STATESBORO-BULLOCH

LONG RANGE TRANSPORTATION PLAN

2045

City of Statesboro & Bulloch County

2045 Long Range Transportation Plan

Executive Summary

GMC

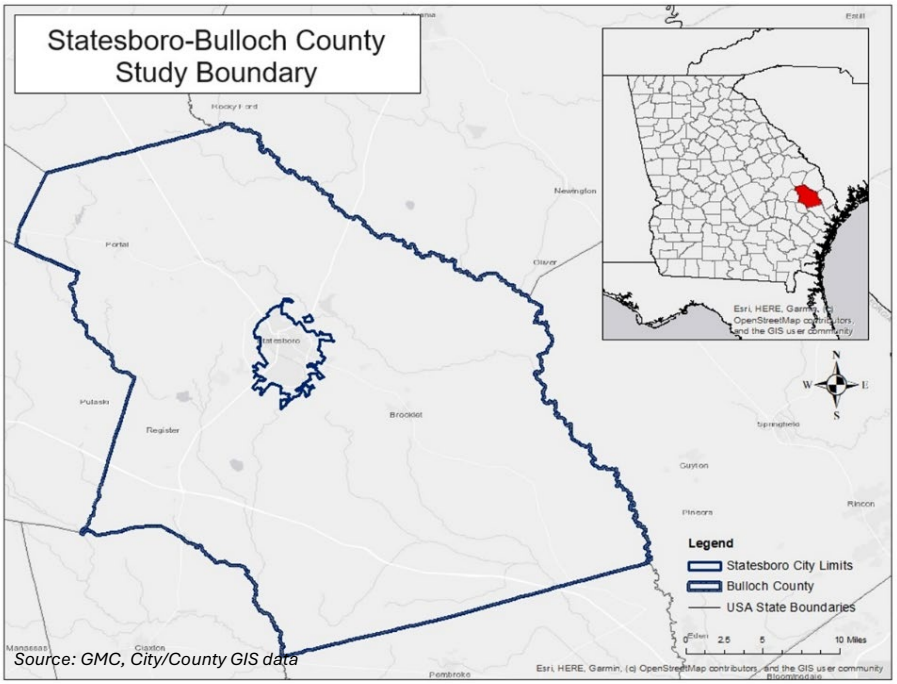
Goodwyn Mills Cawood

MODERN MOBILITY partners

1. Plan Overview, Purpose, Scope, and Plan Contents

Plan Overview

Figure 1: 2045 LRTP Statesboro Bulloch Study Area Boundary Map



The Statesboro-Bulloch 2045 Long Range Transportation Plan is the official multimodal transportation plan developed and adopted for Bulloch County and the City of Statesboro, as well as the cities of Portal, Brooklet, and Register. **Figure 1** shows a map of the 2045 LRTP Statesboro-Bulloch County study boundary. In 2009, Bulloch County and the City of Statesboro approved the 2035 Long Range Transportation Plan (LRTP), which serves as the foundation for this update. Although some priorities have been achieved or adjusted since then, many original objectives remain unchanged. The overall objective of this LRTP is to prove the safety, functionality, and reliability of the existing and future transportation networks in Bulloch County and Statesboro. Additionally, Long Range Transportation Plans serve as the basis for the development of the County's Capital Improvements Plan (CIP) and the City's Strategic Plan, which determine what transportation projects receive funding.

Purpose

The purpose of updating the Long-Range Transportation Plan is to assess all modes of the existing transportation system within the County in order to:

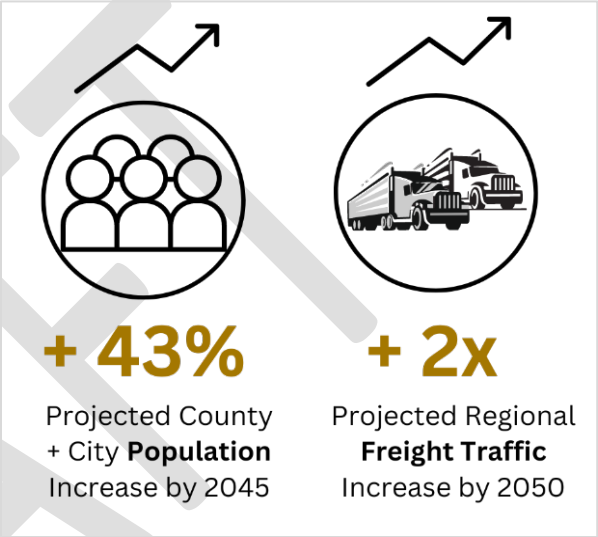
1. **Identify existing and future transportation challenges in the multimodal transportation system (roadways, bridges, bicycle and pedestrian facilities, freight, rail, transit, and airports)**
2. **Develop recommendations for transportation improvements which are supported by the public and the data analysis**
3. **Prioritize projects to be implemented and identify funding possibilities**

Both Bulloch County and Statesboro have experienced steady population growth over the past six decades, however, the next three decades are expected to see much higher growth rates. This is largely due to the Hyundai Motor Group Metaplant located in adjoining Bryan County and the 8,100+ new jobs at the Hyundai plant and its suppliers, many of which are already located in the Bulloch County area. Projections based on the Travel Demand Model indicate that the combined population of Bulloch County and Statesboro could rise by as much as 31,800 individuals within the next 25 years, representing a 43% increase.

Freight traffic is also expected to increase significantly as a result of production at the Hyundai Metaplant and its suppliers, as well as increased activity at the Port of Savannah. According to the Coastal Region Metropolitan Planning Organization (CORE MPO)'s 2023 Coastal Empire Transportation Study, which included Bulloch County in its roadway network assessment, "by 2050, significant portions of nearly all interstates and state routes in the [Coastal Empire] region are projected to double or triple in traffic volume."

As shown in **Figure 2**, the projected increase in population and freight traffic, along with the current issues facing the existing roadway network, all contribute to the significant need for an updated LRTP to effectively guide the current and future investments in Statesboro and Bulloch County's transportation infrastructure.

Figure 2: Population and Freight Traffic Projections, 2045 and 2050



Source: Modern Mobility Partners and Coastal Empire Transportation 2023 Study

Scope

The Statesboro-Bulloch County 2045 Transportation Plan was launched in September of 2023 and adopted on November 19, 2024. At the time of this plan's development, Bulloch County was not classified as a Metropolitan Planning Organization (MPO). A Metropolitan Planning Organization (MPO) is a transportation policy-making organization that is formed to oversee transportation planning and funding for an urbanized area with a population of 50,000 or more. As Bulloch County and Statesboro continues to grow, it fast approaches the population threshold for an MPO. For this reason, the Statesboro-Bulloch 2045 Long Range Transportation Plan (LRTP) is structured to closely resemble the standards of an MPO LRTP. The LRTP contributes to the County Capital Improvements Plan (CIP) and City Strategic Plan.

Further, it is important to note that this plan, particularly the existing conditions data and maps, reflects the most accurate information available at the time of its creation. Due to the rapid and ongoing growth in Bulloch County and Statesboro, additional data and information continue to emerge after the completion of the plan. This LRTP update is intended to represent the current conditions at the time the plan was developed. It is recommended that Bulloch County and Statesboro continuously assess and update transportation strategies and address this new information in future planning efforts, updates, or amendments to the LRTP as appropriate. It is

essential that leadership continues to monitor and adapt to emerging trends and data, ensuring a transportation system that is both sustainable and responsive to the community's evolving needs.

A primary goal of this plan update, which is also a federal standard for MPOs, is to identify and validate local community visions and priorities, incorporating feedback from all transportation users through a continuing, cooperative, and comprehensive public engagement process. To this end, many public engagement strategies were utilized to reach as many people as possible whether in person at public open house workshops, stakeholder meetings, public hearings, various local organization meetings, or online through the survey and project website. In addition to public engagement efforts, the LRTP update:

- Documented current transportation conditions within the Statesboro-Bulloch Study Area
- Evaluated both current and future transportation needs
- Proposed projects to address the identified needs
- Prioritized projects based on how well each project promoted the identified needs, goals, objectives, and public feedback
- Developed a short, medium, and long-term project implementation plan according to existing and potential funding.

LRTP Plan Contents

The 2045 LRTP document is a summary of the key findings and recommendations identified in the extensive plan development process. The five sections in the Appendix provide more in-depth data and analysis on the Community Engagement process and efforts, Existing Conditions analysis, Goals and Objectives identification process, Project Prioritization process, and the Travel Demand Model. The LRTP Update consists of the following chapters:

- **Chapter 1: Introduction** provides an overview of the purpose, scope, and study area of the LRTP.
- **Chapter 2: Existing Conditions** describes key findings from data collection on existing community health, demographics, land uses, vehicular and alternative modes of transportation facilities, roadway network inventory, traffic/capacity analysis and more. Detailed information can be found in the “Existing Conditions” section of the Appendix.
- **Chapter 3: Travel Demand Model (TDM)** explains the purpose of a TDM and summarizes the results of the model, which is used in the project prioritization process. More detailed information on the TDM as well as Congestion Management Strategies can be found in the “Travel Demand Model” section in the Appendix.
- **Chapter 4: Public Involvement** describes the public engagement strategies and methods employed as well as summarizes the public input received throughout the planning process. More in-depth information such as full survey responses, public open house exercise results and summaries, Technical Advisory Committee meeting summaries and more can be found in the “Public Involvement” section of the Appendix.
- **Chapter 5: Goals & Objectives** outlines a strategic vision for the future of transportation in Bulloch County and the City of Statesboro, structured around six overarching goals.

- **Chapter 6: Project Prioritization** describes the framework, steps and criteria involved in prioritizing the universe of recommended projects that was developed based on a data-driven needs assessment, public feedback, and a thorough review of state, regional, and local transportation plans.
- **Chapter 7: Recommendations** identifies funding sources for the operation, maintenance, and construction of prioritized projects and programs within the study area, providing planning-level cost estimates and an implementation plan.
- **Chapter 8: Conclusion** provides a summary of each chapter within the LRTP.
- **Chapter 9: References** provides a list of sources cited within the plan.

Acronyms

The following acronyms are utilized throughout the LRTP executive summary:

AADT: Annual Average Daily Traffic
ADA: Americans with Disabilities Act
AMC Employment: Agriculture, Mining and Construction
E+C Projects: Existing and Committed Projects
EJ: Environmental Justice
FEMA: Federal Emergency Management Agency
FY: Fiscal Year
GDOT: Georgia Department of Transportation
IRI: International Roughness Index
LMIG: Local Maintenance & Improvement Grant
LOS: Level of Service
LRTP: Long Range Transportation Plan
MPO: Metropolitan Planning Organization
MTCUW Employment: Manufacturing & Transportation, Communication, Utilities, and Warehousing
NHS: National Highway System
ROW: Right-of-Way
SE Data: Socio-Economic Data
STIP: State Transportation Improvement Program
STRAHNET: Strategic Highway Corridor Network
TAC: Technical Advisory Committee
TAP: Transportation Alternative Program
TAZ: Traffic Analysis Zone
TDM: Travel Demand Model
TSPLOST: Transportation Special Purpose Local Option Sales Tax
FHWA: Federal Highway Administration

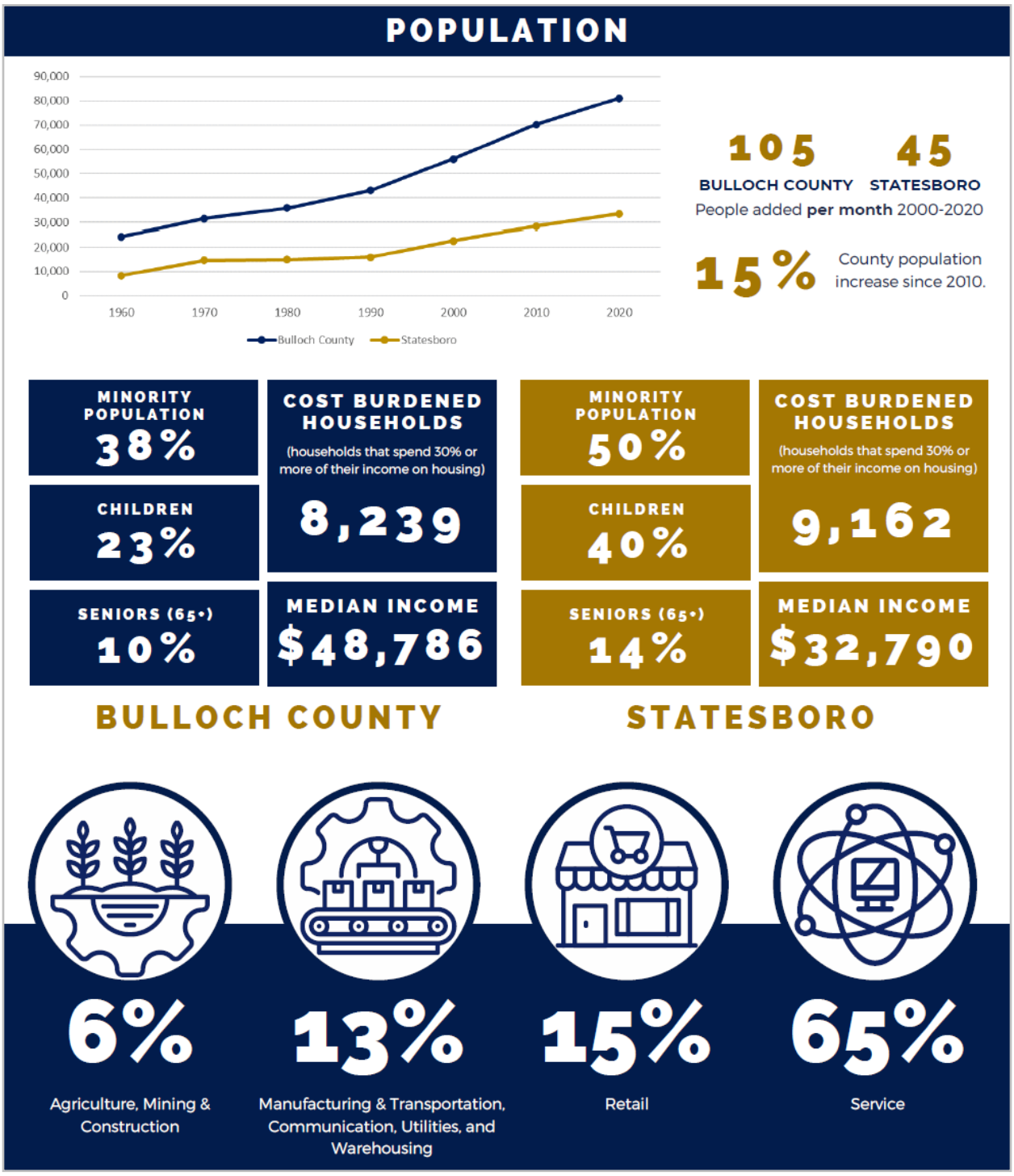
2. Existing Conditions

A thorough review of existing conditions was conducted to update the data from the former 2009 LRTP and ensure that the updated LRTP reflects the most current needs and conditions facing the existing transportation network. Included in this collection of data on Bulloch County and Statesboro are demographics such as population, age, socioeconomic status, and populations needing special consideration for the sake of environmental justice.

In addition to demographic information, existing and future land uses, past and current transportation plans for the region, emerging technology and major developments were reviewed for their impact on the roadway network in the future. Lastly, a review of all modes of transportation and the current pressures on the roadway network were identified. Data was collected on the

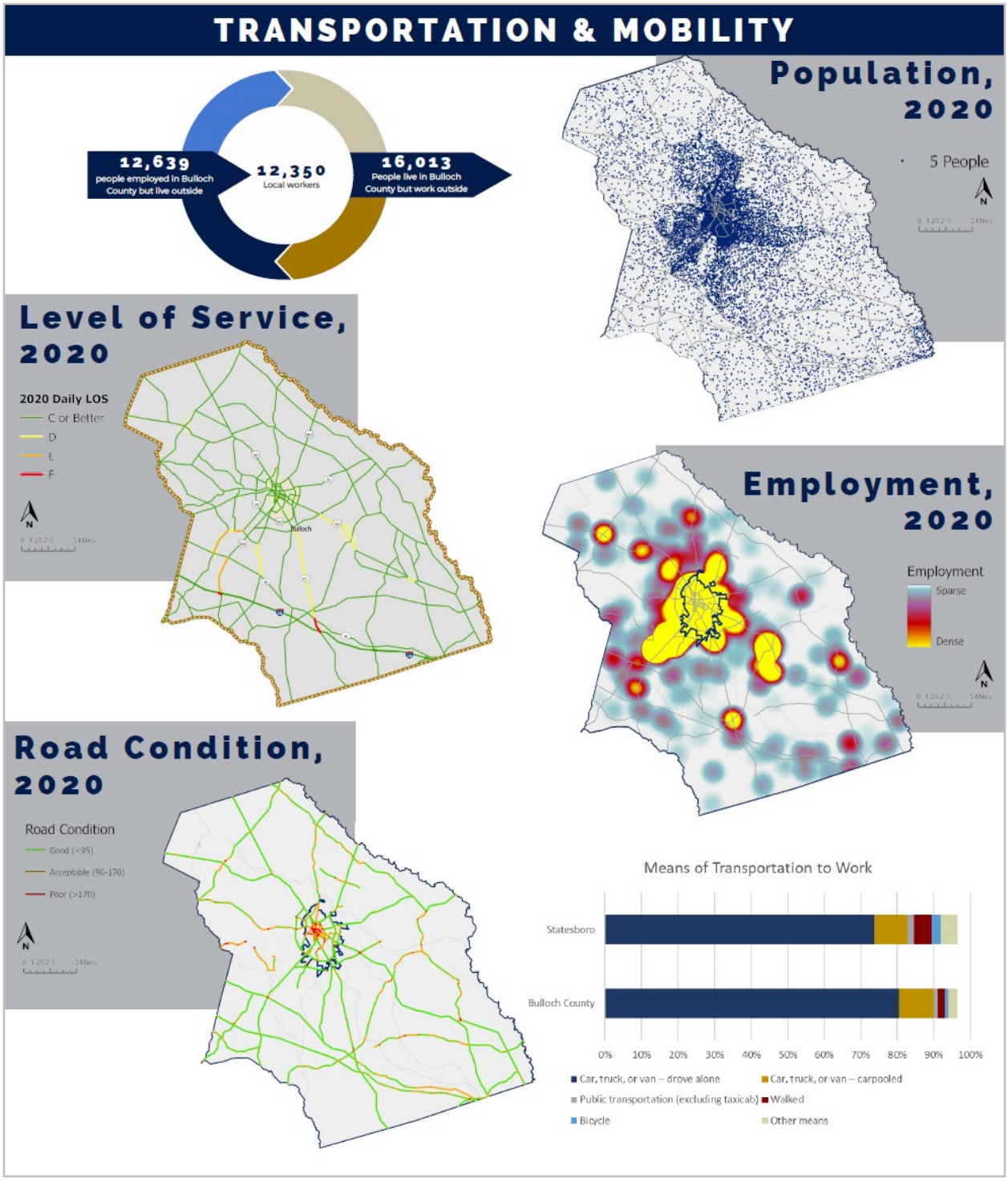
existing functional classification of roads, Level of Service (LOS), connectivity to public facilities, public transportation, commuting patterns, freight movement and railroads, airport facilities, bicycle and pedestrian facilities, bridges, and safety data. **Figures 3, 4**, and **5** show a summary infographic of the existing conditions data collected for the LRTP.

Figure 3: Existing Conditions – Demographics Infographic Summary



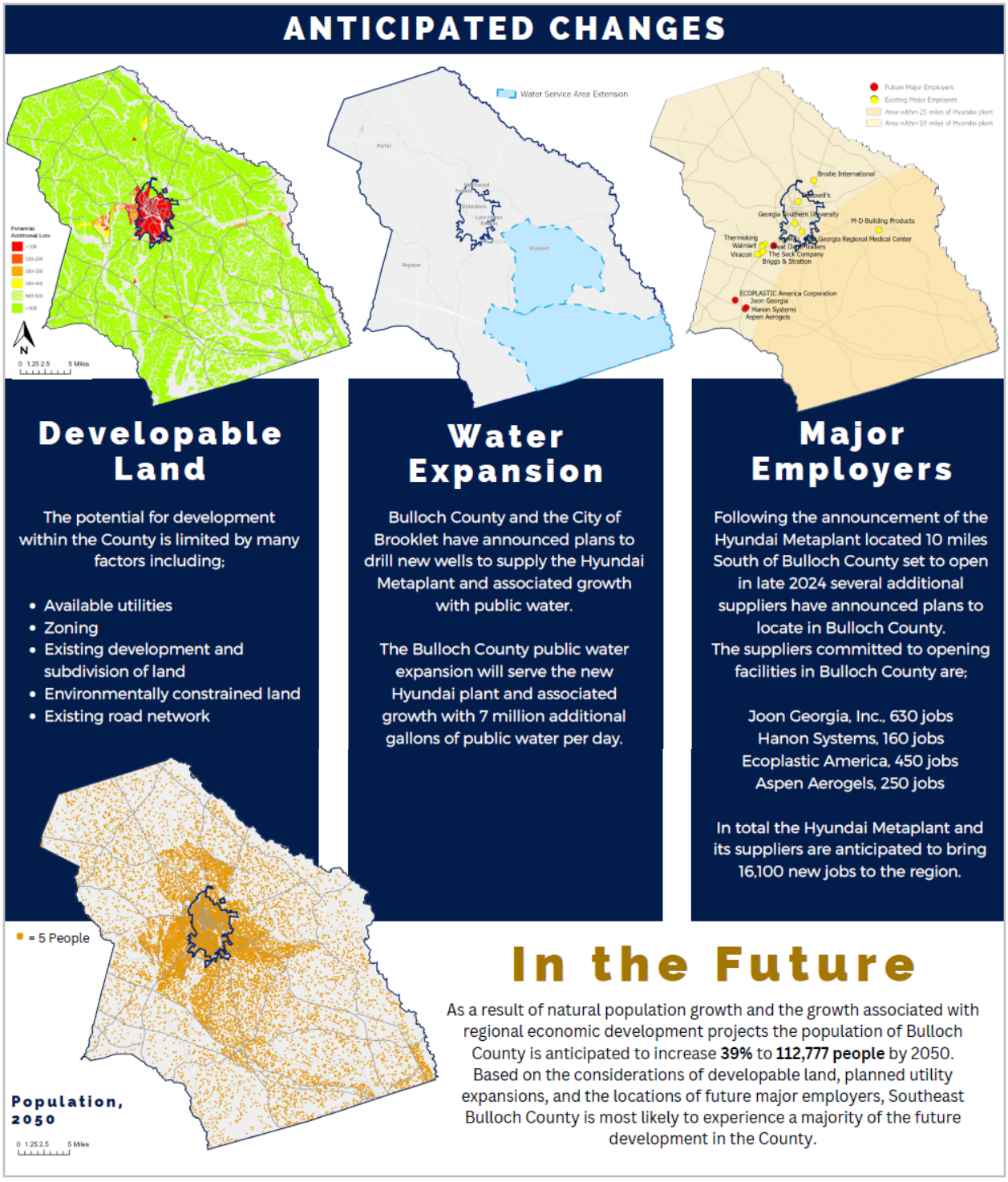
Source: GMC, U.S. Census Bureau

Figure 4: Existing Conditions – Transportation and Mobility Infographic Summary



Source: GMC, U.S. Census Bureau

Figure 5: Existing Conditions – Anticipated Changes Infographic Summary



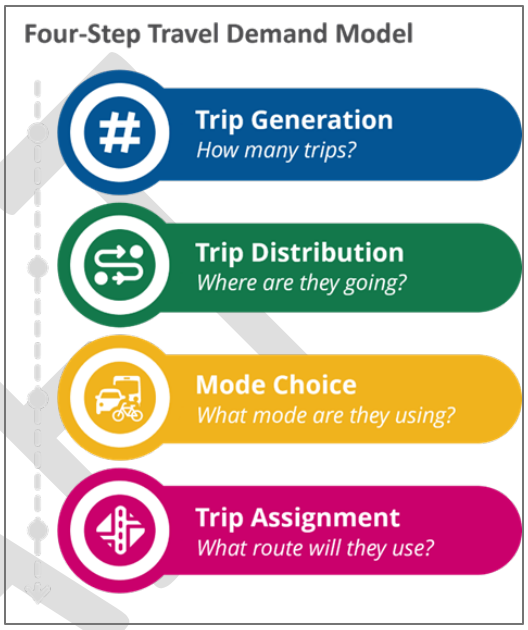
Source: GMC, U.S. Census Bureau

3. Travel Demand Model (TDM)

This chapter explains the purpose and methodology behind the Travel Demand Model and summarizes the results of the model. The purpose of the TDM development is to assist in the evaluation of future travel conditions and deficiency analysis in the study area. The TDM process includes three elements: 1) model inputs, 2) a series of models conducting mathematical procedures, and 3) model outputs.

Travel Demand Model (TDM) inputs are based upon the roadway system, land use and demographic or social-economic (SE) data, including population, household, employment by type, college and K-12 enrollments, and median household income. Future year projections of SE data are based on existing land uses including land development, as well as region-wide forecasts of population, households, and employment. Future year forecasts also consider planned major transportation improvements. It is in this area of TDM development that land use and community planning are connected to the transportation planning process. SE data and the highway network serve as the basic inputs to the TDM.

Figure 6: TDM 4-Steps Graphic



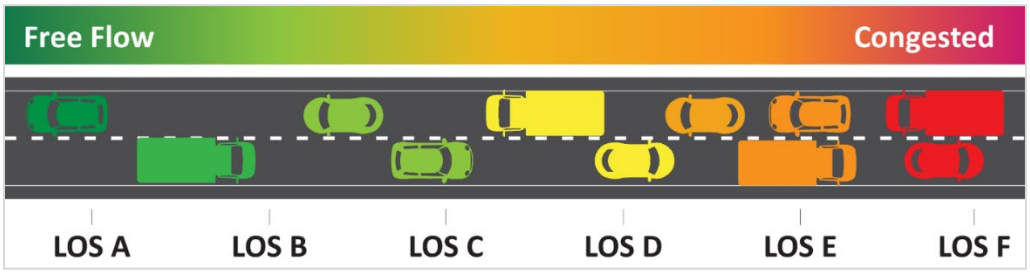
Source: Modern Mobility Partners

Using the inputs described above, a series of models are run to determine mathematical procedures needed for forecasting travel demands. The typical 4-step TDM, outlined in **Figure 6,** forecasts travel demands are based on the following steps: 1) trip generation, 2) trip distribution, 3) mode choice, and 4) trip assignment.

The outputs of the TDM forecast traffic volumes and other traffic metrics (i.e., travel speeds, travel time, congestion levels, etc.) of the transportation network. These metrics can be used to help identify transportation system deficiencies. TDMs are often used to assist in prioritizing transportation projects as well. One of the most commonly used metrics for measuring traffic flow conditions is Level of Service (LOS).

The LOS of a road is a qualitative measure of traffic flow describing operating conditions. The FHWA defined six LOS categories, A to F, to describe roadway operating conditions, with LOS A representing the best operating conditions and LOS F representing the worst operating conditions. **Figure 7** below illustrates the different levels of service, LOS A to LOS F.

Figure 7: Levels of Service (LOS) A – F Graphic



Source: Modern Mobility Partners

Once input data for 2020, (also referred to as the Base Year in this analysis) was validated and confirmed, the model was able to forecast future traffic conditions for 2045. To simulate future travel demand in Bulloch County, the following information was updated based on the information:

- 2045 Highway Network;
- 2045 Socioeconomic (SE) Data; and
- External Station Traffic Forecasting.

2045 Highway Networks:

The TDM was able to forecast the traffic conditions for the future year 2045 using roadway network scenarios. The 2045 Bulloch County networks include network scenarios based on the inputs from Bulloch County existing and fiscally committed projects and their updated 2045 LRTP. Two future networks were considered in the model:

- **The 2nd Network - Existing and Committed (E+C) Projects:** This network includes both Do-Nothing Network and any projects that have been fiscally committed. Here, Do-Nothing Network refers to 2020 base year network plus any projects that either opened to traffic since 2020 or are currently under construction.
- **The 3rd Network – LRTP Financially Constrained Projects:** This network includes capacity adding projects identified in the 2045 LRTP universe of projects.

There was a total of 3 capacity adding projects in both network scenarios. **Table 1** lists the projects coded in the corresponding networks:

Table 1: Projects List for 2nd and 3rd

Scenario	Project
2nd Network – 2045 Existing and Committed Projects	Widen Hwy 80 from 2 lanes to 4 lanes
	Widen I-16 from 4 lanes to 6 lanes
3rd Network – 2045 LRTP Projects	Bridge widening at SR-67 and I-16

Source: Modern Mobility Partners

2045 SE Data Projections

The 2045 SE data was used as input into the TDM to forecast the number of future year trips. **Table 2** shows SE data comparison between 2020 and 2045 for the entire TDM area:

Table 2: SE Data Comparison between 2020 and 2045

	2020	2045	% Change
Population	73,812	105,622	43%
Household	29,747	44,312	49%
Total Employment	24,617	46,635	89%
AMC Employment	1,523	3,061	101%
MTCUW Employment	3,299	7,290	121%
Service Employment	16,050	31,674	97%
Retail Employment	3,745	4,610	23%
K-12 Enrollment	11,817	15,854	34%
College Students	21,296	22,496	6%

Source: Modern Mobility Partners

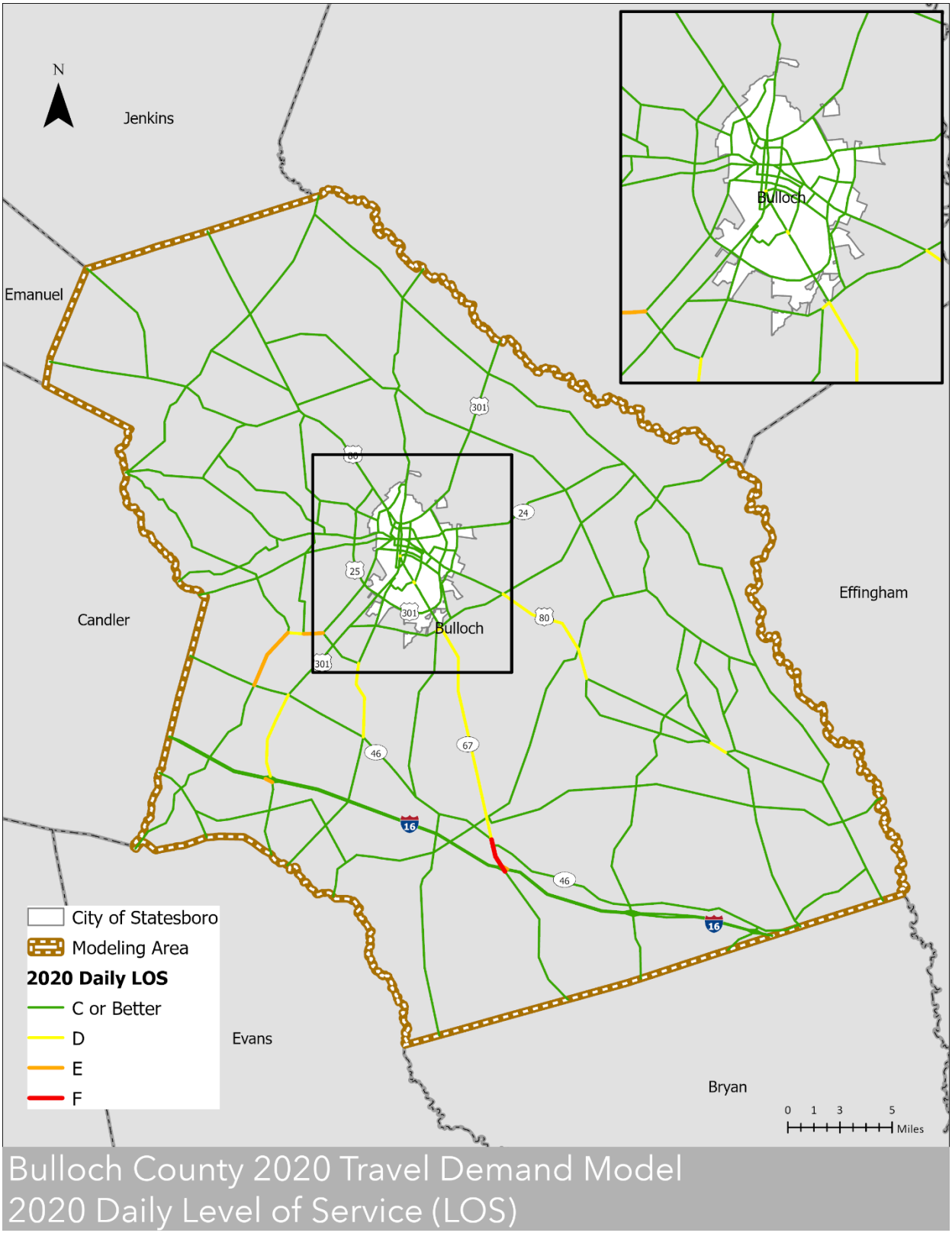
External Station Traffic

External Stations are traffic monitoring devices placed in specific locations on the edges of a study area or network where traffic enters or exits the study area roadway system. These stations gather information on the vehicle flow, speed, traffic volume and other traffic-related metrics on the edge of the study area, which is used to assume traffic data and patterns for segments within the study area. There are 26 external stations in Bulloch County. The year 2045 external station traffic was estimated based on historic AADT trends at the external stations where traffic count data was available as well as growth rates of surrounding TAZs. The available 2019 traffic count data, including annual average daily traffic and truck percents at or near the external stations, were obtained and coded for each external station. Professional judgment was also used during the estimation process.

Model Output – LOS

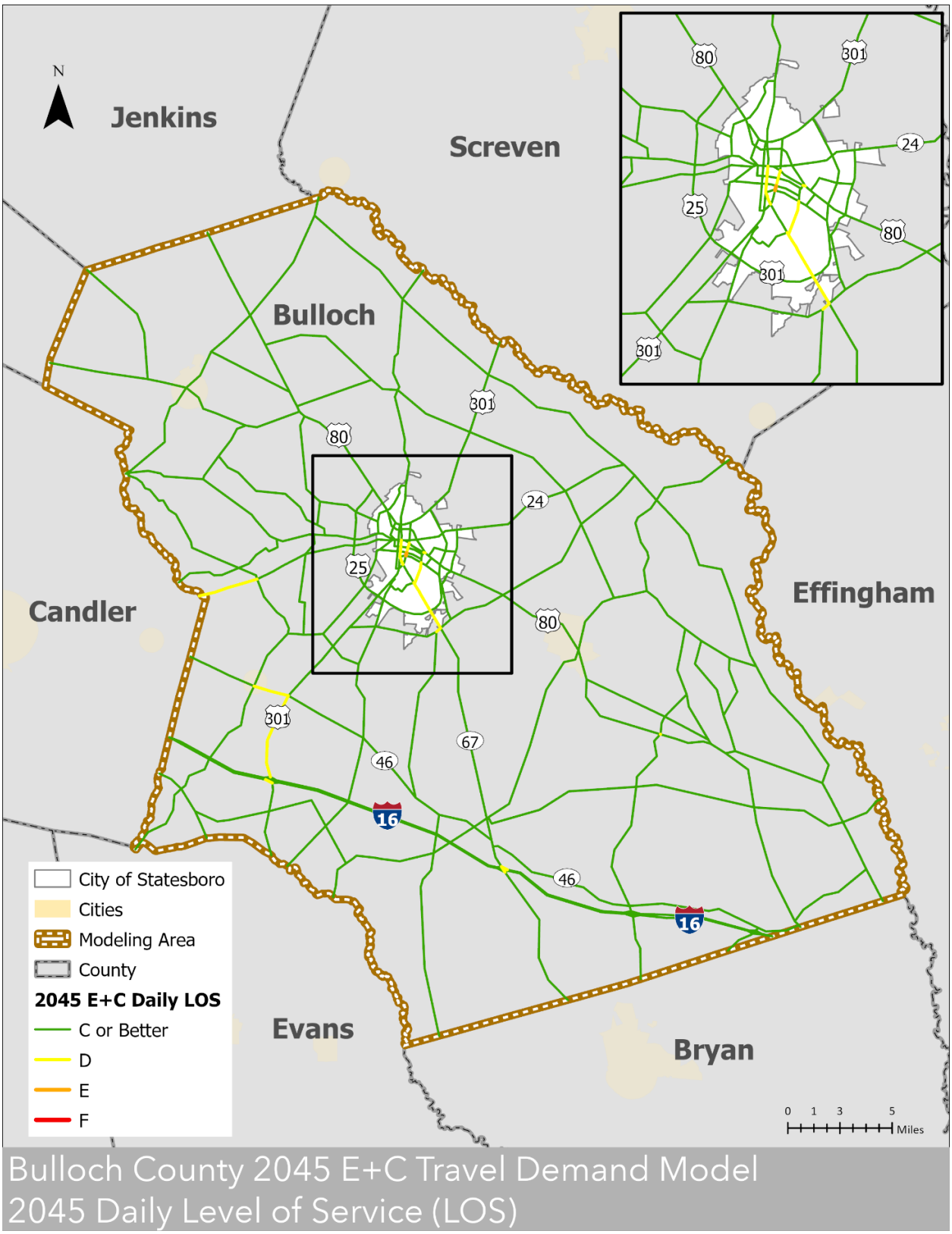
The final output results of the Travel Demand Model run for Bulloch County network scenarios in 2020 and 2045 revealed overall positive improvements in Level of Service (LOS) for Bulloch County, but a slightly higher increase in traffic congestion for Statesboro. See **Figure 8** for the 2020 Base Year Daily LOS map, and **Figure 9** and **10** for the 2045 E+C and LRTP Daily LOS maps.

Figure 8: Bulloch County 2020 Travel Demand Model Daily LOS Map



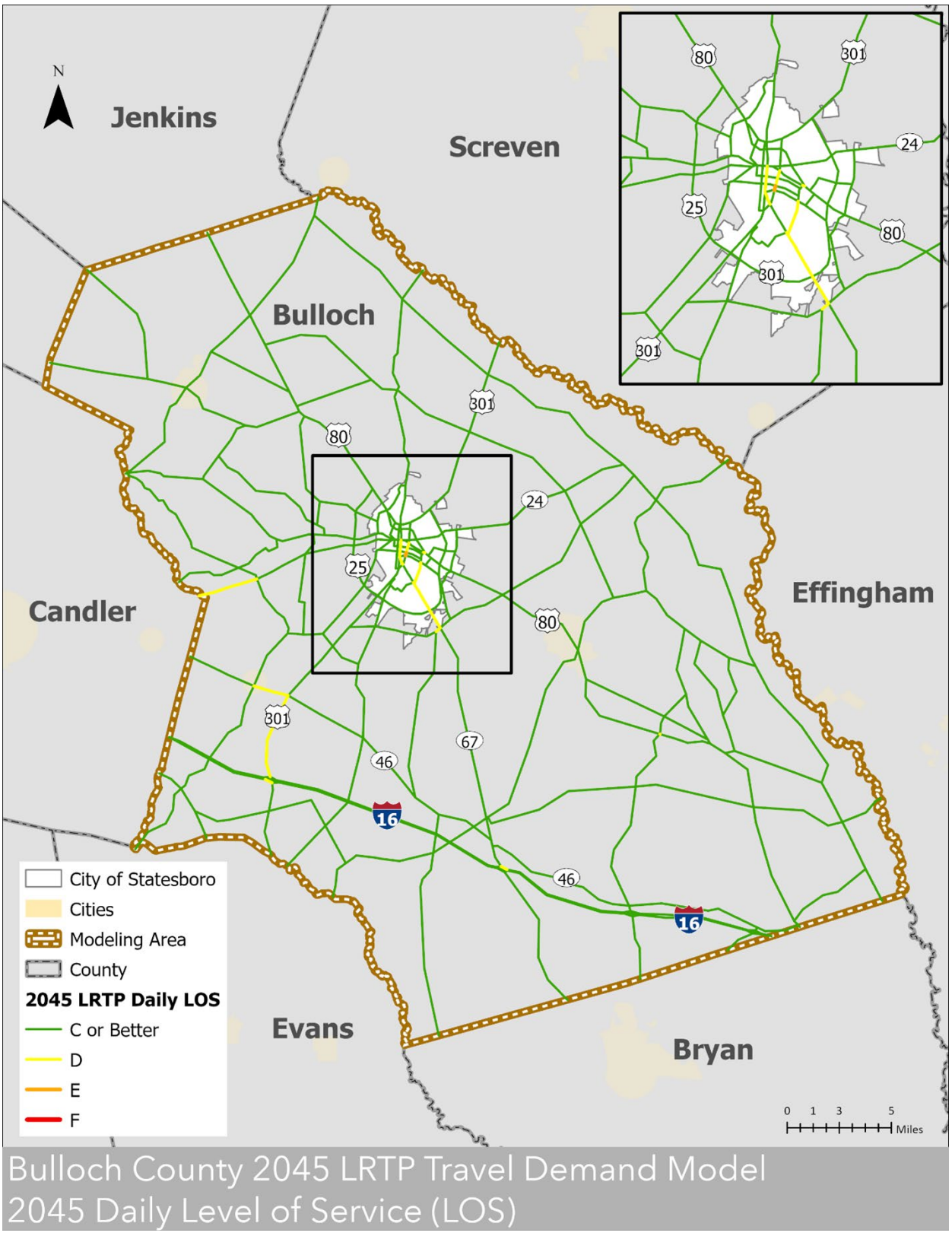
Source: Modern Mobility Partners

Figure 9: The 2nd Network - 2045 Existing + Committed Travel Demand Model Daily LOS Map



Source: Modern Mobility Partners

Figure 10: The 3rd Network - 2045 LRTP Travel Demand Model Daily LOS Map:



Source: Modern Mobility Partners

LOS Improvements from 2020 to 2045 TDM

The 2020 Daily LOS map showed significant traffic congestion on Hwy 67 between Statesboro and I-16 with an LOS of D and E, which almost completely improved to an LOS of C or better in 2045 with the exception of a small portion of the I-16/67 intersection, which went from an LOS F in 2020 to an LOS of D in 2045. Another portion of the 2020 LOS map which improved from an LOS of D and E in 2020 to an LOS of C or better in 2045 was Cypress Lake Rd. from the Town of Register to AJ Riggs Rd. In 2020, the segment of Highway 80 between Burkhalter Rd and the Town of Brooklet and the segment of Highway 80 that ran alongside the Stilson area between GA Highway 119 and Stilson Rd. had an LOS of D, and in 2045 those same segments improved to an LOS of C or better.

LOS Regressions from 2020 to 2045 TDM

The most significant regression in LOS between 2020 and 2045 can be seen in the City of Statesboro, likely due to the increase in population projected for the city in the next 20 years. In 2020, almost the entire roadway network in Statesboro had excellent level of service with an LOS of C or better, with the exception of two major intersections of Hwy 67 (Fair Rd) and Gentilly Rd, near the southeast corner of the Georgia Southern Campus, and Hwy 67 (Fair Rd) and Brannen St, and S. Main St with an LOS of D. In the 2045 forecast, the whole segment of Hwy 67 (Fair Rd) between Burkhalter Rd. and Gentilly was designated with an LOS of D, along with the segments of Gentilly Rd. to Brannen St. and S. Main St and W. Main St. Lastly, S. Zeterrower Ave. from Savannah Ave. to E Jones Ave. went from an LOS of C or better in 2020 to an LOS of D in 2045, and the segment of S. Zeterrower Ave. between E. Jones Ave. and Brannen St. went from an LOS of C or better in 2020 to an LOS of E in 2045.

The Bulloch County roadway network only saw two areas of slight LOS regression between 2020 and 2045, with both going from an LOS of C or better in 2020 to an LOS of D in 2045. Those two areas were a segment of Pulaski Rd. from the west County border to Old Riggs Mill Rd. and the segment of Hwy 46 from US Hwy 301 S to Kennedy Bridge Rd. in the Town of Register.

What the Bulloch County TDM Cannot Provide

Because of its aggregate nature and regional scope, the Bulloch County Travel Demand Model is not designated to forecast the following metrics:

- The peak hour or peak period travel demands.
- The freight demands.
- The number of bicycling and walking trips.
- The logical termini determination.

TDM Results Conclusions.

In conclusion, the Travel Demand Model results showed that, given the projected 2045 SE data and highway network, the three capacity adding transportation projects would mostly improve Bulloch County's level of service from 2020 to 2045. The slight regression in Statesboro's LOS is likely due to the natural increase in traffic flow as a result of natural population growth as opposed to the impact of the 2045 transportation projects.

4. Public Involvement

Extensive public engagement was integral to this planning process as was incorporating feedback from the general public and key stakeholders on the most critical transportation needs. Outreach methods included multiple public workshops, stakeholder interviews, City Council and County Commission meetings, a project website, and a survey. Efforts were made to ensure that Environmental Justice communities were actively included in the engagement process and considered in project prioritization. The aim was to maximize public input and integrate public priority as a metric used to score and prioritize projects.

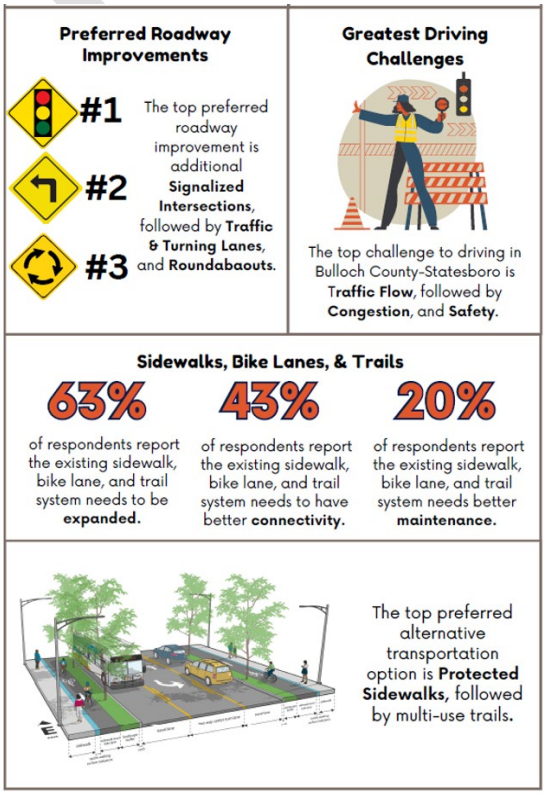
Summary of Public Involvement Results

Effective and inclusive community engagement is essential to the long-range transportation planning process, ensuring that the plan reflects diverse perspectives and establishes actionable goals.

The planning team prioritized two main objectives: 1) to encourage broad resident participation and 2) to actively listen to and document community feedback. This input, combined with the analysis in the Existing Conditions section, was used to identify key community priorities. Detailed records, including sign-in sheets, meeting agendas, TAC member lists, and data reports, are available in the Appendix. The outcomes of this engagement are summarized in the Findings + Themes subsection.

The online survey was designed to solicit feedback from residents on various transportation topics and issues. Open for approximately two and a half months between September 13 to November 27, 2023, the survey garnered responses from a total of 1,000 participants. Key issues identified by survey participants were "Traffic and Congestion," "Signal and Design Issues," and "Safety Issues." A significant 61% of respondents felt that streets in Bulloch County and Statesboro need more maintenance. The top driving challenges were safety concerns, traffic flow issues, and navigation difficulties. When asked about usage of alternative transportation options if available near them, 77% of respondents said they would use alternative transportation options if available, with 63% noting a need for expanded and better-connected sidewalks, bike lanes, and trails. The most desired future improvements were "Protected Sidewalks" (28%), "Multi-Use Trails" (24%), and "Sidewalks Adjacent to Streets" (16%). **Figure 11** shows an infographic summary of select survey results.

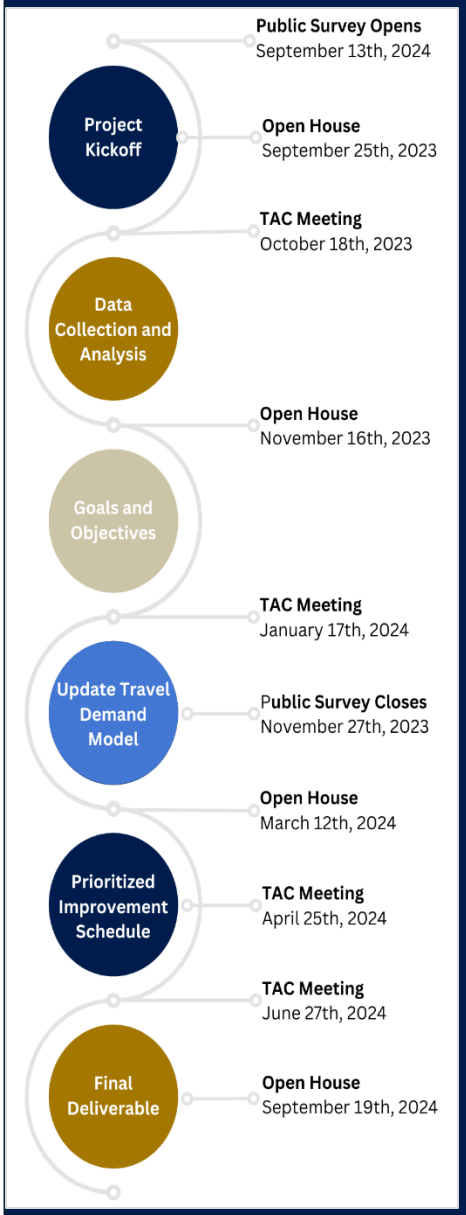
Figure 11: Survey Results Summary



Source: GMC

The four Public Open House Workshops held throughout the process included interactive engagement exercises on various transportation topics. At these workshops, attendees had the opportunity to share critical information needed to shape the plan as well as voice any questions or concerns related to transportation. The trip mapping exercise illustrated that most participants traveled to Statesboro for work, shopping, and recreation, highlighting key traffic areas. The transportation needs mapping exercise showed that congestion was a pressing concern in Statesboro, while poor road conditions were a primary issue in the County.

Figure 12: LRTP Project Timeline



Source: GMC

The Technical Advisory Committee (TAC) is composed of 18 members, including representatives from City and County staff as well as key stakeholders such as the Board of Education, the Chamber of Commerce, the Georgia Department of Transportation (GDOT), and Georgia Southern University. The TAC was instrumental in the development, review, and prioritization of projects within the Universe of Projects. Additionally, the TAC contributed to the formulation of Goals & Objectives, project prioritization criteria, and funding strategies for implementing the Long-Range Transportation Plan (LRTP). Regarding the TAC's input on Goals & Objectives, "Roadway Operations" was ranked as the highest priority goal along with its corresponding objective of "Implement intersection improvements at key congested locations."

Throughout all outreach methods for the Statesboro-Bulloch LRTP planning process, all public input received collectively identified the following transportation priorities:

- **Highest Priority** - "Improving traffic congestion/connectivity"
- **Medium Priority** – "Expanding sidewalks, bike lanes, and multi-use trails"
- **Lowest Priority** - "Expand transit options" as the lowest priority.

Detailed results of all public involvement activities and results are documented in the "Public Involvement" section of the Appendix.

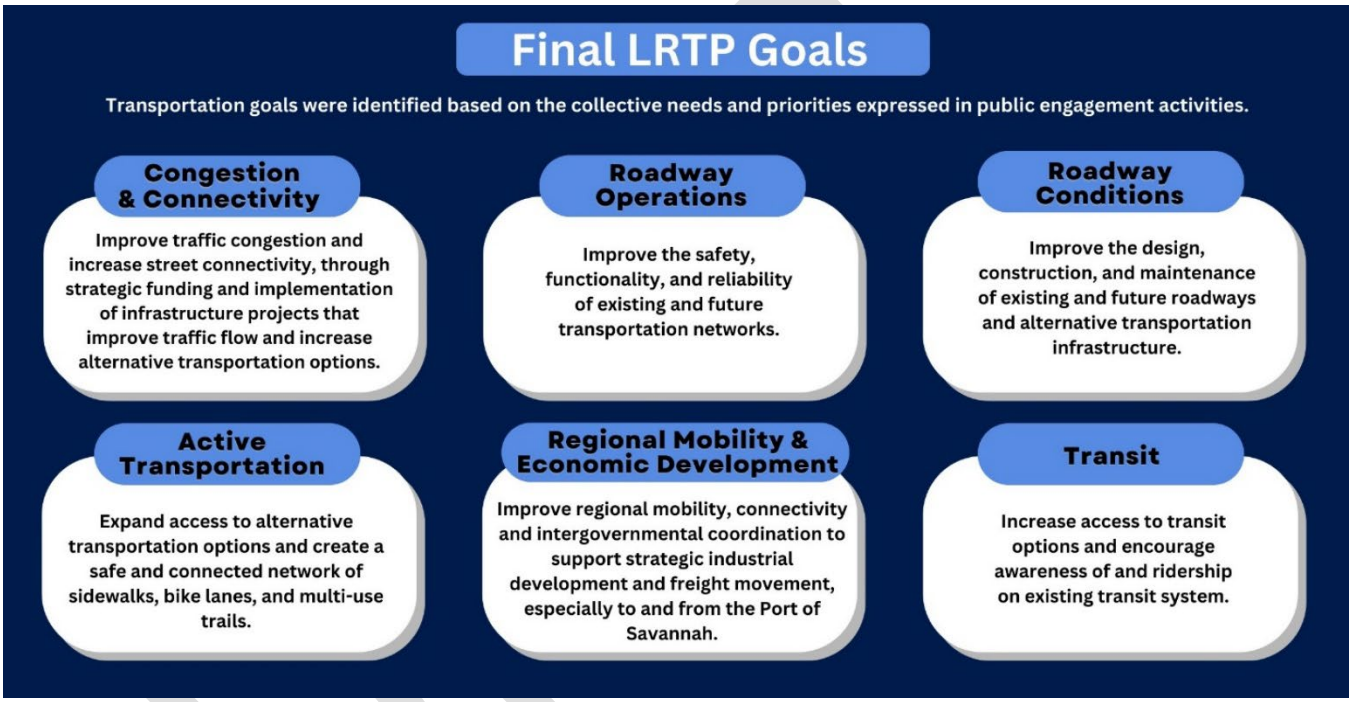
Summary of Public Involvement Activities

A total of four Public Open House Workshops and four TAC meetings were held at various locations throughout the County and Statesboro to gather public input throughout the planning process, as well as an online survey. **Figure 12** illustrates the project timeline.

5. Goals & Objectives

This section of the plan refines and articulates the 2045 LRTP Goals and Objectives, drawing from the previous 2035 LRTP and incorporating national guidelines, statewide frameworks, and local aspirations gained through public and stakeholder engagement. Goals represent broad aspirations that may be abstract and difficult to measure, often addressing overarching themes. Objectives are specific, measurable steps designed to advance the achievement of these goals, with multiple objectives typically supporting each goal. This report outlines a strategic vision for the future of transportation in Bulloch County and the City of Statesboro, structured around six overarching goals (see **Figure 13**).

Figure 13: LRTP Goals



Source: GMC

These goals are designed to guide the development of the transportation network, with each project being assessed against these goals and other priorities. Projects are scored and ranked in part based on their alignment with the established goals and their contribution to the overall transportation vision.

For a list of each Goal's corresponding objectives, see Chapter 4: Goals & Objectives in the full plan.

6. Project Prioritization

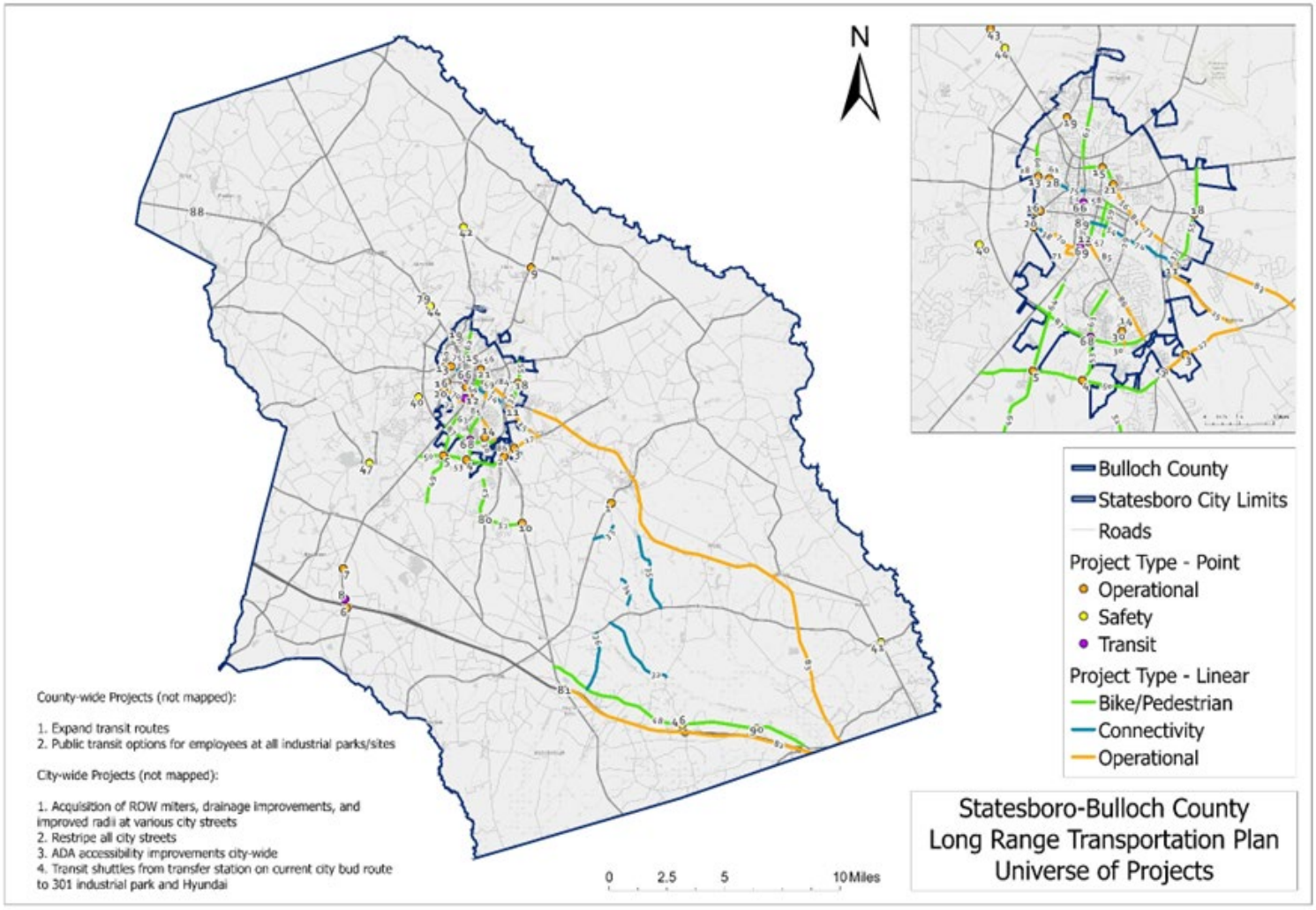
This section integrates input from the public engagement process, travel demand model results, and identified goals to establish an objective scoring system for prioritizing projects. The prioritization criteria were applied to all projects within the Universe of Projects to determine their relative priority.

The project prioritization process aims to evaluate how effectively each project supports the goals and objectives outlined in this report. This process employs a three-step methodology to prioritize projects:

1. **Drafting the Universe of Projects**: The project team, along with City and County staff, developed a preliminary list of potential projects based on a data-driven needs assessment, public feedback, and a thorough review of state, regional, and local transportation plans. This list, known as the Universe of Projects, includes potential improvements categorized by type—such as operational, connectivity, safety, bike and pedestrian, or transit enhancements. It serves as a non-fiscally constrained compilation of all identified needs.
2. **Development of Scoring Methodology**: A scoring methodology was created to evaluate projects based on 23 criteria. The criteria assess each project's alignment with the six defined goals, as well as additional factors such as environmental impact, equity, and feasibility. Metrics related to these criteria are used to assign scores to each project.
3. **Project Scoring and Ranking**: Each project was evaluated against the established criteria, resulting in a numerical score. Scores could potentially range from -11 to 63, with higher scores indicating higher project priority. Projects are then classified into priority categories: Very High Priority (top 25% of scores), High Priority (50%-75% range), Medium Priority (25%-50% range), and Low Priority (bottom 25%).

Figure 14 below shows a map of the Universe of Projects, which consists of 87 potential projects that have been identified in the LRTP plan. Again, the Universe of Projects serves as a non-fiscally constrained compilation of all identified needs. Once each project is evaluated using the Project Prioritization Matrix, a priority can be assigned to each project, which will inform the financially constrained project list.

Figure 14: Universe of Projects Map for Statesboro and Bulloch County



Source: GMC

Table 3 below is the comprehensive Project Prioritization Criteria Matrix. Each project within the Universe of Projects was evaluated against each metric, resulting in a total score that was utilized for prioritization. Detailed descriptions of each metric are provided in the "Project Prioritization" Section of the Appendix.

Table 3: Project Prioritization Matrix

Congestion & Connectivity				
Metric 1: Reduction of Vehicle Hours Traveled Source: MMP Travel Demand Model	Percent improvement over base year:			Projects that reduce the time people spend driving should be highly encouraged.
	>-15%	4		
	-10%--15%	3		
	-5%--10%	2		
	<-5%	1		
	Does not improve	0		
	Increases VHT	-1		
Metric 2: Level of Service Source: MMP Travel Demand Model	Does the project improve the LOS of an existing facility?	Yes	1	Projects that improve the level of service rating for an existing facility should be prioritized.
		No	0	
Roadway Operations				
Metric 3: Improve Operational Efficiency and Reliability Source: GMC Staff	Operational, Intersection, or safety project?	Yes	2	Projects that improve the efficiency and reliability of traffic flow throughout the county are a priority.
		No	0	
Metric 4: Does the proposed project improve the safety of all users? Source: GMC Staff	Improves safety	3		The County/City is committed to improving safety for all transportation system users and safety projects are a priority.
	Does not improve safety	0		
	Reduces safety	-3		
Roadway Conditions				
Metric 5: Improvement to Existing Facilities Source: GMC Staff	Project improves an existing facility?	Yes	1	Improvements to existing facilities should be prioritized over new projects.
		No	0	
Metric 6: Bridge Condition Rating Source: GDOT	Severe	10		Projects to improve substandard condition bridges are essential.
	Poor	7		
	Fair	5		
	Good	1		
	Non-bridge project	0		
Metric 7: Pavement Quality Source: GDOT	On Roadways with IRI > 170 or unpaved	1		Projects located on substandard pavement condition roads are encouraged.
	Not on Roadways with IRI > 170	0		

Active Transportation			
Metric 8: Bike/Pedestrian Project Source: GMC Staff	Yes	2	Projects that improve conditions for cyclists and pedestrians should be prioritized.
	No	0	
Metric 9: Extends or increases connectivity of existing bike/ped network Source: GMC and County/City Staff	Yes	3	Projects that extend and connect the existing bike and pedestrian infrastructure network should be prioritized.
	No	0	
Metric 10: Accidents involving bike or pedestrian Source: Georgia Bikes	Crashes over the past 5 years:		
	3+	5	Improvements that increase bike or pedestrian safety
	1-2	3	
	0	0	
Regional Mobility & Economic Development			
Metric 11: Employment Density Source: GMC Staff, 2045	Employment Density (Jobs/sq. mile)		
	Is the project located in a high employment area?	Yes 2	Project will improve areas adjacent to future employment centers
		No 0	
Metric 12: Population Density Source: GMC Staff, 2045	Is the project located in a high population area?	Yes 2	Project will improve areas in close proximity to many users.
		No 0	
Metric 13: Critical Transportation Network Source: USDOT	Located on STRAHNET	1	Projects that increase the efficiency of traffic on critical transportation routes.
	Not Located on STRAHNET	0	
Metric 14: Freight Volumes Source: GDOT	Truck Volume (trucks/day)		
	>10,000	3	Improvements to roadways with heavy truck traffic
	> 2,500 and <= 10,000	2	
	<= 2,500	1	
	Not on a roadway with freight traffic	0	
Transit			
Metric 15: Transit Project Source: GMC Staff	Yes	8	Projects that increase availability of public transportation.
	No	0	

Environment & Equity				
Metric 16: Population Displacement Source: GMC Staff	Displacement Potential			Projects that threaten to displace existing residents and disrupt intact neighborhoods should be avoided.
	High	-5		
	Medium	-3		
	Low	0		
Metric 17: Environmental Justice Source: US Census & GMC Staff	Does the project enhance the quality of life for areas that exceed 3 or more EJ thresholds?	Yes	5	Projects that improve quality of life such as access to transit, active transportation options, and environmental quality for areas with high EJ populations should be prioritized.
		No	-1	
	Project is not in an area that exceeds 3 or more EJ thresholds.	0		
Metric 18: Environmental Impacts Source: FEMA	Project requires a land disturbance permit within an environmentally sensitive area	-3		Projects that impact environmentally sensitive areas such as wetlands, flood plains, or waterways, should be avoided.
	Project requires a land disturbance permit within 50 feet of an environmentally sensitive area	-1		
	Project does not require a land disturbance permit or is not within 50 feet of an environmentally sensitive area	0		
Feasibility				
Metric 19: Stakeholder Priority Source: TAC & Public Input	TAC/Public Survey Indicated Priority:			Projects that were determined to be a high priority by the TAC and public input should be prioritized.
	Very High	4		
	High	3		
	Medium	2		
	Low	1		

Metric 20: Right-of-way Acquisition Source: City/County Staff	The project does not require additional ROW	5	Right-of-way acquisitions can be a major limiting factor in project feasibility. Projects that have available ROW should be prioritized.
	The project requires additional ROW and is readily available	3	
	The necessary ROW for the project is constrained or limited	0	
	There is no additional ROW acquisition available	-1	
Metric 21: State or federal financial assistance availability Source: GMC Staff	Is the County/City eligible to apply for state or federal funding assistance for the project?	Yes 1 No 0	Projects that can apply for state or federal funding assistance.
Metric 22: Project Status Source: City/County Staff	Under Construction	5	Projects that are already ongoing should be prioritized.
	In permitting/approval	4	
	In design/planning	2	
	Programmed	1	
	No status	0	
Metric 23: Cost Benefit Analysis Source: GMC Staff	Low cost/high benefit	7	Projects that maximize the ratio of implementation cost to community benefit should be prioritized.
	High cost/high benefit	5	
	Low cost/low benefit	3	
	High cost/ low benefit	1	

Source: GMC, City/County Staff, GDOT, USDOT, Georgia Bikes, FEMA, MMP TDM, Public Input

7. Recommendations

In an effort to adhere to the federal requirements for MPOs, the LRTP includes a fiscally constrained plan. Essentially, a fiscally constrained plan means that the estimated costs for transportation projects and improvements must not exceed reasonably anticipated revenue from federal, state, and local funding sources. This section outlines the approach used to align proposed improvements, projects, and programs with potential funding sources at federal, state, and local levels.

The GMC Project Team identified funding sources for the operation, maintenance, and construction of projects and programs within the study area, providing planning-level estimates to maintain fiscal constraint for the LRTP. The implementation of the LRTP recommendations relies

on adequate funding, prioritizing needs, and project recommendations identified earlier in the planning process. Generally, transportation funding for projects in the study area comes from three primary sources: federal, state, and local. **Table 4** shows the expected local revenue and sources for both Bulloch County and the City of Statesboro for Fiscal Years 2024 to 2029.

Table 4: Expected Local Revenue for Bulloch County and Statesboro, FY 2025 – FY 2030

Source	FY 2025	FY 2026	FY 2027	FY 2028	FY 2029*	FY 2030*
Bulloch County						
TSPLOST	$14,485,702	$17,136,257	$11,718,000	$7,637,966	$6,753,080	$6,753,080
LMIG (GDOT)	$3,700,000	$1,500,000	$1,500,000	$1,750,000	$1,500,000	$1,500,000
TAP	$480,000	$4,232,310				
Total	**$ 18,665,702**	**$ 22,868,567**	**$ 13,218,000**	**$ 9,387,966**	**$8,253,080**	**$8,253,080**
City of Statesboro						
TSPLOST Roads	$ 5,592,000	$ 5,592,000	$ 5,592,000	$ 5,592,000	$ 1,398,000	$699,000
TSPLOST Transit	$ 600,000	$ 600,000	$ 600,000	$ 600,000	$ 150,000	$75,000
LMIG (GDOT)	$ 0	$ 300,000	$ 300,000	$ 300,000	$ 300,000	$1,500,000
Total	**$ 6,192,000**	**$ 6,492,000**	**$ 6,492,000**	**$ 6,492,000**	**$ 1,848,000**	**$2,274,000**
Combined						
Total	**$ 24,857,702**	**$ 29,360,567**	**$ 19,710,000**	**$ 15,879,966**	***$ 10,101,080***	***$10,527,080***

Source: City/County Staff, GMC

*TSPLOST estimates beyond 2028 are estimated pending approval of a renewal referendum.

The GMC Project Team then utilized planning level cost estimates based on current year dollars and the best information currently available, which was analyzed and confirmed by city and county staff. The estimated costs for each of the 87 potential projects include right-of-way (ROW) acquisition costs, construction costs, and utility costs.

Since these are only high-level project cost estimates, they will be further refined as specific improvements are designed in the future. Actual project costs could be higher or lower depending on a number of factors such as more detailed engineering studies, environmental analyses, and the actual cost of land and materials in the future. Therefore, these planning level cost estimates should be considered preliminary. More detailed engineering studies are needed to identify more accurate cost estimates based on the specific constraints and design elements of each project.

The results from the project prioritization process, combined with the estimated costs of each project, were used to identify high-priority projects that can be funded under the LRTP Update. Out of the 87 projects in the Universe of Projects list, 55 projects were identified as feasible for local funding between 2025 and 2030, while 25 projects remain unfunded. **Table 5** and **Figure 15** present these high-priority projects that are feasible within the projected revenues for Bulloch County FY25

to FY30, while **Table 6** depicts County unfunded projects. **Table 7** and **Figure 16** depict funded projects for Statesboro FY25 to FY30, while **Table 8** depicts unfunded city projects. Please note in **Table 5**, the costs for projects numbered 53*, 4*, 1*, and 5* are distributed across FY2025 to FY2027 due to phased implementation.

Given the constraints on available funding, some projects remain unfunded. Although these projects are currently not funded, future availability of funds may enable their advancement through the transportation planning process and eventual construction at a later date.

Table 5: Bulloch County Prioritized Financially Constrained (Funded) Project List

Project Priority Number	Project ID Number	Project Type	Description	Priority	Cost	Funding Source
FY 2025						
25-1	53*	Bike & Pedestrian	Construct sidewalks and bike lanes along Lanier Drive, from Veterans Parkway to Langston Chapel Phase I	Very High	$300,000	TSPLOST
25-2	4*	Operational	Roundabout or signal at intersection of Langston Chapel Rd and Lanier Dr Phase I	Very High	$300,000	TSPLOST
25-3	1*	Operational	Roundabout or signal at intersection of Brooklet-Denmark Road at Rushing Road Phase I	Medium	$50,000	TSPLOST
25-4	5*	Operational	Roundabout or signal at intersection of Langston Chapel Rd and Old Register Rd Phase I	High	$80,000	TSPLOST
FY 2026						
26-1	53*	Bike & Pedestrian	Construct sidewalks and bike lanes along Lanier Drive, from Veterans Parkway to Langston Chapel Phase II	Very High	$1,750,000	TSPLOST
26-2	4*	Operational	Roundabout or signal at intersection of Langston Chapel Rd and Lanier Dr Phase II	Very High	$1,750,000	TSPLOST
26-3	1*	Operational	Roundabout or signal at intersection of Brooklet-Denmark Road at Rushing Road Phase II	Medium	$500,000	TSPLOST
26-4	5*	Operational	Roundabout or signal at intersection of Langston Chapel Rd and Old Register Rd Phase II	High	$1,000,000	TSPLOST
26-5	50	Bike & Pedestrian	Construct sidewalks and bike lanes along Langston Chapel Road	Very High	$4,072,210	TSPLOST
26-6	49	Bike & Pedestrian	Construct sidewalks and bike lanes along Old Register Road and Langston Chapel to Veterans Parkway	Very High	$4,575,300	TSPLOST

Project Priority Number	Project ID Number	Project Type	Description	Priority	Cost	Funding Source
26-7	41	Safey	Roundabout or realignment at SR 119 and Mud Road	Very High	$466,250	TSPLOST
26-8	40	Safety	Roundabout at Country Club Road and Highpoint Road	High	$500,000	TSPLOST
26-9	3	Operational	Roundabout or signal at intersection of Burkhalter Road and Cawana Road	High	$400,000	TSPLOST
26-10	7	Operational	Improvements (traffic signal) at US 301 South at Ibo Anderson Road Area to address potential increased industrial traffic	High	$267,000	TSPLOST
26-11	78	Transit	Public Transit options for employees at all industrial parks/sites	High	$1,000,000	TSPLOST
26-12	77	Transit	Expand Transit Routes	High	$500,000	TSPLOST
FY 2027						
27-1	53*	Bike & Pedestrian	Construct sidewalks and bike lanes along Lanier Drive, from Veterans Parkway to Langston Chapel Phase II	Very High	$105,000	TSPLOST
27-2	4*	Operational	Roundabout or signal at intersection of Langston Chapel Rd and Lanier Dr Phase II	Very High	$105,000	TSPLOST
27-3	52	Bike & Pedestrian	Construct sidewalks and bike lanes along Hightower Road	High	$4,859,950	TSPLOST
27-4	47	Safety	Replace bridge at Cypress Lake Road and Watering Hole Branch	High	$3,000,000	TSPLOST
27-5	79	Operational	Intersection improvements at US-80 and Akins Pond Road	High	$318,600	TSPLOST
27-6	6	Operational	Roundabout or signal at intersection of I-16 at US 301 South	Medium	$3,000,000	TSPLOST
27-7	42	Safety	Roundabout or other safety improvements at Lakeview Road and Clito Road	Medium	$500,000	TSPLOST
FY 2028						
28-1	48	Bike & Pedestrian	Construct multi-use trail along Old Hwy 46	High	$7,000,000	TSPLOST

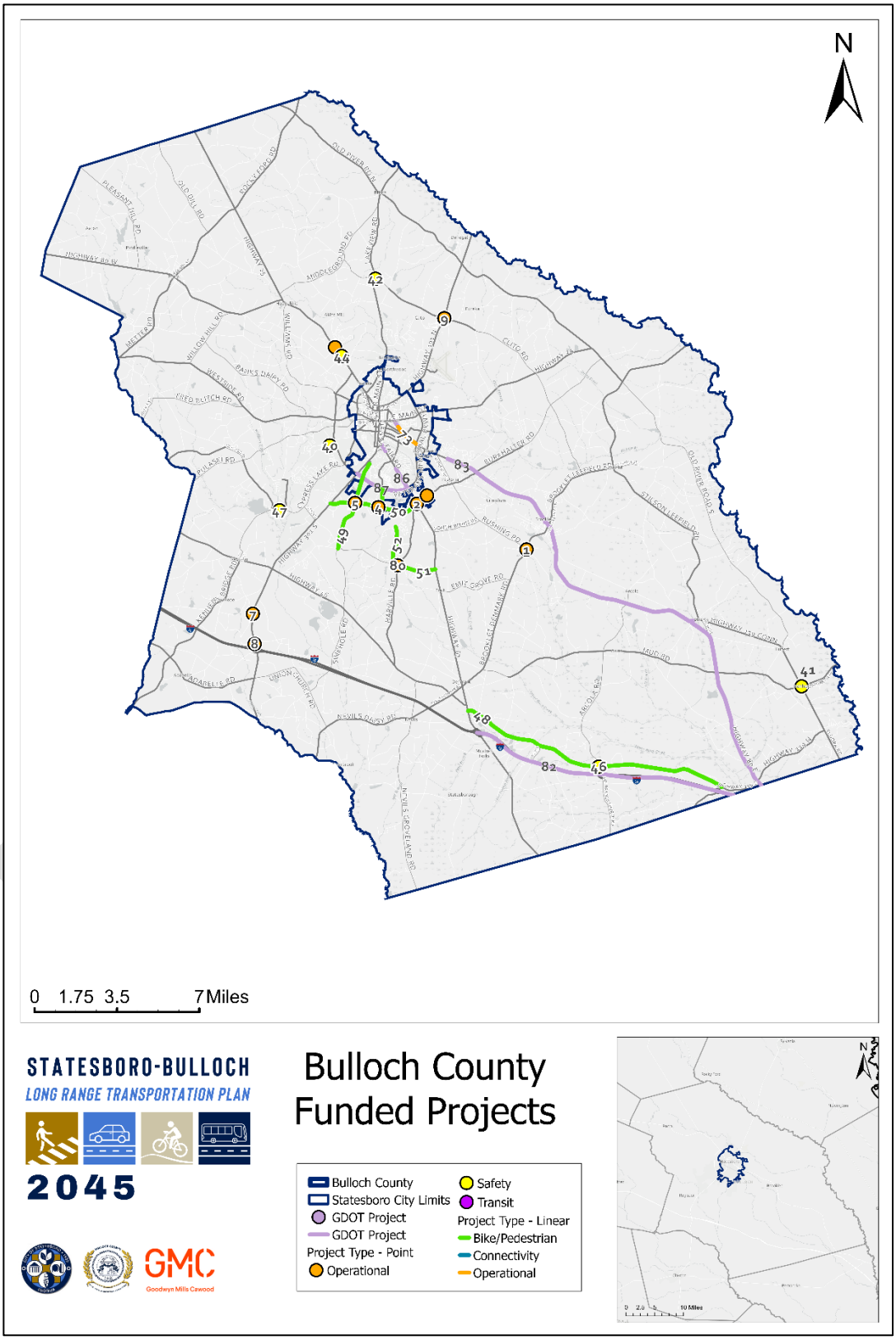
Project Priority Number	Project ID Number	Project Type	Description	Priority	Cost	Funding Source
28-2	80	Operational	Intersection improvements at Harville Road and Josh Deal Road	Medium	$634,320	TSPLOST
FY 2029						
29-1	8	Operational	Roundabout or signal at intersection of US 301 South and Neville Dairy Road	Medium	$1,500,000	TSPLOST
29-2	44	Safety	Improve congestion US Hwy 80 and Simons Road near William James Middle School (Intersection improvements)	Medium	$936,675	TSPLOST
29-3	9	Operational	Roundabout or signal at intersection of US 301 North and Clito Road	Medium	$1,500,000	TSPLOST
29-4	46	Safety	Roundabout, signal, or All-way stop signs at Old Hwy 46 and Arcola Rd	Medium	$552,800	TSPLOST
FY 2030						
30-1	51	Bike & Pedestrian	Construct sidewalks and bike lanes along Josh Deal Road	Medium	$4,761,190	TSPLOST
30-2	73	Operational	Turn Lanes on Hwy 80 (301 to Lee Hill)	Low	$506,800	TSPLOST

Please note that the costs for projects numbered 53, 4*, 1*, and 5* are distributed across FY2025 to FY2027 due to phased implementation.

Table 6: Bulloch County Unfunded Project List

Project ID Number	Project Type	Description	Priority	Cost
2	Operational	Add turn lanes at intersection of SR 67 at Burkhalter Road	Medium	$750,000
10	Operational	Roundabout or signal at intersection of SR 67 and Josh Deal/Alford	Low	$3,000,000
32	Connectivity	Pave dirt portion of Black Creek Church Road to Mud Road	Low	$2,673,006
33	Connectivity	Pave Aycock Road	Low	$2,047,100
34	Connectivity	Pave Brinson Road	Low	$2,760,660
35	Connectivity	Pave Cleary Road	Low	$2,661,089
36	Connectivity	Provide connection from Old Hwy 46 to Mud Road by paving Old Happy Road	Low	$3,844,205
43	Safety	R-CUT or signal US Hwy 80 and Akins Pond Road	Medium	$2,784,000
45	Safety	Realign intersection at Harville Road and Josh Deal Road	Low	$887,600
81	Operational	Bridge widening at SR-67 and I-16	Very High	$12,850,020

Figure 15: Bulloch County Funded Projects by Type, 2024-2029



Source: GMC

Table 7: Statesboro Prioritized Financially Constrained (Funded) Project List

Project Priority Number	Project ID Number	Project Type	Description	Priority	Cost	Funding Source
FY 2025						
25-1	66	Transit	Transit pull off at South Main at Queensboro Bank	Very High	$400,000	TSPLOST Transit
25-2	61	Bike & Pedestrian	Construct sidewalks at West Main Street from Stockyard Road to Foss Street.	Very High	$350,000	TSPLOST Roads
25-3	63	Bike & Pedestrian	Construct bike lanes/multi-use trail at Lanier Drive from Georgia Avenue to Veterans Parkway	Very High	$2,000,000	TSPLOST Roads
25-4	60	Bike & Pedestrian	Construct sidewalks at Stockyard Road from Bryant's Landing to West Main Street	Very High	$200,000	TSPLOST Roads
25-5	64	Bike & Pedestrian	Construct bike lanes/multi-use trail at Old Register Road from RAC parking lot to Veterans Parkway.	Very High	$500,000	TSPLOST Roads
25-6	62	Bike & Pedestrian	Construct sidewalks at North Main Street from Parrish Street to Fletcher Drive	Very High	$500,000	TSPLOST Roads
25-7	58	Bike & Pedestrian	Construct sidewalks and bike lanes at College Blvd from Savannah to Brannen Street	Very High	$500,000	TSPLOST Roads
25-8	21	Operational	Intersection improvements at Turner Street at Northside Drive	Very High	$572,000	TSPLOST Roads
25-9	15	Operational	Intersection improvements at Zetterower and Northside Drive	High	$600,000	TSPLOST Roads
25-10	59	Bike & Pedestrian	Construct sidewalks and bike lanes at Park Ave. from Savannah to Brannen Street	High	$200,000	TSPLOST Roads
FY 2026						
26-1	67	Transit	Transit pull off South Main at Library	Very High	$348,765	TSPLOST Transit

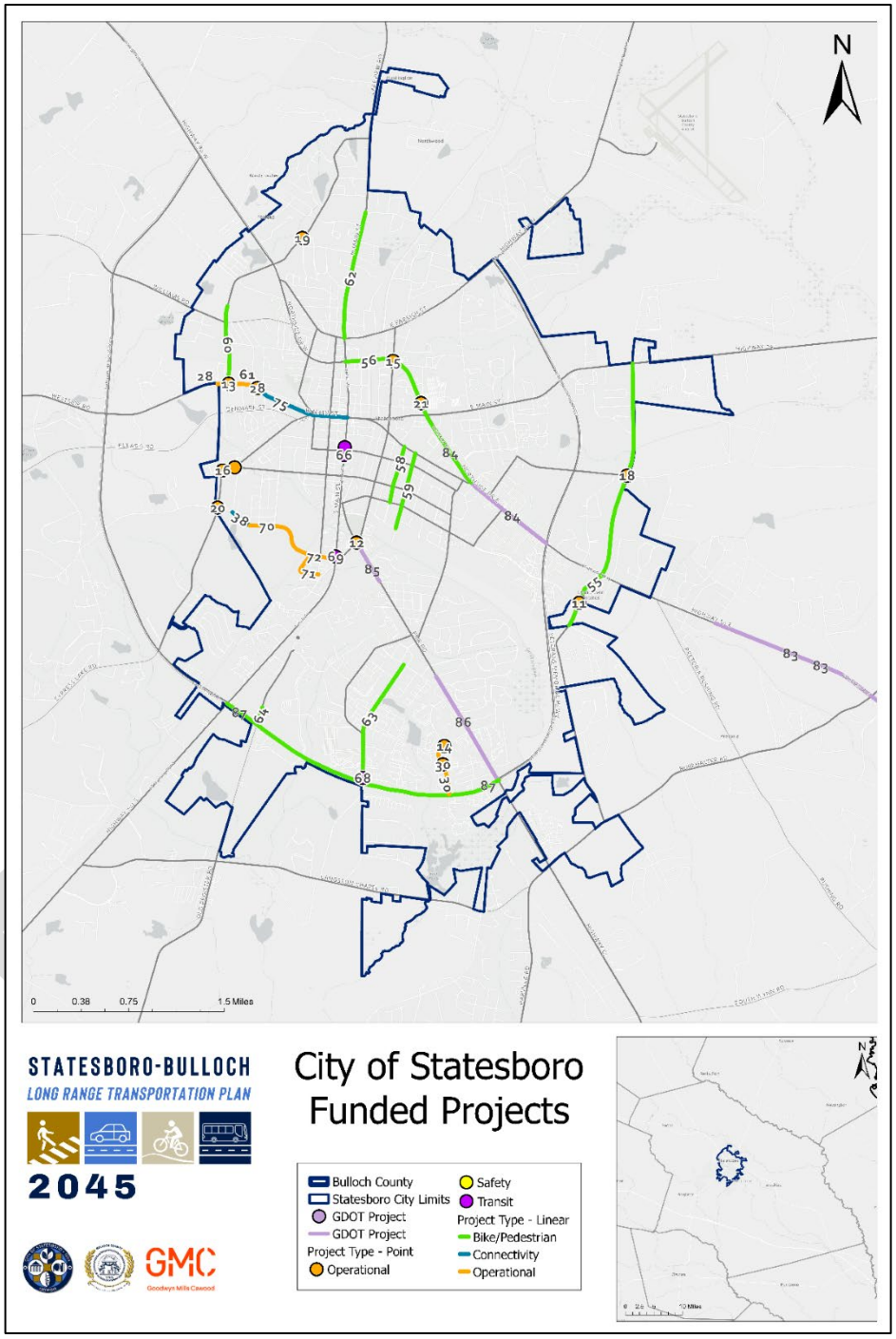
Project Priority Number	Project ID Number	Project Type	Description	Priority	Cost	Funding Source
26-2	68	Transit	Transit pull off Lanier Drive at Eagles Court	Very High	$405,000	TSPLOST Transit
26-3	87	Bike & Pedestrian	Multi-use path along bypass (SR 301 to SR 67)	Very High	$3,500,000	TSPLOST Roads
26-4	12	Operational	Intersection improvements at Zetterower/Tillman Road at SR 67/Fair Road	High	$1,000,000	TSPLOST Roads
26-5	20	Operational	Intersection improvements at Cypress Lake at Country Club	High	$512,000	TSPLOST Roads
26-6	14	Operational	Intersection improvements at Brampton Ave and Bermuda Run Road	High	$625,000	TSPLOST Roads
FY 2027						
27-1	69	Transit	Transit pull off South Main at Knights Inn	Very High	$400,000	TSPLOST Transit
27-2	56	Bike & Pedestrian	Construct sidewalks at Northside Drive from North Main to Savannah Avenue	Very High	$3,769,900	TSPLOST Roads
27-3	16	Operational	Intersection improvements at West Jones Avenue at Cypress Lake Road and West Jones	Medium	$497,000	LMIG
27-4	11	Operational	Intersection improvements at Brannen Street and Cawana Road	Medium	$900,000	TSPLOST Roads
27-5	30	Operational	Maintenance at Brampton from Veterans to Bermuda Run	Medium	$ 896,400	TSPLOST Roads
FY 2028						
28-1	55	Bike & Pedestrian	Construct sidewalks/bike lanes/trails at Cawana Road / Beasley Road from S&S Railroad Trail to Mill Creek Park	Very High	$2,500,000	TSPLOST Roads
28-2	17	Operational	Intersection improvements at Johnson Street at West Jones	Medium	$598,000	LMIG

Project Priority Number	Project ID Number	Project Type	Description	Priority	Cost	Funding Source
28-3	65	Bike & Pedestrian	ADA Accessibility Improvements city wide	High	$2,000,000	TSPLOST Roads
28-4	13	Operational	Roundabout at West Main and Stockyard Road	Medium	$700,000	TSPLOST Roads
FY 2029						
29-1	72	Operational	Tillman Street drainage and improvements	Medium	$1,000,000	TSPLOST Roads
29-1	18	Operational	Intersection improvements at Jones Mill Road at Beasley Road	Medium	$500,000	LMIG
FY 2030						
30-1	76	Transit	Transit shuttles from transfer station on current city bus route to 301 industrial Park and Hyundai.	Very High	$1,000,000	TSPLOST Transit
30-2	19	Operational	Intersection improvements at Zetterower Road at Aldred Avenue	Medium	$467,000	LMIG
30-3	70	Operational	Bruce Drive drainage and improvements	Low	$1,000,000	TSPLOST Roads

Tabe 8: Statesboro Unfunded Project List

Project ID Number	Project Type	Description	Priority	Cost
38	Connectivity	Construct connector road between Bethany Lane and Bruce Drive	Low	$ 2,000,000
37	Connectivity	Construct connector Road between Hwy 80 and Brannen Street beside Lowes Home Improvement	Low	$ 3,000,000
39	Connectivity	Construction of Cul-de-sacs on dead end streets over 150' in length	Low	$ 2,000,000
57	Bike & Pedestrian	Construct sidewalks at Zetterower Avenue from Brannen Street to Fair Road on the south side.	High	$ 3,085,500
27	Operational	Road widening- Burkhalter Road between SR67 and Pretoria Rushing Lane	Medium	$ 7,910,000
29	Operational	Maintenance at Gentilly from Brannen to S&S RR Trail	Medium	$ 1,210,000
25	Operational	S&S Railroad Bed Road Widening	Low	$ 2,000,000
28	Operational	Road widening - add Center turn lane and realign Proctor Street Intersection at West Main Street between City Limits/Stockyard Road to Proctor Street	Low	$ 6,792,000
31	Operational	Restripe all city streets	Low	$ 3,970,000
54	Bike & Pedestrian	Construct sidewalks/Bike Lanes/Trails & Traffic Calming Measures at Brannen / Gentilly Street - between South Main Roundabout and S&S Railroad Trailhead	High	$ 5,000,000
22	Operational	Acquisition of ROW miters, drainage improvements, and improved radii at various city streets	Low	$ 785,000
26	Operational	Road widening- obtain 20' minimum pavement width at various city streets	Low	$ 1,000,000
71	Operational	Vista Circle drainage and improvements	Low	$ 1,000,000
74	Connectivity	Brannen corridor from South College to Cawana	Medium	$ 5,000,000
75	Connectivity	Westside Corridor study connecting to south Main.	Low	$ 5,000,000

Figure 16: Statesboro Funded Projects by Type, 2025-2030



Source: GMC

GDOT State Transportation Improvement Program (STIP) Projects

GDOT annually updates the State Transportation Improvement Program (STIP), which outlines all projects and phases expected to receive federal and state funding over the current four-year period. In its 2024-2027 STIP, GDOT projected nearly $9.166 million allocated for various transportation functions throughout Georgia. Projects in **Table 10** are derived from the Statewide Transportation Improvement Programs FY 24-27, the Coastal Empire Transportation Study, and County and City Staff.

Table 10: GDOT Programmed Projects

Project Number	Description	Priority	Cost
84	US-80 improvements (E Main St to Veterans Memorial Highway)	Very High	$2,000,000
82	I-16 widening (SR-67 to I-95 in Chatham Co.)	High	$481,000,000
83	US-80 widening (Amanda Rd to SR-17 in Effingham Co.)	High	$176,000,000
85	SR-67 Improvements (Tillman to Pitt Moore Rd)	High	$783,430
86	SR-67/Fair Rd Improvements (Georgia Ave to Veterans Memorial Pkwy)	High	$872,735
41	Roundabout or realignment at SR 119 and Mud Road	Very High	$466,250
88	Replace Bridge (CR 927/Old HWY 46 @ Ash Branch 11.6 MI SE of Brooklet)	Low	$3,087,268
89	Roundabout (SR 73/US 25 @ SR 67)	High	$9,521,073
90	Replace Bridge (SR 26 @ Lotts Creek)	Low	$7,109,777
91	NEVI - Charging Station (EV Charging Station @ 1 LOC in Bryan/ Bulloch County)	Medium	$1,280,000

Source: GDOT STIP FY24-27

8. Conclusion

Planning for a safe, efficient, and reliable transportation system over the next 20 years is crucial for Bulloch County and the City of Statesboro, given the anticipated significant population growth by 2045. Bulloch County is projected to increase by 31,800 residents, representing a 43% growth. To accommodate this future population surge and address current needs, a thorough analysis of existing transportation conditions was conducted across all modes. This analysis identified key needs and priorities.

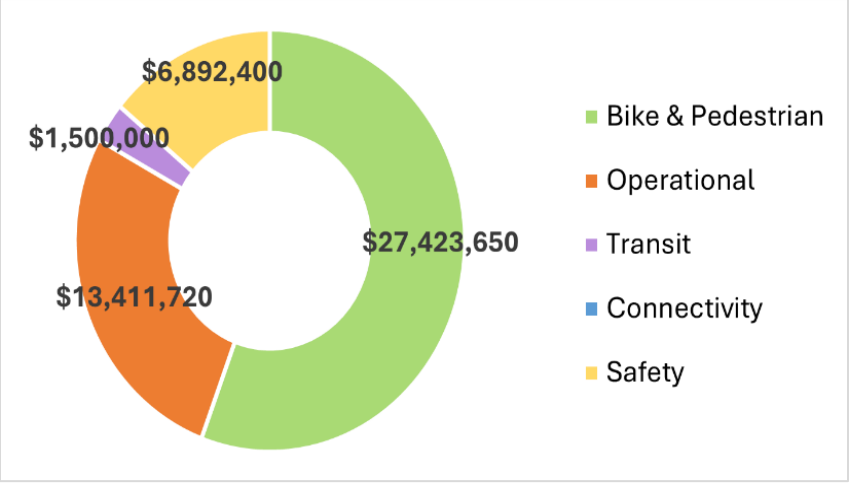
Extensive public engagement was integral to this planning process, incorporating feedback from the general public and key stakeholders on the most critical transportation needs. Outreach methods included multiple public workshops, stakeholder interviews, City Council and County Commission meetings, a project website, and a survey. Efforts were made to ensure that Environmental Justice communities were actively included in the engagement process and considered in project prioritization. The aim was to maximize public input and integrate public priority as a metric used to score and prioritize projects.

Upon assessing cost estimates and available revenue, it became evident that not all proposed projects could be funded within the Fiscal Year budgets for 2025 to 2030. Consequently, projects that align with available federal, state, and local funding sources were selected to form the final Prioritized Financially Constrained Project list, detailed in **Tables 5** and **7**. Unfunded projects in **Tables 6** and **8** should be revisited in future Fiscal Year budgets and considered for additional funding opportunities.

Bulloch County Programmed Expenditures Summary

Between 2025 - 2030 Bulloch County has programmed 25 individual projects, with an additional 10 projects left unfunded. In total between 2025-2030 the County has programmed $27,423,650 towards 6 bike and pedestrian projects, $13,411,720 towards 11 operational projects, $1,500,000 towards 2 transit project, and $6,892,400 towards 6 safety related projects. The 10 projects left currently unfunded total $34,257,680 and are comprised of connectivity, operational and safety projects. **Figure 17** shows a pie chart summarizing the total Bulloch County FY 2024 to FY 2029 expenditures by project type.

Figure 17: Total County Programmed Expenditure 2025-2030

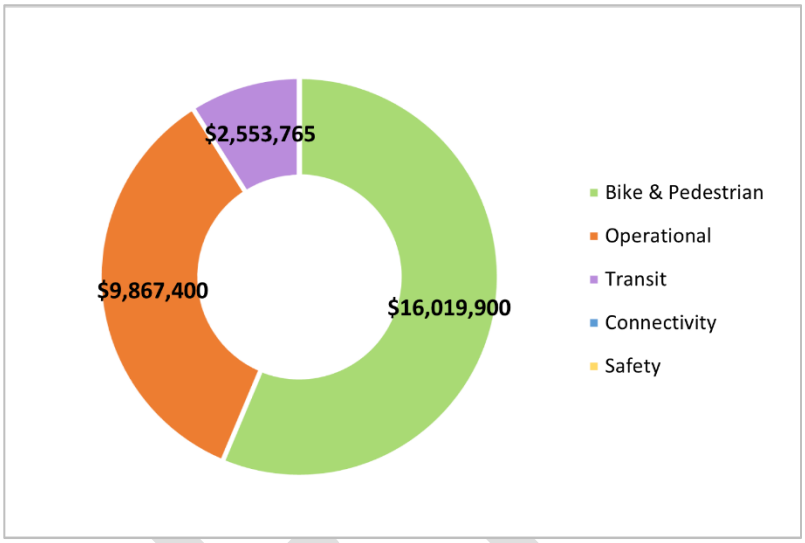


Source: GMC

Statesboro Programmed Expenditures Summary

Between 2025- 2030 the City of Statesboro has programmed 30 individual projects, with an additional 15 projects left unfunded. In total between 2025-2030 the City has programmed $16,019,900 towards 11 bike and pedestrian projects, $9,867,400 towards 14 operational projects, and $2,553,765 towards 5 transit projects. Projects left currently unfunded total $49,752,500 and are comprised of bike and pedestrian, connectivity and operational projects. **Figure 18** shows a pie chart summarizing the total Statesboro FY 2025 to FY 2030 expenditures by project type. Note that there were no safety or connectivity projects funded between FY25 to FY30, which is why there is no dollar amount listed in the pie chart for those categories.

Figure 18: Total City Programmed Expenditure 2025-2030



Source: GMC,

This Long-Range Transportation Plan (LRTP) outlines potential projects based on local transportation needs and validated through technical analysis. As data, funding, and transportation needs evolve, periodic updates to this document will be necessary to ensure continued relevance and effectiveness. The LRTP should serve as the foundational framework for Bulloch County and the City of Statesboro's transportation planning efforts and as a starting point for addressing future transportation needs.

9. References

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