2018-2021

Transportation Improvement Program

In accordance with Title VI of the Civil Rights Act of 1964 and other nondiscrimination laws, public participation is solicited without regard to race, color, national origin, age, sex, religion, disability, familial, or income status.

GHMPO

Adopted: August 8, 2017
Amended: March 10, 2020

Prepared by the Gainesville-Hall Metropolitan Planning Organization

In cooperation with

Hall Area Transit

Georgia Department of Transportation

Federal Highway Administration

Federal Transit Administration

A Resolution by the Gainesville-Hall Metropolitan Planning Organization Policy Committee Adopting Amendment #2 to the 2018-2021 Transportation Improvement Program

WHEREAS, the Regional Transportation Plan (RTP) and the Transportation Improvement Program (TIP) meet the requirement of Title 23 of the U.S. Code; and

WHEREAS, the Policy Committee (PC) is the recognized decision making body for transportation planning with the Gainesville-Hall Metropolitan Planning Organization (GHMPO); and

WHEREAS, the 2018-2021 TIP has been amended, per Attachment 1, to change the limit of the I-85 widening project (GH-109/PI# 0013545) as follows:

PREVIOUS LIMIT
I-85 from north of SR 211/Old Winder Highway to north of US 129/SR 11/Lee Street

NEW LIMIT
I-85 from north of SR 53/Winder Highway to north of US 129/SR 11/Lee Street

WHEREAS, Hall County is in the Atlanta Maintenance Area for the 1997 ozone national ambient air quality standard (NAAQS), for which the Atlanta Regional Commission (ARC) performs the technical evaluation for conformity; and

WHEREAS, the South Coast Air Quality Management District vs. U.S. Environmental Protection Agency court decision of February 16, 2018 requires that Hall County demonstrate transportation conformity to the 1997 8-hour ozone standard; and

WHEREAS, through this technical evaluation, ARC has demonstrated conformity with the applicable State Implementation Plan (SIP) for air quality; and

WHEREAS, the GHMPO TIP Amendment went through the required 15-day minimum public comment period from August 19, 2018 through September 2, 2018.

NOW, THEREFORE, BE IT RESOLVED that the GHMPO PC adopts the attached Amendment #2 to the TIP.

A motion was made by PC member Gina Roy and seconded by PC member Danny Dunagan and approved this the 13th of November, 2018.

Mayor Mike Miller, Chair
Policy Committee

Subscribed and sworn to me this the 13th of November, 2018.

Notary Public

My commission expires 7/31/2022

Emily Foote
Notary Public
Hall County
State of Georgia
My commission expires July 31, 2022

Table of Contents

GHMPO COMMITTEES 2
Policy Committee 2
Citizens Advisory Committee 2
Technical Coordinating Committee 3
GHMPO Staff 4
INTRODUCTION 5
Gainesville-Hall Planning Area 5
The Planning Process 5
Project Evaluation & Selection Process 5
Plan Consistency 5
TRANSPORTATION IMPROVEMENT PROGRAM 7
Fiscal Constraint 7
Public Participation 7
FAST Act Planning Factors 8
Format 8
FY 2018-2021 TRANSPORTATION IMPROVEMENT PROJECTS 10
FY 2018-2021 LUMP SUM FUNDING CATEGORIES 11
FY 2018-2021 HALL AREA TRANSIT FUNDING 12

Appendix A: Project Worksheets

Appendix B: Transit Funding

Appendix C: Public Comments

Appendix D: Lump Sum Narrative

Appendix E: MPO Lump Sum Projects

Appendix F: MPO Authorized Projects

Appendix G: References

Appendix H: Performance Measures and Targets

GHMPO COMMITTEES

Policy Committee

Voting

Lamar Scroggs, Mayor, City of Oakwood, Chairperson
Mike Miller, Mayor, City of Flowery Branch, Vice Chairperson
Danny Dunagan, Mayor, City of Gainesville
Richard Higgins, Chairperson, Hall County
Ralph Richardson, Jr., on behalf of Tom Crow, Chairperson, Jackson County
Charles Robinson, on behalf of Russell McMurry, Commissioner, GDOT

Non-voting

Srikanth Yamala, Director, GHMPO
Renee Gerrell, Citizens Advisory Committee, Chairperson
BR White, Technical Coordinating Committee, Chairperson
Andy Edwards, Planning Team Leader, Federal Highway Administration
Holly Peterson, Community Planner, Federal Transit Administration
Brent Cook, District Engineer, GDOT District 1
Vacant, Transit Program Manager, GDOT Intermodal Programs
Phillippa Lewis Moss, Director, Gainesville-Hall County CSC
Phillip Beard, Chairperson, City of Buford
James Nix, Mayor, Town of Clermont
Larry Poole, Mayor, City of Gillsville
Jim Grier, Mayor, City of Lula
Bill Orr, Mayor, Town of Braselton
Theresa Kenerly, Mayor, City of Hoschton
Ralph Richardson, Jr., Vice-Chairman, Jackson County Board of Commissioners

Citizens Advisory Committee

Renee Gerrell, Hall County, Chairperson
Ken Stanley, Hall County, Vice-Chairperson
Beth Weikel, Hall County
Brent Hoffman, Hall County
Patrick O'Rouke, Hall County
Trey Bell, Hall County
Joe Kennedy, Hall County
Berlinda Lipscomb, City of Gainesville
Connie Propes, City of Gainesville
Mary Jardine, City of Gainesville

Beverly Nordholz, City of Gainesville
Sammy Smith, City of Gainesville
Pat Jones, City of Oakwood
Tony Millwood, City of Oakwood
Ed Edwards, City of Flowery Branch
David Jones, City of Flowery Branch
Jennifer Kidd-Harrison, Town of Braselton
Tabitha Gooch, Jackson County

Technical Coordinating Committee

Voting

BR White, Community Development Director, City of Oakwood, Chairperson
Rhonda Brady, Traffic Engineering Coordinator, City of Gainesville, Vice-Chairperson
Jennifer Scott, Town Manager, Town of Braselton
Kevin Poe, County Manager, Jackson County
Rich Atkinson, Community Development Director, City of Flowery Branch
Ken Rearden, Public Works Director, Hall County
Kevin McInturff, County Engineer, Hall County
Denise Farr, Civil Engineer III, Hall County
Rusty Ligon, Community Development Director, City of Gainesville
Chris Rotalsky, Public Works Director, City of Gainesville
Phillippa Lewis Moss, Director, Gainesville-Hall County CSC
Johnathan McLoyd, Transportation Planner, GDOT
Brandon Kirby, District Pre-Construction Engineer, GDOT
Adam Hazell, Planning Director, Georgia Mountains Regional Commission
Srikanth Yamala, Director, GHMPO
Sam Baker, Transportation Planning Manager, GHMPO

Non-Voting

Tamara Christion, Transportation Planner, Federal Highway Administration
Holly Peterson, Community Planner, Federal Transit Administration
Ryan Walker, Transit Planner, GDOT
Gina Roy, Public Development Director, Jackson County
Kevin Keller, Planning Director, Town of Braselton
Ken Stanley, Vice-Chairperson, Citizens Advisory Committee
Chad Bolton, Northeast Georgia Medical Center
Kit Dunlap, President, Greater Hall Chamber of Commerce
Carol Martin, Police Chief, City of Gainesville
Gerald Couch, Sheriff, Hall County
Randall Moon, Police Chief, City of Oakwood

David Spillers, Police Chief, City of Flowery Branch
Terry Esco, Police Chief, Town of Braselton
Dan Branch, Public Safety Director, Buford Department of Public Safety
Will Schofield, Superintendent, Hall County Schools
Jeremy Williams, Superintendent, Gainesville City Schools
Scott Puckett, Traffic Engineer, Hall County
Dennis Bergin, City Manager, City of Lula
Theresa Kenerly, City Clerk, City of Hoschton

GHMPO Staff

Sarah McQuade, Director
Joseph Boyd, Transportation Planning Director
Michael Haire, Transportation Planner

INTRODUCTION

Gainesville-Hall Planning Area

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 Urbanized Area. The GHMPO is responsible for conducting and maintaining the Gainesville-Hall Planning Area (GHPA), which covers entire Hall County and a portion of western Jackson County. Figure 1 illustrates the boundary of the GHPA.

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 tasks to be completed in the upcoming fiscal year and maintenance of the GHPA. The Long Range Transportation Plan (LRTP) is the heart of the process, and this document is currently required to be updated at least every five years. 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 four years, known as Tier I projects.

Project Evaluation & Selection Process

Projects were evaluated based on their ability to reduce congestion or enhance safety, address community needs, and their specific support from the community. A process was developed in which a list of candidate roadway and transit projects was ranked in three separate but equal categories described below:

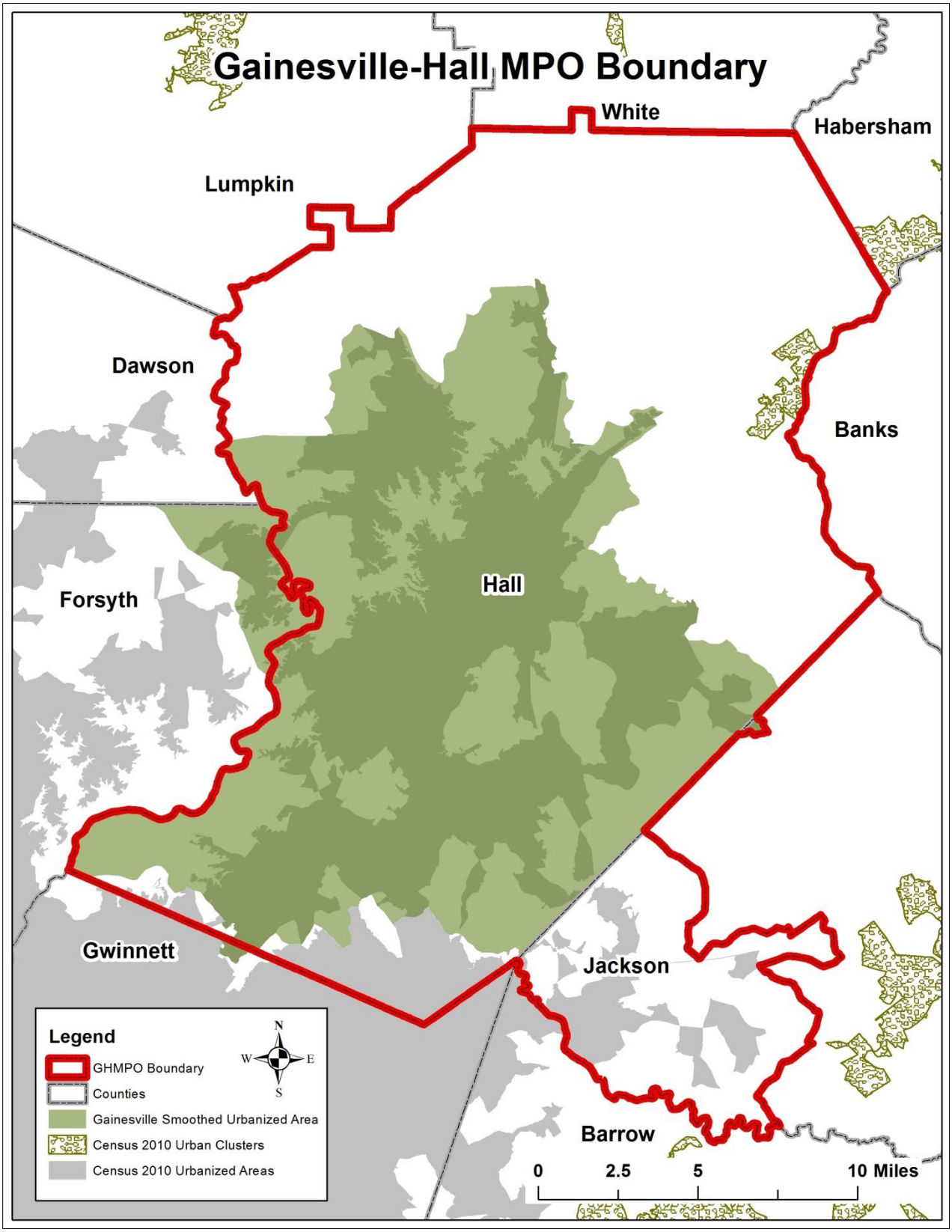
- Technical Analysis: Used to determine how successful projects are at making the transportation system safer and more efficient. This analysis utilized primarily travel demand model data.
- Needs Categories: Used to determine how successful projects are at addressing the different needs categories as ranked by the community.
- Community Support: Used to determine those projects that have specific support.

For more details on the methodology used, please see the Project Evaluation section on page 53 of the Gainesville-Hall Regional Transportation Plan: 2015 Update (RTP) and Appendix E: Project Evaluation Scores.

Plan Consistency

Each project in this TIP is taken from the financially-constrained project list on the RTP. The project worksheets in Appendix A list both a GHMPO and a GDOT project identification numbers, if available, for cross-reference between the RTP and the TIP.

Figure 1: Gainesville-Hall Planning Area Boundary



TRANSPORTATION IMPROVEMENT PROGRAM

The Transportation Improvement Program (TIP) shows the federally required four-year capital improvement program, akin to the State Transportation Improvement Program (STIP) but exclusively for projects within the GHMPO planning area. This TIP covers a four-year period from FY 2018 (beginning July 1, 2017) to FY 2021 (ending June 30, 2021) that is consistent with the Gainesville-Hall Regional Transportation Plan: 2015 Update (RTP). The TIP is updated at least once every four years and amended as frequently as necessary. The GHMPO Technical Coordinating Committee (TCC) is responsible for reviewing the TIP and recommending it for adoption to the GHMPO board, or the Policy Committee. The other committee, the Citizens Advisory Committee (CAC), as well as the public, are also invited to review and comment on the proposed TIP.

In addition, the federal legislation, Fixing America's Surface Transportation (FAST) Act, requires that in the TIP development process, the MPO should consult with officials responsible for other types of planning activities that are affected by transportation in the area and governmental agencies and non-profit organizations that receive federal assistance from a source other than USDOT. GHMPO satisfies this requirement by inviting these agencies to participate in the TIP development process and by making the draft TIP available to them for review and comment. Through adoption by the Policy Committee, the proposed document becomes the official TIP for the Gainesville-Hall area. Project-by-project review and approval by the Georgia Department of Transportation (GDOT), the Federal Highway Administration (FHWA) and the Federal Transit Administration (FTA) is also necessary before federal funds become available. It should be understood that the TIP is a flexible program which may be modified in accordance with the procedures outlined in the adopted Participation Plan by resolution of the Policy Committee if priorities, area goals, or funding levels change.

Fiscal Constraint

Federal planning statutes require that the TIP must be financially constrained, which means that the estimated cost for all transportation improvements cannot exceed the amount of reasonably expected revenues projected from identified federal, state, and local funding sources. This requirement ensures that the TIP is based upon realistic assumptions and can be implemented. Projected federal, state and local revenues for the TIP period, 2018-2021, total approximately $361 million. A detailed breakdown on the yearly projections and financial planning assumptions are listed in Section IV: Financial Element of the Gainesville-Hall Regional Transportation Plan update (RTP). Since the total programmed dollar amount of the TIP, $361 million ($153 million for roadway projects; $17 million for transit projects; $191 million for lump sum), is well within the anticipated available revenue, $361 million, it can be stated that the 2018-2021 TIP is financially constrained.

Public Participation

The development of the TIP process involves a public outreach effort to identify community issues, concerns, and priorities. A legal ad was published in the Gainesville Times informing the public of the TIP. A 30-day public comment period was conducted for review of the document. The draft TIP was available for public review on the MPO website as well as at the MPO office.

FAST Act Planning Factors

The transportation planning process must explicitly address the eleven planning factors identified by the Fixing America's Surface Transportation Act (FAST Act), 23 CFR 450 Subpart C, 23 CFR 420 Subpart A, and 49 CFR Subtitle A, listed below:

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;
8. Emphasize the preservation of the existing transportation system;
9. Improve transportation system resiliency and reliability;
10. Reduce (or mitigate) the storm water impacts of the surface transportation; and
11. Enhance travel and tourism.

The overall planning program is designed to comply with the requirements of FAST Act which was signed into law on December 4, 2015. It encourages MPOs to address the planning factors listed above when solving current and future transportation issues.

Format

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

FY 2018-2021 Projects
This spreadsheet contains a list of projects along with the dollar amounts scheduled for the fiscal years 2018-2021.

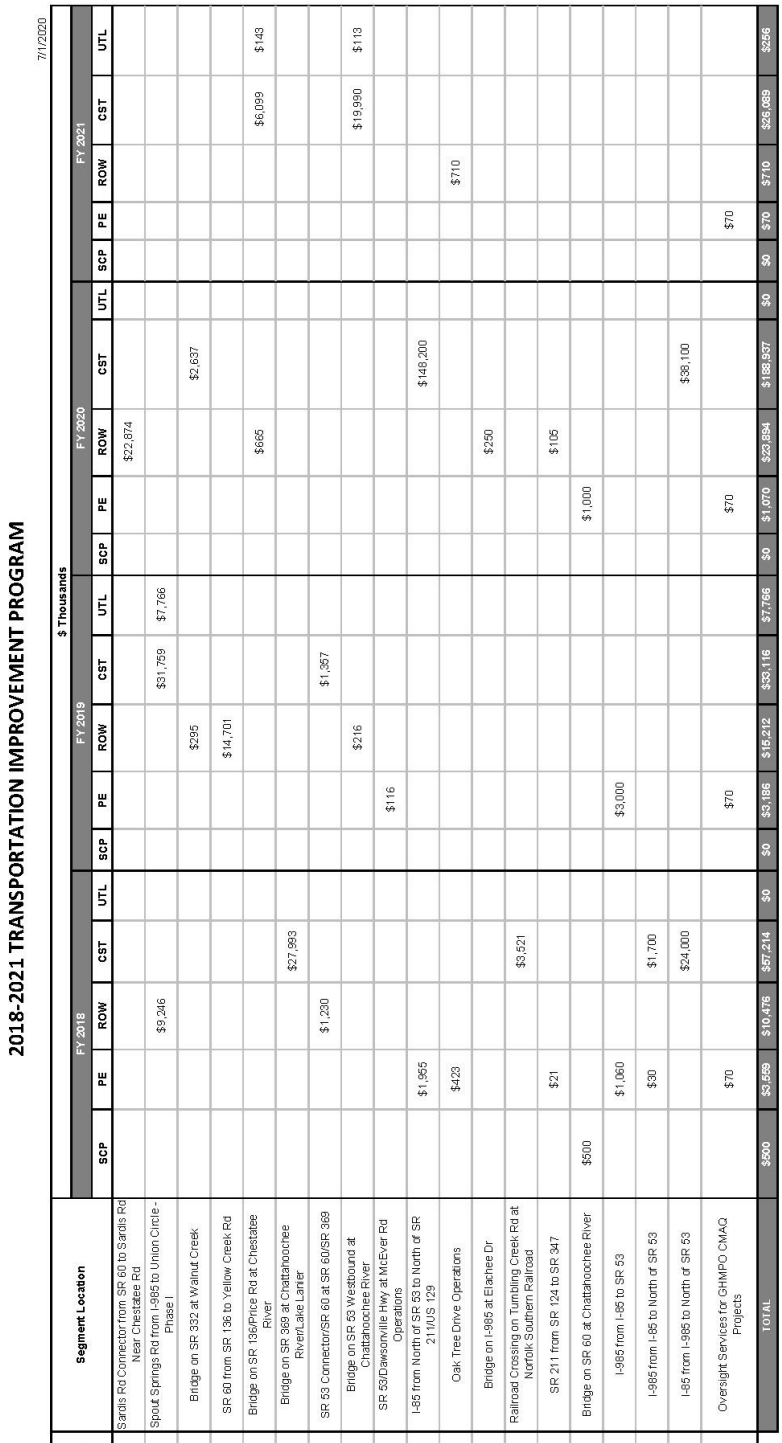
FY 2018-2021 Lump Sum Funding Categories
This spreadsheet reflects available funding dollars for the GHMPO area in lump sum categories for the fiscal years 2018-2021.

FY 2018-2021 Hall Area Transit Funding
This spreadsheet contains the Hall Area Transit funding categories along with the dollar amounts for the fiscal years 2018-2021.

This is followed by project worksheets in Appendix A that supply more detail on these projects that are funded from 2018-2021. Prefacing these worksheets is a project definitions page to explain various items that are not self-explanatory. It also includes project worksheets that supply more detail on these projects. Appendix B provides a detail breakdown of the various transit

funding categories. Appendix C includes public comments received on the TIP. Appendix D and E provide a narrative on lump sum funding and lump sum funded projects. Appendix F lists all the MPO authorized projects. Appendix G provides a list of definitions, abbreviations, funding and phase codes, and acronyms used within the text of this TIP. Appendix H provides the adopted resolutions relating to performance measures and targets related to the GHMPO planning area.

FY 2018-2021 TRANSPORTATION IMPROVEMENT PROJECTS



2018-2021 TRANSPORTATION IMPROVEMENT PROGRAM

7/1/2020

$ Thousands

GHMPO No.	GDOT No.	Segment Location	FY 2018					FY 2019					FY 2020					FY 2021				
			SCP	PE	ROW	CST	UTL	SCP	PE	ROW	CST	UTL	SCP	PE	ROW	CST	UTL	SCP	PE	ROW	CST	UTL
GH-016	0008626	Sardis Rd Connector from SR 60 to Sardis Rd Near Chestatee Rd													$22,874							
GH-023	0009679	Spout Springs Rd from I-985 to Union Circle - Phase I			$9,246						$31,759	$7,766										
GH-028	0013809	Bridge on SR 332 at Walnut Creek								$295						$2,637						
GH-038	132610	SR 60 from SR 136 to Yellow Creek Rd								$14,701												
GH-056	0007170	Bridge on SR 136/Price Rd at Chestatee River													$665						$6,099	$143
GH-057	122012	Bridge on SR 369 at Chattahoochee River/Lake Lanier				$27,993																
GH-069	0013322	SR 53 Connector/SR 60 at SR 60/SR 369			$1,230						$1,357											
GH-085	0010212	Bridge on SR 53 Westbound at Chattahoochee River								$216											$19,990	$113
GH-104		SR 53/Dawsonville Hwy at McEver Rd Operations							$116													
GH-109	0013545	I-85 from North of SR 53 to North of SR 211/US 129		$1,955												$148,200						
GH-113	0015752	Oak Tree Drive Operations		$423																$710		
GH-116	0013922	Bridge on I-985 at Elachee Dr													$250							
GH-117	0014935	Railroad Crossing on Tumbling Creek Rd at Norfolk Southern Railroad				$3,521																
GH-118	0013988	SR 211 from SR 124 to SR 347		$21											$105							
GH-119	0015551	Bridge on SR 60 at Chattahoochee River	$500											$1,000								
GH-120	0014130	I-985 from I-85 to SR 53		$1,060					$3,000													
GH-122	0015766	I-985 from I-85 to North of SR 53		$30		$1,700																
GH-123	110610	I-85 from I-985 to North of SR 53				$24,000										$38,100						
	0013978 0013979 0013980 0013981	Oversight Services for GHMPO CMAQ Projects		$70					$70					$70					$70			
		TOTAL	$500	$3,559	$10,476	$57,214	$0	$0	$3,186	$15,212	$33,116	$7,766	$0	$1,070	$23,894	$188,937	$0	$0	$70	$710	$26,089	$256

FY 18-21	$ Thousands
SCP	$500
PE	$7,886
ROW	#REF!
CST	$305,356
UTL	$8,021
TOTAL	#REF!

Yellow areas denote most recent changes.

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

FY 2018-2021 LUMP SUM FUNDING CATEGORIES

Funding Source	Funding Code	Lump Sum Description	2018	2019	2020	2021	TOTAL
NHPP	Z001	Natl Hwy Performance Prog	$2,455,000	$216,486	$1,000,0000	$20,102,281	$23,773,767
STP	Z231	STP (Pop 5K-200K)	$9,315,504	$15,020,914	$3,370,000	$70,000	$27,776,418
STP	Z240	STP Flex	$0	$217,535	$1,568,000	$3,828,840	$5,614,375
CMAQ	Z400	Air Quality	$750,397	$1,438,997	$1,451,635	$1,464,272	$5,105,301
HPP	RPS9	Repurposed Fed Earmark	$1,672,618	$0	$0	$0	$1,672,618
Bond	BBOND	St Bridge Bond Funds	$9,460,109	$0	$0	$0	$9,460,109
State	HB170	State Funds	$21,200	$45,877,505	$7,276,254	$2,468,460	$55,643,419
Local	LOC	Local Funds	$21,117,000	$0	$3,460,000	$0	$24,577,000
Transit	5303	Metro Transit Planning	$89,029	$89,029	$89,029	$89,029	$356,116
Transit	5304	St Transit Planning	$4,139	$4,139	$4,139	$4,139	$16,556
Transit	5307	Transit (Urban)	$1,607,818	$1,419,118	$1,419,118	$1,419,118	$5,865,172
Transit	5339	Bus & Bus Facilities	$325,473	$325,473	$0	$0	$650,946
NHPP	Z001	Bridge Painting – Interstate	$405,000	$405,000	$405,000	$405,000	$1,620,000
NHPP	Z001	Road Maintenance – National Highway	$2,418,000	$2,418,000	$1,486,000	$1,486,000	$7,808,000
NHPP	Z001	Roadway Lighting	$22,000	$14,000	$14,000	$14,000	$64,000
NHPP	Z001	Traffic Control Devices- NHS	$61,000	$68,000	$324,000	$324,000	$777,0000
STP	L220	Enhancement	$257,000	$257,000	$257,000	$257,000	$1,028,000
NHPP	Z240	Construction Management	$540,000	$405,000	$405,0000	$405,000	$1,755,000
STP	Z240	Operations	$162,000	$162,000	$162,000	$162,000	$648,000
STP	Z240	Road Maintenance - Any Area	$2,161,000	$2,161,000	$1,823,000	$1,823,000	$7,968,000
STP	Z240	Bridge Painting	$203,000	$203,000	$203,000	$203,000	$812,000
STP	Z240	Low Impact Bridges	$351,000	$351,000	$351,000	$351,000	$1,404,000
STP	Z240	Traffic Control Devices	$412,000	$405,000	$81,000	$81,000	$979,000
STP	Z240	Right-of-Way Protective Buy	$20,000	$20,000	$20,000	$20,000	$80,000
STP	Z240	Wetland Mitigation	$16,000	$16,000	$16,000	$16,000	$64,000
TAP	Z940	Recreational Trails	$17,000	$17,000	$17,000	$17,000	$68,000
HSIP	ZS30	Safety	$1,283,000	$1,351,000	$1,351,000	$1,351,000	$5,336,000
HSIP	ZS40	Railroad Crossing Hazard Elimination	$68,000	$68,000	$68,000	$68,000	$272,000
HSIP	ZS50	Railroad Crossing Protection Device	$54,000	$54,000	$54,000	$54,000	$216,000
TOTAL			**$55,268,287**	**$72,984,196**	**$26,675,175**	**$36,483,139**	**$191,410,797**

See Appendix D for details.

FY 2018-2021 HALL AREA TRANSIT FUNDING

FY 18-21 Hall Area Transit Funding					
Description	**2018**	**2019**	**2020**	**2021**	**Total**
Section 5307					
Urban Operating Expenses	$895,423	$940,194	$987,204	$1,036,564	$3,859,385
Urban Capital Expenses	$640,000	$410,000	$45,000	$1,410,000	$2,505,000
Section 5310					
Elderly and Disable Program	$114,175	$119,884	$125,878	$132,172	$492,108
Section 5311					
Rural Operating Expenses	$712,807	$748,447	$785,870	$825,164	$3,072,288
Rural Capital Expenses	$0	$300,000	$0	$0	$300,000

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

Transportation Improvement Program
2018-2021

Appendix A
Project Worksheets

PROJECT WORKSHEET TERM DEFINITIONS

Project Name
This refers to the project such as road or bridge project.

GHMPO No.
This is the number used by the GHMPO staff to track a project from concept stage to completion.

GDOT No.
This refers to the Georgia Department of Transportation's internal # for tracking a project from scope to completion. If a project does not have one of these numbers, it is either a totally locally funded project, or a project not yet made active by the DOT.

Project Description
This describes what will be done to the project referred to in the project title. This includes what specific action will be taken on the project (widening, bridge replacement, intersection improvements).

Regionally Significant
This describes a capacity-adding transportation project that is on a facility which serves regional transportation needs (such as access to and from the area outside of the region, major activity centers in the region, major planned developments such as new retail malls, sport complexes, etc. or transportation terminals as well as most terminals themselves) and would normally be included in the modeling of a metropolitan area's transportation network, including at a minimum all minor arterial and above highways and all fixed guideway transit facilities that offer an alternative to regional highway travel.

Capacity Adding
This refers to whether a structure will increase a roadway's capacity for additional traffic.

Bike/Ped
This details if there is a bicycle or pedestrian component that will be completed along with this project. There are recommended improvements included from the GHMPO bicycle and pedestrian plan.

Connectivity
This describes how these upcoming projects coordinate with other projects in the Transportation Improvement Program and the Regional Transportation Plan.

Length
This refers to the length of a project in miles and tenths of miles.

Number of Lanes – Existing, Future
This section identifies the number of lanes on the roadway presently; lanes planned indicate number of lanes upon completion of project.

Existing and Future Volume (AADT)

This details the average annual daily traffic volume on the roadway segment for 2013 and 2040 respectively.

Status

This demonstrates the year in which this work will take place. Auth. (authorized) denotes funding already spent.

Phase

This section is broken down by fiscal year, showing the year in which work will begin. These phases include preliminary engineering (all work done in development of plans for a particular project), right-of-way, utilities, and construction.

Network Year

The regional emissions analysis used to demonstrate conformity to both the eight-hour ozone standard and the annual PM2.5 standard relies on a methodology which utilizes the Atlanta Regional Commission's (ARC) 20-county regional travel demand model. Updated travel model networks were created for each analysis year (2020, 2024, 2030, and 2040) for GHMPO and ARC projects. Network years in project worksheets indicate a project is scheduled to be open for traffic and are included in the travel demand model by the given network year.

LRTP Project Tier

The Long Range Transportation Plan (LRTP) lists transportation projects that extend at least 20 years into the future. The LRTP is a generic term, and the GHMPO LRTPs have also been called Metropolitan Transportation Plan (MTP) and Regional Transportation Plan (RTP). This RTP update consists of three project tiers: Short-Term (2015-2023), Mid-Term (2024-2032), and Long-Term (2033-2040). The 2018-2021 TIP worksheets list all project phases that correspond to (Short, Mid, or Long Term) RTP tiers which fall within the 2018-2021 time frame.

Project Name	GHMPO No.	GDOT No.
Sardis Road Connector – SR 60/Thompson Bridge Rd to Sardis Rd/Chestatee Road		
	County Hall	**City** Gainesville
Local Rd. Name Ledan Road, Sardis Road	**GDOT District** 1	**Cong. District** 9
US/State Rd. Name n/a	**Map ID** 16	**RC** GMRC

Project Description

Construction of a new 4 lane road from the intersection of SR 60/Thompson Bridge Road and SR 283/Mt. Vernon Road to the intersection of Sardis Road and Chestatee Road.

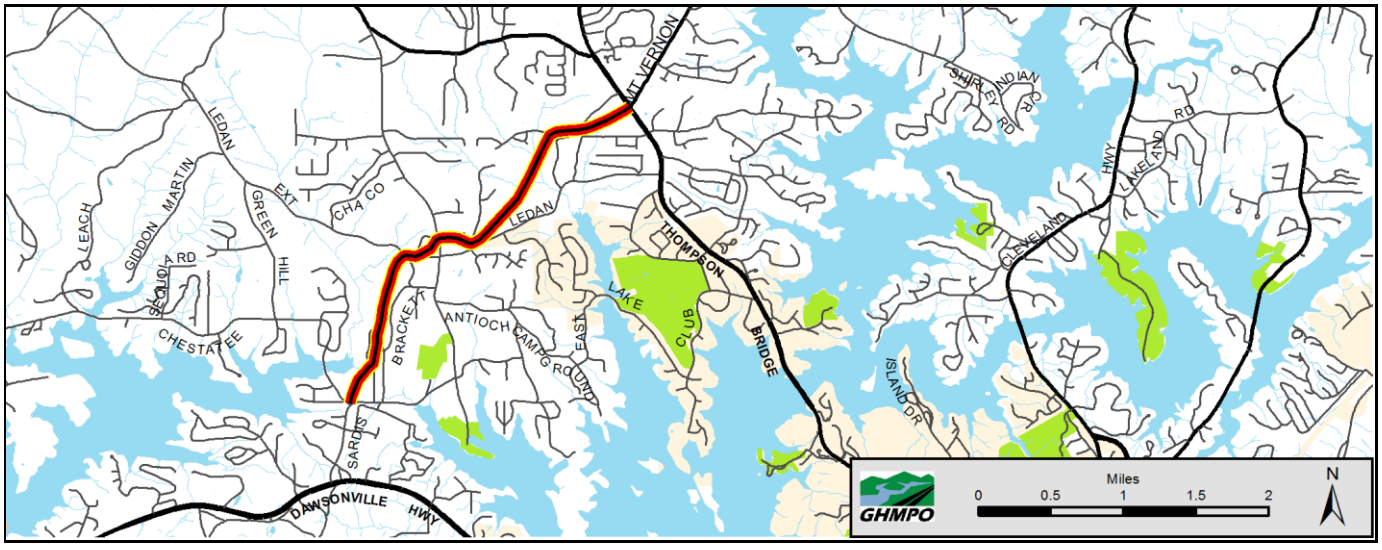
Improvement Type New **Regionally Significant** Yes **Capacity Adding** Yes **Funding Source** Split

Project Intent

To allow for improved connections between SR 60/Thompson Bridge Road and SR 53/Dawsonville Highway.

Project Termini **From** SR 60/Thompson Bridge Road **To** Sardis Road/Chestatee Road	**Length (miles)** 3.63	
	Exist. Lanes 2	**Future Lanes** 4
Bike / Ped. Sidewalks, bike lanes recommended	**Exist. Vol.** 11,360 (2013)	**Design Vol.** 12,030 (2040)
Connectivity Dawsonville Highway/Thompson Bridge Road		
Network Year 2030 **LRTP Project Tier:** Short-Term (2015-2023)		**Open to Traffic Date** 2023

STATUS	PHASE	SOURCE	LOCAL	STATE	FEDERAL	OTHER	TOTAL
Auth.	Pre-Engineering	LOC	$1,300,000	$0	$0	$0	$1,300,000
Auth.	Pre-Engineering	L200	$0	$10,400	$41,600	$0	$52,000
Auth.	Right-of-Way	LOC/HB 170	$22,874,000	$0	$0	$20,753,000	$43,627,000
2024	Construction	LOC/HB 170	$0	$0	$0	$31,025,952	$31,025,952
2024	Utilities	LOC/HB 170	$0	$0	$0	$915,483	$915,483
		TOTAL	$24,174,000	$10,400	$41,600	$52,694,435	$76,920,435



Project Name	GHMPO No.	GDOT No.
Spout Springs Road –I-985 to Union Circle - Phase 1	GH-023	0009679
	County Hall	**City** Flowery Branch
Local Rd. Name Spout Springs Road	**GDOT District** 1	**Cong. District** 9
US/State Rd. Name N/A	**Map ID** 23	**RC** GMRC

Project Description

The project would increase capacity between Thompsons Mill Road and Hog Mountain Road by widening Spout Springs Road from two to four lanes and adding a median. It would also improve operations between Hog Mountain Road and the I-985 Southbound on/off ramps by restriping and shifting a right turn lane.

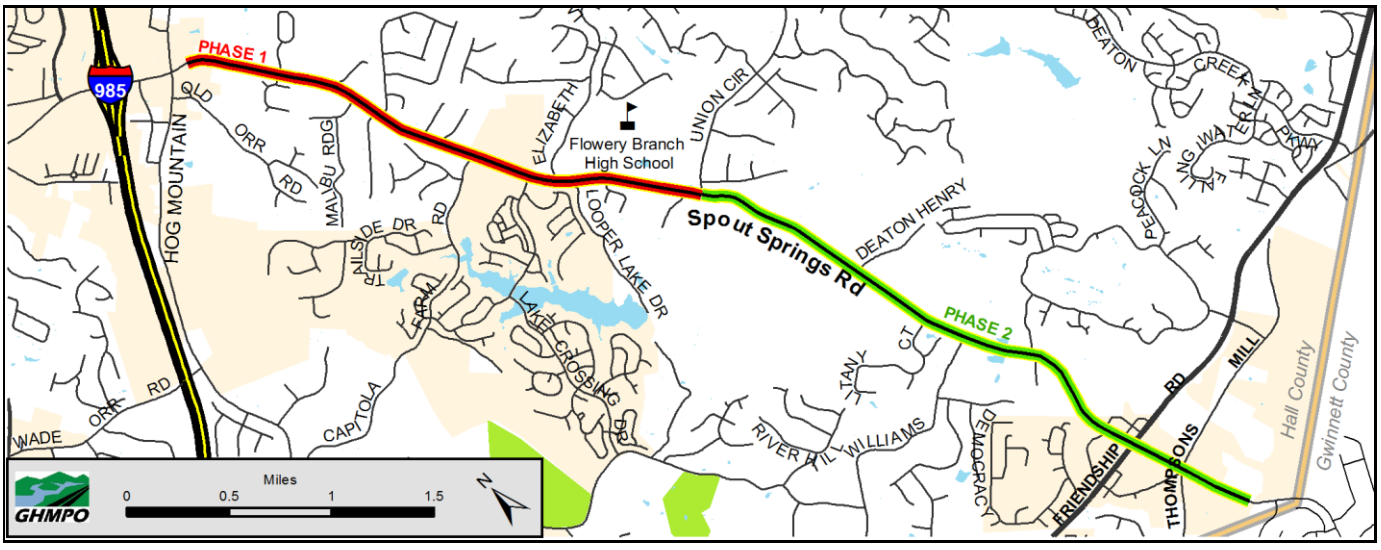
Improvement Type Widening **Regionally Significant** Yes **Capacity Adding** Yes **Funding Source** Split

Project Intent

The need for improved mobility and decreased congestion along an important east/west link in south Hall.

Project Termini **From** I-985 **To** South of Thompsons Mill Rd.	**Length (miles)** 3.2	
	Exist. Lanes 2	**Future Lanes** 4
Bike / Ped. Sidewalks	**Exist. Vol.** 15,500 (2015)	**Design Vol.** 22,340 (2040)
Connectivity SR 347/Friendship Road, Hog Mountain Road		
Network Year 2030 **LRTP Project Tier:** Short-Term (2015-2023)		**Open to Traffic Date** 2025

STATUS	PHASE	SOURCE	LOCAL	STATE	FEDERAL	OTHER	TOTAL
Auth.	Right-of-Way	Z231	$0	$2,546,899	$10,187,597	$0	$12,734,496
2018	Right-of-Way	Z231	$0	$1,849,101	$7,396,403	$0	$9,245,504
2020	Construction	HB 170	$0	$31,759,200	$0	$0	$31,759,200
2020	Utilities	HB 170	$0	$7,765,615	$0	$0	$7,765,615
		TOTAL	$0	$43,920,815	$17,584,000	$0	$61,504,815



Project Name SR 332/Poplar Springs Road at Walnut Creek& Overflow	**GHMPO No.** GH-028	**GDOT No.** 0013609
	County Hall	**City** N/A
Local Rd. Name Poplar Springs Road	**GDOT District** 1	**Cong. District** 9
US/State Rd. Name State Route 332	**Map ID** 28	**RC** GMRC

Project Description

The project proposes to replace two deficient bridges crossing Walnut Creek and Walnut Creek overflow.

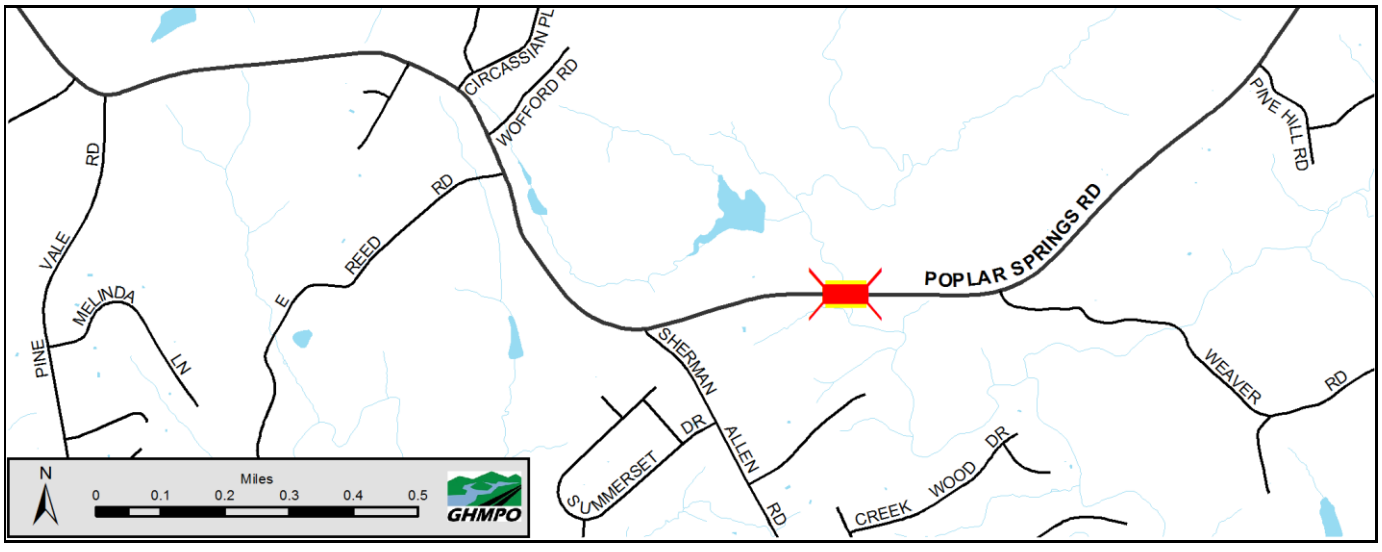
Improvement Type Bridge **Regionally Significant** No **Capacity Adding** No **Funding Source** GDOT

Project Intent

Replace bridge on SR 332/Poplar Springs Road over Walnut Creek.

Project Termini **From** N/A **To** N/A		**Length (miles)** N/A
	Exist. Lanes 2	**Future Lanes** 2
Bike / Ped.	**Exist. Vol.** (2015) 2,830	**Design Vol.** (2050) 5,000
Connectivity		
Network Year N/A	**LRTP Project Tier:** Short-Term (2015-2023)	**Open to Traffic Date** 2022

STATUS	PHASE	SOURCE	LOCAL	STATE	FEDERAL	OTHER	TOTAL
Auth.	Pre-Engineering	M240	$0	$58,800	$235,200	$0	$294,000
2019	Right-of-Way	Z240	$0	$58,956	$235,824	$0	$294,780
2020	Construction	Z240	$0	$527,400	$2,109,600	$0	$2,637,000
		TOTAL	$0	$645,156	$2,580,624	$0	$3,225,780



Project Name	GHMPO No.	GDOT No.
SR 60/Thompson Bridge Road - SR 136/Price Road to Yellow Creek Road in Murrayville		
	County Hall	**City** Gainesville
Local Rd. Name Thompson Bridge Road	**GDOT District** 1	**Cong. District** 9
US/State Rd. Name State Route 60	**Map ID** 38	**RC** GMRC

Project Description

The widening from two to four lanes of SR 60/Thompson Bridge Road from SR 136/Price Road to Yellow Creek Road in Murrayville.

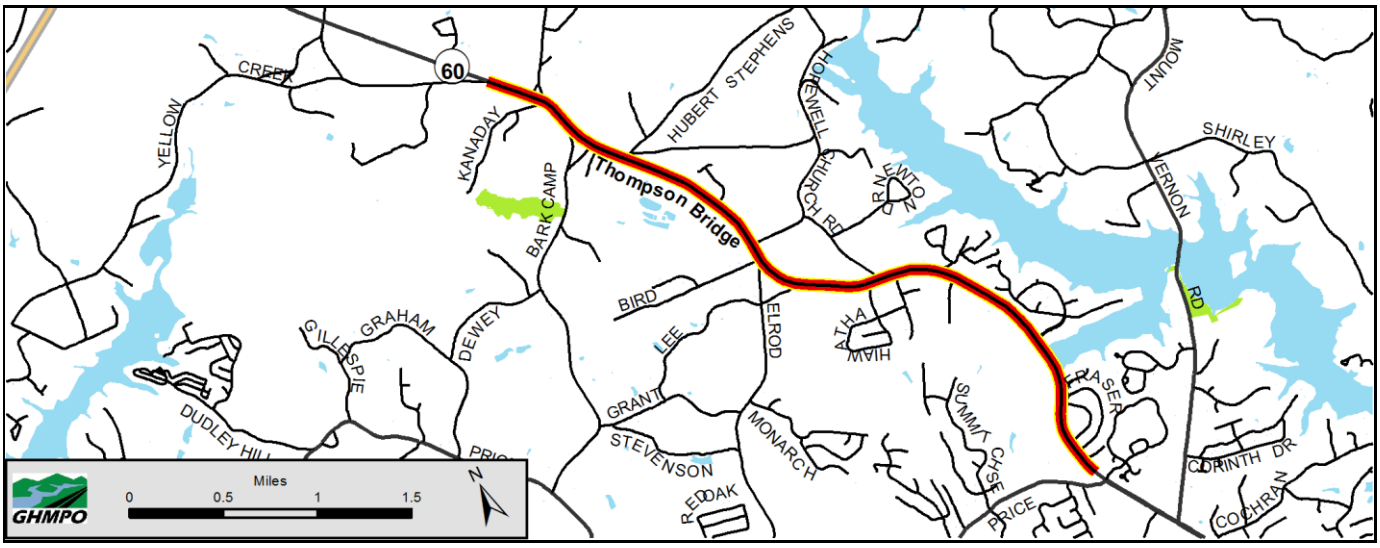
Improvement Type Widening **Regionally Significant** Yes **Capacity Adding** Yes **Funding Source** GDOT

Project Intent

This widening will allow for greater access to the northwest of the county and into Lumpkin County.

Project Termini **From** SR 136/Price Road **To** Yellow Creek Road	**Length (miles)** 4.3	
	Exist. Lanes 2	**Future Lanes** 4
Bike / Ped. Bike lanes recommended	**Exist. Vol.** 10,800 (2015)	**Design Vol.** 22,990 (2040)
Connectivity Widening of SR 136/Price Road		
Network Year 2040 **LRTP Project Tier:** Mid-Term (2024-2032)		**Open to Traffic Date** 2032

STATUS	PHASE	SOURCE	LOCAL	STATE	FEDERAL	OTHER	TOTAL
Auth.	Pre-Engineering	State/Federal	$0	$0	$0	$0	$0
2019	Right-of-Way	HB 170	$0	$2,940,183	$11,760,732	$22,235,000	$36,935,915
LR	Construction	HB 170	$0	$5,147,434	$20,589,736	$34,460,011	$60,197,181
LR	Utilities	HB 170	$0	$936,076	$3,744,305	$3,906,312	$8,586,693
		TOTAL	$0	$9,023,693	$36,094,772	$60,601,323	$105,719,788



Project Name SR 136/Price Road @ Chestatee River- Bridge	**GHMPO No.** GH-056	**GDOT No.** 0007170
	County Hall	**City** N/A
Local Rd. Name Price Road	**GDOT District** 1	**Cong. District** 9
US/State Rd. Name SR 136	**Map ID** 56	**RC** GMRC

Project Description

The proposed project is to construct a 482 foot long bridge to replace the existing structurally deficient SR 136 bridge over the Chestatee River.

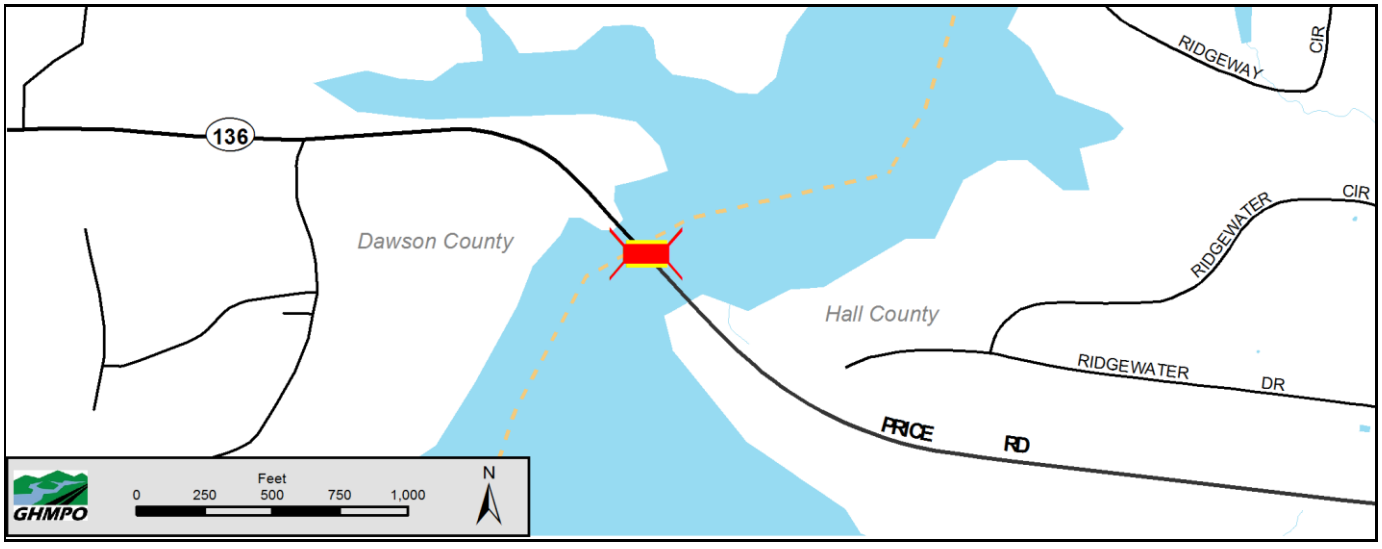
Improvement Type Bridge **Regionally Significant** No **Capacity Adding** No **Funding Source** GDOT

Project Intent

To update bridge infrastructure.

Project Termini **From** Bridge Extents **To** Bridge Extents	**Length (miles)** N/A	
	Exist. Lanes 2	**Future Lanes** 2
Bike / Ped.	**Exist. Vol.** 1,550 (2015)	**Design Vol.** 2,600 (2050)
Connectivity		
Network Year N/A **LRTP Project Tier:**		**Open to Traffic Date** 2023

STATUS	PHASE	SOURCE	LOCAL	STATE	FEDERAL	OTHER	TOTAL
2021	Construction	Z232	$0	$756,799	$3,027,196	$0	$3,783,995
2021	Utilities	Z232	$0	$13,500	$54,000	$0	$67,500
Auth.	Pre-Engineering	M240	$0	$51,774	$207,095	$0	$258,869
Auth.	Right-of-Way	Z232	$0	$133,000	$532,000	$0	$665,000
		TOTAL	$0	$955,073	$3,820,291	$0	$4,775,364



Project Name	GHMPO No.	GDOT No.
SR 369/Browns Bridge Road at Chattahoochee River- Bridge		
	County Hall/Forsyth	**City**
Local Rd. Name Browns Bridge Road	**GDOT District** 1	**Cong. District** 9
US/State Rd. Name SR 369	**Map ID** 57	**RC** GMRC

Project Description

New parallel bridge over Lake Lanier for SR 369/Browns Bridge Road. Project is numbered as FT-322 in shared jurisdiction with Forsyth County. Project costs reflect only the GHMPO's portion (50%) of the total cost that lies within the MPO boundary. All other information such as length and termini are for entire project.

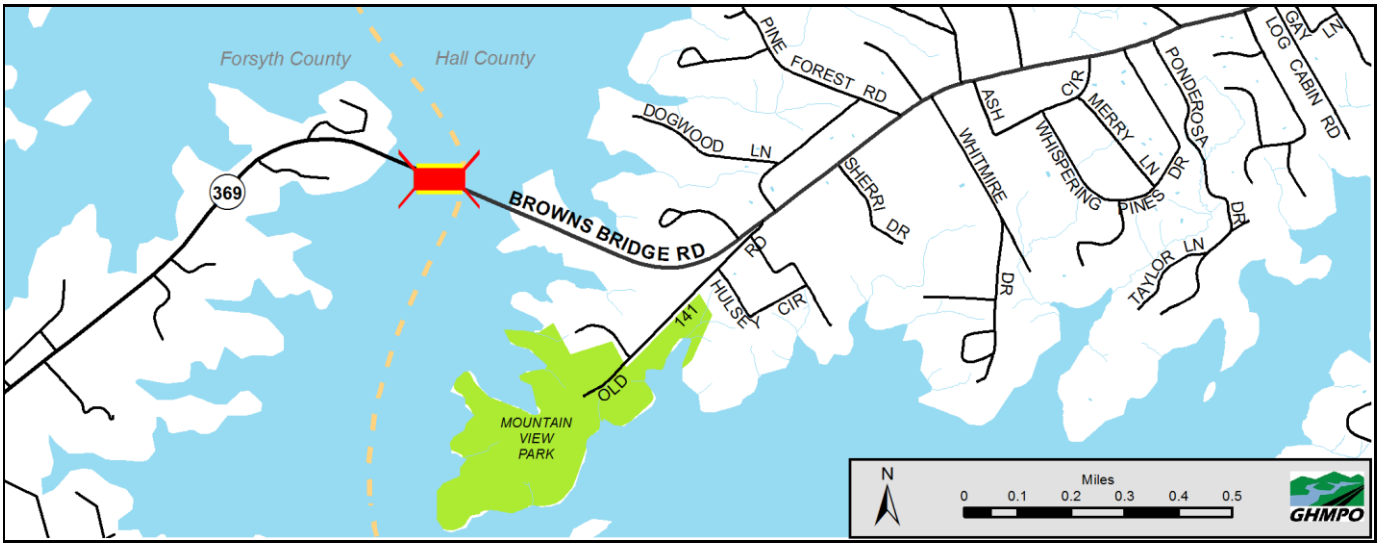
Improvement Type Bridge **Regionally Significant** Yes **Capacity Adding** No **Funding Source** GDOT

Project Intent

To update existing infrastructure.

Project Termini **From** SR 369 **To** SR 369	**Length (miles)** 0.79	
	Exist. Lanes 2	**Future Lanes** 2
Bike / Ped.	**Exist. Vol.** 12,500 (2015)	**Design Vol.** 15,970 (2040)
Connectivity		
Network Year N/A	**LRTP Project Tier:** Short-Term (2015-2023)	**Open to Traffic Date** 2020

STATUS	PHASE	SOURCE	LOCAL	STATE	FEDERAL	OTHER	TOTAL
2018	Construction	BBOND	$0	$24,647,875	$0	$0	$24,647,875
2018	Construction	RPS9	$0	$669,047	$2,676,189	$0	$3,345,236
Auth.	Pre-Engineering	L1C0	$0	$185,475	$741,902	$0	$927,377
Auth.	Right-of-Way	L1C0	$0	$15,300	$61,200	$0	$76,500
Auth.	Pre-Engineering	Q10	$0	$1,000	$4,000	$0	$5,000
		TOTAL	$0	$25,518,697	$3,483,291	$0	$29,001,988



Project Name	GHMPO No.	GDOT No.
Intersection Improvement at Jesse Jewel Pkwy SR 369/SR 60 and John W. Morrow Jr. Pkwy SR 53 Conn/SR 60	GH-069	0013322
	County Hall	**City** Gainesville
Local Rd. Name Jesse Jewel Pkwy/Browns Bridge Rd & John Morrow Pkwy	**GDOT District** 1	**Cong. District** 9
US/State Rd. Name SR 369 and SR 53/SR 60	**Map ID** 69	**RC** GMRC

Project Description

Intersection improvements with additional right turn-lanes on eastbound Browns Bridge Rd., westbound Jesse Jewel Pkwy and northbound Queen City Pkwy

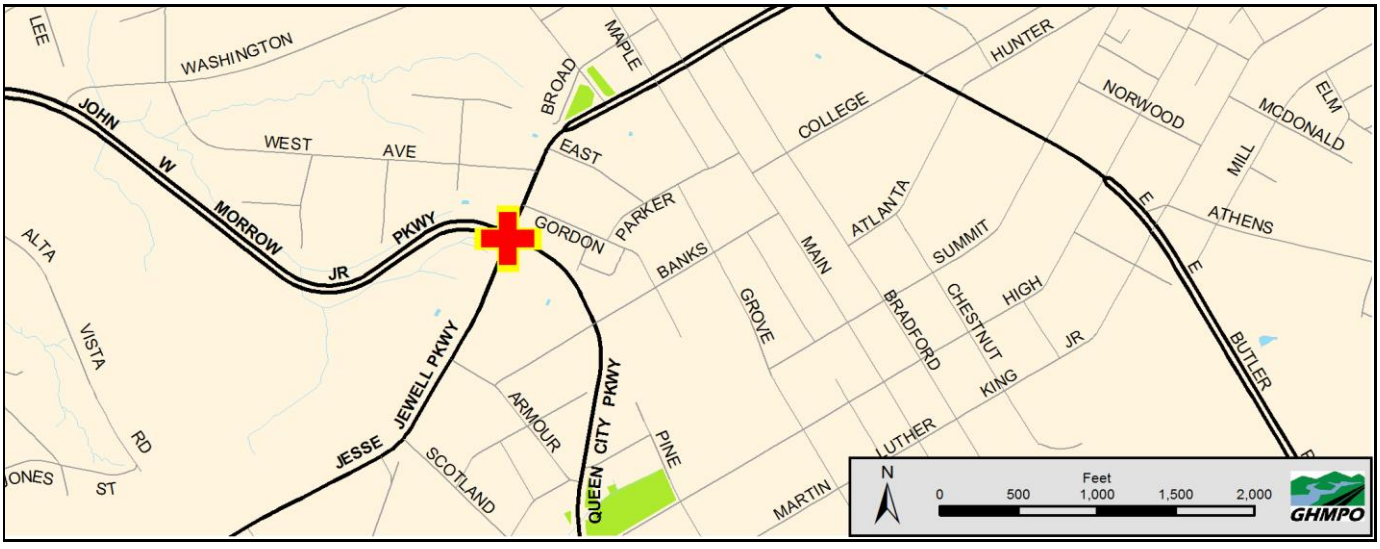
Improvement Type Intersection **Regionally Significant** Yes **Capacity Adding** No **Funding Source** GDOT

Project Intent

This intersection improvement will address a severely congested intersection in the City of Gainesville.

Project Termini	Length (miles)	
From SR 369		
To SR 53	**Exist. Lanes** 4	**Future Lanes** 4
Bike / Ped.	**Exist. Vol.** 37,100 (2015)	**Design Vol.** 43,580 (2040)
Connectivity		
Network Year N/A	**LRTP Project Tier:** Short-Term (2015-2023)	**Open to Traffic Date** 2019

STATUS	PHASE	SOURCE	LOCAL	STATE	FEDERAL	OTHER	TOTAL
2018	Right-of-Way	Z400S	$0	$246,000	$984,000	$0	$1,230,000
2019	Construction	Z400S	$0	$271,420	$1,085,681	$0	$1,357,101
Auth.	Pre-Engineering	LOCAL	$216,000	$0	$0	$0	$216,000
		TOTAL	$216,000	$517,420	$2,069,681	$0	$2,803,101



Project Name SR 53/Dawsonville Hwy westbound at Chattahoochee River- Bridge	**GHMPO No.** GH-085	**GDOT No.** 0010212
	County Hall	**City** Gainesville
Local Rd. Name Dawsonville Highway	**GDOT District** 1	**Cong. District** 9
US/State Rd. Name State Route 53	**Map ID** 85	**RC** GMRC

Project Description

This project is only replacing the westbound bridge with 2 proposed lanes.

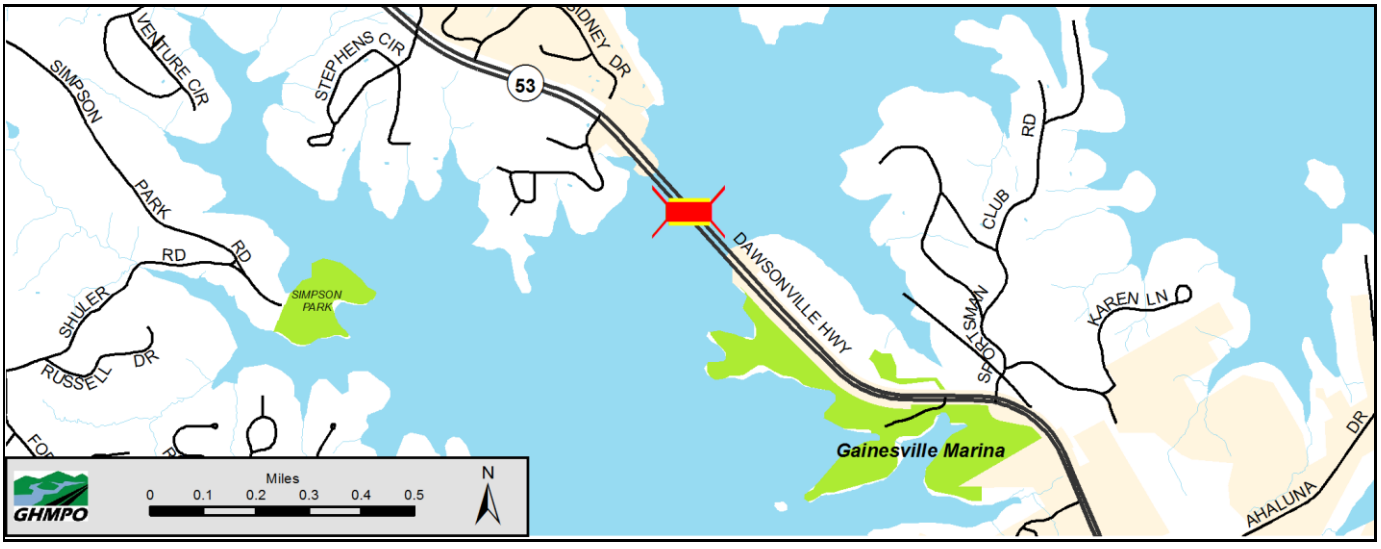
Improvement Type Bridge **Regionally Significant** Yes **Capacity Adding** No **Funding Source** GDOT

Project Intent

To update bridge infrastructure.

Project Termini **From** N/A **To** N/A		**Length (miles)** N/A
	Exist. Lanes 2	**Future Lanes** 2
Bike / Ped.	**Exist. Vol.** (2015) 16,440	**Design Vol.** (2050) 23,320
Connectivity		
Network Year N/A	**LRTP Project Tier:** Short-Term (2015-2023)	**Open to Traffic Date** 2021

STATUS	PHASE	SOURCE	LOCAL	STATE	FEDERAL	OTHER	TOTAL
2019	Right-of-Way	Z001	$0	$43,297	$173,189	$0	$216,486
2019	Construction	Z001	$0	$3,998,000	$15,992,000	$0	$19,990,000
Auth	Utilities		$0	$22,600	$90,400	$0	$113,000
Auth.	Pre-Engineering	M001	$0	$220,816	$883,265	$0	$1,104,081
		TOTAL	$0	$4,284,713	$17,138,854	$0	$21,423,567



Project Name	GHMPO No. GH-104	GDOT No.
SR 53/Dawsonville Hwy at McEver Rd Operations	**County** Hall	**City** Gainesville
Local Rd. Name Dawsonville Hwy./McEver Rd.	**GDOT District** 1	**Cong. District** 9
US/State Rd. Name SR 53	**Map ID** 104	**RC** GMRC

Project Description

SR 53/Dawsonville Hwy at McEver Rd
Operations- Add WB right turn lane and second through lane

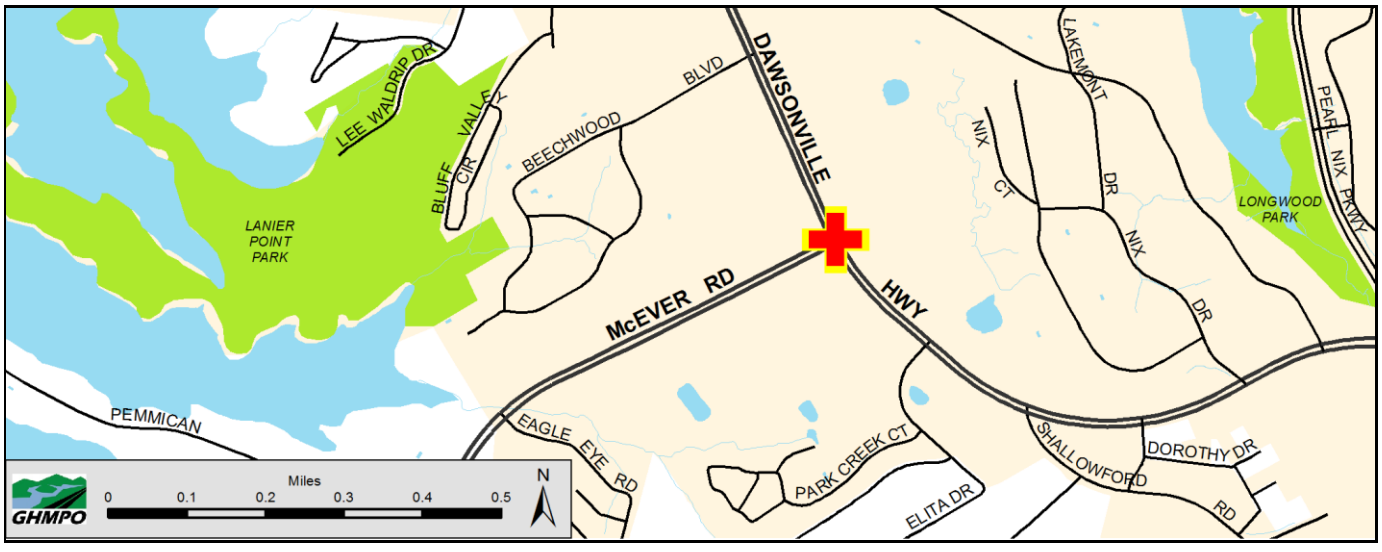
Improvement Type Intersection **Regionally Significant** Yes **Capacity Adding** Yes **Funding Source** GDOT

Project Intent

Operations improvement at the intersection of Dawsonville Hwy/SR 53 and McEver Rd

Project Termini **From** N/A **To** N/A	**Length (miles)** N/A	
	Exist. Lanes N/A	**Future Lanes** N/A
Bike / Ped.	**Exist. Vol.** 19,170 (2015)	**Design Vol.** 26,750 (2050)
Connectivity		
Network Year N/A	**LRTP Project Tier:** Mid-Term (2024-2032)	**Open to Traffic Date** 2025

STATUS	PHASE	SOURCE	LOCAL	STATE	FEDERAL	OTHER	TOTAL
2019	Pre-Engineering	LOCAL	$116,455	$0	$0	$0	$116,455
LR	Right-of-Way	State/Federal	$0	$27,573	$110,292	$0	$137,865
LR	Construction	State/Federal	$0	$57,600	$230,399	$0	$287,999
		TOTAL	$116,455	$85,173	$340,691	$0	$542,319



Project Name	GHMPO No.	GDOT No.
I-85 from north of SR 53 to north of SR 11/US 129	GH-109	0013545
	County Jackson	**City** Braselton, Jefferson
Local Rd. Name I-85	**GDOT District** -	**Cong. District** -
US/State Rd. Name N/A	**Map ID** 109	**RC** NEG

Project Description

Widen and reconstruct approximately 6.7 miles of I-85 from just north of SR 53 to just north of US 129. The typical section is proposed to expand from two lanes to three lanes in each direction.

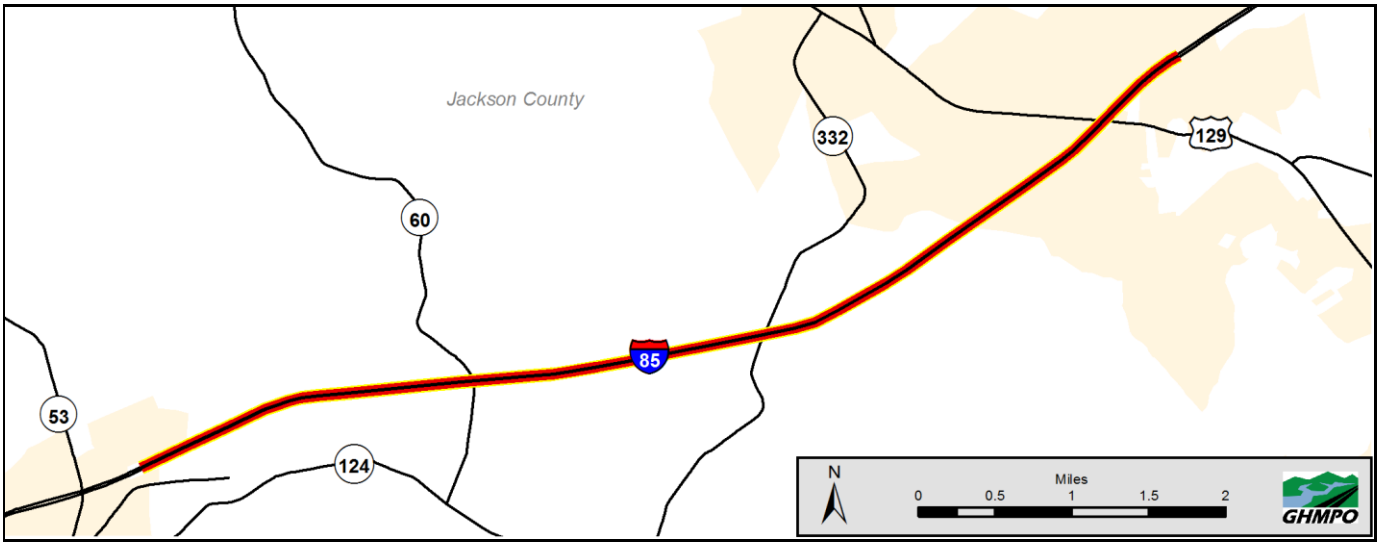
Improvement Type Widening **Regionally Significant** Yes **Capacity Adding** Yes **Funding Source** GDOT

Project Intent

This project addresses existing and anticipated traffic congestion. Please note that this project is of national and regional significance and required for congressional balancing and is assumed to be funded.

Project Termini **From** Just North of SR 53 **To** Just North of US 129	**Length (miles)** 6.7	
	Exist. Lanes 4	**Future Lanes** 6
Bike / Ped.	**Exist. Vol.** 26,260 (2015)	**Design Vol.** 34,650 (2050)
Connectivity Regional		
Network Year 2025 **LRTP Project Tier:** Short-Term (2015-2023)		**Open to Traffic Date** 2025

STATUS	PHASE	SOURCE	LOCAL	STATE	FEDERAL	OTHER	TOTAL
2020	Construction	Z001	$0	$29,640,000	$118,560,000	$0	$148,200,000
Auth	Pre-Engineering	Z001	$0	$1,120,000	$4,480,000	$0	$5,600,000
N/A	Right-of-Way		$0	$0	$0	$0	$0
N/A	Utilities		$0	$0	$0	$0	$0
		TOTAL	$0	$30,760,000	$123,040,000	$0	$153,800,000



Project Name	GHMPO No.	GDOT No.
Oak Tree Drive - Operations: SR 60 Connector From SR 60/Green Street To SR 11 Business/NE Morningside Drive		
	County Hall	**City** Gainesville
Local Rd. Name Oak Tree Dr.	**GDOT District** 1	**Cong. District** 9
US/State Rd. Name	**Map ID** 113	**RC** GMRC

Project Description

SR 60 Connector from SR 60/Thompson Bridge Road to SR 11 Business/Riverside Drive

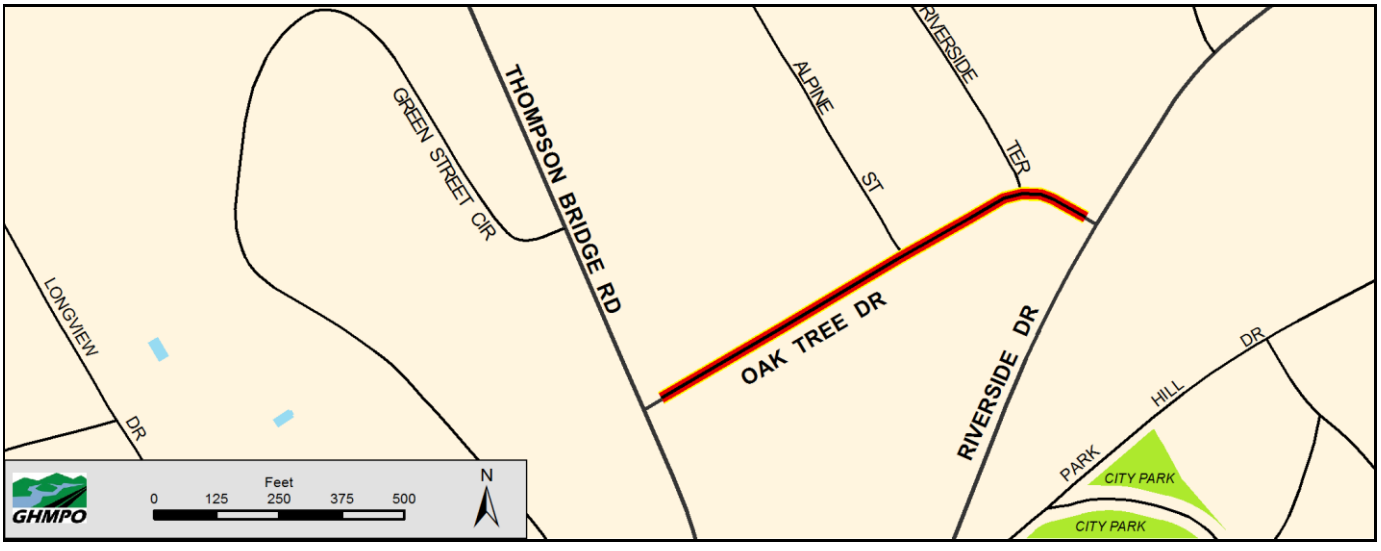
Improvement Type Widening **Regionally Significant** No **Capacity Adding** No **Funding Source** GDOT

Project Intent

Project uses operational improvements to address safety and capacity along the corridor.

Project Termini **From** SR 60/Thompson Bridge Dr. **To** SR 11/Riverside Dr.	**Length (miles)** 0.2	
	Exist. Lanes 2	**Future Lanes** 2
Bike / Ped.	**Exist. Vol.**	**Design Vol.**
Connectivity SR 60/Thompson Bridge Dr. & SR 11/Riverside Dr.		
Network Year N/A **LRTP Project Tier:** Mid-Term (2024-2032)		**Open to Traffic Date** 2025

STATUS	PHASE	SOURCE	LOCAL	STATE	FEDERAL	OTHER	TOTAL
Auth.	Pre-Engineering	GTIB/LOC	$0	$0	$0	$0	$0
Auth.	Right-of-Way	LOC	$0	$0	$0	$710,256	$710,256
LR	Construction	HB170	$0	$1,878,161	$0	$497,179	$2,375,340
		TOTAL	$0	$1,878,161	$0	$1,207,435	$3,085,596



Project Name	GHMPO No.	GDOT No.
I-985 at CS 991/Elachee Dr- Bridge		
	County Hall	**City** Gainesville
Local Rd. Name Elachee Dr	**GDOT District** 1	**Cong. District** 9
US/State Rd. Name I-985	**Map ID** 116	**RC** GMRC

Project Description

This project will replace the existing bridge that was built in 1967 over I-985 in Gainesville. The proposed bridge will be 250 feet long, consisting of two 13-foot lanes, a 2-foot gutter, and a 8.5-foot sidewalk on the north side.

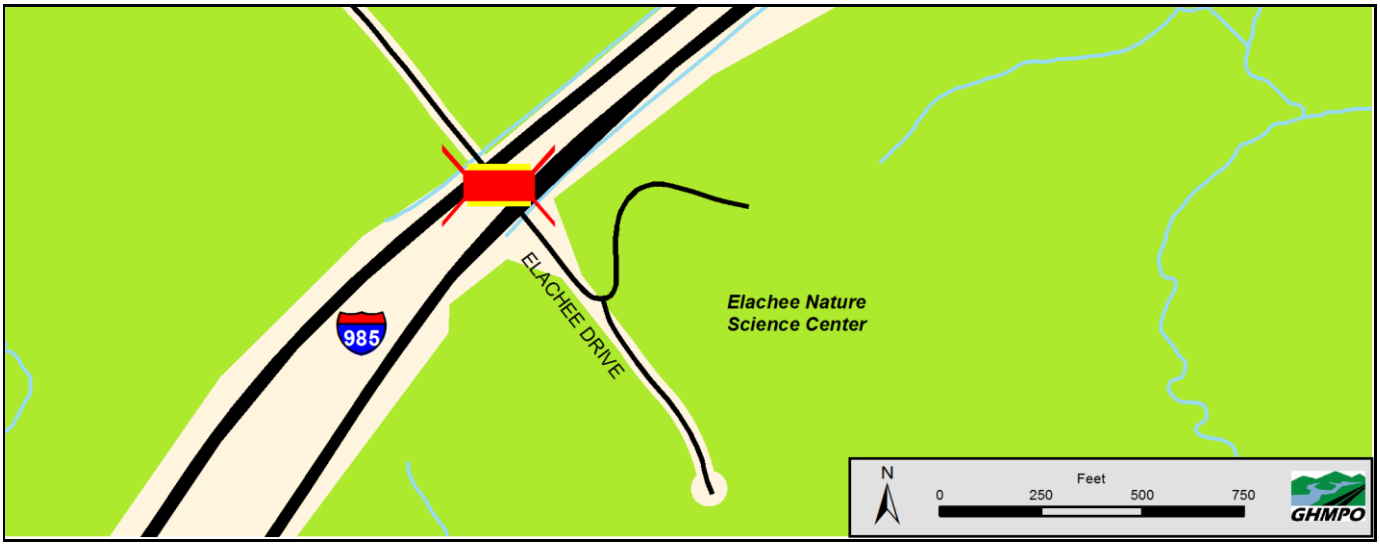
Improvement Type Bridge **Regionally Significant** No **Capacity Adding** No **Funding Source** GDOT

Project Intent

To replace bridge infrastructure

Project Termini **From** N/A **To** N/A		**Length (miles)** N/A
	Exist. Lanes 2	**Future Lanes** 2
Bike / Ped. Part of Chicopee Woods Bike Trail	**Exist. Vol.** N/A	**Design Vol.** N/A
Connectivity		
Network Year N/A	**LRTP Project Tier:** Short-Term (2015-2023)	**Open to Traffic Date** 2020

STATUS	PHASE	SOURCE	LOCAL	STATE	FEDERAL	OTHER	TOTAL
2022	Construction	Z231	$0	$660,000	$2,640,000	$0	$3,300,000
Auth.	Pre-Engineering	Z231	$0	$100,000	$400,000	$0	$500,000
Auth.	Right-of-Way	Z231	$0	$50,000	$200,000	$0	$250,000
		TOTAL	$0	$810,000	$3,240,000	$0	$4,050,000



Project Name	GHMPO No.	GDOT No.
Railroad Crossing on Tumbling Creek Rd at Norfolk Southern Railroad	GH-117	0014935
	County Hall	**City** Gainesville
Local Rd. Name Tumbling Creek Road	**GDOT District** 1	**Cong. District** 9
US/State Rd. Name	**Map ID** 117	**RC** GMRC

Project Description

Railroad Crossing on Tumbling Creek Road at Norfolk Southern Railroad connecting with Millside Pkwy

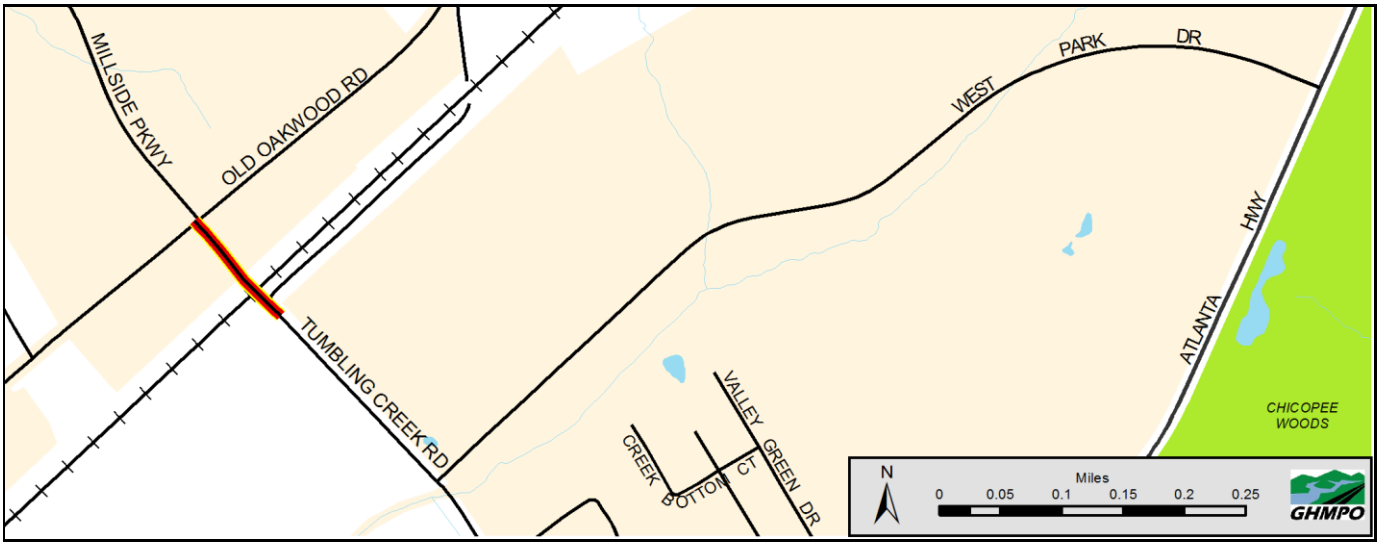
Improvement Type Bridge **Regionally Significant** No **Capacity Adding** No **Funding Source** LOCAL

Project Intent

The project improves the connectivity between SR 13/Atlanta Hwy and SR 53/Mundy Mill Rd.

Project Termini **From** Tumbling Creek Road **To** Millside Pkwy	**Length (miles)** 0.1	
	Exist. Lanes N/A	**Future Lanes** 2
Bike / Ped.	**Exist. Vol.** N/A	**Design Vol.** N/A
Connectivity		
Network Year 2030	**LRTP Project Tier:** Short-Term (2015-2023)	**Open to Traffic Date** 2022

STATUS	PHASE	SOURCE	LOCAL	STATE	FEDERAL	OTHER	TOTAL
Auth.	Right-of-Way	LOCAL	$440,000	$0	$0	$0	$440,000
2018	Construction	LOCAL	$2,521,111	$0	$0	$0	$2,521,111
2018	Construction	HB170	$0	$1,000,000	$0	$0	$1,000,000
		TOTAL	$2,961,111	$1,000,000	$0	$0	$3,961,111



Project Name	GHMPO No.	GDOT No.
SR 211 from SR 124/Barrow to SR 347/Hall	GH-118	0013988
	County Hall, Gwinnett, Ba	**City** Braselton
Local Rd. Name	**GDOT District** 1	**Cong. District** 9, 81
US/State Rd. Name SR 211	**Map ID** 118	**RC** GMRC/NEGR

Project Description

Widening of SR 211 from SR 124/Barrow County line to SR 347/Hall County line. Project costs reflect only the GHMPO's portion (1%) of the total cost that lies within the MPO boundary.

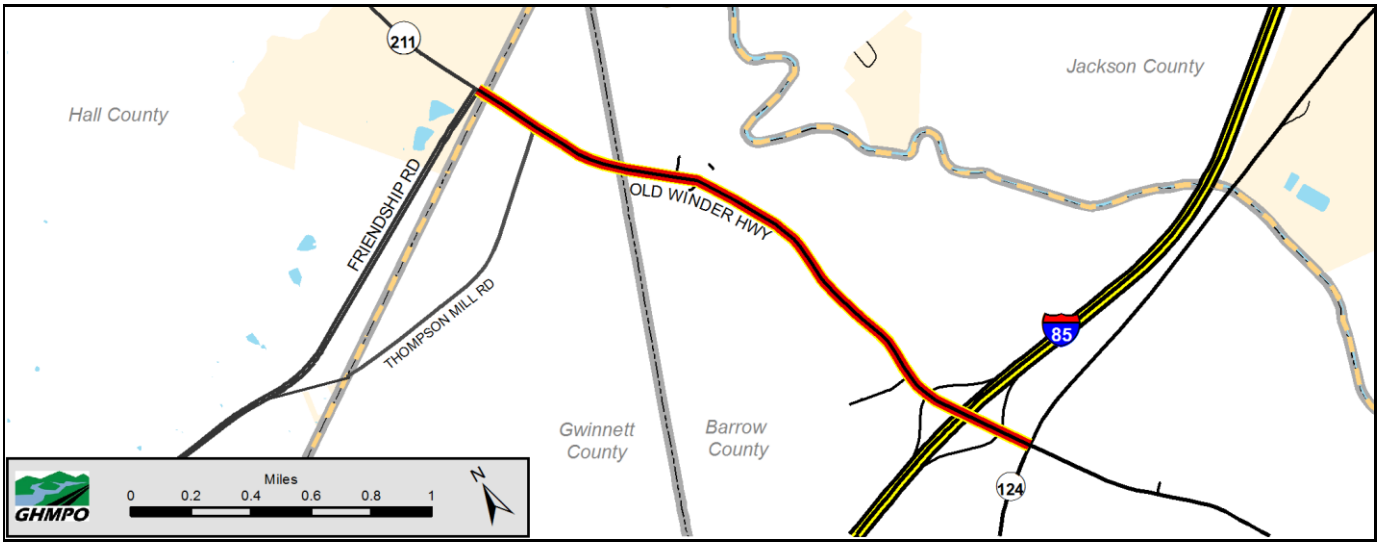
Improvement Type Widening **Regionally Significant** Yes **Capacity Adding** Yes **Funding Source** GDOT

Project Intent

Improve connectivity and relieve congestion between SR 347/Friendship Road and I-85.

Project Termini **From** SR 347 **To** SR 124/I-85	**Length (miles)** 2.0	
	Exist. Lanes 2	**Future Lanes** 4
Bike / Ped.	**Exist. Vol.** 16,700 (2015)	**Design Vol.** 17,810 (2040)
Connectivity I-85		
Network Year 2040 **LRTP Project Tier:** Short-Term (2015-2023)		**Open to Traffic Date**

STATUS	PHASE	SOURCE	LOCAL	STATE	FEDERAL	OTHER	TOTAL
2018	Pre-Engineering	HB170	$0	$21,200	$0	$0	$21,200
2020	Right-of-Way	HB170	$0	$105,140	$0	$1,700,000	$1,805,140
LR	Construction	HB170	$0	$264,980	$0	$9,150,000	$9,414,980
LR	Utilities	HB170	$0	$45,110	$0	$1,125,000	$1,170,110
		TOTAL	$0	$436,430	$0	$11,975,000	$12,411,430



Project Name SR 60/Thompson Bridge Road at Chattahoochee River	**GHMPO No.** GH-119	**GDOT No.** 0015551
	County Hall	**City** Gainesville
Local Rd. Name Thompson Bridge rd	**GDOT District** 1	**Cong. District** 9
US/State Rd. Name SR 60	**Map ID** 119	**RC** GMRC

Project Description

SR 60/Thompson Bridge Road at Chattahoochee River in Gainesville

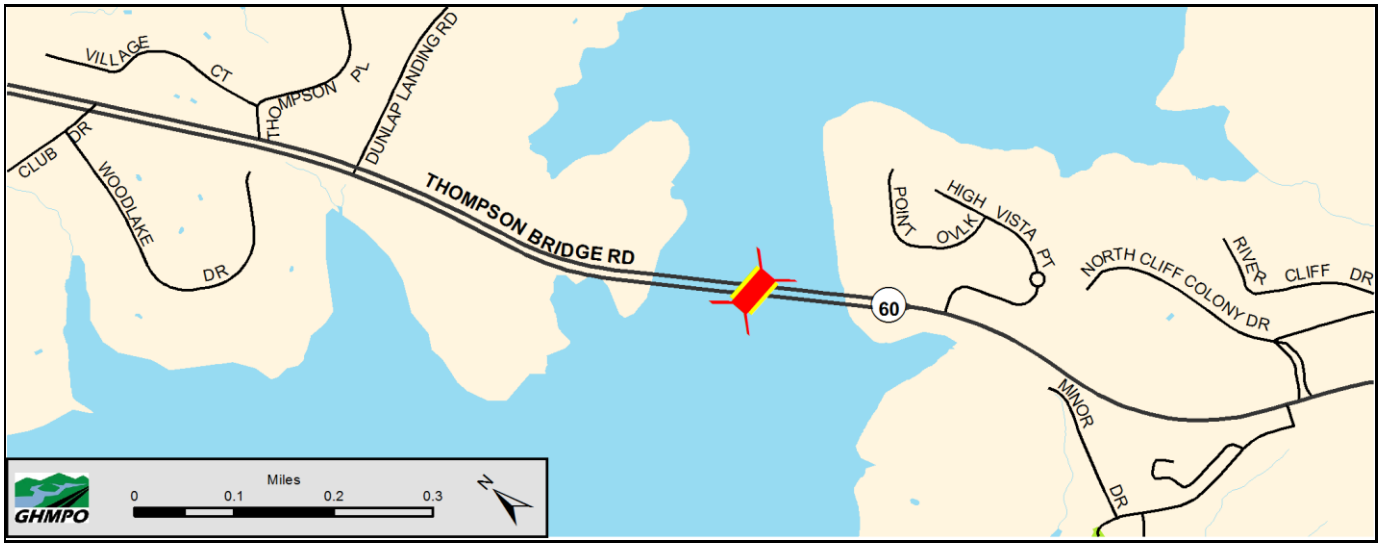
Improvement Type Bridge **Regionally Significant** Yes **Capacity Adding** No **Funding Source** GDOT

Project Intent

To replace bridge infrastructure

Project Termini **From** N/A **To** N/A	**Length (miles)** N/A	
	Exist. Lanes 2	**Future Lanes** 2
Bike / Ped.	**Exist. Vol.** 14,690 (2015)	**Design Vol.** 24,630 (2050)
Connectivity Regional		
Network Year N/A **LRTP Project Tier:** Short-Term (2015-2023)		**Open to Traffic Date** 2026

STATUS	PHASE	SOURCE	LOCAL	STATE	FEDERAL	OTHER	TOTAL
2022	Construction	Z001	$0	$660,000	$2,640,000	$0	$3,300,000
Auth.	Scoping	Z001	$0	$100,000	$400,000	$0	$500,000
Auth.	Pre-Engineering	Z001	$0	$200,000	$800,000	$0	$1,000,000
Auth.	Right-of-Way	Z001	$0	$200,000	$800,000	$0	$1,000,000
Auth.	Utilities	Z001	$0	$50,000	$200,000	$0	$250,000
		TOTAL	$0	$1,210,000	$4,840,000	$0	$6,050,000



Project Name I-985 from I-85/Gwinnett to SR 53/Mundy Mill Rd	**GHMPO No.** GH-120	**GDOT No.** 0014130
	County Hall, Gwinnett	**City** Buford, Flowery Branc
Local Rd. Name	**GDOT District** 1	**Cong. District** 7, 9
US/State Rd. Name I-985	**Map ID** 120	**RC** GMRC/ARC

Project Description

Widening of I-985 from four to six lanes from I-85 in Gwinnett to SR 53 in Oakwood. Project costs reflect only the GHMPO's portion (53%) of the total cost that lies within the MPO boundary.

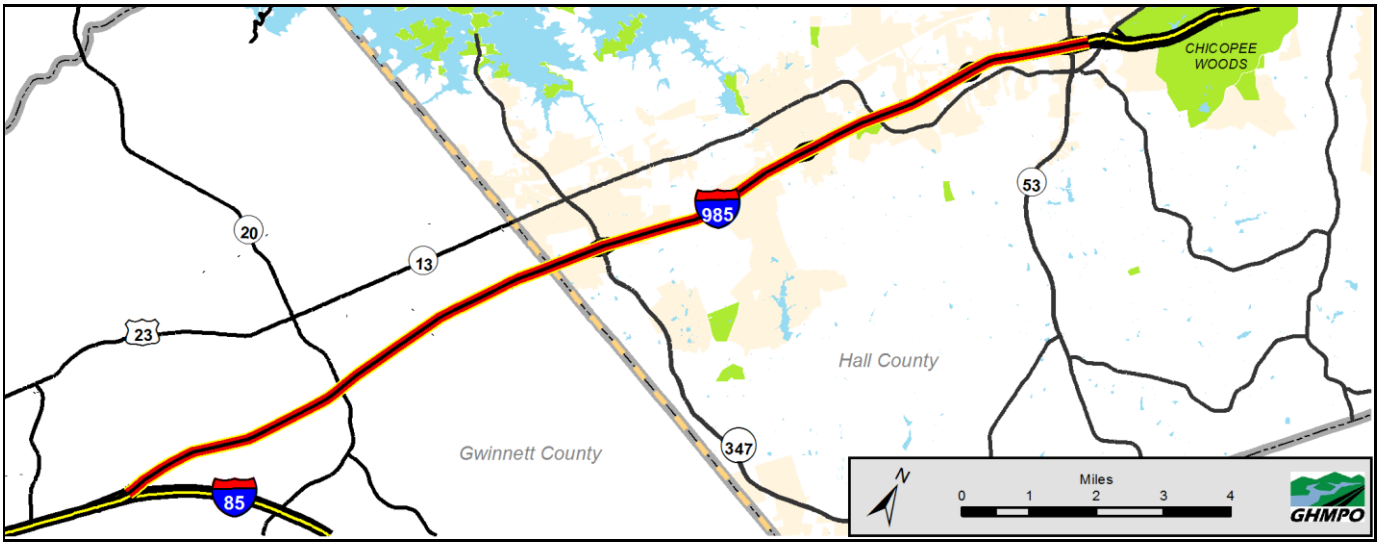
Improvement Type Widening **Regionally Significant** Yes **Capacity Adding** Yes **Funding Source** GDOT

Project Intent

To improve connectivity and congestion along I-985 between Oakwood and I-85

Project Termini **From** I-85 **To** SR 53	**Length (miles)** 15.7	
	Exist. Lanes 4	**Future Lanes** 6
Bike / Ped.	**Exist. Vol.** 63,400 (2015)	**Design Vol.** 68,500 (2040)
Connectivity I-85, I-985		
Network Year 2040 **LRTP Project Tier:** Long-Term (2033-2040)		**Open to Traffic Date**

STATUS	PHASE	SOURCE	LOCAL	STATE	FEDERAL	OTHER	TOTAL
2018	Pre-Engineering	HB170	$0	$1,060,000	$0	$0	$1,060,000
2019	Pre-Engineering	HB170	$0	$3,000,000	$0	$0	$3,000,000
LR	Construction	HB170	$0	$42,802,800	$0	$80,760,000	$123,562,800
		TOTAL	$0	$46,862,800	$0	$80,760,000	$127,622,800



Project Name	GHMPO No.	GDOT No.
I-985 from I-85 to North of SR 365		
	County Hall, Gwinnett	**City** Bufurd, Flowery Branc
Local Rd. Name	**GDOT District** 1	**Cong. District** 9
US/State Rd. Name I-985	**Map ID** 122	**RC** GMRC / ARC

Project Description

ITS project to add camera and vehicle detection along the corridor and at major interchanges.

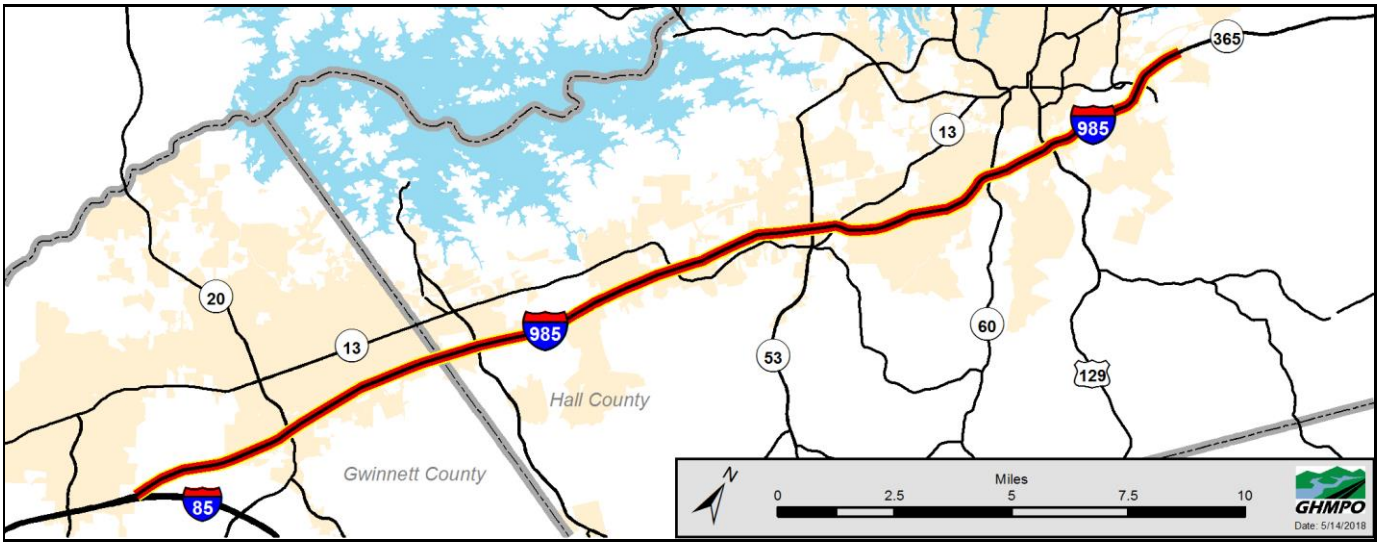
Improvement Type | **Regionally Significant** Yes | **Capacity Adding** No | **Funding Source** GDOT

Project Intent

To update corridor infrastructure.

Project Termini **From** I-85 **To** SR 53	**Length (miles)** 15.7	
	Exist. Lanes 4	**Future Lanes** 4
Bike / Ped.	**Exist. Vol.** 63,400 (2015)	**Design Vol.** 68,500 (2040)
Connectivity I-85, I-985		
Network Year 2040	**LRTP Project Tier:** Short-Term (2015-2023)	**Open to Traffic Date**

STATUS	PHASE	SOURCE	LOCAL	STATE	FEDERAL	OTHER	TOTAL
2019	Pre-Engineering	HB-170	$0	$30,000	$0	$0	$30,000
2019	Construction	HB-170	$0	$1,700,000	$0	$0	$1,700,000
		TOTAL	$0	$1,730,000	$0	$0	$1,730,000



Project Name	GHMPO No.	GDOT No.
I-85 from I-985 to North of SR 53	GH-123	110610
	County Barrow, Jackson	**City** Braselton
Local Rd. Name	**GDOT District** 1	**Cong. District** 9/10
US/State Rd. Name I-85	**Map ID** 123	**RC** NEG

Project Description

Widening of I-85 from four to six General Purpose lanes from I-985 in Gwinnett to North of SR 53 in Braselton. Project costs reflect only the GHMPO's portion (22%) of the total cost that lies within the MPO boundary.

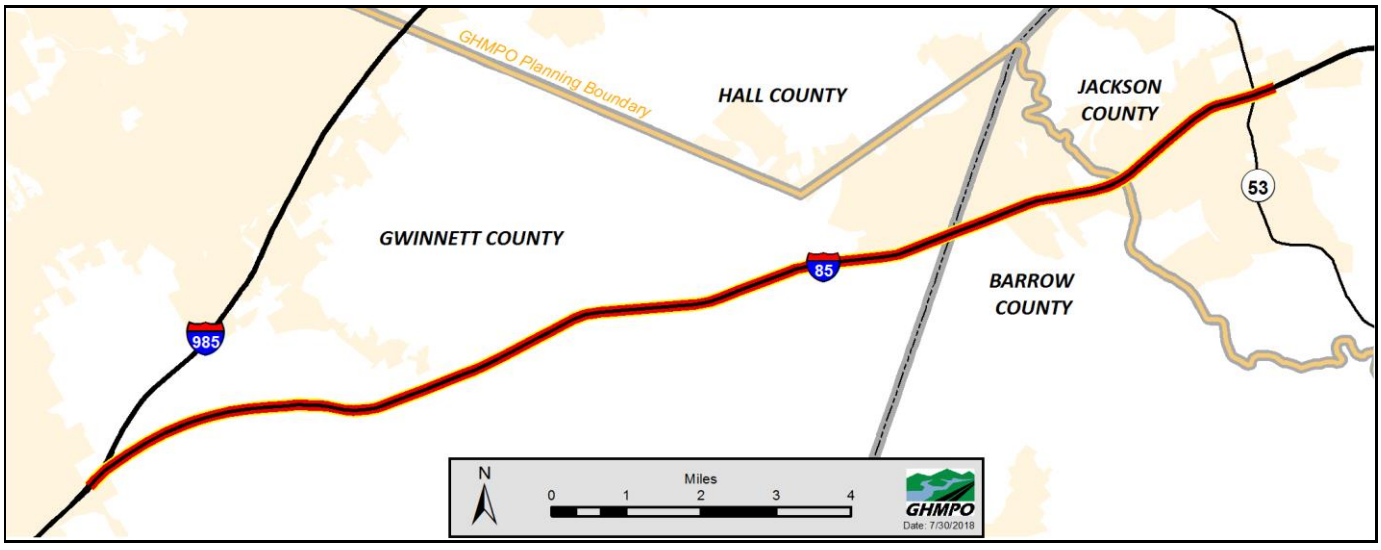
Improvement Type Widening **Regionally Significant** Yes **Capacity Adding** Yes **Funding Source** GDOT

Project Intent

To improve connectivity and congestion along I-85 between I-985 and Braselton

Project Termini **From** I-985 **To** North of SR 53	**Length (miles)** 3.4	
	Exist. Lanes 4	**Future Lanes** 6
Bike / Ped.	**Exist. Vol.** 30,620 (2015)	**Design Vol.** 40,190 (2050)
Connectivity Regional Connection via Interstate		
Network Year 2021 **LRTP Project Tier:** Short-Term (2015-2023)		**Open to Traffic Date** 2022

STATUS	PHASE	SOURCE	LOCAL	STATE	FEDERAL	OTHER	TOTAL
2018	Construction	HB-170	$0	$21,750,250	$0	$0	$21,750,250
2018	Construction	RPS9	$0	$0	$2,249,750	$0	$2,249,750
2019	Construction	HB-170	$0	$60,700,000	$0	$0	$60,700,000
2020	Construction	Z001	$0	$38,100,000	$0	$0	$38,100,000
		TOTAL	$0	$120,550,250	$2,249,750	$0	$122,800,000



Project Name	GHMPO No. GH-13981	GDOT No. 0013981
Oversite Services for Gainesville MPO CMAQ Projects	County Hall, Jackson	City
Local Rd. Name	GDOT District 1	Cong. District 9
US/State Rd. Name	Map ID	RC

Project Description

Oversite services for Gainesville-Hall MPO CMAQ projects for fiscal year 2021.

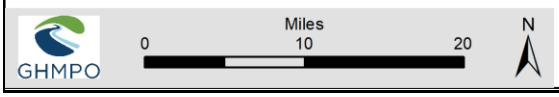
Improvement Type	Regionally Significant	Capacity Adding	Funding Source GDOT

Project Intent

Project Termini From / To	Length (miles)	
	Exist. Lanes	Future Lanes
Bike / Ped.	Exist. Vol.	Design Vol.
Connectivity		
Network Year	LRTP Project Tier:	Open to Traffic Date

STATUS	PHASE	SOURCE	LOCAL	STATE	FEDERAL	OTHER	TOTAL
2021	Pre-Engineering	Z231	$0	$70,000	$0	$0	$70,000
		TOTAL	$0	$70,000	$0	$0	$70,000

CMAQ Funding - MPO Wide



Transportation Improvement Program
2018-2021

Appendix B
Transit Funding

HALL AREA TRANSIT FUNDING CATEGORIES

FY 2018-21 SECTION 5307 (Urban Operating)

Section 5307 (Urban Operating Expenses)					
Description	2018	2019	2020	2021	Total
FY Operations	$895,423	$940,194	$987,204	$1,036,564	$3,859,385
PROJECT COST	**$895,423**	**$940,194**	**$987,204**	**$1,036,564**	**$3,859,385**
FEDERAL	$447,712	$470,097	$493,602	$518,282	$1,929,693
STATE	$0	$0	$0	$0	$0
LOCAL	$447,712	$470,097	$493,602	$518,282	$1,929,693

FY 2018-21 SECTION 5307 (Urban Capital)

Section 5307 (Urban Capital Expenses)					
Description	2018	2019	2020	2021	Total
Replacement Vehicles	$600,000	$400,000	$0	$1,400,000	$2,400,000
ADA Vehicles	$0	$0	$0	$0	$0
Support Vehicles	$0	$0	$35,000	$0	$35,000
Expansion Vehicle	$0	$0	$0	$0	$0
Fareboxes	$0	$0	$0	$0	$0
Passenger Shelters	$0	$0	$0	$0	$0
Passenger Benches	$10,000	$10,000	$10,000	$10,000	$40,000
Parking Lot & Bldg. Improvements	$30,000	$0	$0	$0	$30,000
PROJECT COST	**$640,000**	**$410,000**	**$45,000**	**$1,410,000**	**$2,505,000**
FEDERAL	$512,000	$328,000	$36,000	$1,128,000	$2,004,000
STATE	$64,000	$41,000	$4,500	$141,000	$250,500
LOCAL	$64,000	$41,000	$4,500	$141,000	$250,500

FTA FUNDED 5307 FLEET REPLACEMENT SCHEDULE

HAT FLEET INVENTORY as of 5/10/17

FTA FUNDED

	Vehicle Number (Shop)	Vehicle Number (DOT)	System	Description	I.D. Number	Acquisition Date	Cost	Federal %	Grant No.	Capacity	Use & Condition	Disposition Action	Funding for Replacement	Vested Title	Tag Numbers
FIXED ROUTE	4654		FR	Chevy 4500 Dura Max Diesel	1GBE4V1917F425579	12/31/2008	$88,113.00	80%	GA-90-0254	15A/3L	daily&acceptable	2015	5307	City of Gainesville*	GV 80362
	4655		FR	Chevy 4500 Dura Max Diesel	1GBE4V1987F425594	12/31/2008	$88,113.00	80%	GA-90-0254	15A/3L	daily&acceptable	2015	5307	City of Gainesville*	GV 80361
	4694		FR	Chevy 4500 Dura Max Diesel	1GBE4V1969F413141	12/1/2009	$88,113.00	80%	GA-90-0006	15A/3L	daily&acceptable	2016	5307	City of Gainesville*	GV 58574
	4695		FR	Chevy 4500 Dura Max Diesel	1GBE4V1959F413244	12/1/2009	$88,113.00	80%	GA-90-0006	15A/3L	daily&acceptable	2016	5307	City of Gainesville*	GV 82653
	4696		FR	Chevy 4500 Dura Max Diesel	1GBE4V1999F413246	12/1/2009	$88,113.00	80%	GA-90-0006	15A/3L	daily&acceptable	2016	5307	City of Gainesville*	GV 82654
	4697		FR	Chevy 4500 Dura Max Diesel	1GBE4V1969F413253	12/1/2009	$88,113.00	80%	GA-90-0006	15A/3L	daily&acceptable	2016	5307	City of Gainesville*	GV 82652
	4747		FR	Chevy 4500 Dura Max Diesel	1GB6G5BLB71181156	10/30/2011	$75,000.00	80%	GA-90-0259	18A/2L	daily&acceptable	2018	5307	City of Gainesville*	GV 9417B
	4748		FR	Chevy 4500 Dura Max Diesel	1GB6G5BL41182099	10/30/2011	$75,000.00	80%	GA-90-0259	18A/2L	daily&acceptable	2018	5307	City of Gainesville*	GV 9416B
	4873		FR	Chevy 4500 Dura Max Diesel	1GB6G5BL4E1135417	1/6/2014	$82,966.00	100%	GA-96-0012.01	18A/2L	daily&acceptable	2021	5307	City of Gainesville*	GV 7391D
	4874		FR	Chevy 4500 Dura Max Diesel	1GB6G5BL9E1134005	1/6/2014	$82,966.00	100%	GA-96-0012.01	18A/2L	daily&acceptable	2021	5307	City of Gainesville*	GV 7392D
	4875		FR	Chevy 4500 Dura Max Diesel	1GB6G5BLOE1136340	1/6/2014	$82,966.00	100%	GA-96-0012.01	18A/2L	daily&acceptable	2021	5307	City of Gainesville*	GV 7390D
	4876		FR	Chevy 4500 Dura Max Diesel	1GB6G5BLOE1136144	1/6/2014	$82,966.00	100%	GA-96-0012.01	18A/2L	daily&acceptable	2021	5307	City of Gainesville*	GV 7389D
	4877		FR	Chevy 4500 Dura Max Diesel	1GB6G5BLXE1136099	1/6/2014	$82,966.00	100%	GA-96-0012.01	18A/2L	daily&acceptable	2021	5307	City of Gainesville*	GV 7393D
	4878		FR	Chevy 4500 Dura Max Diesel	1GB6G5BL9E1123627	1/6/2014	$82,966.00	100%	GA-96-0012.01	18A/2L	daily&acceptable	2021	5307	City of Gainesville*	GV 7082D
	4879		FR	Chevy 4500 Dura Max Diesel	1GB6G5BL9E1123425	1/6/2014	$82,966.00	100%	GA-96-0012.01	18A/2L	daily&acceptable	2021	5307	City of Gainesville*	GV 7083D
	SUV 4526		Support	Chevrolet- Trailblazer	1GNOS13S862241047	1/4/2006	$20,814.00	80%	GA-90-0209	5	daily &acceptable	2011	5307	City of Gainesville*	GV 66907
	OP'S TRUCK 4951		Support	2015 Ford F150	1FTEW1EF7FFB70997	6/23/2015	$30,813.00	80%	GA-96-X012	5	daily &acceptable	2020	5307	City of Gainesville*	GV 1637F
	4768	3211	DAR	Ford Goshen/ Lift Van	1FDEE3FS7BDB05322	2/29/2012	$38,542.00	80%	GA-18-0032	8A/2L	daily & acceptable	2017	5311	Hall County	GV2210C
	4769	3212	DAR	Ford Goshen/ Lift Van	1FDEE3FS3BDB05320	2/29/2012	$38,542.00	80%	GA-18-0032	8A/2L	daily & acceptable	2017	5311	Hall County	GV2859C
	4770	3213	DAR	Ford Goshen/ Lift Van	1FDEE3FS5BDB28453	2/29/2012	$38,542.00	80%	GA-18-0032	8A/2L	daily & acceptable	2017	5311	Hall County	GV2858C
	4887	3318	DAR	Ford Goshen/ Lift Van	1FDEE3FSOEDA23744	1/6/2014	$39,252.00	80%	GA-86-X001	8A/2L	daily & acceptable	2017	5311	Hall County	GV9307D
	4888	3319	DAR	Ford Goshen/ Lift Van	1FDEE3FS2EDA23745	1/6/2014	$39,252.00	80%	GA-86-X001	8A/2L	daily & acceptable	2017	5311	Hall County	GV9306D
	4889	3320	DAR	Ford Goshen/ Lift Van	1FDEE3FS2EDA23746	1/6/2014	$39,252.00	80%	GA-86-X001	8A/2L	daily & acceptable	2017	5311	Hall County	GV8504D
	4926	3504	DAR	Ford Goshen/ Lift Van	1FDEE3FS8FDA09673	12/15/2014	$38,542.00	80%	GA-18-X033	8A/2L	daily & acceptable	2019	5311	Hall County	GV5168E
	4927	3503	DAR	Ford Goshen/ Lift Van	1FDEE3FS6FDA09672	12/15/2014	$38,542.00	80%	GA-18-X033	8A/2L	daily & acceptable	2019	5311	Hall County	GV5170E
	4928	3506	DAR	Ford Goshen/ Lift Van	1FDEE3FS2FDA10639	12/15/2014	$38,542.00	80%	GA-18-X033	8A/2L	daily & acceptable	2019	5311	Hall County	GV5171E
	4929	3505	DAR	Ford Goshen/ Lift Van	1FDEE3FS0FDA10638	12/15/2014	$35,542.00	80%	GA-18-X033	8A/2L	daily & acceptable	2019	5311	Hall County	GV5169E

11/1/2016

FY 2018-21 SECTION 5310 (Elderly & Disabled Program)

Section 5310 (Elderly and Disable Program)					
Description	2018	2019	2020	2021	Total
Elderly and Disabled Program	$114,175	$119,884	$125,878	$132,172	$492,108
PROJECT COST	**$114,175**	**$119,884**	**$125,878**	**$132,172**	**$492,108**
FEDERAL	$91,340	$95,907	$100,702	$105,737	$393,686
STATE	$22,835	$23,977	$25,176	$26,434	$98,422
LOCAL	$0	$0	$0	$0	$0

FY 2018-21 SECTION 5311 (Rural Operating Expenses)

Section 5311 (Rural Operating Expenses)					
Description	2018	2019	2020	2021	Total
FY Operations	$712,807	$748,447	$785,870	$825,164	$3,072,288
PROJECT COST	**$712,807**	**$748,447**	**$785,870**	**$825,164**	**$3,072,288**
FEDERAL	$356,404	$374,224	$392,935	$412,582	$1,536,144
STATE	$0	$0	$0	$0	$0
LOCAL	$356,404	$374,224	$392,935	$412,582	$1,536,144

FY 2018-21 SECTION 5311 (Rural Capital Expenses)

Section 5311 (Rural Capital Expenses)					
Description	2018	2019	2020	2021	Total
Replacement Vehicles	$0	$240,000	$0	$0	$240,000
Expansion Vehicle	$0	$0	$0	$0	$0
Fare boxes	$0	$60,000	$0	$0	$60,000
PROJECT COST	**$0**	**$300,000**	**$0**	**$0**	**$300,000**
FEDERAL	$0	$240,000	$0	$0	$240,000
STATE	$0	$30,000	$0	$0	$30,000
LOCAL	$0	$30,000	$0	$0	$30,000

FY 2018-21 Transit Funds for the Atlanta Urbanized Area in Hall County

Transit Funds for the Atlanta Urbanized area in Hall County						
Description	Funding	2018	2019	2020	2021	Total
Hall County	FEDERAL	$30,505	$32,030	$33,631	$35,313	$131,479
AR-HA-5307A	STATE	$0	$0	$0	$0	$0
Equipment / Education & Training	LOCAL	$6,101	$6,406	$6,726	$7,063	$26,296
Hall Area Transit Program	**TOTAL**	**$36,606**	**$38,436**	**$40,358**	**$42,375**	**$157,774**

Transportation Improvement Program
2018-2021

Appendix C
Public Comments

2018-2021 Transportation Improvement Program (TIP)

The public participation effort for the 2018-2021 Transportation Improvement Program (TIP) was uniquely designed to obtain local input through stakeholder discussions. Building on the experience of previous success in public outreach efforts, the GHMPO developed a process consistent with the adopted Participation Plan to:

- ***Involve*** the stakeholders with early opportunities for participating in the decision-making process, particularly minority and low-income persons;
- ***Listen*** to the concerns and issues of the stakeholders living in the community;
- ***Inform*** the stakeholders in a timely manner of progress and recommendations;
- ***Learn*** from the stakeholders ideas for solutions to transportation problems;
- ***Consult*** with stakeholders and provide reasonable opportunity to comment; and
- ***Develop*** an effective outreach process that includes an integrated feedback process for evaluation and improvement.

Throughout the TIP update process, opportunities for citizen input through staff, elected officials, and stakeholders have not only been encouraged but also institutionalized. The 2018-2021 TIP went through the minimum required public comment period, per the Participation Plan, before it has been adopted by the GHMPO Policy Committee.

Transportation Improvement Program
2018-2021

Appendix D
Lump Sum Narrative

LUMP SUM FUNDING

A portion of the State Transportation Improvement Program (STIP) funding is set aside for ten groups of projects that do not affect the capacity of the roadway. The Lump Sum projects program is intended to give the Department and MPO flexibility to address projects of an immediate need while fulfilling the requirements of the STIP. Funds are set up in lump sum banks to undertake projects that are developed after the STIP is approved. These lump sum banks, located in the statewide or "All" county section of the STIP, are listed in a number of funding types for each year for the Department's convenience in managing and accounting for the funding. These Lump Sum Banks are shown in the TIP/STIP with the words "Lump Sum" in the project description and contain an amount of funding for each year. Funds are drawn from these lump sums during the year and individual projects are programmed. The individual projects may include work at one or several locations for letting and accounting purposes. Listed below are these ten groups and information about them. Except for groups for preliminary engineering and rights-of-way protective buying, the total available funds are shown as construction for easy accounting but preliminary engineering and rights-of-way may be drawn from this amount when needed in that category.

Individual projects are programmed and funds drawn from the Lump Sum Bank at the time these funds are needed for Preliminary Engineering, Rights-of-Way and Construction. These projects may be funded in the current year or one of the other TIP/STIP years. Funds for these projects are not counted until authorization is requested for the funds. At that time, the actual cost is deducted from the balance in the Lump Sum Bank.

To provide the readers of the TIP/STIP with as much information as possible, individual projects to be funded from the Lump Sum Bank in the future may be shown in the TIP/STIP with a program year of 2018 and a preliminary estimated cost. These projects are also denoted with the words "Uses Lump Sum Bank PI # 000xxxx" in the lower left area of the project listing. To avoid double counting, these projects are not included in the county total at the end of the county.

Group: Maintenance

Criteria: existing system maintenance only

This group has six funding/work types: two are for bridge painting/maintenance and the other four are for roadway maintenance. Major types of work undertaken are: resurfacing, pavement rehabilitation, median work, impact attenuators, signing, fencing, pavement markings, landscaping, rest areas, walls, guardrail and shoulder work. Also included is preliminary engineering necessary to prepare plans and rights-of-way needed for work such as landslide repair, sewer hookups and erosion control.

Group: Safety

Criteria: work qualifying for the High Hazard Safety Program and other safety projects

This group includes the following work types: signal installation/upgrades, guardrail installation, sign installation, railroad protection devices, operational improvements, railroad crossing hazard elimination, roadway hazard elimination and special safety studies and programs.

Group: Preliminary Engineering

Criteria: Planning, studies and management systems
This group is a single item.

Group: Roadway/Interchange Lighting

Criteria: Lighting
This group is a single item.

Group: Rights of Way - Protective Buying and Hardship Acquisitions

Criteria: Purchase of parcel(s) of rights of way (RW) for future projects that are in jeopardy of development and for hardship acquisition. Qualifying projects are those that have preliminary engineering (PE) underway or have a PE, RW or construction phase in the STIP. For counties that are not in conformance for air quality the only qualifying projects are those that have a RW phase in the STIP. This group is a single item.

Group: Transportation Enhancement

Criteria: Projects qualifying for the Transportation Enhancement program (TE) and the Recreational Trails & Scenic Byway programs

TE projects shown in the STIP will be funded on a first come first served basis. When a project is funded, it is drawn down from the lump sum. When all funds are gone, no other projects can be funded until the next fiscal year, which begins on July 1st.

This group has two funding types.

Group: Transportation Alternatives Program (TAP)

Criteria: TAP provides funding for programs and projects defined as transportation alternatives, including on- and off-road pedestrian and bicycle facilities, infrastructure projects for improving non-driver access to public transportation and enhanced mobility, community improvement activities, and environmental mitigation; recreational trail program projects; safe routes to school projects; and projects for planning, designing, or constructing boulevards and other roadways largely in the right-of-way of former Interstate System routes or other divided highways.

Consistent with what is allowed in the FAST Act legislation, GDOT reserves the right to transfer 50% of available TAP funds to one of the most flexible funding categories available. Those dollars may be spent on any federal-aid eligible project to permit GDOT to focus on delivering the long-needed transportation improvements that support the safe and efficient movement of people and goods, in the most cost-effective manner.

The remaining 50% of TAP funds consists of dollars sub-allocated to MPOs over 200,000 in population as well as TAP funds held at State DOTs eligible for use in areas below 200,000 populations. Projects selected to receive these funds must be the result of a competitive selection process.

This group has two funding types.

Group: High Risk Rural Roads

Criteria: States are required to identify these roadways (and expend the HRRR funds) according to the following definition:

Any roadway functionally classified as a rural major or minor collector or a rural local road and

A. on which the accident rate for fatalities and incapacitating injuries exceeds the statewide average for those functional classes of roadway; or

B. that will likely have increases in traffic volume that are likely to create an accident rate for fatalities and incapacitating injuries that exceeds the statewide average for those functional classes of roadway."

Group: Regional Traffic Signal Optimization

Criteria: Applies to maintenance and operation of traffic control devices statewide. Candidate projects include:

A. Regional Traffic Operations Concepts
B. Micro-Regional Traffic Operations
C. Traffic Control Maintenance Contracts
D. Signal Timing
E. Identification of minor operational improvement projects to be submitted for Operational Projects under another Lump Sum category.

Projects will:

A. Have to support the Regional or Statewide Traffic Signal Concept of Operations
B. Focus on operating and maintaining the components of traffic control systems
C. Local or quasi-governmental agencies may be contracted with at the project level.
D. On which the accident rate for fatalities and incapacitating injuries exceeds the statewide average for those functional classes of roadway; or that will likely have increases in traffic volume that are likely to create an accident rate for fatalities and incapacitations.

Group: Low Impact Bridges

Criteria: Candidates for this process will require minimal permits, minor utility impacts, minimal FEMA coordination, no on-site detour, and meet other low-impact characteristics as identified in this document. Projects that ultimately qualify for this expedited process also must not exceed

established environmental impact thresholds and thus qualify as a Categorical Exclusion (CE) determinations in compliance with the National Environmental Policy Act (NEPA). The Program has been created with three major principles in mind – safety, stewardship and streamlining.

- The safety of the travelling public is of paramount importance. It is the intent of this program to reduce risk associated with structurally deficient, scour critical, temporarily shored, or fracture critical structures.
- Second only to safety, the program will foster stewardship of Georgia's environmental and financial resources. Projects developed under the Program will seek to minimize the impact to the natural environment while providing long-term cost effective engineering solutions.
- The Program will result in accelerated, streamlined delivery of all phases of the bridge replacement including, planning, design, environmental approval and construction.

Transportation Improvement Program
2018-2021

Appendix E
MPO Lump Sum Projects

GHMPO Lump Sum Projects

Appling

				PE		ROW		CST		UTL	
PROJ	**PROJ NO.**	**TIP NO.**	**DESCRIPTION**								
0013171			PEDESTRIAN UPGRADES @ 35 LOCS IN DISTRICT 1	PE	AUTHORIZED	ROW	PRECST	CST	PRECST		

Banks

				PE		ROW		CST		UTL	
PROJ	**PROJ NO.**	**TIP NO.**	**DESCRIPTION**								
M005589			SR 51 FROM CS 871/ATHENS ST/HALL TO SR 164/BANKS								

Clarke

				PE		ROW		CST		UTL	
PROJ	**PROJ NO.**	**TIP NO.**	**DESCRIPTION**								
M005686			SR 8; SR 10 & SR 53 CONN @ 5 LOCS - BRIDGE PRESERVATION								

Habersham

				PE		ROW		CST		UTL	
PROJ	**PROJ NO.**	**TIP NO.**	**DESCRIPTION**								
M005672			SR 15 @ 2 LOCS & SR 365 @ 6 LOCS - BRIDGE PRESERVATION								

Hall

				PE		ROW		CST		UTL	
PROJ	**PROJ NO.**	**TIP NO.**	**DESCRIPTION**								
0010679			GAINESVILLE MIDTOWN MULTI-USE TRAIL FROM PARKER ST TO SR 60			ROW	PRECST	CST	PRECST		
0015184			OFF-SYSTEM SAFETY IMPROVEMENTS @ 7 LOCS IN HALL COUNTY					CST	AUTHORIZED		
0015572			CR 755/BAKER ROAD @ CSX #848419F	PE	AUTHORIZED			CST	PRECST		

0015702			SR 53 FROM CS 921/AHALUNA DRIVE TO CS 966/SHALLOWFORD ROAD	PE	PRECST			CST	PRECST	UTL	PRECST
M004978			SR 369 FROM FORSYTH COUNTY LINE TO SR 53								
M005451			I-985 FROM I-85/GWINNETT TO SR 369/HALL								
M005582			SR 284 FROM SR 11BU TO CHATTAHOOCHEE RIVER								
M005583			SR 211 FROM SR 53 TO SR 60								
M005585			SR 283 FROM SR 52 TO SR 52								
M005688			SR 53 & SR 60 @ CHATTAHOOCHEE RIVER - BRIDGE PRESERVATION								

Jackson

				PE		ROW		CST		UTL	
PROJ	**PROJ NO.**	**TIP NO.**	**DESCRIPTION**								
M005243			SR 332 FROM SR 11/JACKSON TO SR 60/HALL								
M005367			I-85 @ 17 LOCS IN BARROW & JACKSON - BRIDGE PRESERVATION								

Transportation Improvement Program
2018-2021

Appendix F
MPO Authorized Projects

FY 2017 MPO Authorized Projects - Gainesville

Clarke

PROJ	PROJ NO.	TIP NO.	DESCRIPTION	Phase Code	Program Year	Total Funding by CD
M005686			SR 8; SR 10 & SR 53 CONN @ 5 LOCS - BRIDGE PRESERVATION	MPE	2017	$64,000.00

Forsyth

PROJ	PROJ NO.	TIP NO.	DESCRIPTION	Phase Code	Program Year	Total Funding by CD
122012-	BRF00-0012-01(080)	FT-322	SR 369 @ CHATTAHOOCHEE RIVER/LAKE LANIER	PE	2017	$95,000.00

Habersham

PROJ	PROJ NO.	TIP NO.	DESCRIPTION	Phase Code	Program Year	Total Funding by CD
M005672			SR 15 @ 2 LOCS & SR 365 @ 6 LOCS - BRIDGE PRESERVATION	MPE	2017	$35,000.00

Hall

PROJ	PROJ NO.	TIP NO.	DESCRIPTION	Phase Code	Program Year	Total Funding by CD
0000425	NHS00-0000-00(425)	GH-015	I-985 NEW INTERCHANGE N OF SR 13 CROSSOVER NEAR MARTIN RD	CST	2017	$26,091,621.42
0007319	CSSTP-0007-00(319)	GH-078	SR 347/FRIENDSHIP RD FM MCEVER RD TO LAKE LANIER - PHASE II	CST	2017	$10,470,027.04
0009679		GH-023	SPOUT SPRINGS ROAD FROM I-985 TO UNION CIRCLE - PHASE I	ROW	2017	$12,734,496.00
0013922			I-985 @ CS 991/ELACHEE ROAD IN GAINESVILLE	PE	2017	$500,000.00
0013977			OVERSIGHT SERVICES FOR GAINESVILLE MPO CMAQ PROJECTS-FY 2017	PE	2017	$70,000.00
0014109			PL GAINESVILLE - FY 2017	PLN	2017	$602,363.63
0014935			TUMBLING CREEK ROAD @ NORFOLK SOUTHERN RAILROAD	PE	2017	$20,000.00
0015184			OFF-SYSTEM SAFETY IMPROVEMENTS @ 7 LOCS IN HALL COUNTY	CST	2017	$165,028.95
0015572			CR 755/BAKER ROAD @ CSX #848419F	PE	2017	$15,000.00
122060-	STP00-0002-06(048)	GH-020	SR 11/US 129 FROM LIMESTONE PKWY TO S OF NOPONE RD	ROW	2017	$290,000.00
122066-	BRF00-0002-06(050)	GH-030	SR 11 @ EAST FORK LITTLE RIVER	CST	2017	$11,428,011.49
M004881			SR 347 FM E OF SPOUT SPRINGS RD TO SR 211; EXC EXCEPTION	MCST	2017	$575,321.86
M004964			SR 13 FROM CR 630/CANTRELL ROAD TO SR 369	MCST	2017	$2,280,153.67
M005014			SR 53 FROM SR 369 TO 0.03 MI E OF CS 630/MCEVER ROAD	MCST	2017	$982,654.16
M005031			SR 11 FROM SR 283 TO WHITE COUNTY LINE	MCST	2017	$716,639.73
M005304			I-985 @ CSX #848438K & @ CSX #937972K - BRIDGE PRESERVATION	MCST	2017	$185,634.68

M005451			I-985 FROM I-85/GWINNETT TO SR 369/HALL	MCST	2017	$1,918,796.50
M005485			SR 60 FROM CS 577/HOLLY DRIVE TO CR 1013/FRASER CIRCLE	MCST	2017	$2,369,597.68
M005493			SR 60 FROM I-985 TO CS 647/WEST AVE	MCST	2017	$1,238,154.66
M005504			SR 53 CONN FROM SR 60 TO SR 53 IN GAINESVILLE	MCST	2017	$1,269,529.85
M005688			SR 53 & SR 60 @ CHATTAHOOCHEE RIVER - BRIDGE PRESERVATION	MPE	2017	$40,000.00
M005693			SR 60 @ CHATTAHOOCHEE RIVER IN GAINESVILLE - BRIDGE REHAB	MPE	2017	$75,000.00
S014702			EXT WB RT TURN LANE SR53/MUNDY MILL RD@MATHIS DR ENTER UNG	TSA	2017	$196,845.12
S014727			ADDL LMIG WIDEN CS128515/OLD OAKWOOD RD	PR	2017	$100,000.00
S014736			RT TURN LANE SR 60/THOMPSON BR RD@CR 1964/OLD DAHLONEGA HWY	TSA	2017	$82,050.46
T005969			GAINESVILLE-CRACK SEAL & REMARK AND AIRPORT LAYOUT PLAN	AVIA	2017	$366,255.00

Jackson

PROJ	PROJ NO.	TIP NO.	DESCRIPTION	Phase Code	Program Year	Total Funding by CD
0013545		BA-008	I-85 FROM N OF SR 211 TO SR 11/US 129	PE	2017	$616,000.00
S014744			RIGHT HAND PASSING LANE SR 124@CR 709/BOONE RD MP 5.3	TSA	2017	$78,860.59

Transportation Improvement Program
2018-2021

Appendix G
References

Below is a list of definitions, abbreviations, funding and phase codes, and acronyms used within the text of the Transportation Improvement Program:

Abbreviations

AADT	Average Annual Daily Traffic
BBOND	State Bridge Bond Funds
CAC	Citizens Advisory Committee
CE	Categorical Exclusion
DOT	Department of Transportation
FAST	Fixing America's Surface Transportation Act
FEMA	Federal Emergency Management Agency
FHWA	Federal Highway Administration
FTA	Federal Transit Administration
GDOT	Georgia Department of Transportation
GHMPO	Gainesville-Hall Metropolitan Planning Organization
GHPA	Gainesville-Hall Planning Area
HB 170	State Funds
HRRR	High Risk Rural Roads
LOC	Local
L1C0	On/Off System Bridges Funds
LRTP	Long Range Transportation Plan
MPO	Metropolitan Planning Organization
MTP	Metropolitan Transportation Plan
Q10	On/Off System Bridges Funds
RPS9	Repurposed Federal Earmark Funds
RTP	Regional Transportation Plan
STIP	State Transportation Improvement Program
STP	State Transportation Plan
TAP	Transportation Alternatives Program
TE	Transportation Enhancement
TCC	Technical Coordinating Committee
TIP	Transportation Improvement Program
UPWP	Unified Planning Work Program
USDOT	United States Department of Transportation

GDOT Project Phase Codes

AVIA	Aviation
CST	Construction
MCST	Maintenance Construction
MPE	Maintenance Preliminary Engineering
PE	Preliminary Engineering
PLN	Planning
ROW or RW	Right-of-Way
SCP	Scoping
TCAP	Transit Capital
TOPR	Transit Operating
TPLN	Transit Planning
UTL	Utility

FHWA Fund Code — Program Description

BBOND	State Bridge Bond Funds
HB 170	State Funds
L220	STP – Transportation Enhancement
L1C0	On/Off System Bridges
Q10	On/Off System Bridges
RPS9	Repurposed Federal Earmark Funds
Z001	National Highway Performance Program (NHPP)
Z002	National Highway Performance Program (NHPP) Exempt
Z231	STP - Areas with Population Over 5K to 200K
Z240	Surface Transportation Program (STP) Flex
Z400	Congestion Mitigation & Air Quality Improvement (CMAQ)
Z940	Recreational Trails Program (RTP)
ZS30	Highway Safety Improvement Program (HSIP)
ZS40	Railway-Highway - Hazard Elimination
ZS50	Railway-Highway - Protective Devices

Urbanized Area Formula Program (5307)

The Urbanized Area Formula Funding program (49 U.S.C. 5307) makes Federal resources available to urbanized areas and to Governors for transit capital and operating assistance in urbanized areas and for transportation related planning. An urbanized area is an incorporated area with a population of 50,000 or more that is designated as such by the U.S. Department of Commerce, Bureau of the Census.

Transportation for Elderly Persons and Persons with Disabilities (5310)

This program (49 U.S.C. 5310) provides formula funding to States for the purpose of assisting private nonprofit groups in meeting the transportation needs of the elderly and persons with disabilities when the transportation service provided is unavailable, insufficient, or inappropriate to meeting these needs. Funds are apportioned based on each State's share of population for these groups of people.

Funds are obligated based on the annual program of projects included in a statewide grant application. The State agency ensures that local applicants and project activities are eligible and in compliance with Federal requirements, that private not-for-profit transportation providers have an opportunity to participate as feasible, and that the program provides for coordination of Federally-assisted transportation services assisted by other Federal sources. Once FTA approves the application, funds are available for state administration of its program and for allocation to individual sub-recipients within the state.

Formula Grants for Other than Urbanized Areas (5311)

The Formula Grants For Other than Urbanized Areas is a rural program that is formula based and provides funding to states for the purpose of supporting public transportation in rural areas, with population of less than 50,000. The goal of the program is to provide the following services to communities with population less than 50,000:

- Enhance the access of people in non-urbanized areas to health care, shopping, education, employment, public services, and recreation.
- Assist in the maintenance, development, improvement, and use of public transportation systems in non-urbanized areas.
- Encourage and facilitate the most efficient use of all transportation funds used to provide passenger transportation in non-urbanized areas through the coordination of programs and services.
- Assist in the development and support of intercity bus transportation.
- Provide for the participation of private transportation providers in non-urbanized transportation.

Transportation Improvement Program
2018-2021

Appendix H
Performance Measures and Targets

System Performance Report

Gainesville-Hall Metropolitan Planning Organization
Transportation Improvement Program
System Performance Report

Background

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

On May 27, 2016, the Federal Highway Administration (FHWA) and the Federal Transit Administration (FTA) issued the Statewide and Nonmetropolitan Transportation Planning; Metropolitan Transportation Planning Final Rule (The Planning Rule).[1] This regulation implements the transportation planning and transportation performance management provisions of MAP-21 and the FAST Act.

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

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

The Gainesville-Hall Metropolitan Planning Organization Fiscal Year (FY) 2018-2021 Transportation Improvement Program (TIP) was amended on November 13, 2018. Per The Planning Rule and the Georgia Performance Management Agreement, the System Performance Report for the Gainesville-Hall Metropolitan Planning Organization FY 2018-2021 TIP is included, herein, for the required Highway Safety/PM1 performance measures.

[1] 23 CFR 450.314

Highway Safety/PM1

Effective April 14, 2016, the FHWA established the highway safety performance measures[2] to carry out the Highway Safety Improvement Program (HSIP). These performance measures are:

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

Safety performance targets are provided by the States to FHWA for each safety performance measure. Current safety targets address calendar year 2018 and are based on a five-year rolling average (2014-2018). Georgia statewide safety performance targets for 2018 are included in Table 1[3]. The Gainesville-Hall Metropolitan Planning Organization adopted/approved the Georgia statewide safety performance targets on February 13, 2018. Statewide system conditions for each performance measure are also included in Table 1. System conditions reflect baseline performance, which for this first system performance report is the same as the current reporting period (2012-2016).

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

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

Performance Measures	Georgia Statewide Baseline Performance (Five-Year Rolling Average 2012-2016)	2018 Georgia Statewide Performance Target (Five-Year Rolling Average 2014-2018)
Number of Fatalities	1,305.2	1,593.0
Rate of Fatalities per 100 Million Vehicle Miles Traveled	1.148	1.320
Number of Serious Injuries	17,404.6	19,643.0
Rate of Serious Injuries per 100 Million Vehicle Miles Traveled	15.348	16.318
Number of Combined Non-Motorized Fatalities and Non-Motorized Serious Injuries	1,138.0	1,027.2

The Gainesville-Hall Metropolitan Planning Organization recognizes the importance of linking goals, objectives, and investment priorities to stated performance objectives, and that establishing this link is critical to the achievement of national transportation goals and statewide

[2] 23 CFR Part 490, Subpart B
[3] https://safety.fhwa.dot.gov/hsip/spm/state_safety_targets/

and regional performance targets. As such, the FY 2018-2021 TIP planning process directly reflects the goals, objectives, performance measures, and targets as they are available and described in other State and public transportation plans and processes; specifically, the Georgia Strategic Highway Safety Plan (SHSP), the Georgia Highway Safety Improvement Program (HSIP), the current Georgia Statewide Transportation Plan (SWTP), and the current Gainesville-Hall Metropolitan Planning Organization 2015 Regional Transportation Plan (RTP).

- The Georgia SHSP is intended to reduce the number of fatalities and serious injuries resulting from motor vehicle crashes on public roads in Georgia. Existing highway safety plans are aligned and coordinated with the SHSP, including (but not limited to) the Georgia HSIP, MPO and local agencies' safety plans. The SHSP guides GDOT, the Georgia MPOs, and other safety partners in addressing safety and defines a framework for implementation activities to be carried out across Georgia.

- The GDOT HSIP annual report provides for a continuous and systematic process that identifies and reviews traffic safety issues around the state to identify locations with potential for improvement. The ultimate goal of the HSIP process is to reduce the number of crashes, injuries and fatalities by eliminating certain predominant types of crashes through the implementation of engineering solutions.

- The GDOT SWTP summarizes transportation deficiencies across the state and defines an investment portfolio across highway and transit capacity, highway preservation, highway safety, and highway operations over the 25-year plan horizon. Investment priorities reflect optimal performance impacts across each investment program given anticipated transportation revenues.

- The Gainesville-Hall Metropolitan Planning Organization 2015 RTP increases the safety of the transportation system for motorized and non-motorized users as required by The Planning Rule. The RTP identifies safety needs within the metropolitan planning area and provides funding for targeted safety improvements.

To support progress towards approved highway safety targets, the FY 2018-2021 TIP includes a number of key safety investments. A total of $5,824,000 has been programmed in the FY 2018-2021 TIP to improve highway safety; averaging approximately $1,456,000 each year.

Safety (PM1) Performance Targets

Gainesville - Hall Metropolitan Planning Organization

A Resolution by the Gainesville-Hall Metropolitan Planning Organization Policy Committee Setting Safety Performance Management Targets for 2019

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

WHEREAS, the Gainesville-Hall Metropolitan Planning Organization (GHMPO), in coordination with the Federal Highway Administration, Federal Transit Administration, and the Georgia Department of Transportation (GDOT), has reviewed the requirement to adopt Safety Performance Management Targets for use in the transportation process; and

WHEREAS, the Technical Coordinating Committee (TCC) and the Citizens Advisory Committee (CAC) at their meetings on January 16, 2019 and January 31, 2019 respectively recommended that GHMPO support the 2019 Safety Performance Management Targets approved by the GDOT as follows:

- Number of Fatalities: Maintain the 5-year rolling average for traffic fatalities under the projected 1,655 (2015-2019) 5-year average by December 2019.
- Rate of Fatalities Per 100 Million Vehicle Miles Traveled (VMT): Maintain the 5-year rolling average for the rate of traffic fatalities per 100 million VMT under the projected 1.31 (2015-2019) 5-year average by December 2019.
- Number of Serious Injuries: Maintain the 5-year rolling average for serious injuries under the projected 24,324 (2015-2019) 5-year average by December 2019.
- Rate of Serious Injuries per 100 Million VMT: Reduce the 5-year rolling average for the rate of serious injuries per 100 million VMT by 3% from baseline 19.6 (2012-2016) 5-year average to 18.9 (2015-2019) 5-year average by December 2019.
- Number of Non-Motorized Fatalities and Serious Injuries: Maintain the 5-year rolling average for non-motorized fatalities and serious injuries under the projected 1,126 (2017-2021) 5-year average by December 2021.

NOW, THEREFORE, BE IT RESOLVED that the GHMPO Policy Committee (PC) concurs with the recommendations of the TCC and CAC that GHMPO agree to support the 2019 Safety Performance Management Targets as approved by GDOT.

2875 Browns Bridge Road
Gainesville, Georgia 30504

(770) 297-2625
www.ghmpo.org

Gainesville - Hall Metropolitan Planning Organization

A motion was made by PC member Lamar Scraggs and seconded by PC member Richard Higgins and approved this the 12th of February, 2019.

Mayor Mike Miller, Chair
Policy Committee

Subscribed and sworn to me this the 12th of February, 2019.

Notary Public

Emily Foote
Notary Public
Hall County
State of Georgia
My commission expires July 31, 2022

My commission expires 7/31/2022

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Bridge and Pavement (PM2 & PM3) Performance Targets

Gainesville - Hall Metropolitan Planning Organization

A Resolution by the Gainesville-Hall Metropolitan Planning Organization Policy Committee Setting Bridge and Pavement Performance Management Targets

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

WHEREAS, the Gainesville-Hall Metropolitan Planning Organization (GHMPO), in coordination with the Federal Highway Administration, Federal Transit Administration, and the Georgia Department of Transportation (GDOT), has reviewed the requirement to adopt Bridge and Pavement Performance Management Targets for use in the transportation process; and

WHEREAS, the Technical Coordinating Committee (TCC) and the Citizens Advisory Committee (CAC) at their meetings on July 17, 2018 and July 26, 2018 respectively recommended that GHMPO support the Bridge and Pavement Performance Management Targets approved by the GDOT as follows:

Bridge Level of Service Measures and Targets

ASSET	PERFORMANCE MEASURE	DESCRIPTION	TARGET
Bridge Structures	Percent of NHS Bridges in **Poor condition** as a percentage of total NHS bridge area	Bridge conditions are based on the results of inspections on all bridge structures. Bridges rated as "Poor" are safe to drive on; however, they are nearing a point where it is necessary to either replace the bridge or extend its service life through substantial rehabilitation investments.	Less than or equal to 10% (NHS) in Poor Condition
Bridge Structures	Percent of NHS Bridges in **Good condition** as a percentage of total NHS bridge area	Bridges rated "Good" will be evaluated as to cost of to maintain Good condition. Bridges rated as "Fair" will be evaluated as to cost of replacement vs. rehabilitation to bring the structure back to a condition rating of Good.	Greater than or equal to 60% (NHS) in Good Condition

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Pavement Level of Service Measures and Targets

ASSET	PERFORMANCE MEASURE	DESCRIPTION	TARGET
Interstate NHS	Percent of Interstate NHS pavements in **Poor condition**	Pavement conditions are measured through field inspections. Pavements in "poor" condition are in need of work due to either the ride quality or due to a structural deficiency.	Less than or equal to 5% in Poor Condition
Interstate NHS	Percent of Interstate NHS pavements in **Good condition**	Interstate pavement rated as "good" will be considered for potential pavement preservation treatments to maintain the "good" rating	Greater than or equal to 50% in Good Condition
Non-Interstate NHS	Percent of Non-Interstate NHS pavements in **Poor condition**	Non-interstate NHS pavements in "poor" condition are in need of major maintenance. These will be evaluated for potential projects.	Less than or equal to 12% in Poor Condition
Non-Interstate NHS	Percent of Non-Interstate NHS pavements in **Good condition**	Non-interstate NHS pavements in "good" condition will be evaluated for potential preservation treatments.	Greater than or equal to 40% in Good Condition

Summary of the PM 3 Performance Measures

PERFORMANCE MEASURE	GEORGRAPHIC EXTENT	APPLICABLE ROADWAYS	TIMEFRAME
Percent of person-miles traveled on the Interstate that are reliable	Statewide	Interstate	2-year and 4-year targets
Percent of person-miles traveled on the non-Interstate that are reliable	Statewide	Non-Interstate	4-year target
Truck Travel Time Reliability (TTTR) Index	Statewide	Interstate	2-year and 4-year targets
Total Emissions Reduction	Statewide	All Roads	2-year and 4-year targets

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GHMPO **Gainesville - Hall Metropolitan Planning Organization**

PM 3 Targets

PERFORMANCE MEASURE	2-YEAR TARGET	4-YEAR TARGET
Percent of person-miles traveled on the Interstate that are reliable	73.0%	67.0%
Percent of person-miles traveled on the non-Interstate NHS that are reliable	N/A	81.0%
Truck Travel Time Reliability (TTTR) Index	1.66	1.78
Total Emissions Reduction	VOC: 205.7 kg/day NO_x: 563.3 kg/day	VOC: 386.6 kg/day NO_x: 1,085.0 kg/day

NOW, THEREFORE, BE IT RESOLVED that the GHMPO Policy Committee (PC) concurs with the recommendations of the TCC and CAC that GHMPO agree to support the Bridge and Pavement Performance Management Targets as well as the Targets for Performance of the National Highway System, Freight, and Congestion Mitigation and Air Quality, as approved by GDOT.

A motion was made by PC member Danny Dunagan and seconded by PC member Lamar Scroggs and approved this the 14th of August, 2018.

Mayor Mike Miller, Chair
Policy Committee

Subscribed and sworn to me this the 14th of August, 2018.

Notary Public

My commission expires Melissa McCain Notary Public, Hall County, Ga. My Commission Expires March, 26, 2022

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Transit Asset Management Targets

Gainesville - Hall Metropolitan Planning Organization

A Resolution by the Gainesville-Hall Metropolitan Planning Organization Policy Committee Setting Transit Asset Management Targets

WHEREAS, the Gainesville-Hall Metropolitan Planning Organization (GHMPO) is the designated Metropolitan Planning Organization (MPO) for transportation planning within the Gainesville-Hall Planning Area which includes entire Hall County and a western portion of Jackson County; and

WHEREAS, federal legislation and rulemaking under MAP-21 (Moving Ahead for Progress in the 21st Century) and the FAST Act (Fixing America's Surface Transportation) established new performance management requirements to ensure state Departments of Transportation (DOT) and MPOs focus the use of federal transportation funds on projects which address national transportation goals; and

WHEREAS, GHMPO, in coordination with the Federal Transit Administration and the Georgia Department of Transportation (GDOT), has reviewed the requirement to adopt a Group Transit Asset Management Plan for use in the transportation planning process; and

WHEREAS, transit providers are required to establish and assess state of good repair performance targets; and

WHEREAS, MPOs are required to establish state of good repair transit performance targets after the transit providers establish their initial targets; and

WHEREAS, in consultation with GDOT and transit providers, GHMPO may update its state of good repair targets annually; and

WHEREAS, the Technical Coordinating Committee (TCC) and the Citizens Advisory Committee (CAC) at their meetings on January 16th and January 31st respectively recommended that GHMPO support the Group Transit Asset Management Plan Targets approved by the GDOT as follows:

Transit Asset Management 2019-2022 Performance Targets:

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GHMPO

Gainesville - Hall Metropolitan Planning Organization

Asset Category/Class	Total Number	Useful Life Benchmark (ULB)	Number Exceeding ULB[1] / 3.0 TERM Rating	% Exceeding ULB / 3.0 TERM Rating	Proposed FY19 Targets
Rolling Stock	**775**		**96**	**12.4%**	
BU-Bus (35' - 40')	82	14 yrs.	8	9.8%	15%
BU-Bus (29' - 30')	54	12 yrs.	21	38.9%	35%
CU-Cutaway bus	593	7 yrs.	52	8.8%	10%
MV-Minivan	1	8 yrs.	1	100.0%	50%
SB-School bus[2]	33	15 yrs.	8	24.2%	50%
VN-Van	12	8 yrs.	6	50.0%	50%
Equipment	**55**		**23**	**42.6%**	
AO - Automobile	18	8 yrs.	11	61.1%	55%
Trucks and other Rubber Tire Vehicles	31	10 yrs.	11	35.5%	55%
Equip. > $50,000[3]	6	14 yrs.	n/a	n/a	n/a
Facilities	**83**		**7**	**8.4%**	
Administration	62	n/a	2	3.2%	25%
Maintenance	11	n/a	5	45.5%	25%
Passenger / Parking Facilities	10	n/a	0	0%	10%

[1] For facilities, number below 3.0 TERM rating is used
[2] Refers to vehicle type, not type of service operated
[3] For equipment, FTA requires performance targets to only be set for non-revenue or service vehicles

NOW, THEREFORE, BE IT RESOLVED that the GHMPO Policy Committee (PC) concurs with the recommendations of the TCC and CAC that GHMPO agree to support the Group Transit Asset Management Targets as approved by GDOT.

A motion was made by PC member Danny Dunagan and seconded by PC member Richard Higgins and approved this the 12th of February, 2019.

Mayor Mike Miller, Chair
Policy Committee

Subscribed and sworn to me this the 12th of February, 2019

Emily Foote
Notary Public
Hall County
State of Georgia
My commission expires July 31, 2022

Notary Public

My commission expires 7/31/2022

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