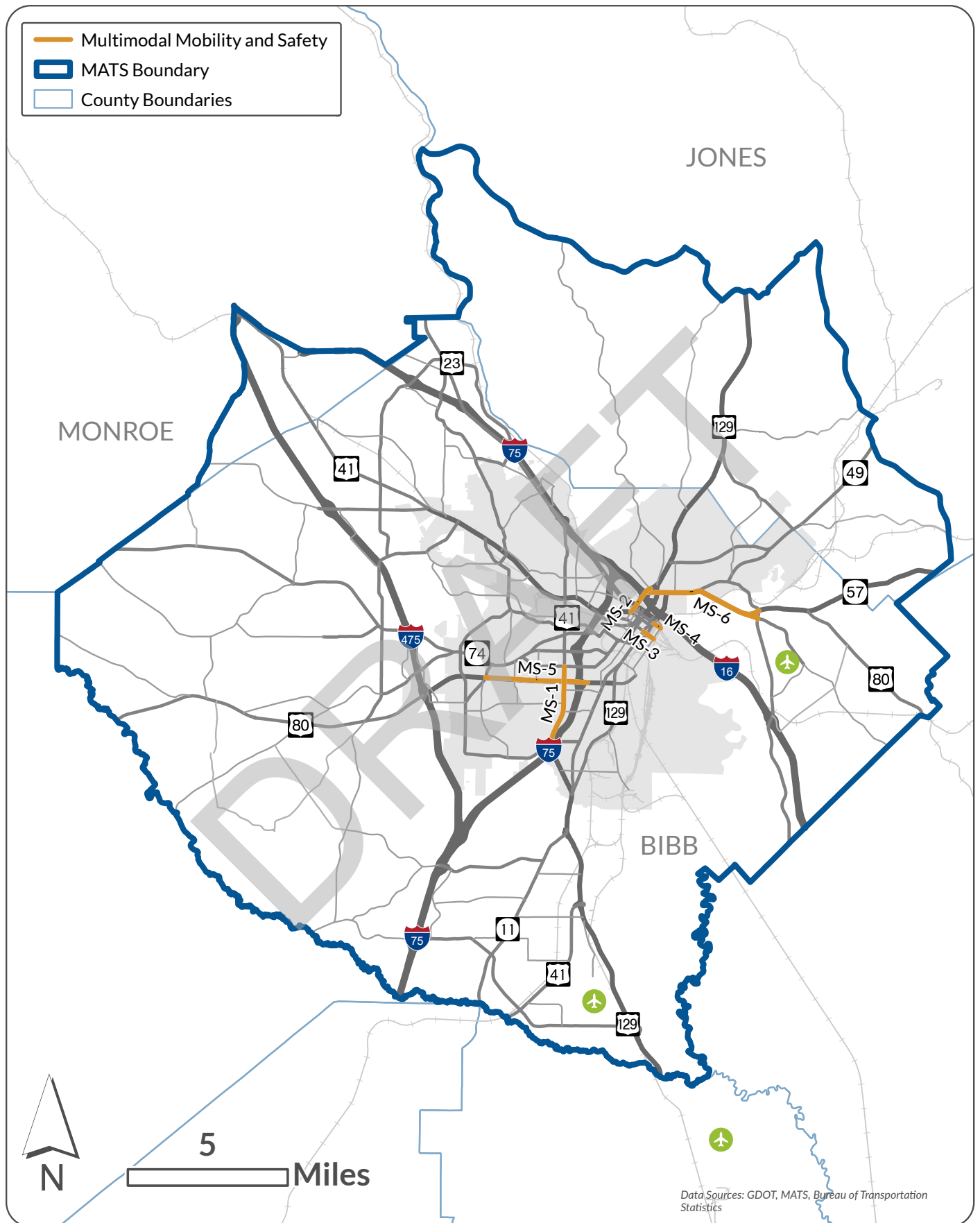


Figure 36. Multimodal Mobility and Safety Project Recommendations

ITS/Transportation Technology



ITS-1* **Advanced Dilemma-Zone Detection System**

Once CV technology has been installed along key corridors, work with GDOT to deploy Advanced Dilemma-Zone Detection System along key corridors with frequent rear-end collisions, such as US 80, US 41, and US 129. This would provide additional green signal time for vehicles approaching signalized intersections.

ITS-2 **Tucker Road at Rivoli Drive Railroad Crossing Pre-Signal**

Install a pre-signal for vehicles on Tucker Rd to stop traffic movements when a train is approaching. Move the stop bar behind the railroad tracks to prevent cars from sitting on the tracks. This will help address potential safety and traffic operations issues due to the limited space for vehicles to queue between the railroad tracks and the intersection. Evaluate the possibility of a permanent closure as a long-term solution.

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*Note: project not mapped (multiple locations)

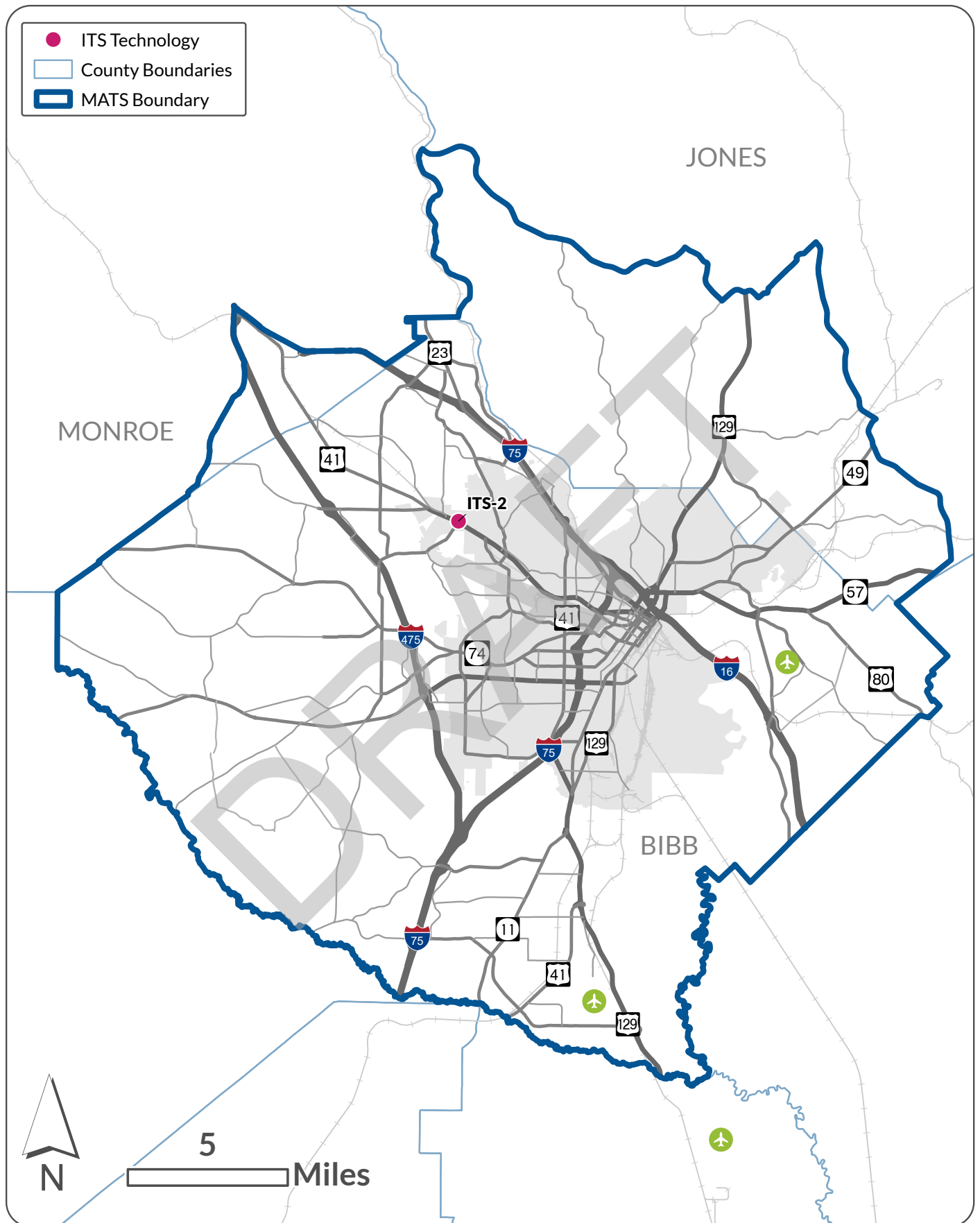


Figure 37. ITS/Transportation Technology Project Recommendations

Truck Routing



TR-1	Broadway/Martin Luther King, Jr. State Route Re-designation and Truck Prohibition	If Broadway and Martin Luther King, Jr. Blvd are removed from the NHS and the designation is shifted to alternative routes, prohibit trucks on Broadway from Eisenhower Pkwy to Riverside Dr (through downtown Macon). Evaluate extending the northern limits to US 23/Emery Hwy. This would help to create a safer and more people-centered environment along Broadway in Downtown Macon.
TR-2	Willie Smokie Glover Drive Truck Prohibition	Prohibit trucks on Willie Smokie Glover Dr between 7th St and Lower Poplar St. This portion of the road is adjacent to a park. Given potential shifts in truck route designations and prohibitions, this may discourage trucks from encroaching on an area with high pedestrian activity. Coordinate with Freight Plan project C-3 (7th Street Intersection and Corridor Improvements)..
TR-3*	Truck Prohibitions on Local Residential Streets	Following review of current truck prohibitions, consider additional local residential streets where trucks should be prohibited and install appropriate signage. Candidates may include Moseley Ave, Blossom Dr, Pansy Ave, Grosso Ave, Edwards Ave, and Albert Ln.

Truck Parking



TP-1	Rest Area #19 Improvements / Capacity Expansion (GDOT PI #0020272)	This project is included in the 2025 Statewide Freight & Logistics Plan. Coordinate with GDOT to Increase capacity for truck parking and include amenities, such as cabin heating/cooling and charging stations to reduce idling. Consider dynamic messaging signage indicating how many truck parking spaces are available. Install dynamic messaging signage indicating how many truck parking spaces are available. This will be a growing need as truck traffic is anticipated to increase in the future.
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*Note: project not mapped (multiple locations)

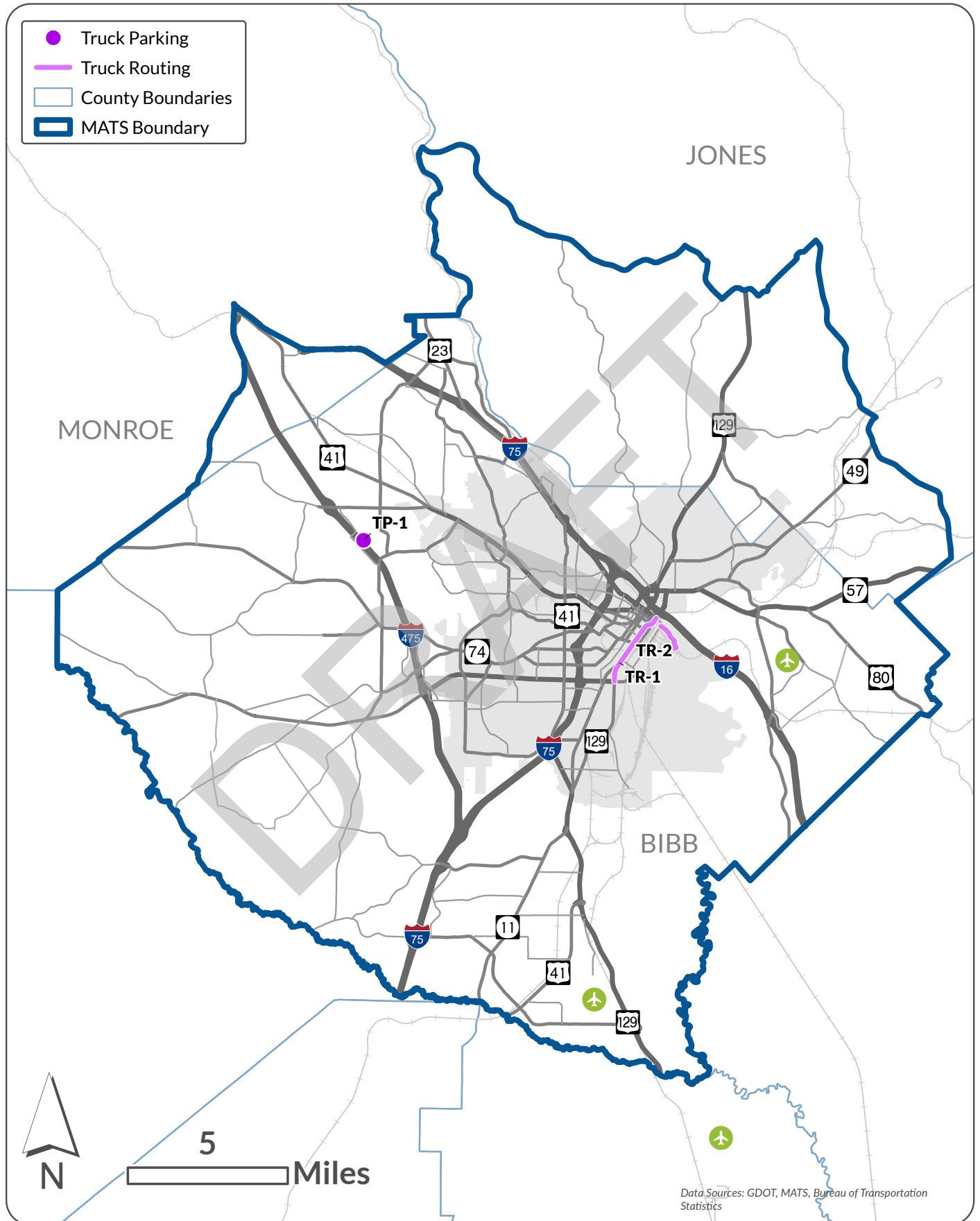


Figure 38. Truck Parking, Truck Routing, and Bridge Project Recommendations

Policies and Strategies

In addition to infrastructure project, studies, the MATS Freight Plan also includes several strategies that focus on coordination with other agencies and actions that staff can undertake to advance freight mobility and safety, and help the local freight-oriented economy thrive. These policies and strategies should be coordinated with local and state partners, as well as private entities, to support economic and workforce development, leverage transportation technologies, improve truck parking and operations, and support the local workforce.

Economic and Workforce Development

These strategies are designed to support the growth of freight-oriented businesses, including warehouses, distribution facilities, heavy industrial operations, and truck operators, by retaining and attracting the local workforce.

Industrial Employee Incentives

Regularly review incentive programs to ensure they adequately address the needs of the region's industrial employers.

Partners: Greater Macon Chamber of Commerce, Macon-Bibb County Industrial Authority

Industrial Employee Coordination

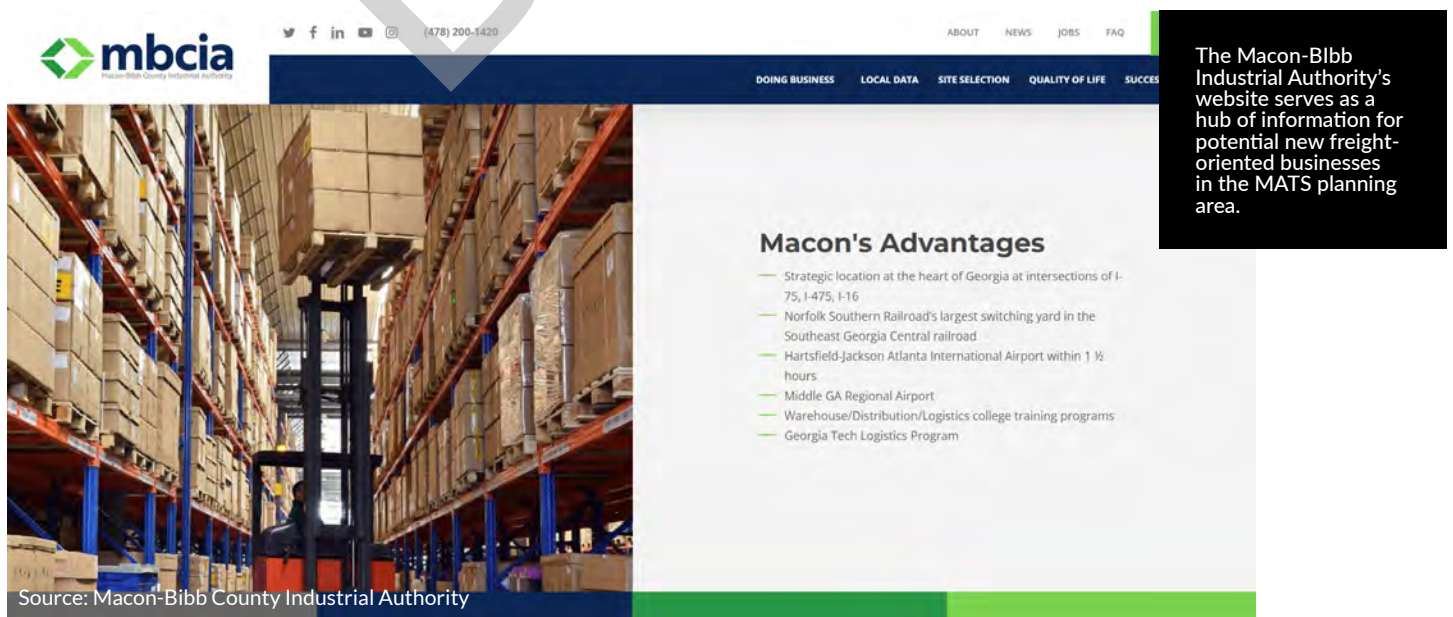
Convene annual or biennial meetings with large industrial employers to ensure their workforce needs are met by current education, training and workforce development programs

Partners: Greater Macon Chamber of Commerce, Macon-Bibb County Industrial Authority

Industrial Priority Clusters

Define priority freight-related industrial clusters on which to focus funding, staff time and collaborative efforts to leverage the region's strengths and/or shore up weaknesses. This could include marketing campaigns, recruitment, and other strategies.

Partner: Macon-Bibb County Industrial Authority



The screenshot shows the website of the Macon-Bibb County Industrial Authority (mbcia). The header includes the mbcia logo, social media icons, a phone number (478) 200-1420, and navigation links: ABOUT, NEWS, JOBS, FAQ. Below the header, there are tabs for DOING BUSINESS, LOCAL DATA, SITE SELECTION, QUALITY OF LIFE, and SUCCESS. The main content area features a large image of a warehouse with a forklift. To the right of the image, under the heading "Macon's Advantages", is a list of benefits:

- Strategic location at the heart of Georgia at intersections of I-75, I-475, I-16
- Norfolk Southern Railroad's largest switching yard in the Southeast Georgia Central railroad
- Hartsfield-Jackson Atlanta International Airport within 1 ½ hours
- Middle GA Regional Airport
- Warehouse/Distribution/Logistics college training programs
- Georgia Tech Logistics Program

A text box on the right side of the screenshot states: "The Macon-Bibb Industrial Authority's website serves as a hub of information for potential new freight-oriented businesses in the MATS planning area."

Source: Macon-Bibb County Industrial Authority

Marketing Initiatives

Leverage existing marketing tools (e.g., Macon Chamber of Commerce's Choose Macon) and consider additional marketing efforts to establish the region as a desirable place to locate/stay for workers of all skill levels.

Partners: Greater Macon Chamber of Commerce, Local Municipalities

Quality of Life Improvements

Encourage and support investment in infrastructure and quality-of-life improvements to help attract and retain talent, particularly in existing population centers.

Partner: Local Municipalities

Retrofitting for New Local Businesses

Help facilitate the creation of program to identify vacant/obsolete industrial buildings that could be retrofitted to support the needs of local businesses.

Partners: Macon-Bibb County Industrial Authority, Local Chambers of Commerce, Local Municipalities

Workforce Development Programs

Target existing and new public programs to businesses with local hiring and training programs.

Partners: Macon-Bibb County Industrial Authority, Local Municipalities

Land Use and Development

Due to presence of the Ocmulgee River and its tributaries, the MATS planning area is prone to flooding during tropical storms and other weather events that yield heavy rainfall. The impervious surfaces associated with freight facilities can exacerbate flood events. These strategies will help mitigate the impact of flooding and stormwater runoff in areas with freight-oriented land uses. This section also includes strategies to help address potential future conflict between industrial and residential development as the MATS area continues to become more built out.

Buffers Between Industrial and Residential Development

Review policies regarding use of vegetated buffers between residential and industrial development; expand or increase requirements if appropriate. Vegetation can help absorb stormwater runoff and filter air pollution, improving environmental and community health.

Partners: Planning and Zoning Departments in Macon-Bibb County, Jones County, and Monroe County

Green Infrastructure in Freight-Oriented Development

Encourage and incentivize the incorporation of green infrastructure in new freight-oriented development, especially for properties in or adjacent to flood plains. This will help to improve drainage, reduce flooding, and improve conditions for the environment and community.

Partners: Planning and Zoning Departments in Macon-Bibb County, Jones County, and Monroe County, Private Developers

Integrate Transportation and Freight into Land Use Decision-Making

Establish practices for regularly considering transportation and freight specifically in land use planning and decision making. This could include consideration of siting for industrial developments, access management for industrial sights, and proximity to other uses.

Partners: Planning and Zoning and Transportation/Public Works Departments in Macon-Bibb County, Jones County, and Monroe County, Middle Georgia Regional Commission

Transportation Technology

Transportation technology strategies involve leveraging advanced traffic operation and communication tools in order to improve freight mobility and safety.

Connected Traffic Signals

Partner with GDOT to maximize the utility of the advanced traffic management and control systems (ATMS) in place within the MATS region. This includes ensuring local transportation operations staff is coordinating with GDOT's SigOps Traffic Signal Operations program to utilize the state's existing ATMS systems to the fullest extent. ATMS systems can be used to facilitate signal coordination, adaptive signal timing, active incident and congestion management, and other capabilities.

Connect all county-operated traffic signals to a centralized server, which will allow for remote monitoring and modification of signals for better coordination and optimization, and help to mitigate impacts from signal malfunctions or power outages. This system would require the deployment of routers and/or fiber to each signal cabinet. Assign dedicated staff to monitor and remotely optimize signals, and deploy technicians and engineers as needed. Coordinate with GDOT's SigOps program to enable county staff to monitor signals on state routes.

Partners: GDOT, Macon-Bibb County Engineering Division

Connected Vehicle Technology

Partner with GDOT to install or leverage existing connected vehicle (CV) technology along key freight routes to enable future deployment of applications such as freight signal priority, advance dilemma-zone detection, transit signal priority, and emergency vehicle preemption. This will require installing roadside units at key locations and traffic signals that are connected to a centralized server through fiber optic cables and/or a router in the traffic cabinet.

Partners: GDOT, Macon-Bibb County Engineering Division



Truck Parking and Operations

These strategies are designed to address the trucking parking shortage in the MATS planning area and help mitigate current and potential future conflicts between truck traffic and multimodal traffic (i.e., pedestrians, cyclists, and transit users).

Implement and Enforce Truck Prohibitions and Designated Freight Routes

Collaborate with partners to enforce truck routes and prohibitions. Map designated freight routes and prohibited routes. Publicize information online, perhaps with an interactive map. Install signage as needed, and enforce policies.

Partners: Local Law Enforcement, Macon-Bibb County Industrial Authority

Truck Friendly Design Guide

Develop design guidance for roads that are heavily traveled by trucks as well as cyclists and/or pedestrians to accommodate multiple modes of travel more comfortably (e.g., buffers, separating modes of travel, intersection design, etc.)

Partner: Macon-Bibb County Engineering Division

Truck Parking Assessment

Conduct a truck parking assessment following the recent prohibition of truck parking in personal driveways to determine if there are additional parking needs. Work with truckers and advocacy groups to consider parking sensors, dynamic message signs, crowd-sourced maps, and other potential solutions to mitigate truck parking concerns. Collaborate with GDOT and local agencies to identify potential locations suitable for truck parking or staging facilities (modes of travel, intersection design, etc.). GDOT is exploring the viability of implementation of truck parking availability system (TPAS), which will monitor truck parking space utilization and communicate availability to drivers through roadway signage. MATS should coordinate with GDOT to integrate this potential future system into any regionally-based truck parking platform.

Partners: GDOT, Local Municipalities



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Workforce Access

These strategies are designed to expand access to freight-oriented jobs for the local workforce, in order to help the local economy thrive and help workers reach jobs more safely and conveniently.

Bus Stop Improvements

Work with Macon-Bibb County Transit Authority to prioritize improvements at higher-ridership stops on Routes 4 (Shurling/Walmart), 8 (East Bibb/Jeffersonville Rd), and 9 (Houston Ave), which connect residential communities to industrial areas. Improvements may include adding shelters, seating, lighting, and similar amenities. Macon-Bibb County Transit Authority is already working on shelters and stops at various locations throughout Macon-Bibb. The agency should continue to be supported in these efforts.

Partner: Macon-Bibb Transit Authority

Last Mile Connectivity Improvements

Evaluate the availability and condition of sidewalks and pedestrian crossings between existing bus stops and nearby industrial areas and prioritize improvements in these areas to help address workforce access.

Partners: Macon-Bibb Transit Authority, Macon-Bibb County

New or Modified Bus Routes

Continue to explore options to expand and/or modify bus routes to better connect underserved communities to jobs in industrial and commercial hubs.

Partner: Macon-Bibb Transit Authority

Implementation Strategy

The MATS 2050 Freight Plan offers a variety of infrastructure projects and strategies to improve freight mobility and safety, support the continued growth of freight and logistics operations that is consistent with MATS' vision for the area. These recommendations are intended to support the continued growth of business and industry within the area while supporting a high quality of life for the local community. Recommended projects will help improve mobility, operations, and safety, and increase access to jobs. Future truck prohibitions will re-route truck traffic to more appropriate corridors, and signage and wayfinding will help drivers who are not as familiar with the area more easily access interstate highways.

MATS should work with GDOT as well as Macon-Bibb, Jones, and Monroe Counties to advance implementation of this Plan. While the identified needs are greater than the available short-term funding, there are a variety of potential grants and other sources that can help fund key projects. Working together will make funding applications stronger.

This Plan is meant to serve as a framework, providing recommended projects and strategies that can help MATS and its partners improve freight mobility and safety, improve access to jobs, and support a good quality of life within the study area. While there is no rank-order in which projects should be implemented, the projects in the short-term category are a good place to start. When MATS next updates its MTP and develops its Transportation Improvement Program (TIP), the agency should consider including high-priority projects from the short-term list in the TIP. Higher priority projects that fall within the mid-term and aspirational plans should also be considered as project funds are programmed. This plan is intentionally flexible to allow MATS and its partners to determine the order of implementation, based on their evolving priorities and resources.

The following tables and maps show project recommendations by relative priority and timeframe (for details see project descriptions starting on page 82).

- **Short-Term Projects:** These represent higher priority projects or those that scored higher during the prioritization process. They represent good candidates for advancing in the near-term, roughly zero to five years (see Table 13 and Figure 39).
- **Mid-Term Projects:** These represent moderate priority projects that scored in the middle range during the prioritization process. They should be considered for potential initiation in the five-to-ten year range (see Table 14 and Figure 40).
- **Aspirational Projects:** These represent lower priority and/or more complex, aspirational projects. They tended to score less well during the prioritization process; that does not mean projects in this category are not beneficial to MATS and its partners, but that they may be less important relative to other projects in the work program. It is suggested that they be revisited in light of other projects, opportunities for funding and implementation over time (see Table 15 and Figure 41).

THE OVERALL
WORK PROGRAM
IS DIVIDED INTO
THREE SETS OF
PROJECTS BASED
ON RELATIVE
PRIORITY:

SHORT-TERM
PRIORITIES

MID-TERM
PRIORITIES

ASPIRATIONAL
PROJECTS



Cost Estimation

To assist MATS and its partners in planning and budgeting for advancement and implementation of 2050 Freight Plan recommendations, the project team prepared preliminary planning-level cost estimates for recommended capital projects and studies. Projects included in the MATS 2050 Freight Plan consist of previously recommended improvements from the 2050 MTP, projects identified in GDOT's 2025 Freight and Logistics Implementation Plan, as well as newly identified projects resulting from the analysis and stakeholder input as part of the freight plan.

For previously recommended projects, the project team applied three percent annual escalation rates to all prior reported cost estimates to bring them into 2025 dollars, based on recent guidance from GDOT and the MPO. Cost estimates were then rounded to the nearest \$1,000.

For new project recommendations developed as part of the MATS 2050 Freight Plan, preliminary planning-level cost estimates were developed using recent pay items, applicable costs from recently approved cost estimates for other projects, research on precedent projects, and engineering judgment. They are based on the estimated cost of project construction – reflecting major project elements such as pavement, graded aggregate base, medians or islands, curb and gutter, traffic and pedestrian signals, lighting, walls, drainage structures, signing and marking, erosion control, pavement markings, and traffic control, where appropriate, among other factors as needed based on project descriptions. Estimates for anticipated project phases were calculated based on a range of percentages of the estimated construction cost, as follows:

- Preliminary Engineering (PE): 20%
- Right-of-Way (ROW): 15 to 20%, depending on the project location and scope
- Utilities (UTL): 15 to 20%, depending on the project location and scope
- Construction Inspection (CEI): 10%

An additional 20% was added to the sum of all phases for contingency purposes. Cost estimates are shown in current-year (2025) dollars and are subject to change over time, due to factors such as the cost of labor, materials, and inflation. It is anticipated that as each project is advanced into the next phases of implementation – through concept, preliminary engineering, final design – more details about the projects will be revealed, enabling more precise and informed cost estimates. The total cost estimate for each newly recommended project was rounded up to the nearest \$1,000.

Table 13. Short-Term Priorities

Project Name	Project ID	Limits	Source	Preliminary Cost Estimate
Intersection Improvements				
US 23/US 129 Alt/Emery Highway and US 23/SR 87/Ocmulgee East Boulevard Intersection Improvements	I-1	US 80/Emery Hwy at SR 87/Ocmulgee E Blvd	MATS 2050 Freight Plan, Emery Highway RSA	\$300,000
US 23/US 80/Emery Highway at SR 22/2nd Street Intersection Improvements	I-2	US 23/US 80/Emery Hwy at SR 22/2nd St	MATS 2050 Freight Plan, Emery Highway RSA	\$900,000
US 23/US 80/US 129 Alt/SR 19/Emery Highway and Jeffersonville Road Intersection Improvements	I-3	US 23/US 80/US 129 Alt/SR 19/Emery Hwy at Jeffersonville Rd	MATS 2050 Freight Plan, Emery Highway RSA	\$800,000
US 23/US 80/US 129 Alt at Lakeside Road Intersection Improvements	I-4	Lakeside Dr at US 23/US 80/US 129 Alt/Emery Hwy	MATS 2050 Freight Plan, Emery Highway RSA	\$100,000
US 80/SR 19/Emery Road/Fall Line Freeway and US 23/US 80/US 129 Alt On-Ramp Improvements	I-5	Westbound US 80/SR 19/Emery Rd/Fall Line Fwy at US 23/US 80/US 129 Alt	MATS 2050 Freight Plan, Emery Highway RSA	\$100,000
Corridor Improvements				
US 41/Vineville Avenue Corridor Improvements	C-1	Forest Hill Rd to Pierce Ave/Pio Nono Ave	MATS 2050 Freight Plan	\$13,500,000
Multimodal Mobility and Safety				
US 41/Pio Nono Avenue Pedestrian Safety Improvements	MS-1	Anthony Rd to Rocky Creek Rd	MATS 2050 Freight Plan	\$5,700,000
Spring Street Pedestrian Safety Improvements	MS-2	Spring St from Georgia Ave to Nottingham Dr	MATS 2050 Freight Plan	\$200,000
Poplar Street Complete Street Improvements	MS-3	Poplar Street from MLK to 7th Street	MATS 2050 Freight Plan	\$3,100,000
Walnut Street Complete Street Improvements	MS-4	Walnut Street from MLK to 7th Street / CCP	MATS 2050 Freight Plan	\$1,800,000
Signage and Wayfinding				
Forsyth Street Interstate Wayfinding Signage	SW-1	Forsyth St at I-75	MATS 2050 Freight Plan	\$44,000
Hardeman Avenue Interstate Wayfinding Signage	SW-2	US 41 Bus/Hardeman Ave at I-75	MATS 2050 Freight Plan	\$64,000
SR 74/Mercer University Drive Interstate Wayfinding Signage	SW-3	SR 74/Mercer University Dr at I-75	MATS 2050 Freight Plan	\$60,000
US 41/SR 247/Pio Nono Avenue Interstate Wayfinding Signage	SW-4	US 41/SR 247/Pio Nono Ave at I-75	MATS 2050 Freight Plan	\$65,000
US 80/Coliseum Drive Interstate Wayfinding Signage	SW-5	US 80/Coliseum Dr at I-16	MATS 2050 Freight Plan	\$55,000
US 23/US 129/Spring Street Interstate Wayfinding Signage	SW-6	US 23/US 129/Spring St at I-16	MATS 2050 Freight Plan	\$60,500
Roadway Improvements				
Widen Bass Rd from 2 to 4 lanes (from GDOT FLIP; PI #0017121)	R-2	Providence Blvd to Riverside Dr	MATS 2050 MTP, 2025 FLIP	\$65,395,544 (per GDOT)
Forest Hill Road - Widen from 2 to 4 lanes (from GDOT FLIP; PI #0013676)	R-4	Vineville Ave to Wood Forest Pl	MATS 2050 MTP, 2025 FLIP	\$13,958,016 (per GDOT)
Truck Routing				
Broadway/Martin Luther King, Jr. Truck Prohibition if State Route Designation Removed (see also I-7)	TR-1	US 80/Eisenhower Pkwy to US 129/Riverside Dr	MATS 2050 Freight Plan	\$30,000

Table 14. Mid-Term Priorities

Project Name	Project ID	Limits	Source	Preliminary Cost Estimate
Bridge Projects				
Emery Highway Bridge at Walnut Creek (GDOT PI #333150-)	B-1	n/a	MATS 2050 MTP	\$7,000,000
Corridor Improvements				
7th Street Intersection and Corridor Improvements	C-3	Walnut St to Edgewood Ave	MATS 2050 Freight Plan	\$7,500,000
US 23 Corridor Improvements	C-2	Lanier Heights Rd to Riggins Mill Rd	MATS 2050 Freight Plan	\$100,000
Intersection Improvements				
Georgia Avenue/Mulberry Street at Spring Street Roundabout Feasibility Study	I-6	Georgia Ave at Spring St	MATS 2050 Freight Plan	\$175,000
Martin Luther King, Jr. Boulevard and Walnut Street Intersection Improvements	I-7	MLK Jr. Dr at Walnut St	MATS 2050 Freight Plan	\$225,000
US 129/SR 11/Broadway and Raines Avenue Intersection Improvements	I-8	US 129/SR 11/Broadway at Raines Ave	MATS 2050 Freight Plan	\$850,000
ITS/Transportation Technology				
Advanced Dilemma-Zone Detection System	ITS-1	US 41, US 80, US 129	MATS 2050 Freight Plan	Varies by number of signals
Multimodal Mobility and Safety				
Eisenhower Parkway Safety Improvements	MS-5	Bloomfield Dr to C St	MATS 2050 MTP	\$1,200,000
Emery Highway Safety Improvements	MS-6	Spring St to Irwinton Hwy	MATS 2050 MTP	\$1,200,000
Roadway Improvements				
Widen Jeffersonville Road from 2 to 4 thru lanes with continuous left turn lane (GDOT PI #351080-)	R-1	Recreation Rd to Emery Rd (US 80)	MATS 2050 MTP	\$10,800,000
Widen New Forsyth Rd from 2 to 4 lanes	R-3	Bass Rd to Riverside Dr	MATS 2050 MTP	\$9,000,000
Signage and Wayfinding				
US 80/Eisenhower Parkway Interstate Wayfinding Signage	SW-7	US 80/Eisenhower Pkwy at I-75	MATS 2050 Freight Plan	\$80,000
Logging Truck Warning Signage	SW-8	Various locations	MATS 2050 Freight Plan	Varies by length, number of signs
Truck Parking				
Rest Area #19 Improvements / Capacity Expansion (GDOT PI #0020272)	TP-1	I-475 N / MP 7.7	MATS 2050 Freight Plan, GDOT Scoping Study (PI #0019107)	\$3,150,069 (per GDOT)

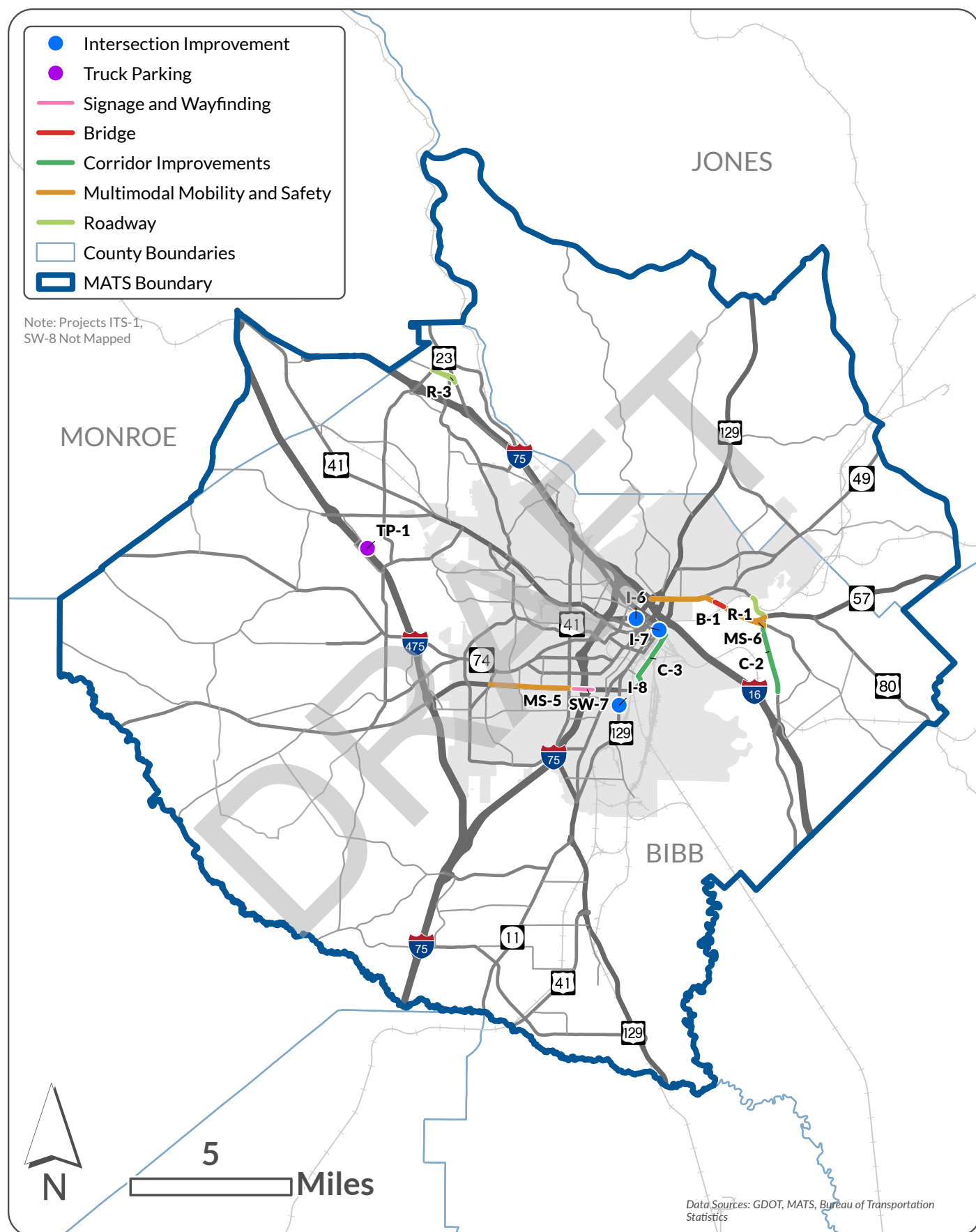


Figure 40. Mid-Term Project Recommendations

Table 15. Aspirational Projects

Project Name	Project ID	Limits	Source	Preliminary Cost Estimate
Intersection Improvements				
Holt Avenue and US 41/Vineville Road Intersection Improvements	I-9	Holt Ave at US 41/Vineville Rd	MATS 2050 Freight Plan	\$1,500,000
Industrial Park Drive and Airport Drive Intersection Improvements	I-10	Industrial Park Dr at Airport Rd	MATS 2050 Freight Plan	\$500,000
Martin Luther King, Jr. Boulevard and Riverside Drive Intersection Improvements	I-11	MLK Jr. Dr at Riverside Dr	MATS 2050 Freight Plan	\$100,000
Sardis Church Road and Frank Amerson Parkway Intersection Improvements	I-12	Sardis Church Rd at Frank Amerson Pkwy	MATS 2050 Freight Plan	\$100,000
Corridor Improvements				
Hartley Bridge Road Corridor Improvements	C-4	I-75 to Houston Rd	MATS 2050 Freight Plan	\$22,000,000
US 129 Corridor Improvements	C-5	Feagin Rd to US 41	MATS 2050 Freight Plan	\$2,600,000
ITS/Transportation Technology				
Tucker Road at Rivoli Drive Railroad Crossing Pre-Signal	ITS-2	Rivoli Dr at Tucker Rd	MATS 2050 Freight Plan	\$650,000
Roadway Improvements				
Joycliff Road widening to 4 lanes	R-5	SR 49 to US 129	MATS 2050 MTP	\$42,800,000
Bass Road widening Phase II from 2 to 4 lanes	R-6	Providence Blvd to Zebulon Rd	MATS 2050 MTP	\$26,300,000
Griswoldville Road widening to 4 lanes	R-7	Henderson Rd to SR 49	MATS 2050 MTP	\$44,320,000
Henderson Road widening to 4 lanes	R-8	SR 57 to Griswoldville Rd	MATS 2050 MTP	\$13,296,000
Widen SR 49 (GDOT PI#332450-)	R-9	Griswoldville Rd to SR 18 (Jones Co)	MATS 2050 MTP	\$72,489,000
Sardis Church Road Extension	R-10	SR 247 to Sgoda Rd	MATS 2050 MTP	\$74,800,000
Signage and Wayfinding				
Intersection Warning Signage at US 23/US 129 Alt and Herbert Smart Airport Road	SW-9	US 23/US 129 Alt at Herbert Smart Airport Rd	MATS 2050 Freight Plan	\$110,000
Truck Routing				
Willie Smokey Glover Drive Truck Prohibition	TR-2	7th St to Lower Poplar St	MATS 2050 Freight Plan	Staff time (\$15,000 for signs)
Truck Prohibitions on Local Residential Streets	TR-3	Local Residential Streets	MATS 2050 Freight Plan	Varies based on number of signs

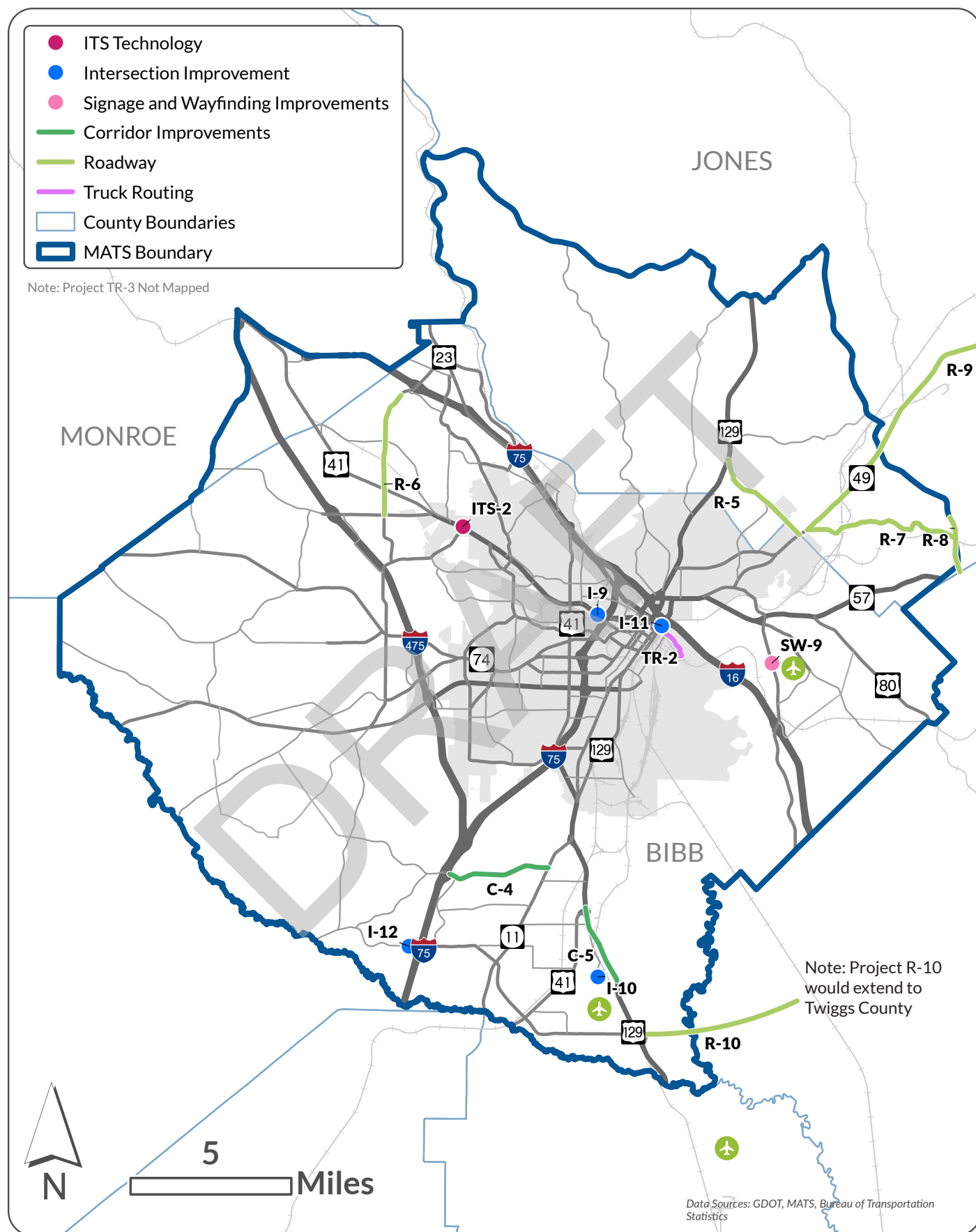


Figure 41. Long-Term/Aspirational Projects

Funding Sources

This chapter provides an overview of a variety of federal, state, regional, and local funding programs that can be used to help implementation the projects in the plan.

Federal Sources

The Infrastructure and Investment Jobs Act (IIJA), signed into law in November 2021, represents the largest federal transportation investment in the nation's history, with \$1.2 trillion allotted for the transportation, broadband, and energy infrastructure in the U.S. Of this total, \$567 billion is designated for discretionary and formula programs within the U.S. Department of Transportation from fiscal year (FY) 2022 to FY 2026. The IIJA reauthorized previously existing transportation funds along with new programs that focus on improving freight operations and safety.

National Highway Performance Program

The National Highway Performance Program (NHPP) supports provides support for the condition, performance, and construction of new facilities on the NHS. Eligible activities include installation of vehicle-to-infrastructure communication equipment; reconstruction, resurfacing, restoration, rehabilitation, or preservation of a bridge on a non-NHS Federal-aid highway; and projects that reduce the risk of failure of critical NHS infrastructure.¹⁵

Surface Transportation Block Grant Program

The Surface Transportation Block Grant Program (STBG) is the most flexible of all Federal-aid highway programs, as it can be used for a variety of capital projects. Funds can be used to preserve or improve conditions and performance of Federal-aid highways or bridges on any public road as well as facilities for non-motorized transportation, transit, and public buses.¹⁶

Highway Safety Improvement Program

The Highway Safety Improvement Program (HSIP) aims to achieve a significant reduction in traffic fatalities and serious injuries on roadways. The HSIP provides funding for safety-related infrastructure projects on public roads, including those owned by local governments. To qualify for this funding, the project must align with the state's Strategic Highway Safety Plan, address a safety issue at a hazardous location on the transportation network, and have been identified through a data-driven analysis that demonstrates the potential of the project to improve safety.¹⁷

Metropolitan Planning Program

The Metropolitan Planning Program (MPP) establishes cooperative, continuous, and comprehensive transportation planning at the metropolitan level. This level of planning is carried out by a federally-funded metropolitan planning organization (MPO), which represents localities in all urbanized areas with populations over 50,000. MATS serves as the MPO for the Macon-Bibb urbanized area. The program is jointly administered by FHWA and FTA.¹⁸

¹⁵ Federal Highway Administration. Fact Sheet – National Highway Performance Program (NHPP). <https://www.fhwa.dot.gov/infrastructure-investment-and-jobs-act/nhpp.cfm>

¹⁶ Federal Highway Administration. Fact Sheet – Surface Transportation Block Grant (STBG). <https://www.fhwa.dot.gov/infrastructure-investment-and-jobs-act/stbg.cfm>

¹⁷ Federal Highway Administration. Federal Highway Administration (2022). Highway Safety Improvement Program (HSIP). <https://highways.dot.gov/safety/hsip>

¹⁸ Federal Highway Administration. Metropolitan Planning Program (MPP). https://www.fhwa.dot.gov/bipartisan-infrastructure-law/metro_planning.cfm

Motor Carrier Safety Assistance Program

The Motor Carrier Safety Assistance Program (MCSAP) is a grant program that provides financial assistance to states and law enforcement agencies to reduce the number of crashes, injuries and fatalities involving commercial motor vehicles through consistent and effective commercial motor vehicle (CMV) safety programs and campaigns. MCSAP is administered by the Federal Motor Carrier Safety Administration (FMCSA) and supports state and local law enforcement agencies to increase safety activities and enforcement.¹⁹

National Highway Freight Program

The National Highway Freight Program (NHFP) is a flexible funding program that provides for numerous freight-related projects on the National Highway Freight Network (NHFN), as specified in state freight plans. Eligible activities include installation of intelligent transportation systems, truck parking facilities, railway-highway grade separation, traffic signal optimization, capacity projects to address freight bottlenecks, and a variety of other projects that improve freight mobility and safety.²⁰

Bridge Formula Program

Bridge Formula Program (BFP) funds are intended for the replacement, rehabilitation, preservation, protection, and construction of bridges on public roads. BFP funds are apportioned based on a state's relative costs of replacing bridges classified as being in poor condition and rehabilitating bridges in fair condition. Replacement funds are to be utilized for bridges rated as being in poor condition, while rehabilitation funds are allocated for bridges classified as being in fair condition. Eligible bridges include Federal-aid highway bridges, as well as off-system bridges owned by local government agencies.²¹

Carbon Reduction Program

The Carbon Reduction Program (CRP) provides funds for reducing transportation emissions, as well as developing strategies for carbon reduction stemming from on-road highway sources. Specific activities conducted using CRP are coordinated between states and MPOs. Eligible projects include the establishment or operations of traffic monitoring, management, and control; advanced congestion management activities; efforts to reduce community impacts of freight movement; deployment of intelligent transportation systems; and the installation of vehicle-to-vehicle communications equipment.²²

Promoting Resilient Operations for Transformative, Efficient, and Cost-Saving Transportation Program

The Promoting Resilient Operations for Transformative, Efficient, and Cost-Saving Transportation Program (PROTECT). This program is intended to increase the resilience of the nation's transportation system. Over five years through FY 2026, PROTECT will provide \$7.3 billion in formula funding to states and \$1.4 billion in competitive grants to eligible entities. This includes funding for highways, transit, intercity passenger rail, evacuation routes, coastal resilience, and efforts to move infrastructure to nearby locations not continuously impacted by extreme weather and natural disasters. Federal shares of funding are higher if the eligible agency develops a resilience plan and the MPO incorporates the project into its long-range transportation plan.²³

¹⁹ Federal Motor Carrier Safety Administration. Motor Carrier Safety Assistance Program. <https://ai.fmcsa.dot.gov/Grants/MCSAP.aspx>

²⁰ Federal Highway Administration. Fact Sheet – National Highway Freight Program (NHFP). <https://www.fhwa.dot.gov/fastact/factsheets/nhfpfs.cfm>

²¹ Federal Highway Administration. Bridge Formula Program (BFP). <https://www.fhwa.dot.gov/bipartisan-infrastructure-law/bfp.cfm>

²² Federal Highway Administration. Fact Sheet - Carbon Reduction Program (CRP) https://www.fhwa.dot.gov/bipartisan-infrastructure-law/crp_fact_sheet.cfm

²³ Federal Highway Administration. Fact Sheet - Promoting Resilient Operations for Transformative, Efficient, and Cost-Saving Transportation (PROTECT) Program. https://www.fhwa.dot.gov/infrastructure-investment-and-jobs-act/protect_fact_sheet.cfm

Advanced Transportation Technologies and Innovative Mobility Deployment Program

This program supports the development of deployment sites for large scale installation and operation of advanced technology to improve safety, efficiency, and system performance within all MPOs. Technological infrastructure enhancements and improvements that can be supported through the program include advanced traveler information systems, performance data collection, truck parking information and management systems, and vehicle-to-vehicle and vehicle-to-infrastructure communications.²⁴

High Priority Grant Program

The High Priority Grant program is a discretionary grant program which provides federal assistance to enhance commercial vehicle safety plan activities and improve commercial motor vehicle safety. Eligible projects include increasing public awareness of commercial vehicles along high-crash corridors and demonstrating new technologies to improve commercial vehicle safety.²⁵

Infrastructure for Rebuilding America Grant Program

Infrastructure for Rebuilding America (INFRA) grants offer needed aid to freight infrastructure by providing funding to state and local government for projects of regional or national significance. IIJA earmarks funding for the INFRA grant program in the amount of \$8 billion over five years and expands eligibility for highway, bridge, and freight projects on the NHFN. There is also a higher cap on multimodal projects at 30% of program funds.²⁶

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Better Utilizing Investments to Leverage Development Grant Program

Formerly the Rebuilding American Infrastructure with Sustainability and Equity (RAISE) grant program, the Better Utilizing Investments to Leverage Development (BUILD) program supports surface transportation projects of local or regional significance. Eligible recipients of BUILD grants include state DOTs, local governments, special purpose districts with a transportation function, and multi-jurisdictional organizations. These grants are awarded based on a set of criteria including safety, environmental sustainability, quality of life, economic competitiveness and opportunity, state of good repair, partnership, and innovation. To reflect the federal administration's Infrastructure Initiative, USDOT announced plans to award a greater share of BUILD transportation funding to projects located in rural areas that align well with the merit criteria than to those in urban areas, citing the White House's infrastructure goals.²⁸

24 US Department of Transportation. Advanced Transportation Technologies and Innovative Mobility Deployment. <https://www.transportation.gov/rural/grant-toolkit/advanced-transportation-technologies-and-innovative-mobility-deployment>

25 Federal Motor Carrier Safety Administration (2021). High Priority (HP) Grant Program. <https://www.fmcsa.dot.gov/grants/mcsap-high-priority-grant/motor-carrier-safety-assistance-program-mcsap-high-priority-grant>

26 US Department of Transportation. Infrastructure for Rebuilding America (INFRA) Grant Program. <https://www.transportation.gov/grants/infra-grant-program>

27 US Department of Transportation. Infrastructure for Rebuilding America (INFRA) Grant Program. <https://www.transportation.gov/grants/infra-grant-program>

28 US Department of Transportation. Better Utilizing Investments to Leverage Development (BUILD) Grant Program. <https://www.transportation.gov/BUILDgrants>

Bridge Investment Program

In addition to the Bridge Formula Program, there is a Bridge Investment Program that provides funding to projects which improve bridge and culvert condition, safety, efficiency, and reliability. This program consists of \$12.5 billion in funding over five years (through FY 2026) towards replacement, rehabilitating, and preservation of bridges on the National Bridge Inventory.²⁹

National Infrastructure Project Assistance (Mega) Program

The National Infrastructure Project Assistance (Mega) Program is a \$5 billion discretionary grant program which provides funding for eligible large surface transportation projects with national significance and which generate national and regional economic and safety benefits. Eligible projects include highway or bridge projects carried out on the NHFN and NHS. Other eligible projects include a freight intermodal or rail project that provides a public benefit as well as intercity passenger rail and grade separation projects.³⁰

Federal Opportunity Zones

The study area contains portions of 13 census tracts in eastern Macon-Bibb County that are classified as federal opportunity zones. They are also eligible for the New Markets Tax Credits program, which was established as part of the Tax Cuts and Jobs Act of 2017 to encourage investment in local businesses and development projects. The program can make an impact on the most underserved and disinvested neighborhoods both within the city and the study area.

State Sources

The primary source of state transportation funding is revenue from the state fuel tax per gallon of gasoline and on diesel. Additional funding is provided through the Transportation Funding Act of 2015, also known as House Bill (HB) 170. The bill created new annual alternative fuel vehicle fees and new annual highway user impact fees for heavy-weight motor vehicles. Additionally, several GDOT programs provide funding or loans for freight-related projects, including, but not limited to, those discussed below.

GDOT Administered Programs

Local Maintenance and Improvement Grant (LMIG)

The Local Maintenance and Improvement (LMIG) Grant program was developed with partner agencies to support a wide range of activities to allow local governments greater flexibility and quicker project delivery, while allowing GDOT to effectively administer the program with a reduced workforce and new funding match requirements. Eligible activities include, but are not limited to, preliminary engineering, construction supervision and inspection, intersection improvements, turn lanes, bridge repair and replacement, sidewalk adjacent to public roads, signs, striping, guardrail installation, and signal installation or improvement. The amount of allocation for each county and city is based on the total centerline road miles for local road systems and the total population of the county or city compared to statewide numbers.³¹

29 Federal Highway Administration. Fact Sheet - Bridge Investment Program (BIP). https://www.fhwa.dot.gov/bipartisan-infrastructure-law/bip_factsheet.cfm

30 US Department of Transportation. The National Infrastructure Project Assistance Program (Mega Program). [https://www.transportation.gov/grants/mega-grant-program#:~:text=The%20Mega%20Program%20\(the%20National,%2C%20mobility%2C%20or%20safety%20benefits](https://www.transportation.gov/grants/mega-grant-program#:~:text=The%20Mega%20Program%20(the%20National,%2C%20mobility%2C%20or%20safety%20benefits)

31 GDOT Local Maintenance and Improvement Grant, <https://www.dot.ga.gov/GDOT/pages/LMIG.aspx>

Quick Response (QR)

The Quick Response (QR) Project Program administered by GDOT funds operational projects such as restriping, intersection improvements, and turn lane additions and extensions that can be implemented between three and four months for under \$200,000. GDOT's QR Program can be used for freight improvements such as widening turn radii and cutting back medians to reduce the likelihood of encroachment by trucks.³²

Off-System Safety Program (OSS)

GDOT established the Off-System Safety (OSS) Program in 2005 to reduce the severity and frequency of crashes on off-system routes (local roads, not part of the state route system). Funds are dispersed through federal safety program to enhance safety on local routes through low-cost countermeasures, such as striping, sign replacement, rumble strips, and raised pavement marker installations within existing right-of-way. Local governments should contact the State Aid Coordinator for the local district if they are interested in receiving funds through OSS.³³

Freight Operations (FO) Lump Sum Program

Introduced in 2021, the Freight Operations (FO) Lump Sum program provides funding for small-scale, but critical capital projects that will improve the efficiency and reliability of truck movements, and mitigate truck impacts on communities. Projects must be nominated by GDOT districts, follow the Plan Development Process (PDP), and are encouraged to match a portion of the contributions from local jurisdictions. The total maximum program funding for a fiscal year is \$2 million. Projects can include, but are not limited to, roundabouts which alleviate interchange congestion, vegetation removal along roads, improvements near a warehouse/distribution center, culvert replacements, improvements or installation of a turn lane, pavement improvements, intelligent transportation systems, and railroad crossing upgrades.

State Road and Tollway Authority (SRTA) Administered Programs

Georgia Transportation Infrastructure Bank (GTIB)

The Georgia Transportation Infrastructure Bank (GTIB) is a grant and low-interest loan program administered by SRTA. As of April 3, 2023, GTIB has leveraged approximately \$182 million in grants and loans to support over \$1 billion in transportation improvements around Georgia.[45] Applicants can be local, regional, and state governments and Community Improvement Districts. Projects must be motor-fuel-tax eligible (e.g., highways and bridges), and funds can be used for preliminary engineering, traffic and revenue studies, environmental studies, right-of-way acquisition, legal and financial services associated with the development of the qualified project, construction, construction management, facilities, and other costs necessary for the qualified project.³⁴

³² GDOT. Policy 2721-1-Quick Response (QR) Procedures Policy, <https://mydocs.dot.ga.gov/info/gdotpubs/Publications/2721-1.pdf>

³³ GDOT. Off-System Safety Initiative Project Procedures Manual. <https://www.dot.ga.gov/PartnerSmart/Public/Documents/OSS/OSS-ProceduresManual.pdf>

³⁴ SRTA, GTIB Grant/Loan Award Project Costs & Status Update, https://srta.ga.gov/wp-content/uploads/2023/04/GTIB-Status-Update-Report_April-2023.pdf

Local Sources

In addition to local general funds via county governments, there are some additional resources that may help cover the cost of capital improvement projects in the MATS planning area.

Tax Allocation Districts (TAD)

A tax allocation district (TAD) is an economic development tool where local governments can provide financial assistance to eligible public and private redevelopment efforts within the TAD's boundaries. Increases in property tax revenues, often achieved through the issuance of TAD bonds, are allocated to pay infrastructure costs or certain private development costs within the TAD. Two TADs are located within the study area: the Ocmulgee Crossing TAD, the Macon Renaissance Project TAD, and the Second St Corridor TAD.³⁵

Business Improvement Districts (BID)

A business improvement district (BID) is a mechanism for funding improvements such as capital improvements, consumer marketing, economic development, maintenance, parking and transportation projects, policy advocacy, security, and social services.³⁶ BIDs are created by enabling legislation passed by the Georgia General Assembly and are funded by taxes, fees, and assessments on real, non-residential property within their boundaries. BIDs within the study area include the Downtown Macon Business Improvement District and M.G.E.C.B.I.D.³⁷

Special Purpose Local Option Sales Tax (SPLOST)

A Special Purpose Local Options Sales Tax (SPLOST), a 1% sales tax enabled by state law and approved by County voters, may be used for matching funds on state or federally funded projects. In Macon-Bibb County, the current SPLOST began in April 2018 and would sunset in September 2025. The Commission approved a referendum in December of 2024 to put to a vote an extension of the current SPLOST; the election will take place in March 2025. SPLOST funds can be utilized for a variety of transportation needs, including repairing roads, streets, bridges, paving, streetlights, sidewalks, pedestrian and bicycle improvements, safety enhancements, or other projects.

³⁵ Macon-Bibb Tax Allocation Districts, <https://www.arcgis.com/apps/View/index.html?appid=9dfbac74a7c547a8b5772e4576b8589c>
³⁶ Georgia Main Street, <https://georgiamainstreet.org/financial/business-improvement-district-bids/>
³⁷ MaconNewsroom, <https://macon-newsroom.com/18704/news/130-million-project-expanded-business-improvement-district-to-boost-downtown/>

MATS 2050 Freight Plan

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