

***Gainesville – Hall Transportation Study***  
***Transportation Improvement Program***  
***2006-2011***

***Adopted: March 14, 2006***

Prepared by the  
Gainesville-Hall Metropolitan Planning Organization

In cooperation with the  
Hall Area Transit  
Georgia Department of Transportation  
Federal Highway Administration  
Federal Transit Administration



***GHMPO***

***Gainesville - Hall***  
***Metropolitan Planning Organization***

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Flowery Branch - Gainesville - Hall County - Oakwood

**A Resolution by the Gainesville-Hall Metropolitan Planning Organization  
Policy Committee Adopting the FY 2006-2011 Transportation Improvement Program,  
Associated Revisions to the 2030 Regional Transportation Plan,  
and Related Conformity Determination Report**

**WHEREAS**, the Gainesville-Hall Metropolitan Planning Organization (GHMPO) is the designated Metropolitan Planning Organization for transportation planning within the Gainesville Metropolitan Area Boundary which includes all of Hall County; and

**WHEREAS**, the Safe, Accountable, Flexible, Efficient Transportation Equity Act: A Legacy for Users (SAFETEA-LU) and the Clean Air Act (CAA) Amendments of 1990 require the development and adoption of a long range transportation plan (LRTP) and short range transportation improvement program (TIP) that conforms with the applicable State Implementation Plan for air quality and metropolitan planning requirements; and

**WHEREAS**, this FY 2006-2011 TIP has been drawn from and is consistent with the GHMPO 2030 LRTP adopted in December of 2004 and in compliance with the requirements of the CAA and SAFETEA-LU through appropriate technical and review processes; and


**WHEREAS**, the 2030 LRTP has been amended to include minor changes necessitated during development of the FY 2006-2011 TIP; and

**WHEREAS**, a new Conformity Determination Report was developed by the Atlanta Regional Commission in conjunction with the GHMPO with a public comment period; and

**WHEREAS**, the Conformity Determination Report demonstrates that the FY 2006-2011 TIP and amended 2030 LRTP conform to the requirements for the 20-county Atlanta ozone nonattainment area under the 8 hour standard and the 20+ county Atlanta PM2.5 nonattainment area using a methodology that meets all transportation conformity requirements as developed through Interagency Consultation; and

**WHEREAS**, a public involvement process consistent with the adopted Public Involvement Plan was followed throughout development of the FY 2006-2011 TIP and amended 2030 LRTP.

NOW, THEREFORE, BE IT RESOLVED that the Gainesville-Hall Metropolitan Planning Organization adopts the *FY 2006-2011 Transportation Improvement Program*, amended 2030 Long Range Transportation Plan and Conformity Determination Report.

  
Lamar Scroggs, Chairman  
Gainesville-Hall MPO  
Policy Committee

3|14|06  
Date

**CERTIFICATION  
OF THE  
GAINESVILLE-HALL MPO**

Be it known to all, the below signees do hereby endorse and certify the Metropolitan Planning Process for the Gainesville-Hall MPO, and further certify that the Metropolitan Planning Process is being conducted in accordance with all applicable requirements of:

- I. 49 U.S.C. Section 5323(k), 23 U.S.C. 134, and 23 CFR part 450.334;
- II. Title VI of the Civil Rights Act of 1964 and the Title VI Assurance executed by each State under 23 U.S.C. 324 and 29 U.S.C. 794;
- III. Section 1101 of the Transportation Equity Act of the 21<sup>st</sup> Century (Pub. L. 105-178) regarding the involvement of disadvantaged business enterprises in FHWA and FTA funded planning projects (Sec. 105(f), Pub. L. 97-424, 96 Stat. 2100, 49 CFR part 23);
- IV. The provisions of the Americans with Disabilities Act of 1990 (Pub. L. 101-336, 104 Stat. 327, as amended) and U.S. DOT regulations "Transportation for Individuals with Disabilities" (49 CFR parts 27, 37 and 28); and
- V. The provision of 49 CFR part 20 regarding restrictions on influencing certain activities.

  
\_\_\_\_\_  
Director  
Gainesville-Hall Metropolitan Planning Organization

JAN 10 2006  
Date

  
\_\_\_\_\_  
Assistant State Transportation Planning Administrator  
Georgia Department of Transportation

1-12-06  
Date

  
\_\_\_\_\_  
State Transportation Planning Administrator  
Georgia Department of Transportation

1-12-06  
Date

  
\_\_\_\_\_  
Administrator, Office of Intermodal Development  
Georgia Department of Transportation

1/17/06  
Date

  
\_\_\_\_\_  
Director, Division of Planning, Data and Intermodal  
Development; Georgia Department of Transportation

1/17/06  
Date



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## **GHMPO Committees**

### **Policy Committee**

#### Voting

Lamar Scroggs, Mayor, City of Oakwood, Policy Committee Chair  
Diane Hirling, Mayor, City of Flowery Branch, Policy Committee Vice-Chair  
Tom Oliver, Chairman, Hall County Board of Commissioners  
Mark Musselwhite, Mayor, City of Gainesville  
Cedric Clark, GDOT, representing GDOT Commissioner Harold Linnenkohl

#### Non-voting

Tony Dittmeier, Federal Transit Administration  
Andrew Edwards, Federal Highway Administration  
Steve Kish, GDOT Planning and Intermodal Development  
Russell McMurry, GDOT District 1, District Engineer  
Phillippa Lewis Moss, Hall Area Transit  
Kip Padgett, City of Gainesville, Technical Coordinating Committee Chair  
Hugh Tyner, Citizens Advisory Committee Chair  
Bill Meyer, GHMPO Director

### **Citizen Advisory Committee**

Hugh Tyner, Oakwood, Chair  
Ken Cochran, Hall County, Vice Chair  
Cooper Embry, Gainesville  
Doris Evans, Hall County  
Harold Goss, Hall County  
Amos Goudelock, Gainesville  
Brent Hoffman, Hall County  
Mack Jones, Flowery Branch  
Phil Kinsey, Hall County  
Berlinda Lipscomb, Gainesville  
Charles Mensinger, Oakwood  
Maurice Robbins, Hall County  
Frank Simpson, Gainesville  
Lee Steigele, Hall County  
Jim Syfan, Hall County  
J.R. Wright, Gainesville



**Technical Coordinating Committee**

**Voting**

Kip Padgett, Planning Director, City of Gainesville, Chair  
Stan Brown, City Manager, City of Oakwood, Vice Chair  
Adrian Niles, Acting Public Works Director, City of Gainesville  
City Manager, City of Flowery Branch  
Jason Crane, Transportation Planner, GDOT  
Phillipa Lewis Moss, Hall Area Transit  
John McHenry, Transportation Planner, GHMPO  
Robert Mahoney, District Pre-Construction Engineer, GDOT  
Bill Meyer, Director, GHMPO  
Doug Derrer, Public Works Director, Hall County  
Jerry Presley, Transportation Planner, Georgia Mountains RDC  
Kevin McInturff, County Engineer, Hall County

**Non-Voting**

Steven Ballowe, Superintendent, Gainesville City Schools  
Quinn Hazelbaker, Intermodal Planner, GDOT  
Joe Burnett, Main Street Gainesville  
Ken Cochran, Vice Chair, Citizens Advisory Committee  
Steve Cronic, Sheriff, Hall County  
Tony Dittmeier, Transportation Program Specialist, Federal Transit Authority  
Kit Dunlap, President, Greater Hall Chamber of Commerce  
Dennis Fordham, Superintendent, Hall County Schools  
Frank Hooper, Police Chief, City of Gainesville  
Randall Moon, Police Chief, City of Oakwood  
Chad Bolton, Northeast Georgia Medical Center  
Andrew Edwards, Metropolitan Planning Specialist, Federal Highway Administration  
Gerald Lanich, Police Chief, City of Flowery Branch

**GHMPO Staff**

Bill Meyer, Director  
John McHenry, Senior Transportation Planner  
Srikanth Yamala, Transportation Planner



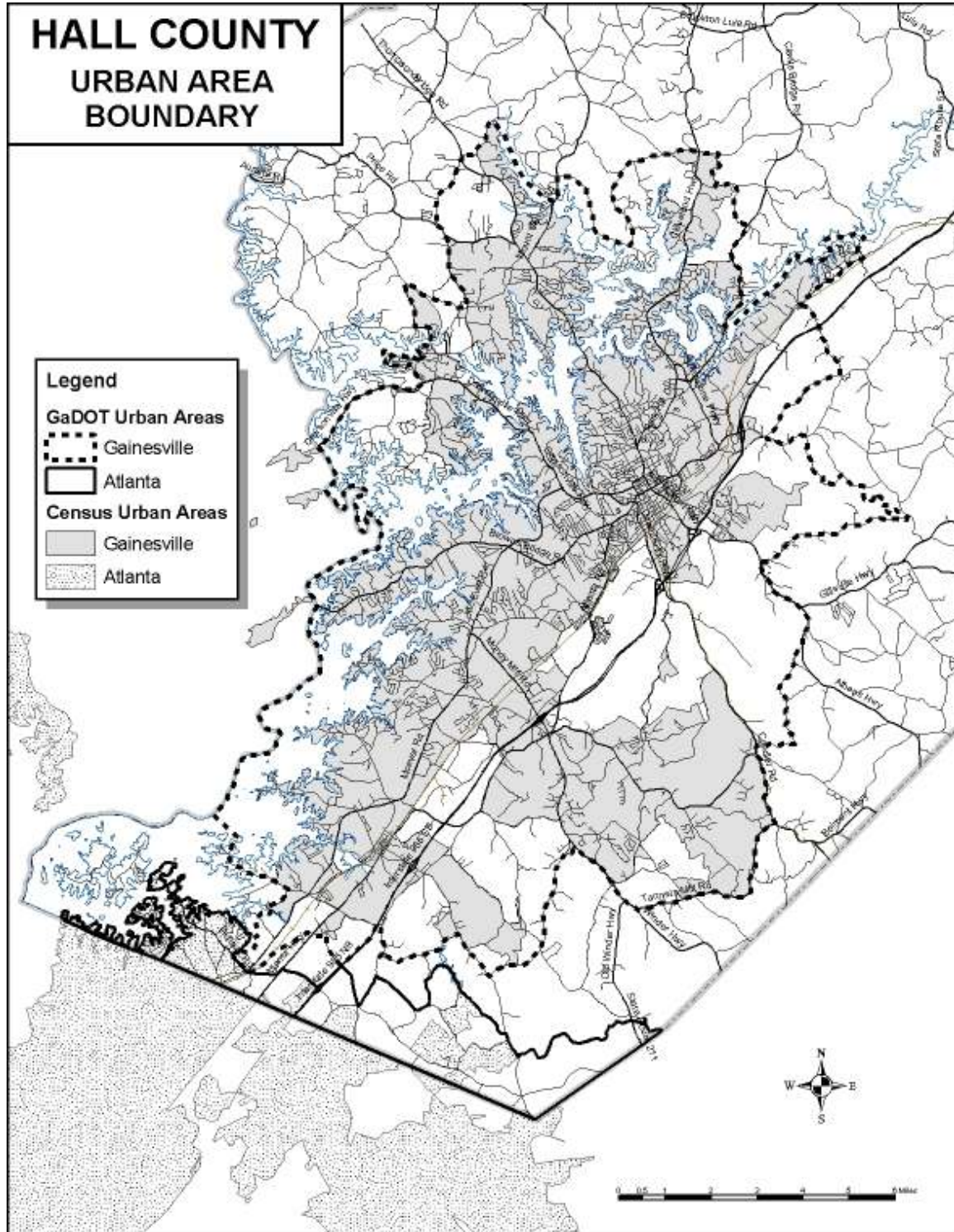
## **Introduction**

The Gainesville-Hall Metropolitan Planning Organization (GHMPO) was designated in early 2003, in order to ensure the federally required continuing, cooperative and comprehensive (3-C) transportation planning process for the Gainesville Metropolitan Area. The GHMPO is responsible for conducting and maintaining the Gainesville-Hall Transportation Study (GHTS), which covers the entire County. Figure 1 illustrates the boundary of the Gainesville Urbanized Area and its relation to the Atlanta Urban Area boundary.

### The Planning Process

There are three documents that form the foundation for the ongoing work of the GHMPO. The Unified Planning Work Program (UPWP) is the annual program outlining the planning tasks to be completed in the updating and maintenance of the GHTS. The Long Range Transportation Plan (LRTP) is the heart of the process, and this document is currently required to be updated at least every three years for air quality nonattainment areas such as Hall County. The Transportation Improvement Program (TIP) is the short-range program of transportation projects identified in the LRTP that are scheduled for implementation over the next three years, known as Tier I projects. The TIP also includes what are known as Tier II projects, which are those tentatively scheduled for years four through six.

Figure 1 –  
 Gainesville and Atlanta Urban Area Boundaries within Hall County





## **Transportation Improvement Program**

The Transportation Improvement Program (TIP) shows the federally required 3-year capital improvement program, akin to the State Transportation Improvement Program but exclusively for projects within the GHMPO. This Transportation Improvement Program will cover a three-year period from Fiscal Year 2006 (beginning July 1, 2005) to Fiscal Year 2008 (ending June 30, 2008). The TIP will also include information on a second tier of projects from FY 2009 - FY 2010. While the GHMPO TIP represents a three-year period, it will be modified on an annual basis due to availability of funds, construction progress and mandated air quality conformity requirements.

The GHMPO's first Long Range Transportation Plan detailing proposed projects to be funded through 2030 was adopted in December of 2004, simultaneously with the 2005-2010 Transportation Improvement Program. Subsequently this TIP was amended four times to update the document to reflect a change in project funding or schedule. Currently a Transportation Improvement Program must be completed on a three-year cycle. The need to have a conformity determination on the Particulate Matter 2.5 air quality standard by April 5<sup>th</sup> of 2006 is the driving factor for the development of the FY 2006-2011 TIP in the Spring of 2006.

### Air Quality Requirements

The GHMPO planning process is complex due to the study area's proximity to the Atlanta metropolitan area, as well as Hall County's non-attainment status for two air quality standards. The County-wide study area includes the Gainesville urbanized area as well as a small portion of the metropolitan Atlanta urbanized area along its southern edge (approximately 2.7 percent of the County land area). Hall County has been designated as part of a 20-County, 8-hour ozone non-attainment area as well as part of the 22 County Particulate Matter 2.5 nonattainment area. This requires conformance with the State Implementation Plan (SIP) for air quality to secure federal transportation funding. The GHMPO actively coordinates with the Atlanta Regional Commission, which provides air quality modeling for the region and develops the conformity determination report for the nonattainment areas, to ensure that there is not a lapse in meeting these requirements. Staff attends monthly interagency meeting with the local, state and federal partners and has coordinated on project status for air quality modeling purposes with the Atlanta Regional Commission staff. Therefore, the area's transportation challenges must be met not only in the context of local constraints, such as funding, growth of congestion, but also within the constraints of regional air quality planning.

The 2006-2011 Transportation Improvement Program is a logical progression of the project and planning process from the previously adopted TIP and Long Range Transportation Plan. Minor revisions were necessitated by project implementation delays and costing updates that need to be reflected in the TIP and LRTP. There was the addition of some new projects, specifically a traffic operational improvement project and bicycle/pedestrian improvements, which do not impact air quality or fiscal constraint. Any changes made to the long range transportation plan resulted from minor updates to existing projects. Significant changes and the addition of capacity adding projects will be made as part of the upcoming comprehensive update to the Long Range Transportation Plan, which is scheduled for the adoption in summer of 2007.



### Fiscal Constraint

There is a significant increase in both the total number of projects (15 to 28) in this program as well as the overall total dollar amount (\$173 to \$294 million) compared to the previous TIP that we adopted in December of 2004. This is due to a number of factors; 1) a large dollar project - the Exit 16 interchange is scheduled to be let in 2006, 2) there is the addition of a number of high cost bridge rehabilitation projects for safety purposes, 3) we have more up to date dollar amounts on all projects, and 4) Hall County was designated for four High Priority Projects in the recently approved Federal transportation bill.

### Public Involvement

The development of the TIP process involves an extensive public outreach effort to identify community issues, concerns, and priorities. GHMPO conducted two public meetings in the process as well as ran a 30-day public comment period for review of the document. GHMPO provides notice of all TIP activities as outlined in the Public Involvement Policy. Further discussion of the public outreach efforts is discussed in Appendix D along with a summary of the comments.

### Metropolitan Planning Factors

Federal highway and transit planning standards include eight factors that must be considered as part of the metropolitan planning standards, as identified in the recently adopted federal transportation bill, SAFETEA-LU (Safe, Accountable, Flexible, Efficient Transportation Equity Act: A Legacy For Users):

1. Support the economic vitality of the metropolitan area, especially by enabling global competitiveness, productivity, and efficiency;
2. Increase the safety of the transportation system for motorized and non-motorized users;
3. Increase the security of the surface transportation system for motorized and non-motorized users;
4. Increase the accessibility and mobility options available to people and for freight;
5. Protect and enhance the environment, promote energy conservation, and improve quality of life;
6. Enhance the integration and connectivity of the transportation system, across and between modes, for people and freight;
7. Promote efficient system management and operation; and
8. Emphasize the preservation of the existing transportation system.

### Authorized Projects

Several projects of community interest that have appeared in previous TIP's have been authorized for construction prior to this adoption of this document, and are therefore not reflected in this TIP. These include:

- a. Dawsonville Highway Widening – Duckett Mill Rd. to Lake Ranch Ct & Old Sardis Rd. (GH-004)
- b. Winder Highway Widening – from South of SR 211/Tanners Mill RD to SR 13 /Atlanta Highway. (GH-005)
- c. Gillsville Highway Bridge – SR 323 at North Oconee River. (GH-003)
- d. Acceleration Lane – SR 365 South Bound at Athens Street. (GH-055)



In addition, there are projects of interest that have had their preliminary engineering authorized, but additional project phases are not reflected in this TIP. These include:

- a. Widening of Skelton Road and extension from SR 369/Browns Bridge Road to SR 53/McEver Road. (GH-006)
- b. I-985 – Exit 22 Ramp improvements at US129/EE Butler (GH-012)

Engineering work is in progress, and right-of-way and construction phases will be considered for inclusion in the TIP in the future.

#### Format

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

1. FY 2006-2008 Projects  
This spreadsheet contains a list of projects along with the dollar amounts scheduled for the fiscal years 2006-2008.
2. FY 2009-2011 Tier II Projects  
This spreadsheet contains a second tier list of projects along with the dollar amounts scheduled for the fiscal years 2009-2011.
3. FY 2006-2008 Lump Sum Funding Categories  
This spreadsheet reflects available funding dollars for the Hall area in lump sum categories for the fiscal years 2006-2008
4. FY 2006-2008 Hall Area Transit Funding  
This spreadsheet contains the Hall Area Transit funding categories along with the dollar amounts for the fiscal years 2006-2008.
5. FY 2009-2011 Hall Area Transit Funding  
This spreadsheet contains the Hall Area Transit funding categories along with the dollar amounts for the fiscal years 2009-2011.

This is followed by project worksheets in Appendix A that supply more detail on these projects that are funded from 2006-2011. Prefacing these worksheets, here is a project definitions page to explain various items that are not self-explanatory. Appendix B includes a table showing a list of lump sum projects scheduled for the fiscal years 2006-2008. It also includes project worksheets that supply more detail on these projects. Appendix C provides a detail breakdown of the various transit funding categories. A summary of the public comments is listed in Appendix D.



*Gainesville – Hall Transportation Study  
Transportation Improvement Program 2006-2011*

**FY 2006-2008 TRANSPORTATION IMPROVEMENT PROJECTS**

GHMPO No.	GDOT No.	Segment Location	\$ Thousands											
			FY 2006			FY 2007			FY 2008					
			PE	RW	CST	PE	RW	CST	PE	RW	CST			
GH-001	110400	I-985 Split Diamond Interchange @ SR13 & SR53 & CD System			\$58,000									
GH-002	1097	Thurmon Tanner Parkway Phase III		\$2,500				\$6,668						
GH-007	162430	SR 347/Friendship Road From I-985 to SR 211/Old Winder Highway					\$6,853							
GH-008	122150	US 129/Athens Highway from SR 332 at Talmo/ Jackson Co. to SR 323 in Hall Co.					\$3,990							
GH-009	7389	McEver Road Intersections				\$919								
GH-014	170735	SR 347/Friendship Road - McEver to I 985 - Phase 1					\$1,000						\$5,398	
GH-015	425	I-985 New Interchange near Martin Road	\$1,330										\$6,000	
GH-016	3626	Sardis Radial Connector	\$1,525											
GH-018	122010	SR/369 Brown's Bridge Road Widening from Forsyth Co. line to SR 53											\$6,390	
GH-020	122060	US 129/Cleveland Highway - Limestone Road to Nopone Road											\$24,629	
GH-025	7233	SR 211/Old Winder Highway - SR 53/Winder Highway to SR 347/Thompson Mill Road					\$1,165							
GH-026	132995	SR 52 at Candler Creek - Bridge						\$50						\$1,500
GH-028	142294	SR 332/Poplar Springs Road at Walnut Creek – Bridge						\$15						
GH-038	132610	SR 60/Thompson Bridge Rd SR 136/Price Road to Yellow Creek Rd											\$2,500	
GH-050	142291	SR 284/Clarks Bridge Road at Chatahoocce River - Bridge		\$479										\$4,941
GH-051	7639	Central-Hall Multi Use Trail					\$1,143		\$2,787					
GH-052	6336	Advanced Traffic Management System Improvements	\$73						\$3,640					
GH-058		Operational Improvements on Academy and Green Street					\$30						\$30	
GH-059		Rock Creek Greenway							\$375					
GH-060		Gillsville Trail and Downtown Streetscape							\$113					
GH-061		Oakwood Sidewalk Improvement							\$313					
<b>TOTAL</b>			<b>\$2,928</b>	<b>\$2,979</b>	<b>\$58,000</b>	<b>\$3,257</b>	<b>\$11,908</b>	<b>\$13,896</b>	<b>\$0</b>	<b>\$39,549</b>	<b>\$11,839</b>			

FY 06-08	\$ Thousands
PE	\$6,185
ROW	\$54,436
CST	\$83,735
<b>TOTAL</b>	<b>\$144,356</b>

Note: Details of the projects can be found in Appendix A



*Gainesville – Hall Transportation Study  
Transportation Improvement Program 2006-2011*

**FY 2009-2011 TIER II PROJECTS**

GHMPO No.	GDOT No.	Segment Location	\$ Thousands											
			FY 2009			FY 2010			FY 2011					
			PE	RW	CST	PE	RW	CST	PE	RW	CST			
GH-007	162430	SR 347/Friendship Road From I-985 to SR 211/Old Winder Highway			\$32,879									
GH-008	122150	US 129/Athens Highway from SR 323/Gillsville Highway to Jackson County Line			\$16,756									
GH-009	7389	McEver Road Intersections		\$313										
GH-016	3626	Sardis Radial Connector		\$3,000									\$8,750	
GH-017	3701	SR 13/Atlanta Highway-Memorial Park Drive Widening from Frontage Rd. to Browns Bridge		\$4,100										\$15,565
GH-018	122010	SR/369 Brown's Bridge Rd Widening from Forsyth Co. line to						\$16,379						
GH-020	122060	US 129/Cleveland Highway - Limestone Road to Nopone Road						\$17,365						
GH-028	142294	SR 332/Poplar Springs Road at Walnut Creek – Bridge			\$1,100									
GH-029	122064	US 129/Cleveland Highway at Chattahoochee River - Bridge						\$3,000						
GH-030	122066	US 129/Cleveland Hwy at East Fork Little River (Bells Mill) - Bridge						\$2,626						
GH-033	1822	SR 13/Atlanta Highway - Radford Road to SR 53/Winder Highway					\$930							
GH-038	132610	SR 60/Thompson Bridge Road Widening from SR 136/Price Road to Yellow Creek Road						\$9,300						
GH-040	132860	SR 53/Winder Highway - Jackson Co to SR 211/Tanners Mill in Hall		\$1,113									\$1,680	
GH-046	141820	SR 323/Gillsville Hwy - US 129/Athens Hwy to E of SR 82/Holly Springs Rd										\$10,601		
GH-056	7170	SR 136/Price Road @ Chestatee River - Bridge					\$80							
GH-058		Operational Improvements on Academy and Green Street		\$30										
<b>TOTAL</b>			\$0	\$8,556	\$50,735	\$1,010	\$0	\$48,670	\$0	\$10,601	\$25,995			

FY 09-11	\$ Thousands
PE	\$1,010
ROW	\$19,157
CST	\$125,400
<b>TOTAL</b>	<b>\$145,567</b>

*Note: Details of the projects can be found in Appendix A*



*Gainesville – Hall Transportation Study  
Transportation Improvement Program 2006-2011*

**FY 2006-2008 LUMP SUM FUNDING CATEGORIES**

FY 2006-2008 Lump Sum Funding					
Funding Source	Funding Code	Lump Description	2006	2007	2008
IM	L010	Lump sum for interstate maintenance	\$270,000	\$216,000	\$756,000
IM	L010	Lump sum interstate bridge painting/maintenance	\$108,000	\$108,000	\$108,000
NHS	L050	Lump sum interchange/roadway lighting	\$11,000	\$11,000	\$11,000
NHS	L050	Lump sum maintenance on national highway system	\$432,000	\$11,000	\$432,000
SRS	LU10	Safe route to school program	\$0	\$3,000	\$3,000
SRS	LU20	Safe route to school infrastructure	\$0	\$20,000	\$20,000
SFT	LS30	Lump sum roadway safety funds	\$596,000	\$658,000	\$313,000
STP	L220	Lump sum for transportation enhancement projects	\$497,000	\$281,000	\$281,000
STP	L240	Lump sum operations for any area	\$54,000	\$54,000	\$54,000
STP	L240	Lump sum maintenance for any area	\$671,000	\$671,000	\$540,000
STP	L240	Lump sum bridge maintenance/painting	\$54,000	\$54,000	\$54,000
STP	L240	Lump sum signal install; upgrades & maintenance any area	\$162,000	\$162,000	\$162,000
STP	L240	Lump sum transportation planning & management systems	\$11,000	\$32,000	\$32,000
STP	L240	Force account maintenance activities	\$162,000	\$162,000	\$162,000
STP	L240	Lump sum wetland mitigation site purchase/restoration	\$97,000	\$108,000	\$108,000
STP	L240	Lump sum rights of way protective buying	\$27,000	\$432,000	\$540,000
STP	LS40	Lump sum railroad crossing hazard elimination	\$33,000	\$33,000	\$28,000
STP	LS50	Lump sum railroad protection device	\$33,000	\$33,000	\$28,000
STP	LZ20	Task order contract - construction management federal & bond	\$137,000	\$108,000	\$108,000
DNR	L940	DNR recreational trails program	\$14,000	\$14,000	\$14,000
<b>Total</b>			<b>\$3,369,000</b>	<b>\$3,171,000</b>	<b>\$3,754,000</b>



### FY 2006-2008 HALL AREA TRANSIT FUNDING

FY 2006-2008 Hall Area Transit Funding				
Description	2006	2007	2008	Total
<b>Section 5307</b>				
Urban Operating Expenses	\$686,000	\$786,000	\$809,580	\$2,281,580
Urban Capital Expenses	\$125,000	\$500,000	\$463,750	\$1,088,750
<b>Section 5310</b>				
Elderly and Disable Program	\$85,199	\$85,199	\$86,903	\$257,301
<b>Section 5311</b>				
Rural Operating Expenses	\$445,101	\$467,356	\$490,724	\$1,403,181
Rural Capital Expenses	\$148,000	\$116,450	\$123,308	\$387,758
<b>Section 5316</b>				
Access to Jobs	\$161,428	\$168,448	\$182,484	\$512,360

*Note: Breakdown of transit funding categories can be found in Appendix C*

### FY 2009-2011 TIER II HALL AREA TRANSIT FUNDING

FY 2009-2011 Hall Area Transit Funding				
Description	2009	2010	2011	Total
<b>Section 5307</b>				
Urban Operating Expenses	\$810,000	\$834,300	\$859,329	\$2,503,629
Urban Capital Expenses	\$449,938	\$224,585	\$473,314	\$1,147,837
<b>Section 5310</b>				
Elderly and Disable Program	\$88,641	\$90,414	\$92,222	\$271,277
<b>Section 5311</b>				
Rural Operating Expenses	\$490,723	\$515,259	\$541,022	\$1,547,004
Rural Capital Expenses	\$110,000	\$275,000	\$225,000	\$610,000
<b>Section 5316</b>				
Access to Jobs	\$192,428	\$198,201	\$204,147	\$594,776

*Note: Breakdown of transit funding categories can be found in Appendix C*