



STATE TRANSPORTATION BOARD

MARCH 2025 COMMITTEE MEETINGS

March 19, 2025



STATE TRANSPORTATION BOARD

Statewide Transportation Planning/ Strategic Planning Committee

March 19, 2025



ATL Update

Cain Williamson

Deputy Executive Director

March 19, 2025

Agenda

- Overview of the ATL
- Xpress Commuter Service & Redefine the Ride
- Strategic Blueprint for Regional Planning
- Transit Trust Fund

Overview of the ATL

The ATL is a **regional transit** authority created by the Georgia General Assembly in 2018 to provide a seamless transit experience across 13-counties in Metro Atlanta.

- Xpress Bus Operations
- Regional Transit Planning
- State & Federal Transit Funding Distribution
- County Transit TSPLOST Option
- Technical Assistance for Local Partners



Overview of the ATL

The ATL Board is comprised of 16 members



Board District members are elected by a caucus of locally elected officials and members of the General Assembly



District/ Appointment	Member
Governor Appointee	Steve Brock
Lt. Gov Appointee	Teddy Russell
	Dan Buyers
Speaker Appointee	Vacant
	Vacant
District 1	Andy Macke
District 2	Paul Radford
District 3	Rob Pitts
District 4	Todd Ver Steeg
District 5	Tom Weyandt
District 6	Marlene Fosque
District 7	Michael Thurmond
District 8	Marci Overstreet
District 9	Howard Mosby
District 10	Ricky Clark
Ex Officio	GDOT Commissioner



Existing System

▶ Who and where do we serve?

- Residents in 13 metro Atlanta counties with extended reach to 40+ counties
- Downtown, Midtown, and Perimeter Center office markets

▶ What modes of service do we provide?

Commuter bus* and vanpool

▶ When do we operate?

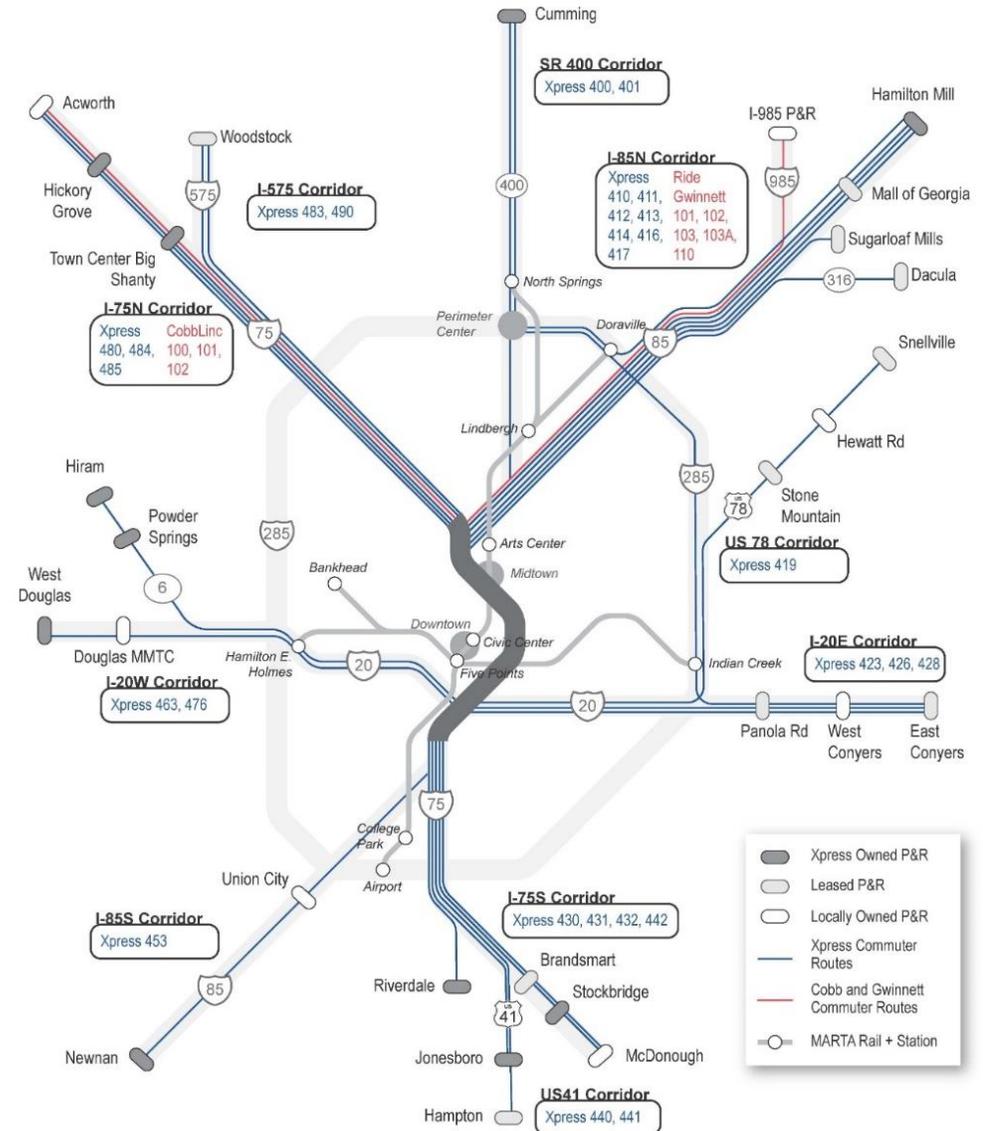
- Weekdays only
 - Inbound Service: 5AM - 9:30AM
 - Outbound Service: 3PM - 8PM

▶ How do we operate?

- Mostly interstates & highways in managed lanes where available
- Service operated by third-party contractor, managed by ATL staff

▶ How are we funded in FY 24?

- 38% State appropriations, 55% federal grants, 7% fares and other revenue



*Minimum of 5 miles "closed door" driving to meet FTA's commuter bus definition and avoid paratransit delivery



Xpress by the Numbers



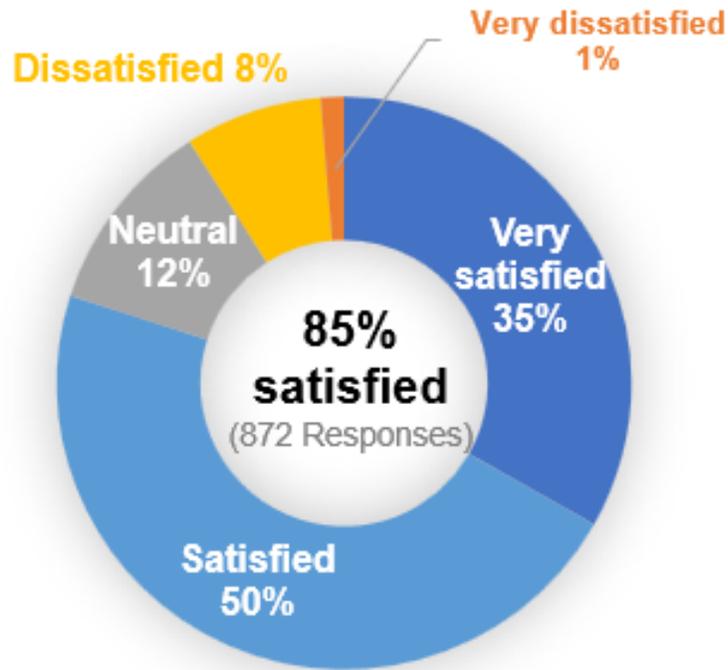
54 Bus Stops*



Xpress Customer Survey Results

Xpress Customer Satisfaction Survey (Apr – Sep 2024)

Overall Satisfaction



Detractor (11.6%)

Net Promoter Score = 48.2



(855 responses)

Average Satisfaction by Category

1- 5 Satisfaction Scale

On-Board Experience

(880 Responses)

On-board experience includes bus comfort, cleanliness, Wi-fi, and driver courtesy

4.1

On-Time Performance

(880 Responses)

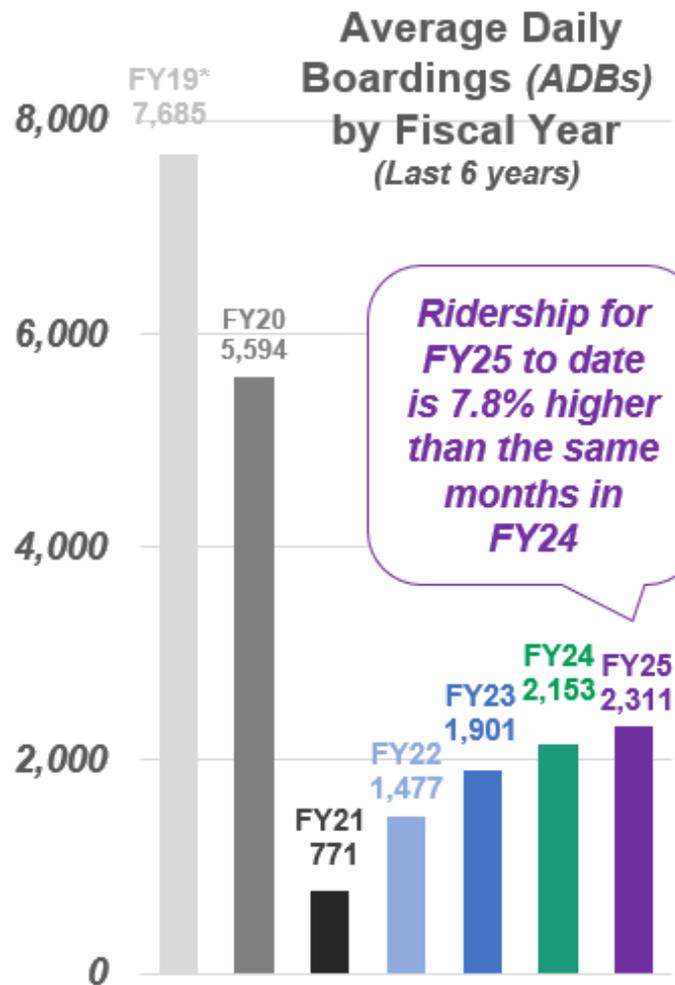
3.7

P&R Lot Satisfaction

(853 Responses)

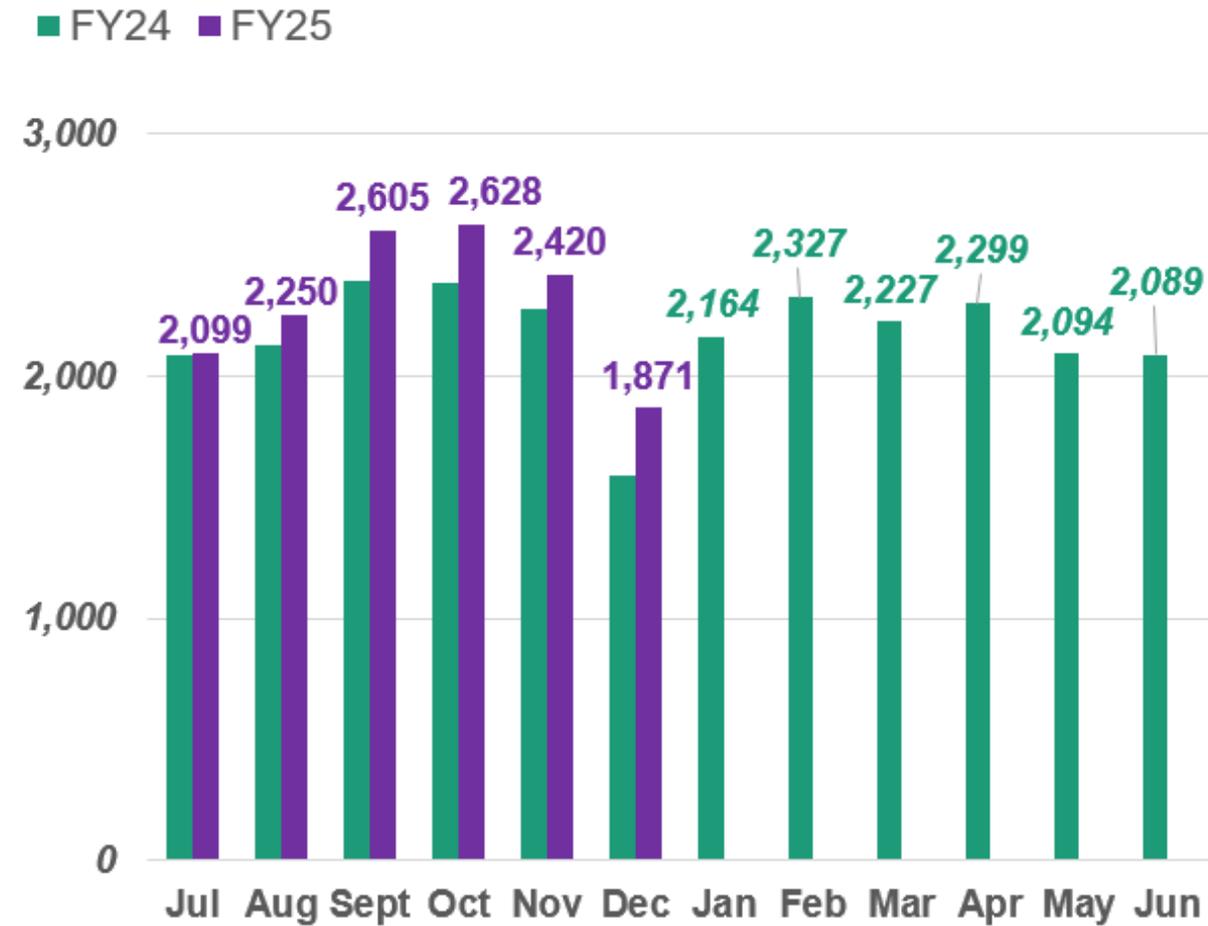
3.8

Xpress Ridership Productivity – FY25



* Xpress currently operates about 40% fewer revenue hours per day than in 2019.

Average Daily Boardings by Month



** Most Xpress customers (individual commuters) ride twice in a day, when they ride, and 3.5 days per week, on average.



Financial Imperatives and Legislative Direction

▶ Financial Imperatives

- State funds cut by \$4M to enact “efficiencies in commuter bus services in metro Atlanta”
- CARES Act funding will be expended by the end of FY25

▶ Legislative Direction

- Downsize” Xpress service “commensurate with multi-county transit demand” and to begin “enacting new service levels” in FY25



Redefining the Ride

Recommended Draft RtR Service Plan

TODAY

PROPOSED



197

Total Trips

110 Total Trips

12 Trips to MARTA Rail Stations*



Park & Rides

27

12 Owned
8 Leased
6 Other Government

20

11 Owned
2 Leased
6 Other Government

54

Stops

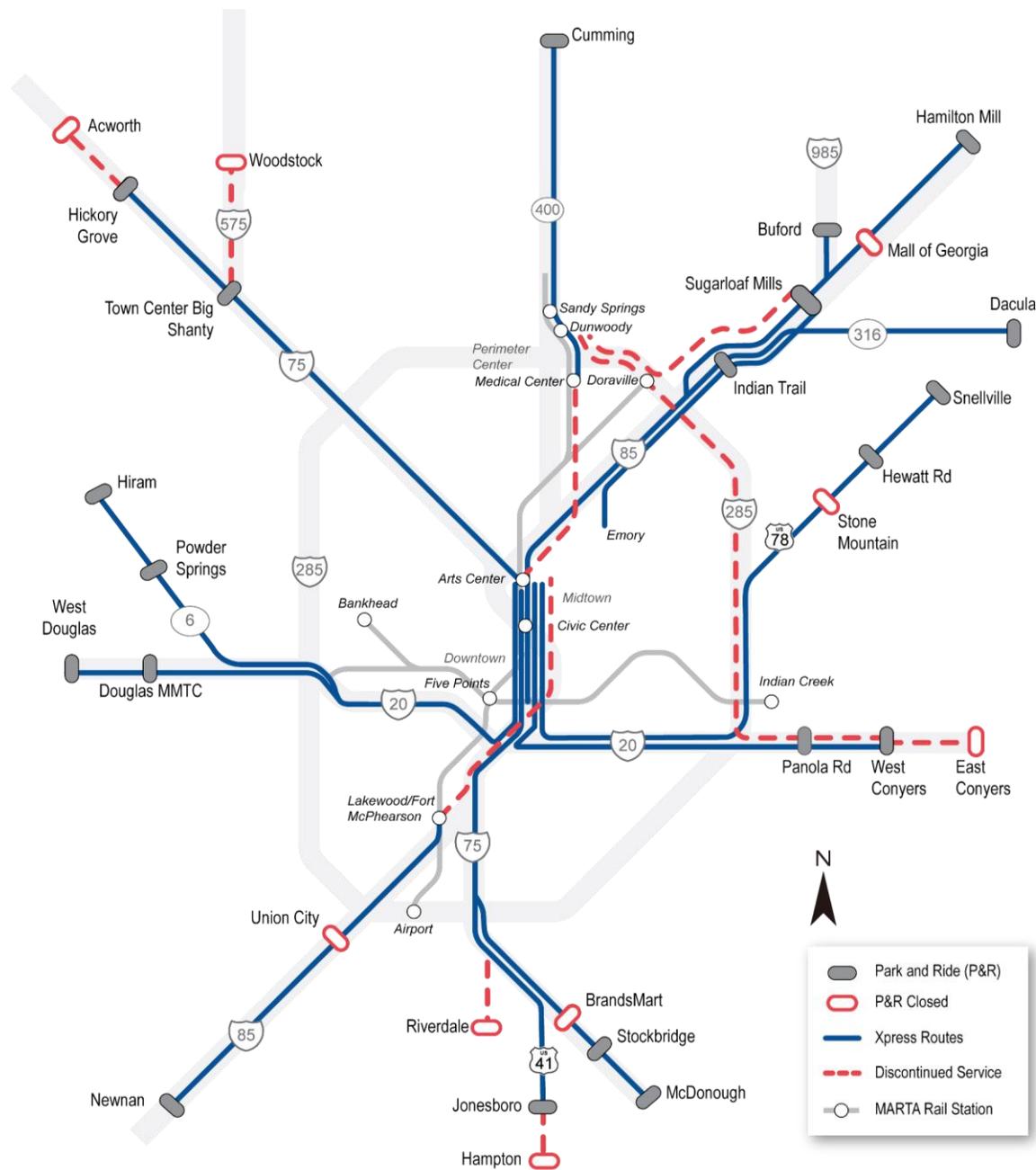
41

Stops

*I-85 and SR 400 Corridors will leverage existing infrastructure at the rail station and enhance travel time reliability inside I-285

**Routing and trip counts include shared cost with Cobb and Gwinnett Counties in the I-75N and I-85N corridors

***Daily trip counts represent Tues-Thur counts; Mon and Fri trips counts are lower to reflect lower ridership on those days



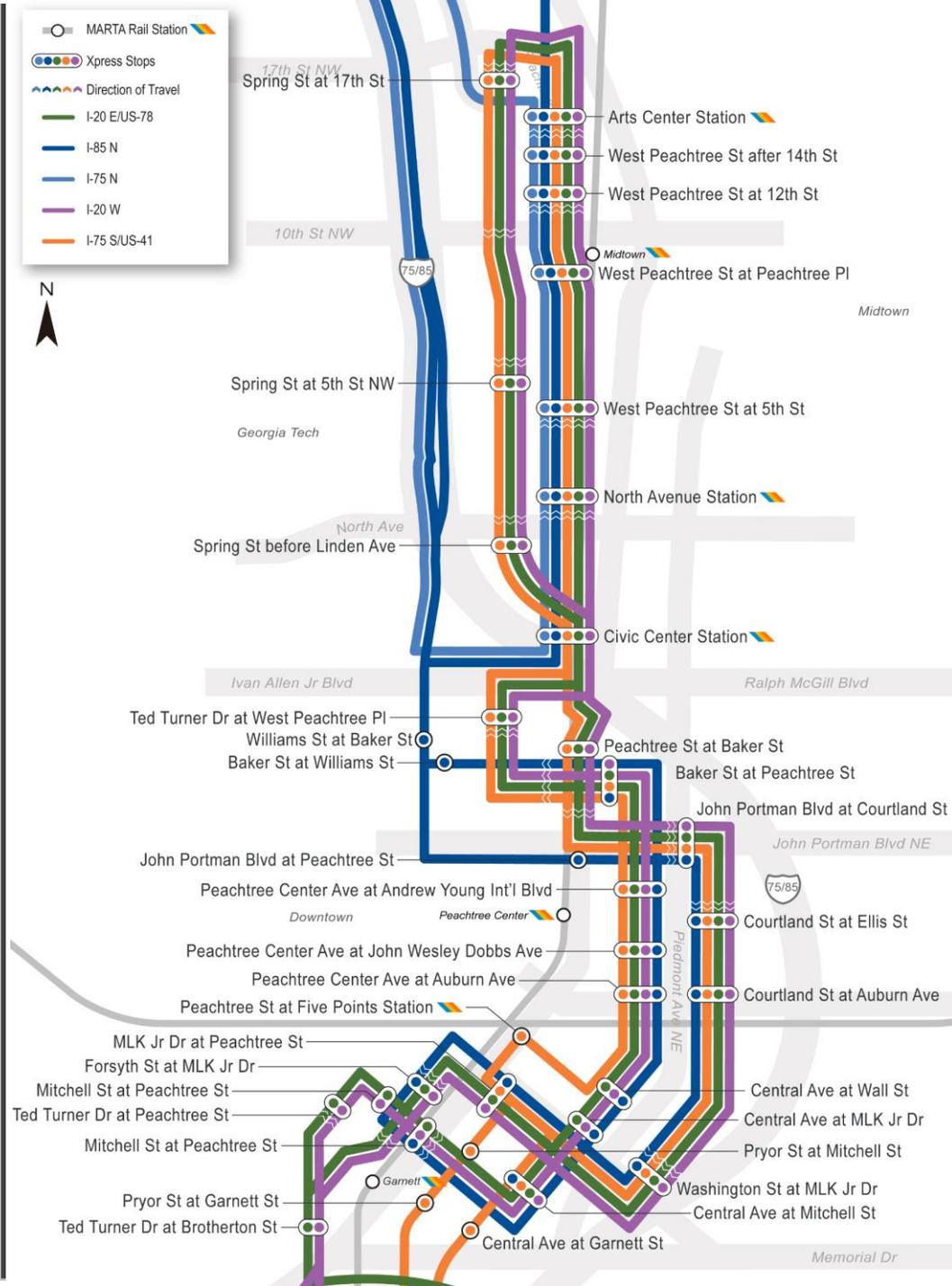
Proposed Routing Downtown / Midtown

	Stops	Trips	
		Number	% Serving Intown Core
Current Service	45	197	92%
Initial System Plan	12	94	62%
Recommended Service Plan	41	90	82%

GA 400 and I-85 S Corridors
proposed to terminate at MARTA
stations outside of Downtown

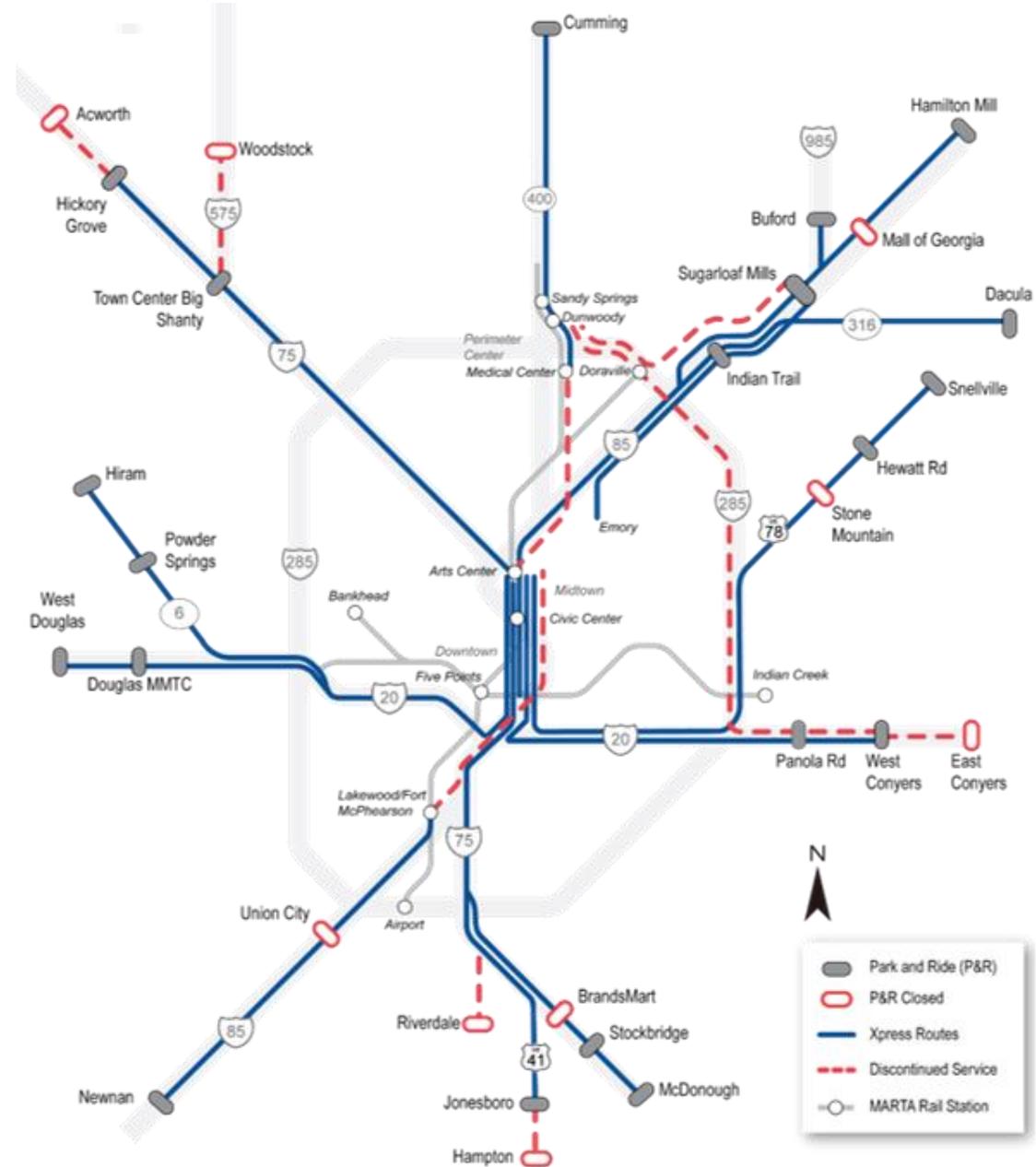
Visit the project
website to view
proposed changes.

<https://xpressga.com/redefining-the-ride-xpress-2.0/>

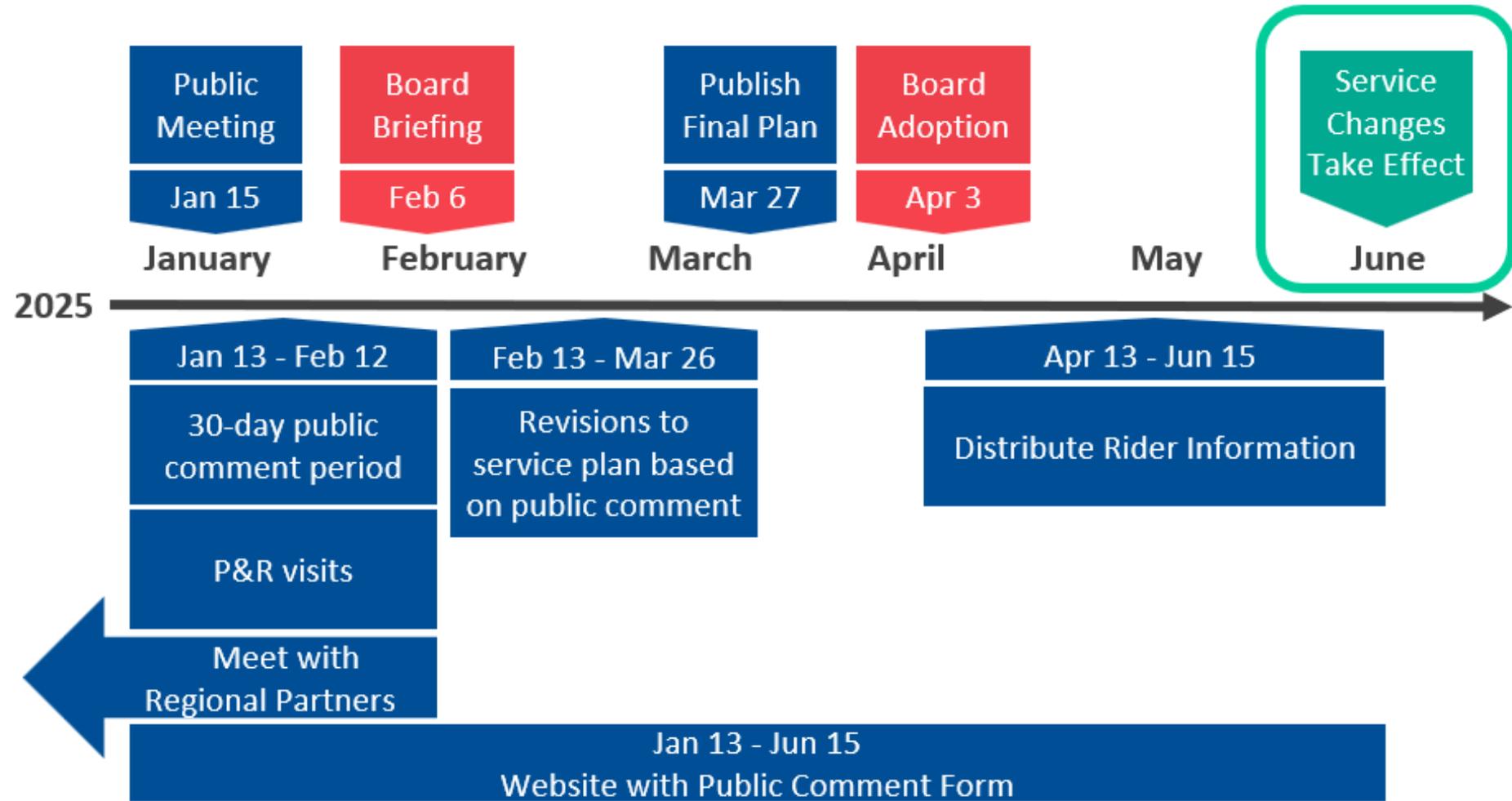


Public Engagement Feedback

- ▶ Schedule and trip changes
- ▶ P&R, route, and bus stop changes
- ▶ Transferring to MARTA
- ▶ Options for future service adjustments



Timeline of Public and Stakeholder Engagement for Xpress Downsizing





Strategic Blueprint

ATL's "Strategic Blueprint"

The Strategic Blueprint created "three pillars" to guide the next update to ATL's short- and long-term Atlanta Region Transit Plan

Competitiveness

A competitive system to facilitate the **attraction to and retention of businesses** in the Atlanta region by investing in projects and services that **connect customers to addressable markets**, while optimizing public funding.

Customer Focus

Understanding our transit customers and where they want to go in transit addressable markets.

Cross County Connections

Transit options that reflect the **frequency of travel across jurisdictional boundaries** in metro Atlanta by integrating regional services with local networks.

The background features a series of light blue, stylized geometric shapes that resemble a snowflake or a starburst pattern. These shapes are composed of various angular, blocky forms radiating from the left side of the frame. The text 'Transit Trust Fund' is centered horizontally and partially overlaid by these shapes.

Transit Trust Fund

Transit Trust Fund (TTF) FY24 and FY25

	FY24	FY25
TTF Allocation to ATL	\$12,597,313	\$20,012,973
Awards by the ATL Board to date	\$10,383,708	\$0
Balance for the Atlanta region	\$2,213,605	\$20,012,973

Transit Trust Fund – ATL’s Awards To-Date

Sponsor	Project	Total Project Cost	Total TTF Award	% Award
ATL	Regional Transit Planning Software	\$ 700,000	\$ 209,258	30%
MARTA	Airport Station Rehab	\$ 55,000,000	\$ 5,500,000	10%
CobbLinc	South Cobb Microtransit Pilot	\$ 3,450,000	\$ 1,035,000	30%
Ride Gwinnett	Buford/Sugar Hill/Suwanee Microtransit Pilot	\$ 4,887,950	\$ 1,128,450	23%
ATL Airport CIDs	Airport Microtransit Project	\$ 3,450,000	\$ 1,035,000	30%
ATL	ATL RIDES	\$ 600,000	\$ 120,000	20%
ATL	AFC 2.0 (Regional Installation)	\$ 5,400,000	\$ 1,356,000	25%
	TOTAL	\$ 73,487,950	\$ 10,383,708	14%





Thank you
Questions?



STATE TRANSPORTATION BOARD

Finance Committee

March 19, 2025



Amended Fiscal Year 2025 and Fiscal Year 2026 Budget Update

Angela Whitworth

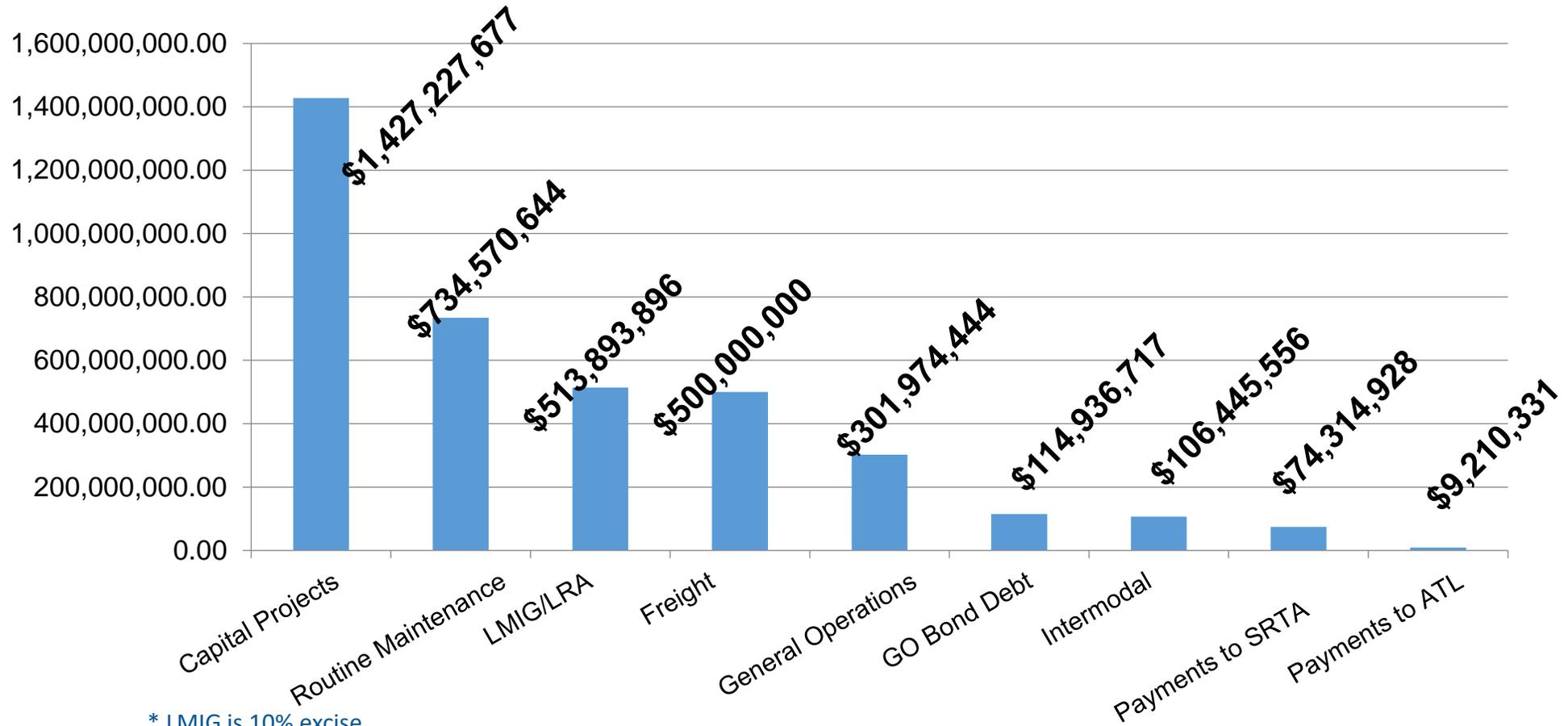
Treasurer

March 19, 2025

Amended FY 2025 Revenue Comparison Request

	FY 25 Base	Change	Amended FY 25
Excise:	\$2,201,466,000	\$244,008,339	\$2,445,474,339
Transportation Trust Fund Fees:	\$228,614,524	\$-	\$228,614,524
Transit Trust Fund Fees:	\$32,412,973	\$-	\$32,412,973
State General Funds:	\$41,346,890	\$1,034,725,467	\$1,076,072,357
Total:	\$2,503,840,387	\$1,278,773,806	\$3,782,574,193

Amended FY 2025 Budget Request - Summary



* LMIG is 10% excise

AFY 25 Budget Request by Program and Fund Source

Program	Fund Source	FY 25 BASE	Change	Amended FY 25
GO Bond Debt	Motor Fuel	\$114,936,717	\$-	\$114,936,717
Airport Aid	State General Funds	\$26,359,425	\$7,800,000	\$34,159,425
Capital Construction	Motor Fuel	\$885,544,844	\$110,965,627	\$996,510,471
	Transportation Trust Fund Fees	\$135,971,563	\$-	\$135,971,563
	Total	\$1,021,516,407	\$110,965,627	\$1,132,482,034
Capital Maintenance	Motor Fuel	\$150,588,167	\$100,000,000	\$250,588,167
	Transportation Trust Fund Fees	\$44,157,476	\$-	\$44,157,476
	Total	\$194,745,643	\$100,000,000	\$294,745,643
Data Collections	Motor Fuel	\$3,167,938	\$9,020	\$3,176,958

AFY 25 Budget Request by Program and Fund Source

Program	Fund Source	FY 25 BASE	Change	Amended FY 25
Departmental Admin	Motor Fuel	\$90,794,582	\$1,000,000	\$91,794,582
LMIG	Motor Fuel	\$220,146,601	\$24,400,834	\$244,547,435
Local Roads	Motor Fuel	\$4,346,461	\$-	\$4,346,461
	State General Funds	\$-	\$265,000,000	\$265,000,000
	Local Roads Total	\$4,346,461	\$265,000,000	\$269,346,461
Planning	Motor Fuel	\$2,900,880	\$-	\$2,900,880
	Transportation Trust Fund Fees	\$2,000,000	\$-	\$2,000,000
	Planning Total	\$4,900,880	\$-	\$4,900,880
Ports & Waterways	State General Funds	\$1,397,141	\$2,489,467	\$3,886,608
Program Delivery	Motor Fuel	\$138,726,423	\$1,697,000	\$140,423,423

AFY 25 Budget Request by Program and Fund Source

Intermodal	Fund Source	FY 25 BASE	Change	Amended FY 25
Rail	State General Funds	\$1,348,032	\$12,975,000	\$14,323,032
	Locomotive Diesel Funds	\$11,742,292	\$-	\$11,742,292
	Rail Total	\$13,090,324	\$12,975,000	\$26,065,324
Routine Maintenance	Motor Fuel	\$529,162,085	\$5,408,559	\$534,570,644
	State General Funds	\$-	\$200,000,000	\$200,000,000
	Maintenance Total	\$529,162,085	\$205,408,559	\$734,570,644
Traffic Management	Motor Fuel	\$61,151,302	\$527,299	\$61,678,601
Transit	Transportation Trust Fund Fees	\$9,421,226	\$-	\$9,421,226
	Transit Trust Fund	\$32,412,973	\$-	\$32,412,973
	State General Funds	\$500,000	\$-	\$500,000
	Transit Total	\$42,334,199	\$-	\$42,334,199

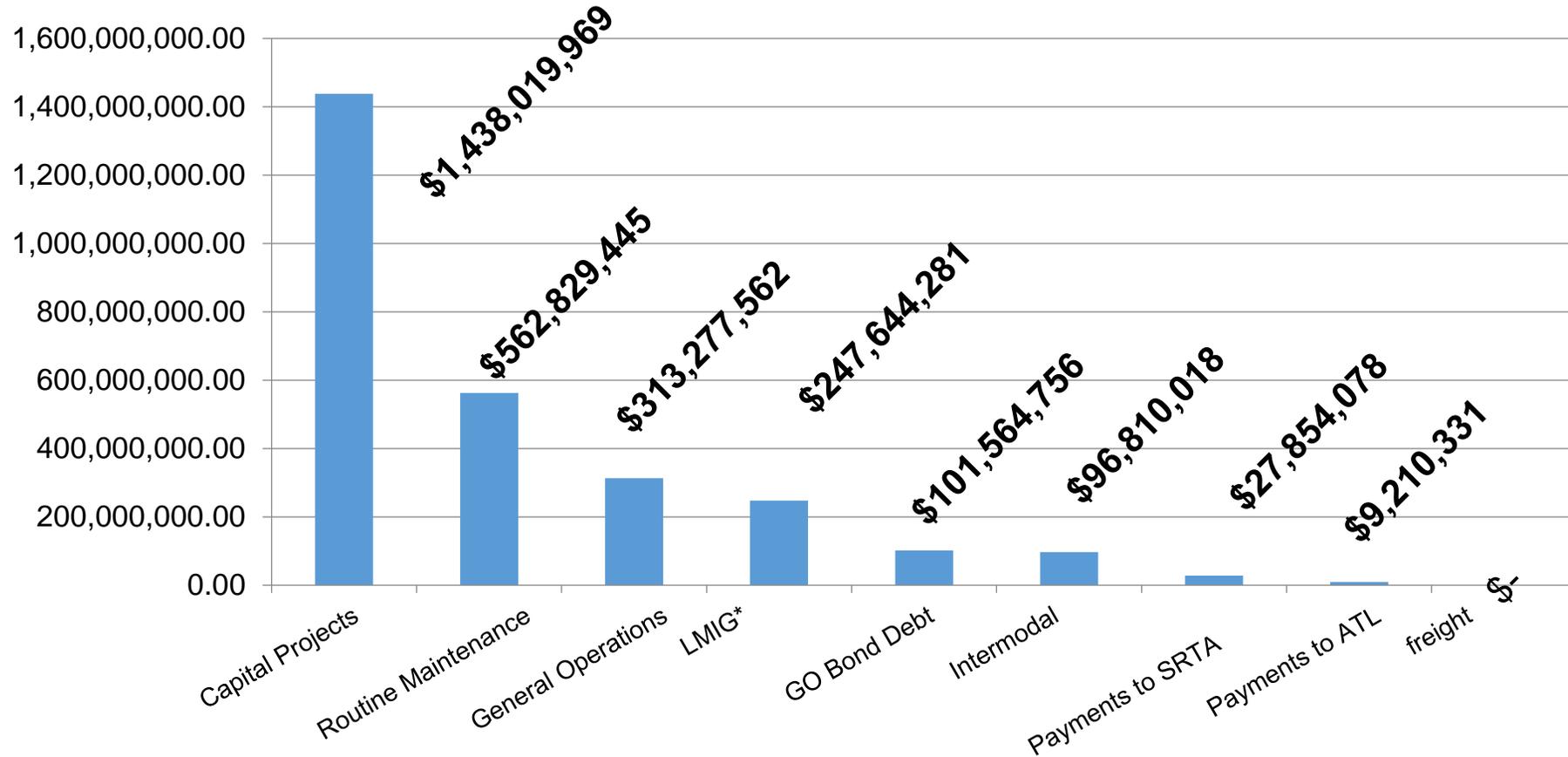
AFY 2025 Budget Request-Attached Agencies

Program	Fund Source	FY 25 BASE	Change	Amended FY 25
Freight	State General Funds	\$-	\$500,000,000	\$500,000,000
Payments to SRTA	Transportation Trust Fund Fees	\$27,853,928	\$-	\$27,853,928
	State General Funds	\$-	\$46,461,000	\$46,461,000
	SRTA Total	\$27,853,928	\$46,461,000	\$74,314,928
Payments to ATL	Transportation Trust Fund Fees	\$9,210,331	\$-	\$9,210,331

FY 2026 Revenue Comparison Request

	FY 25 Base	Change	FY 26
Excise:	\$2,201,466,000	\$274,976,802	\$2,476,442,802
Transportation Trust Fund Fees:	\$228,614,524	\$9,656,617	\$238,271,141
Transit Trust Fund Fees:	\$32,412,973	\$5,592,384	\$38,005,357
State General Funds:	\$41,346,890	\$3,144,250	\$44,491,140
Total:	\$2,503,840,387	\$293,370,053	\$2,797,210,440

FY 2026 Budget Request - Summary



* LMIG is 10% excise

FY 26 Budget Request by Program and Fund Source

Program	Fund Source	FY 25 BASE	Change	FY 26
GO Bond Debt	Motor Fuel	\$114,936,717	(\$13,371,961)	\$101,564,756
Airport Aid	State General Funds	\$26,359,425	\$3,640,575	\$30,000,000
Capital Construction	Motor Fuel	\$885,544,844	\$102,647,286	\$988,192,130
	Transportation Trust Fund Fees	\$135,971,563	\$4,764,172	\$140,735,735
	Total	\$1,021,516,407	\$107,411,458	\$1,128,927,865
Capital Maintenance	Motor Fuel	\$150,588,167	\$110,000,000	\$260,588,167
	Transportation Trust Fund Fees	\$44,157,476	\$-	\$44,157,476
	Total	\$194,745,643	\$110,000,000	\$304,745,643
Data Collections	Motor Fuel	\$3,167,938	\$12,121	\$3,180,059

FY 26 Budget Request by Program and Fund Source

Program	Fund Source	FY 25 BASE	Change	FY 26
Departmental Admin	Motor Fuel	\$90,794,582	\$2,309,316	\$93,103,898
Freight	TBD	\$-	\$-	\$-
LMIG	Motor Fuel	\$220,146,601	\$27,497,680	\$247,644,281
Local Roads	Motor Fuel	\$4,346,461	\$-	\$4,346,461
Planning	Motor Fuel	\$2,900,880	\$6,526	\$2,907,406
	Transportation Trust Fund Fees	\$2,000,000	\$-	\$2,000,000
	Planning Total	\$4,900,880	\$6,526	\$4,907,406
Ports & Waterways	State General Funds	\$1,397,141	\$1,500	\$1,398,641
Program Delivery	Motor Fuel	\$138,726,423	\$4,178,027	\$142,904,450

FY 26 Budget Request by Program and Fund Source

Intermodal	Fund Source	FY 25 BASE	Change	FY 26
Rail	State General Funds	\$1,348,032	\$2,175	\$1,350,207
	Locomotive Diesel Funds	\$11,742,292	\$-	\$11,742,292
	Rail Total	\$13,090,324	\$2,175	\$13,092,499
Routine Maintenance	Motor Fuel	\$529,162,085	\$33,667,360	\$562,829,445
Traffic Management	Motor Fuel	\$61,151,302	\$8,030,447	\$69,181,749
Transit	Transit Trust Fund	\$32,412,973	\$5,592,384	\$38,005,357
	Transportation Trust Fund Fees	\$9,421,226	\$4,892,295	\$14,313,521
	State General Funds	\$500,000	(\$500,000)	\$-
	Transit Total	\$42,334,199	\$9,984,679	\$52,318,878

FY 2026 Budget Request-Attached Agencies

Program	Fund Source	FY 25 BASE	Change	FY 26
Payments to ATL	Transportation Trust Fund Fees	\$9,210,331	\$-	\$9,210,331
Payments to SRTA	Transportation Trust Fund Fees	\$27,853,928	\$150	\$27,854,078

THANK
YOU


Georgia **Your**
Dollar\$
Building
A Better
Georgia



STATE TRANSPORTATION BOARD

Legislative Committee

March 19, 2025



Legislative Update

Joshua L. Waller

Director of Policy & Government Affairs

March 19, 2025

2025 Legislative Session

Session Calendar

2025 Session of the Georgia General Assembly

January						
			1	2	3	4
5	6	7	8	9	10	11
12	13	14	15	16	17	18
19	20	21	22	23	24	25
26	27	28	29	30	31	

February						
						1
2	3	4	5	6	7	8
9	10	11	12	13	14	15
16	17	18	19	20	21	22
23	24	25	26	27	28	1

March/April						
2	26	27	28	29	30	8
9	10	11	12	13	14	15
16	17	18	19	20	21	22
23	24	25	26	27	28	29
30	31	1	2	3	4	5

Session Days **IN RED** | Committee Workdays **IN BLUE** | Crossover Day: March 6th | Sine Die: April 4th

- Cross Over Day on March 6th.
- Governor signed AFY25 Budget on March 6th.
- House passed FY26 Budget on March 11th.

Annual Transportation Code Section Update

H.B. 575—Rep. Derrick McCollum

- Contains four sections:
 - Updates timing of public notice in non-daily local newspapers.
 - Clarifies a Condominium Association's ability to serve as point of contact for common property right of way discussions.
 - Codifies GDOT's existing Towing Recovery Incentive Program.
 - Reaffirms GDOT's ability to work with utility owners on relocation of utilities prior to the construction phase.
- Passed the House of Representatives by a vote of 164 to 1 on March 4th.
- Senate Transportation Committee consideration.



School Zone Speed Limit Camera Enforcement

H.B. 224 & H.B. 651 in Senate Public Safety Special Subcommittee



- **H.B. 225** (Rep. Washburn)—repeals the authority for the permitting and operation of automated school zone speed enforcement cameras.
- Passed the House on March 4th by a vote of 129 to 37.

- **H.B. 651** (Rep. Powell)—requires camera warning sign with speed detection sign along with flashing lights when photo enforcement is active.
- Allows camera operation for 2 hours in the morning and 2 hours in the afternoon.
- Fines for public safety and school safety purposes.
- Passed the House on March 4th by a vote of 164 to 8.



U.S. DOD Roads in Georgia and Truck Weights

H.B. 224 & H.B. 164 in the Senate

- **H.B. 224** (Rep. Bonner)—allows GDOT to consider and enter into an agreement with the U.S. Department of Defense for project management of on-base roads if funded with U.S. DOD allocated funds.
- Passed House on March 6th by a vote of 172 to 0.
- **H.B. 164** (Rep. Meeks)—removes the sunset of 07/01/25 for the allowance of a 10% weight variance established by H.B. 189 (2023).
- Passed House on February 24th by a vote of 164 to 9.
- Both House & Senate discussions focused on the future results of UGA's study on the bridge and pavement life cycle impacts from increased weights.





Federal FY25 Funding

Full Year Continuing Resolution

- **H.R. 1968**—a 99-page Continuing Resolution that provides federal funding through the remainder of the fiscal year ending September 30, 2025.
- **Section 11302** of the bill authorizes U.S. DOT to draw from the Highway Trust Fund at the FFY25 levels authorized by the IIJA as opposed to FFY24 levels. (2% increase)
- No new Congressionally Directed Spending projects/earmarks.



President signed H.R. 1968 on March 15.

FHWA Administrator Nominee



Sean McMaster



THANK
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Georgia **Your**
Dollar\$
Building
A Better
Georgia





STATE TRANSPORTATION BOARD

Intermodal Committee

March 19, 2025



Rail Program Update

Georgia Freight Rail Program

Justin Thrift

Rail Program Manager

March 19, 2025

Key Facts – Georgia Freight Rail Program

- The Program is established by O.C.G.A 32-2-41.3
- Program is subject to Annual Appropriations
- Program is designed to enhance state investment in freight rail for public benefit; both Class 1s and Short lines are eligible
- A Notice of Funding Opportunity was announced to the two Class 1 and 26 Shortline Rail Operators within the state end of November 2024 with an established GDOT Policy, posted guidance, and Application Documents

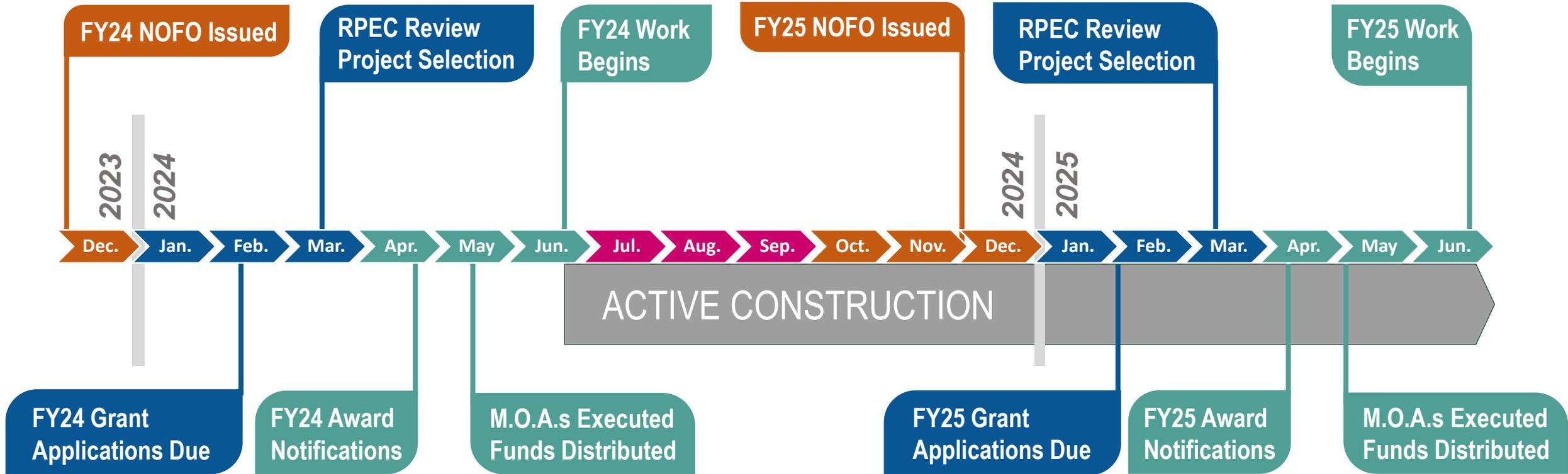
Georgia Freight Rail Program, O.C.G.A 32-2-41.3

- Designed to enhance state investment in freight rail for public benefit
- The GFRP sub-Programs:
 - **The Rail Enhancement Program** - may acquire, lease, or improve railways or railroad equipment, including rail crossings, rolling stock, rights of way, or rail facilities.
 - **The Rail Preservation Program** - may acquire, lease, or improve short line railways or assist other appropriate entities to acquire, lease, or improve **short line** railways.
 - **The Rail Industrial Access Program** - may build, construct, restructure, or improve industrial access to railroad tracks and related facilities.

Georgia Freight Rail Program Process

- Funds will be distributed by an application-based competitive process:
 - 67% of available funds will be distributed to the Class 1 railroads
 - 33% of available funds will be distributed to the Shortline railroads
- Funding split determined in consideration of operating track miles as required per O.C.G.A. §48-8-78
- Application evaluations will be conducted by an Internal Rail Program Evaluation Committee (RPEC) as directed by the Commissioner
- Selections are based on established criteria of the Georgia Freight Rail Program; O.C.G.A 32-2-41.3
- Awardees will enter into a Memorandum of Agreement (MOA) setting out the project scope and performance requirements

GFRP Timeline



FY24 Project Status

	No.	Sponsor	Project Name	Location	GFRP Award	Total Project Cost	Status
Class 1	1	NS	McDonough Passing Track Improvement	McDonough, GA	\$8,400,000	\$21,000,000	In Construction
Short Line	2	SW GA Rail Auth.	SAM Short Line Track & Facilities Improvements	Cordele, GA	\$1,624,425	\$1,624,425	Preconstruction Bid Process
	3	GSWR	Crossing Improvements	Cuthbert, GA	\$220,500	\$450,000	Complete
	4	GSWR	Crossing Improvements	Shellman, GA	\$110,250	\$225,000	Complete
	5	CPR GF Line	Drainage Improvements	Valdosta, GA	\$331,020	\$367,800	85% Complete
	6	CPR F Line	Bridge Deck Stabilization	Madison, GA	\$122,466	\$224,933	90% Complete

FY24 Project Profile

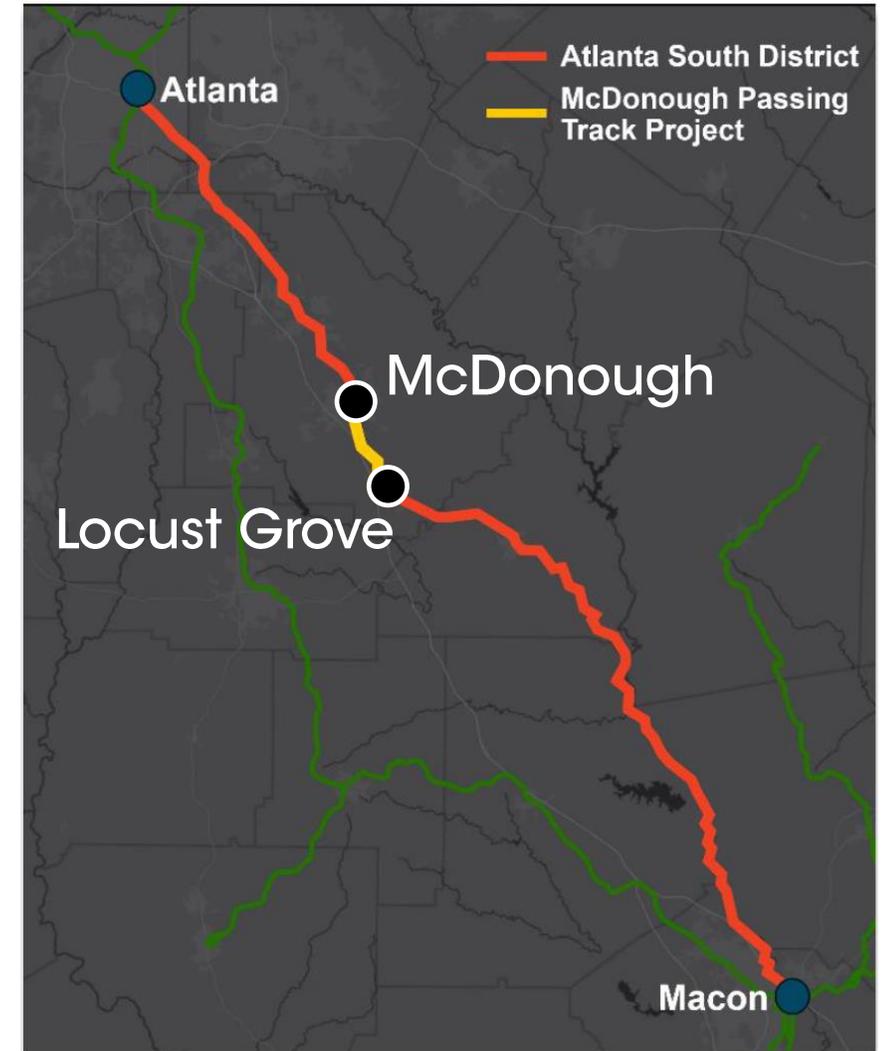
NS Passing Track Improvement

Sponsor: Norfolk Southern Railway
Location: McDonough, GA

Project Description:

- Extend existing passing track ~ 3.5 miles, alleviating roadway congestion at six at-grade crossings
- Reduce emissions, improve efficiency, relieve highway truck volumes

“The McDonough Passing Track Improvement project will provide substantial improvements to efficiency and capacity along a key corridor [NSR’s Atlanta South District] connecting GPA’s Garden City Terminal to the Greater Atlanta Area and beyond.”



NSR - Atlanta South District



**Rail
Enhancement**



**Rail
Preservation**



**Rail Industrial
Access**

FY24 Project Profile

CPR – Bridge Deck Stabilization

Sponsor: CaterParrott Railnet (CPR)
Location: Madison, GA
Project Description:

- Bridge deck and superstructure component strengthening & replacement
- Serves Georgia Pacific, International Paper, Flambeau, Pennington Seed, Cal-Maine Foods

“All rail traffic in and out of Madison must traverse this bridge. Strengthening and stabilizing this structure will ensure a continued safe route to rural Madison’s vital rail-served businesses.”



CPR over Little River
near Shady Dale, Jasper Co., GA



**Rail
Enhancement**



**Rail
Preservation**



**Rail Industrial
Access**

FY25 GFRP Status

- Applications received February 1st
- Currently under review by the RPEC
- FY25 Project award announcements by April 1

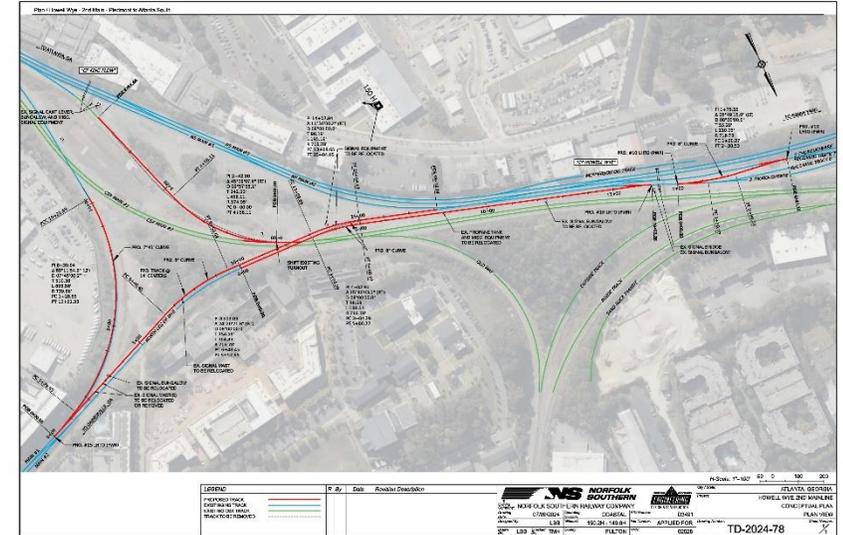
FY25 Project Profile

NS Howell Wye Improvements

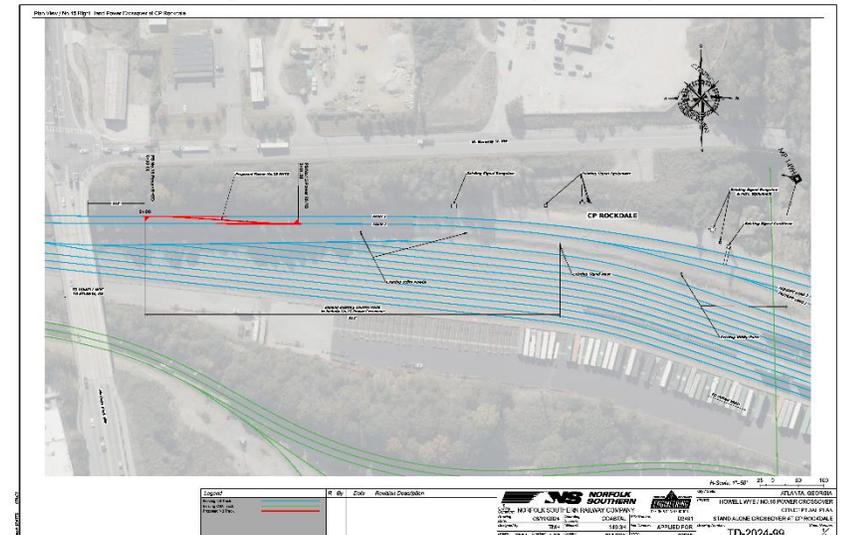
Sponsor: Norfolk Southern Railway
Location: Atlanta, GA
Project Description:

- Construct Howell Wye 2nd Mainline
- Construct crossover at control point Rockdale

“The [Project] will significantly alleviate rail congestion in the Atlanta Rail Terminal operated by Norfolk Southern and CSX, will remove long-haul trucks off of Georgia highways, will reduce emissions in a densely populated area, and will support growth between the Port of Savannah and the Blue Ridge Connector scheduled to open in 2026.”



The Project has two components: Howell Wye 2nd Mainline (above) and Crossover at control point Rockdale (below).



**Rail
Enhancement**



**Rail
Preservation**



**Rail Industrial
Access**

Next Steps...

- April 2025 – Award announcements; MOAs distributed
- May - June 2025 – MOAs executed; Funds distributed
- Summer 2025 – Work begins



Questions?



STATE TRANSPORTATION BOARD

Committee of the Whole

March 19, 2025



Local Grants Update

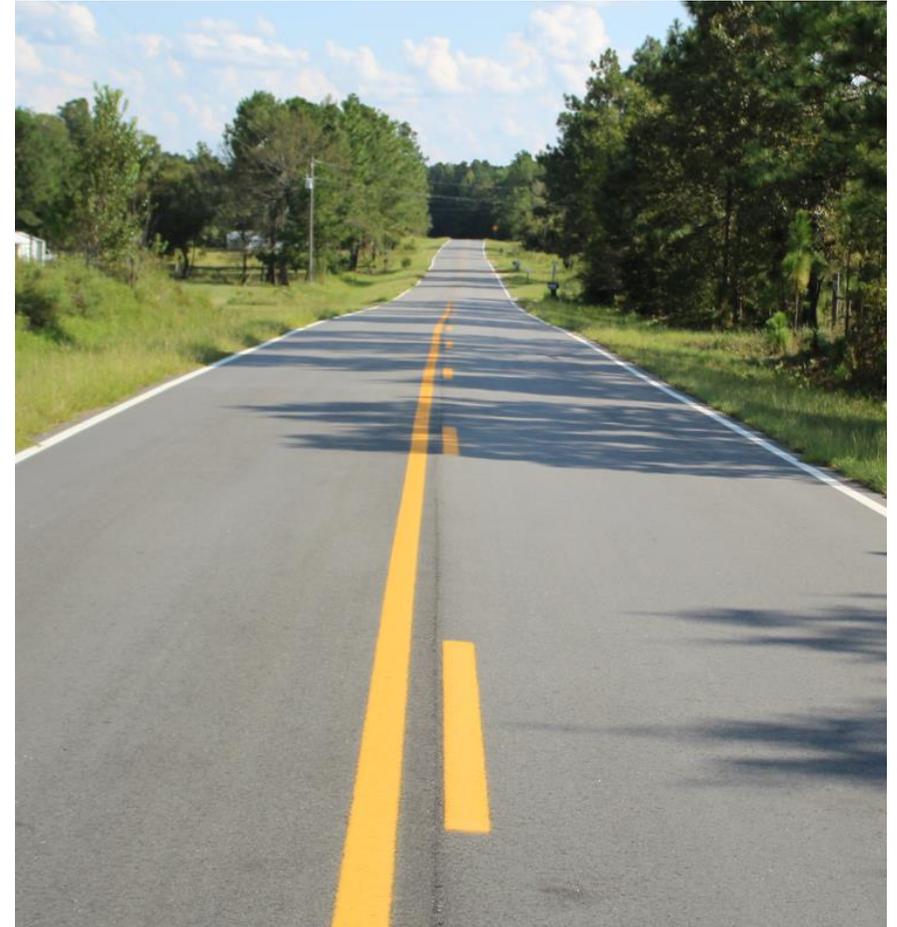


Bill Wright
Local Grants Administrator
March 19, 2025

Local Maintenance and Improvement Grant Program (LMIG)

SB 200

- 10% of the Motor Fuel Taxes
- Planning Director develops a funding formula



LMIG Formula

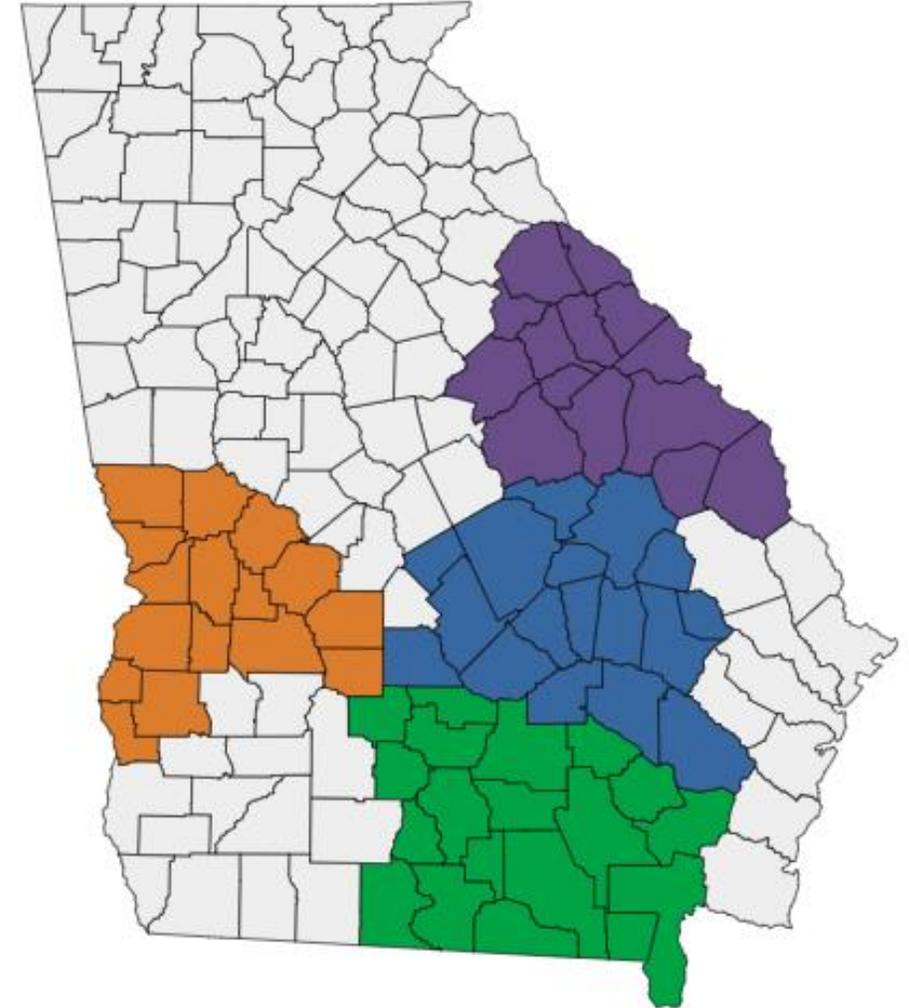
$$\frac{(\text{Local Pop}/\text{State Pop})(1/3) + (\text{Local CL Miles}/\text{State CL Miles})(2/3)}{3} = \text{FACTOR}$$

$$\text{FACTOR} \times \text{ANNUAL ALLOCATION} = \text{LG FORMULA AMOUNT}$$

LMIG

HB 277 in 2010 TIA Legislation

- Section 48-8-244 (d) changed LMIG Match requirements. 10% Match for Regions that passed TIA and 30% Match for Regions that did not pass TIA.



LMIG

LMIG = State Motor Fuel \$

Eligible LMIG Items Include:

- Aggregate Surface Course for Dirt Road Maintenance
- Bridge Repair or Replacement
- Preliminary Engineering, Construction Supervision & Inspection
- Grading, Drainage, Base, and Paving Existing or New Roads
- Intersection Improvements Including Signal Installation
- Patching, Leveling, and Resurfacing a Paved Roadway
- Replacing Storm Drain Pipes or Culverts
- Roadway Signs, Striping, Guardrail Installation
- Sidewalk (within Right of Way and adjacent to a public street)

LMIG

LMIG = State Motor Fuel \$

Items That Are NOT Eligible for LMIG Include:

- Right of Way Acquisition for a County or City Road
- Street Lighting or Pedestrian Lighting
- Beautification & Streetscapes
- Walking Trails and Tracks
- Alley
- Landscaping
- Administrative Services
- Equipment

FY 2020 Online LMIG

The screenshot shows the 'Grants' login interface. At the top left is the GDOT logo. The page title is 'Grants'. On the top right, there is a 'GRANTS' icon and a 'HELP' link. The main heading is 'Existing GRANTS User'. Below this are two input fields: 'Email*' and 'Verification Code*'. There are two buttons: a green 'LOGIN' button and a grey 'SEND VERIFICATION CODE' button. Below the buttons is the text 'New to GRANTS?' with a yellow 'CREATE YOUR GRANTS ACCOUNT' button underneath.

GDOT Georgia Department of Transportation

Grants

GRANTS ? HELP

Existing GRANTS User

Email*

Verification Code*

LOGIN SEND VERIFICATION CODE

New to GRANTS?

CREATE YOUR GRANTS ACCOUNT

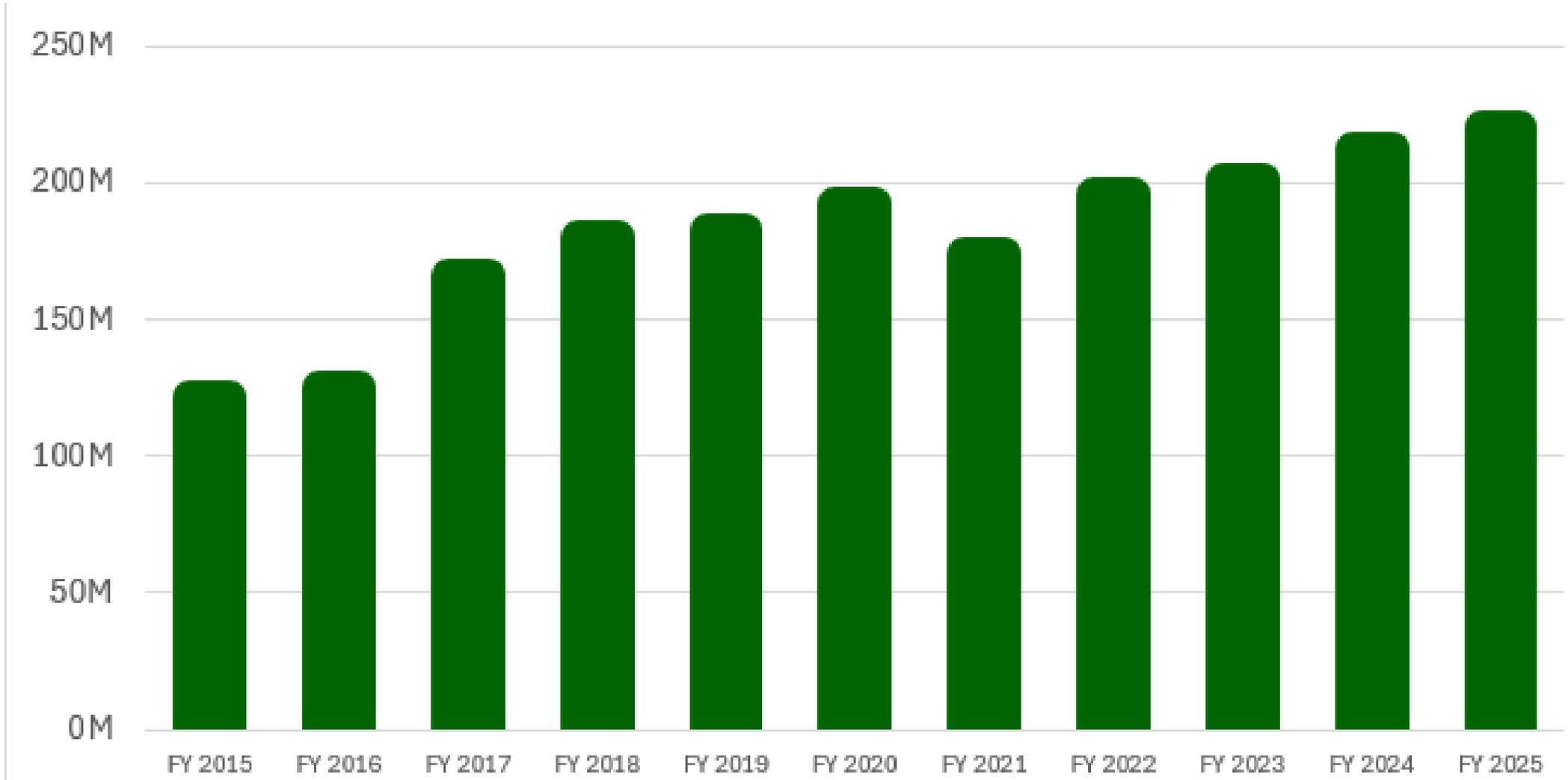
LMIG

- Are Projects eligible for funds?
- Are Projects already on a TIA list?
- Government Seals and Notary Seals
- Cover Letter
- Statement of Final Expenditures Form
- Funds may be rolled up to 3 Fiscal Years

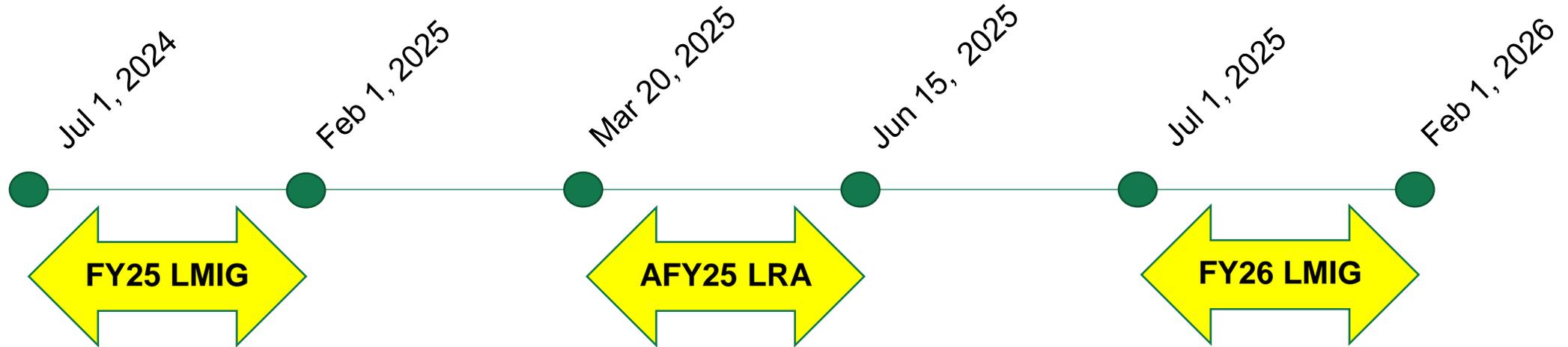




LMIG Annual Allocations



Timeline for Deployment of Funds



Off System Safety Program (OSS)

Striping

Sign Replacement

Rumble Strips

Raised Pavement Markers

Minor Shoulder Widening

Minor Intersection Improvements



Safety Action Plan

State Funded – Safety Action Plan (SAP)

- **LMIG process with the Locals letting**
- **A 10% or 30% Local Match is required**

Off System Safety Program

Federal Funds

- Follows GDOT letting schedule and federal processes
- No local Match is required.
- Field work assistance by locals if resources available
- Projects that can be completed within one year



Quick Response Program

- Identify Needed Projects, Solicit Bids, and Award to the Lowest Bidder
- Built within the Existing Right of Way with minimal Utility and Environmental Conflicts
- Annual Statewide Budget Varies (\$15 Million for FY 2025)
- \$500,000 Maximum Project Budget



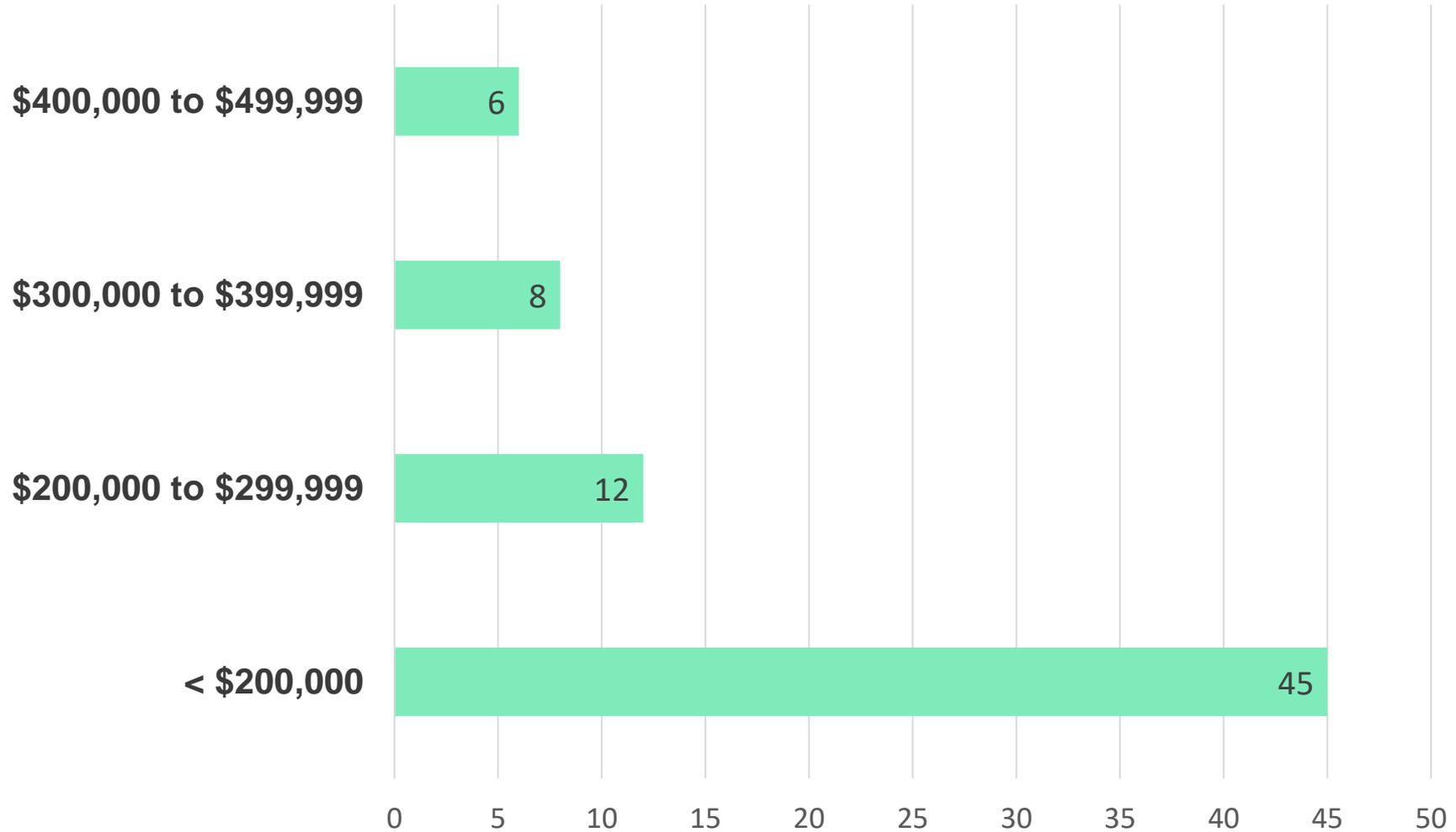
Cobb County – High Intensity Pedestrian Activated Crosswalk on SR 8 at Lindley Middle School



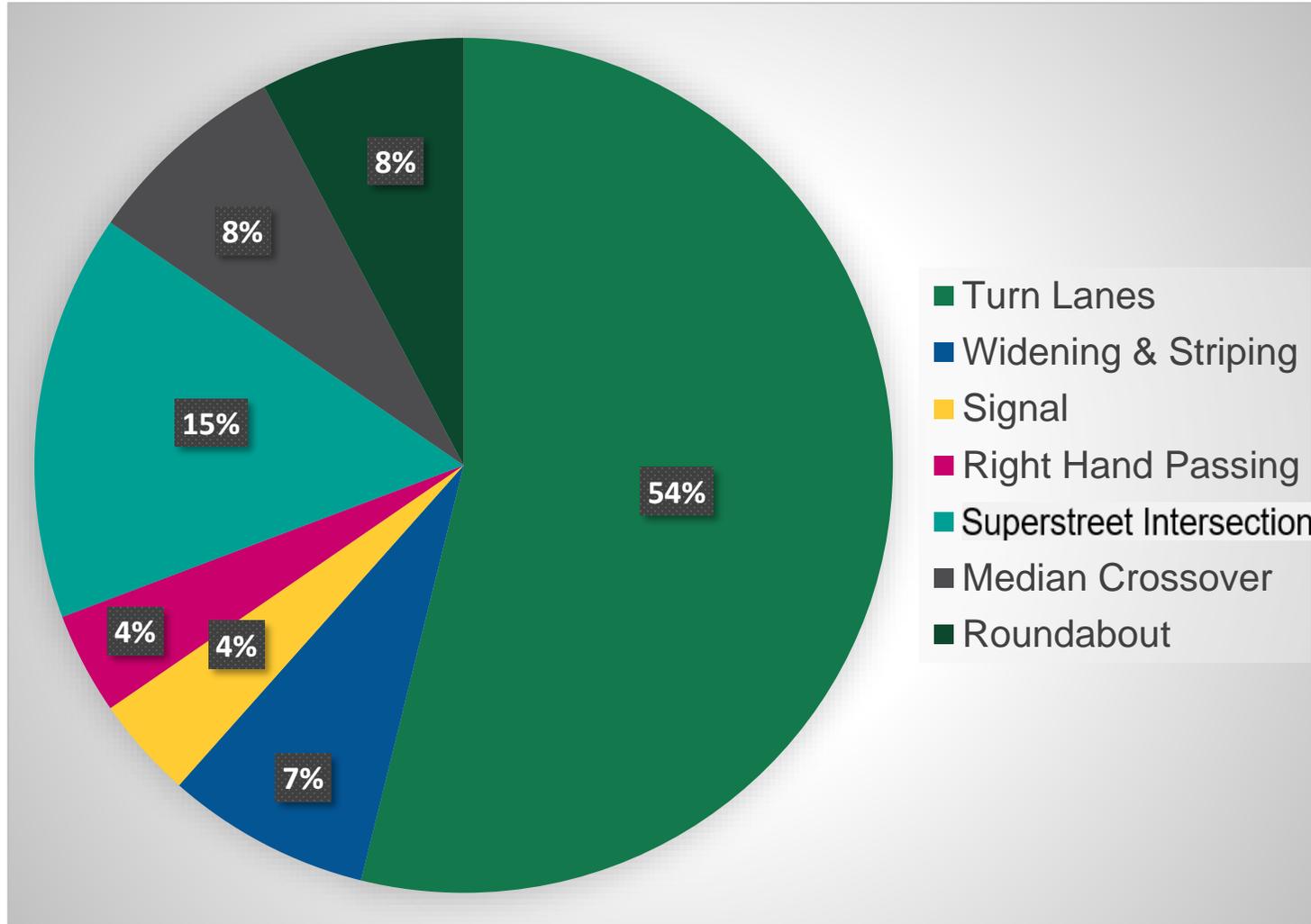
Banks County – Roundabout on SR 59 and SR 63



FY 25 Quick Response Projects



FY 25 Quick Response Projects > \$200,000



Coweta County – SR 14 between I-85 and Bridgeport Parkway



THANK
YOU



STATE TRANSPORTATION BOARD

MARCH 2025 COMMITTEE MEETINGS

March 19, 2025