

2021-2024

# 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.

**Adopted: August 11, 2020**

**Amended: March 8, 2022**



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 the FY 2021-2024 Transportation Improvement Program**

**WHEREAS**, the Gainesville-Hall Metropolitan Planning Organization is the designated Metropolitan Planning Organization for transportation planning within the Gainesville Metropolitan Area Boundary which includes all of Hall County and a portion of Jackson County following the 2010 Census; 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 Transportation Improvement Program meets the requirement of Title 23 of the U.S. Code; and

**WHEREAS**, GHMPO did conduct a required 30-day public comment period on the FY 2021-2024 Transportation Improvement Program.

**NOW, THERE, BE IT RESOLVED** that the Gainesville-Hall Metropolitan Planning Organization adopts the FY 2021-2024 Transportation Improvement Program.

A motion was made by PC member Mayor Danny Dunagan and seconded by PC member Commissioner Kathy Cooper and approved this the 11<sup>th</sup> of August, 2020.

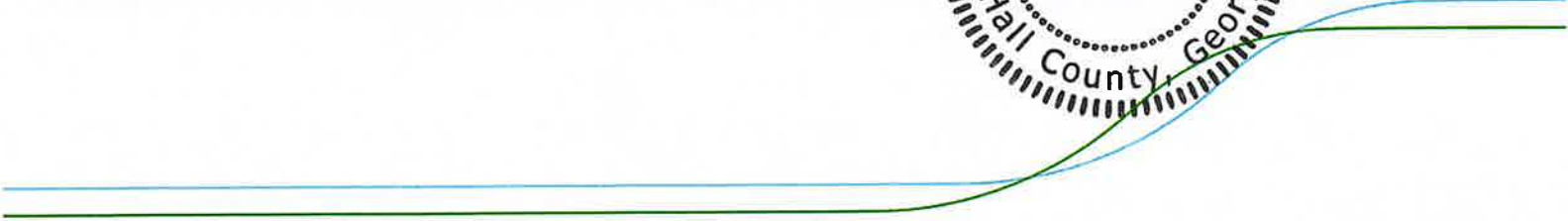
Chairman Richard Higgins, Chairperson  
GHMPO Policy Committee

Subscribed and sworn to me this the 11<sup>th</sup> of August, 2020

Notary Public

My commission expires

April 20, 2024





2875 Browns Bridge Road  
Gainesville, GA 30504  
Tel: 770.531.6809  
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ghmpo.org

**A Resolution by the Gainesville-Hall Metropolitan Planning Organization  
Policy Committee Adopting Amendment #1 to the FY 2021-2024 Transportation  
Improvement Program**

**WHEREAS**, the Gainesville-Hall Metropolitan Planning Organization is the designated Metropolitan Planning Organization for transportation planning within the Gainesville Metropolitan Area Boundary which includes all of Hall County and a portion of Jackson County following the 2010 Census; 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 Transportation Improvement Program meets the requirement of Title 23 of the U.S. Code; and

**WHEREAS**, GHMPO did conduct a required 15-day public comment period on the FY 2021-2024 Transportation Improvement Program.

**WHEREAS**, the 2021-2024 TIP has been amended, per Attachment #1, to allocate funding for the PE phase of GH-121 in FY 2021, adding this project to the FY 2021-2024 TIP document.

**NOW, THERE, BE IT RESOLVED** that the Gainesville-Hall Metropolitan Planning Organization adopts Amendment #1 to the FY 2021-2024 Transportation Improvement Program.

A motion was made by PC member Mike Miller and seconded by PC member Danny Dunagan and approved this the 9<sup>th</sup> of March, 2021.



[Signature]  
Chairman Richard Higgins, Chairperson  
GHMPO Policy Committee

Subscribed and sworn to me this the 9<sup>th</sup> of March, 2021

[Signature]  
Notary Public

My commission expires 6/13/2023



**A Resolution by the Gainesville-Hall Metropolitan Planning Organization  
Policy Committee Adopting Amendment #2 to the FY 2021-2024 Transportation  
Improvement Program**

**WHEREAS**, the Gainesville-Hall Metropolitan Planning Organization is the designated Metropolitan Planning Organization for transportation planning within the Gainesville Metropolitan Area Boundary which includes all of Hall County and a portion of Jackson County following the 2010 Census; 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 Transportation Improvement Program meets the requirement of Title 23 of the U.S. Code; and

**WHEREAS**, GHMPO did conduct a required 15-day public comment period on Draft Amendment #2 to the FY 2021-2024 Transportation Improvement Program.

**WHEREAS**, the 2021-2024 TIP has been amended, per Attachment #1, to add the new SR 53 Mobility Study, hereby designated GH-140, and the bridge replacement on SR 283 at Flat Creek, hereby designated GH-141, to the FY 2021-2024 TIP Program Years.

**NOW, THERE, BE IT RESOLVED** that the Gainesville-Hall Metropolitan Planning Organization adopts Amendment #2 to the FY 2021-2024 Transportation Improvement Program.

A motion was made by PC member Jeff Stowe and seconded by PC member Richard Higgins and approved this the 8<sup>th</sup> of March, 2022.

Mayor Sam Couvillon, Chair  
GHMPO Policy Committee

Subscribed and sworn to me this the 8<sup>th</sup> of March, 2022



My commission expires 1-22-2024

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## **GHMPO COMMITTEES**

### **Policy Committee**

#### **Voting**

Richard Higgins, Board of Commissioners Chairman, Hall County, Chairperson  
Danny Dunagan, Mayor, City of Gainesville, Vice Chairperson  
Mike Miller, Mayor, City of Flowery Branch  
Lamar Scroggs, Mayor, City of Oakwood  
Tom Crow, Board of Commissioners Chairman, Jackson County  
Kathy Cooper, District 1 Commissioner, Hall County  
Jeff Stowe, District 4 Commissioner, Hall County  
Charles Robinson, Representative for the Director of Planning, GDOT

#### **Non-voting**

Sarah McQuade, Director, GHMPO  
Renee Gerrell, Citizens Advisory Committee, Chairperson  
Adam Hazell, Technical Coordinating Committee, Chairperson  
Andy Edwards, Planning Team Leader, Federal Highway Administration  
Holly Peterson, Community Planner, Federal Transit Administration  
Kevin Mullins, District Engineer, GDOT District 1  
Leigh Ann Trainer, 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  
*Vacant*, Mayor, City of Hoschton

### **Citizens Advisory Committee**

Renee Gerrell, Hall County, Chairperson  
Tony Millwood, City of Oakwood, Vice Chairperson  
Nick Allen, Hall County  
Trey Bell, Hall County  
Brent Hoffman, Hall County  
Joe Kennedy, Hall County  
Patrick O'Rourke, Hall County  
Heather Taylor, Hall County  
Berlinda Lipscomb, City of Gainesville  
Beverly Nordholz, City of Gainesville  
Connie Propes, City of Gainesville  
Sammy Smith, City of Gainesville

Pat Jones, City of Oakwood  
Chip McCallum, City of Flowery Branch  
David Jones, City of Flowery Branch  
Jennifer Kidd-Harrison, Town of Braselton  
Michele Price, Jackson County

## **Technical Coordinating Committee**

### **Voting**

Adam Hazell, Planning Director, Georgia Mountains Regional Commission, Chairperson  
Jennifer Scott, Town Manager, Town of Braselton, Vice-Chairperson  
Kevin McInturff, County Engineer, Hall County  
Chris Rotalsky, Public Works Director, City of Gainesville  
Rhonda Brady, Traffic Engineering Coordinator, City of Gainesville, Vice-Chairperson  
Bill Andrew, City Manager, City of Flowery Branch  
BR White, City Manager, City of Oakwood  
Srikanth Yamala, Public Works Director, Hall County  
Frank Miller, Civil Engineer III, Hall County  
Angela Sheppard, Assistant City Manager, City of Gainesville  
Kevin Poe, County Manager, Jackson County  
Philippa Lewis Moss, Director, Gainesville-Hall County CSC  
Phil Peavy, Atlanta Branch Chief, GDOT  
Kelvin Mullins, District Engineer, GDOT  
Sarah McQuade, Director, GHMPO  
Joseph Boyd, Transportation Planning Director, 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  
Tony Millwood, Vice-Chairperson, Citizens Advisory Committee  
Chad Bolton, Northeast Georgia Medical Center  
Kit Dunlap, President, Greater Hall Chamber of Commerce  
Jay Parrish, Police Chief, City of Gainesville  
Gerald Couch, Sheriff, Hall County  
Tim Hatch, 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  
*Vacant*, Mayor, 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.

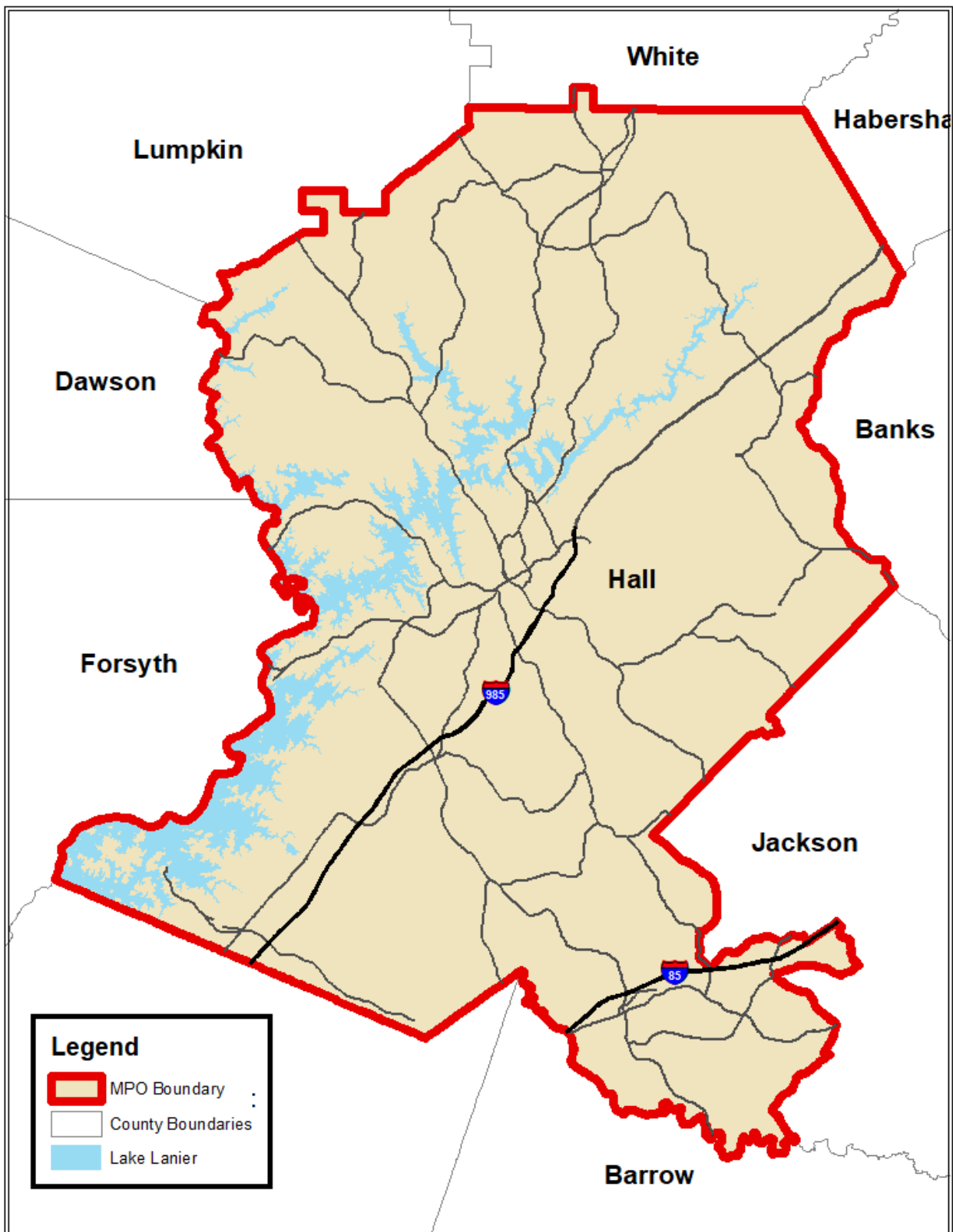
For more details on the methodology used, please see the Project Evaluation section on page 53 of the Gainesville-Hall Regional Transportation Plan: 2015 Update (RTP) and Appendix E: Project Evaluation Scores.

## 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

## Gainesville-Hall MPO 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 2021 (beginning July 1, 2020) to FY 2024 (ending June 30, 2024) that is consistent with the Gainesville-Hall Regional Transportation Plan: 2020 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, FY 2021-2024, total approximately is \$68,803,270. 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). The FY 2021-2024 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 2021-2024 Projects

This spreadsheet contains a list of projects along with the dollar amounts scheduled for the fiscal years 2021-2024.

#### FY 2021-2024 Lump Sum Funding Categories

This spreadsheet reflects available funding dollars for the GHMPO area in lump sum categories for the fiscal years 2021-2024.

#### FY 2021-2024 Hall Area Transit Funding

This spreadsheet contains the Hall Area Transit funding categories along with the dollar amounts for the fiscal years 2021-2024.

This is followed by project worksheets in Appendix A that supply more detail on these projects that are funded from 2021-2024. 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 2021-2024 LUMP SUM FUNDING CATEGORIES

FUND	CODE	LUMP DESCRIPTION	2021	2022	2023	2024	TOTAL
NHPP	Z001		\$ -	\$ 1,000,000	\$ 70,000	\$ -	\$ 1,070,000
STP	Z231		\$ 70,000	\$ 4,070,000	\$ -	\$ 70,000	\$ 4,210,000
STP	Z232		\$ 3,851,496	\$ -	\$ -	\$ -	\$ 3,851,496
State	HB170		\$ 806,065	\$ -	\$13,777,801	\$ 31,025,952	\$ 45,609,818
Local	LOC		\$ 710,256	\$ -	\$ -	\$ 915,483	\$ 1,625,739
Transit	5303		\$ 89,029	\$ 100,573	\$ 100,573	\$ 89,029	\$ 379,204
Transit	5304		\$ 4,139	\$ -	\$ -	\$ -	\$ 4,139
Transit	5307		\$ 1,914,112	\$ 3,287,326	\$ 3,287,326	\$ 3,287,326	\$ 11,776,090
Transit	5311		\$ 71,576	\$ 89,445	\$ 115,764	\$ -	\$ 276,785
TE	L220	ENHANCEMENT	\$ 118,000	\$ -	\$ -	\$ -	\$ 118,000
NHPP	Z001	BRIDGE PAINT - INTERSTATE	\$ 270,000	\$ 270,000	\$ 270,000	\$ 270,000	\$ 1,080,000
NHPP	Z001	ROADWAY LIGHTING	\$ 14,000	\$ 14,000	\$ 14,000	\$ 14,000	\$ 56,000
NHPP/STP	MULTI	ROAD MAINT - ANY AREA	\$ 3,106,000	\$ 3,106,000	\$ 3,106,000	\$ 3,106,000	\$ 12,424,000
STP	Z240	CST MGMT	\$ 702,000	\$ 702,000	\$ 702,000	\$ 702,000	\$ 2,808,000
STP	Z240	OPERATIONS	\$ 162,000	\$ 162,000	\$ 162,000	\$ 162,000	\$ 648,000
STP	Z240	BRIDGE PAINTING	\$ 135,000	\$ 135,000	\$ 135,000	\$ 135,000	\$ 540,000
STP	Z240	LOW IMPACT BRIDGES	\$ 284,000	\$ 284,000	\$ 284,000	\$ 284,000	\$ 1,136,000
STP	Z240	TRAF CONTROL DEVICES	\$ 405,000	\$ 405,000	\$ 405,000	\$ 405,000	\$ 1,620,000
STP	Z240	RW 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
HSIP	ZS30	SAFETY	\$ 1,351,000	\$ 1,351,000	\$ 1,351,000	\$ 1,351,000	\$ 5,404,000
HSIP	ZS40	RRX HAZARD ELIM	\$ 84,000	\$ 84,000	\$ 84,000	\$ 84,000	\$ 336,000
HSIP	ZS50	RRX PROTECTION DEV	\$ 71,000	\$ 71,000	\$ 71,000	\$ 71,000	\$ 284,000
<b>TOTAL</b>			<b>\$14,254,673</b>	<b>\$15,167,344</b>	<b>\$23,971,464</b>	<b>\$ 42,007,790</b>	<b>\$ 95,401,271</b>

## FY 2021-2024 HALL AREA TRANSIT FUNDING

FY 2021-2024 Hall Area Transit Funding					
Description	2021	2022	2023	2024	Total
<b>Section 5303</b>					
Metropolitan Planning	\$89,029.00	\$100,573.00	\$100,573.00	\$89,029.00	\$379,204.00
<b>Section 5304</b>					
Statewide Planning	\$4,139.00	-	-	-	\$4,139.00
<b>Section 5307</b>					
Urban Capital and Operating Expenses	\$1,914,112	\$3,287,326	\$3,287,326	\$3,287,326	\$11,776,090
<b>Section 5311</b>					
Rural Capital and Operating Expenses	\$71,576.00	\$89,445.00	\$115,764.00	-	\$276,785.00

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

***Transportation Improvement Program  
2021-2024***

***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

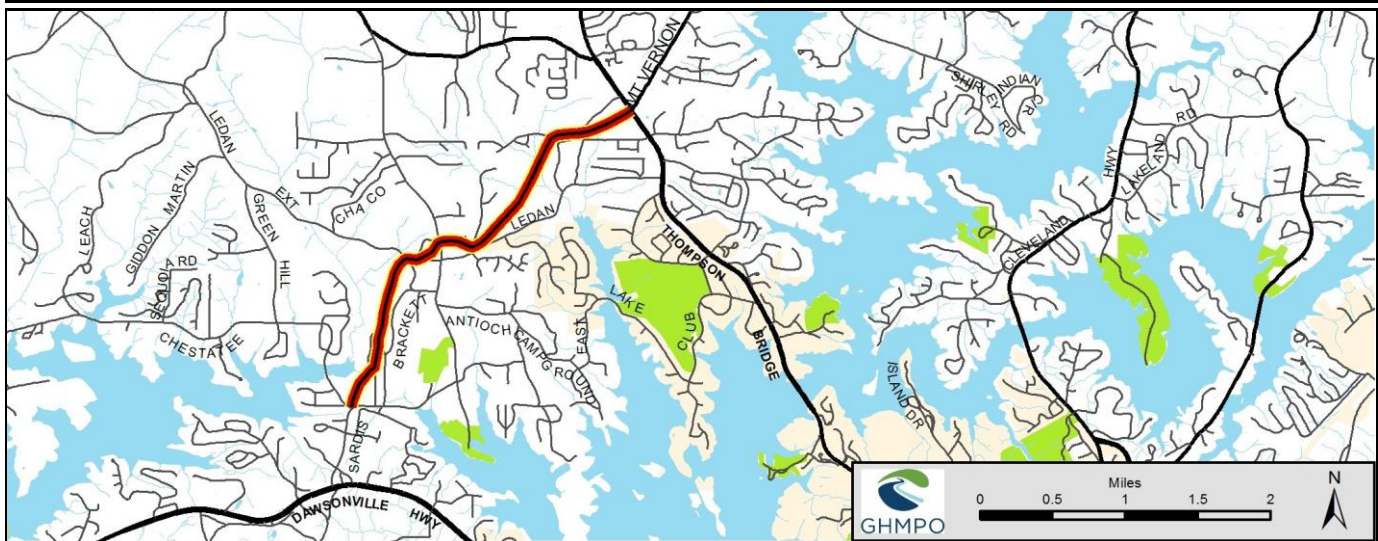
The Long Range Transportation Plan (LRTP) lists transportation projects that extend at least 20 years into the future. The LRTP is a generic term, and the GHMPO LRTPs have also been called Metropolitan Transportation Plan (MTP) and Regional Transportation Plan (RTP). This RTP update consists of three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

<b>Project Name</b> SARDIS RD CONN FM SR 60 TO SARDIS RD NEAR CHESTATEE RD	<b>GHMPO No.</b> GH-016	<b>GDOT No.</b> 0003626
	<b>County</b> Hall	<b>City</b> Gainesville
<b>Local Rd. Name</b> Ledan Road, Sardis Road	<b>GDOT District</b> 1	<b>Cong. District</b> 9
<b>US/State Rd. Name</b> n/a	<b>Map ID</b> 16	<b>RC</b> GMRC

<b>Project Description</b>			
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.			
<b>Improvement Type</b> New	<b>Regionally Significant</b> Yes	<b>Capacity Adding</b> Yes	<b>Funding Source</b> Hall Co
<b>Project Intent</b>			
To allow for improved connections between SR 60/Thompson Bridge Road and SR 53/Dawsonville Highway.			

<b>Project Termini</b>	<b>From</b> SR 60/Thompson Bridge Road	<b>Length (miles)</b> 3.63	
	<b>To</b> Sardis Road/Chestatee Road	<b>Exist. Lanes</b> 2	<b>Future Lanes</b> 4
<b>Bike / Ped.</b> Sidewalks, bike lanes recommended	<b>Exist. Vol.</b> 11,360 (2013)	<b>Design Vol.</b> 12,030 (2040)	
<b>Connectivity</b> Dawsonville Highway/Thompson Bridge Road			
<b>Network Year</b> 2030	<b>L RTP Project Tier:</b> Band 1 (2020-2025)		<b>Open to Traffic Date</b> 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	\$22,874,000	\$0	\$0	\$20,753,000	\$43,627,000
2024	Construction	HB 170	\$0	\$32,501,906	\$0	\$0	\$32,501,906
2024	Utilities	LOC/HB 170	\$0	\$0	\$0	\$705,277	\$705,277
<b>TOTAL</b>			\$24,174,000	\$32,512,306	\$41,600	\$21,458,277	\$78,186,183



<b>Project Name</b> SR 11/US 129 from Lakeview Street to south of Nopone Road (Phase I)	<b>GHMPO No.</b> GH-020A	<b>GDOT No.</b> 122060
	<b>County</b> Hall	<b>City</b> Gainesville
<b>Local Rd. Name</b> Cleveland Highway	<b>GDOT District</b> 1	<b>Cong. District</b> 9
<b>US/State Rd. Name</b> SR 11	<b>Map ID</b> 124	<b>RC</b> GMRC

<b>Project Description</b> Widening of US 129 / Cleveland Highway from Lakeview Street to south of Nopone Road (Phase I)			
<b>Improvement Type</b> Widening	<b>Regionally Significant</b> Yes	<b>Capacity Adding</b> Yes	<b>Funding Source</b> GDOT
<b>Project Intent</b> Create improved access and decrease congestion to the northern section of Hall County.			

<b>Project Termini</b> <b>From</b> Lakeview Street <b>To</b> South of Nopone Road	<b>Length (miles)</b> 2.99	
	<b>Exist. Lanes</b> 2	<b>Future Lanes</b> 4
<b>Bike / Ped.</b> signage recommended	<b>Exist. Vol.</b> 16,100 (2015)	<b>Design Vol.</b> 31,870 (2040)
<b>Connectivity</b> Widening of Cleveland Highway north		
<b>Network Year</b> 2030	<b>LRTP Project Tier:</b> Band 1 (2020-2025)	<b>Open to Traffic Date</b>

STATUS	PHASE	SOURCE	LOCAL	STATE	FEDERAL	OTHER	TOTAL
2023	Right-of-Way	HB 170	\$0	\$11,749,549	\$0	\$0	\$11,749,549
2025	Construction	HB 170	\$0	\$43,221,873	\$0	\$0	\$43,221,873
2025	Utilities	HB 170	\$0	\$2,907,754	\$0	\$0	\$2,907,754
		<b>TOTAL</b>	\$0	\$57,879,176	\$0	\$0	\$57,879,176

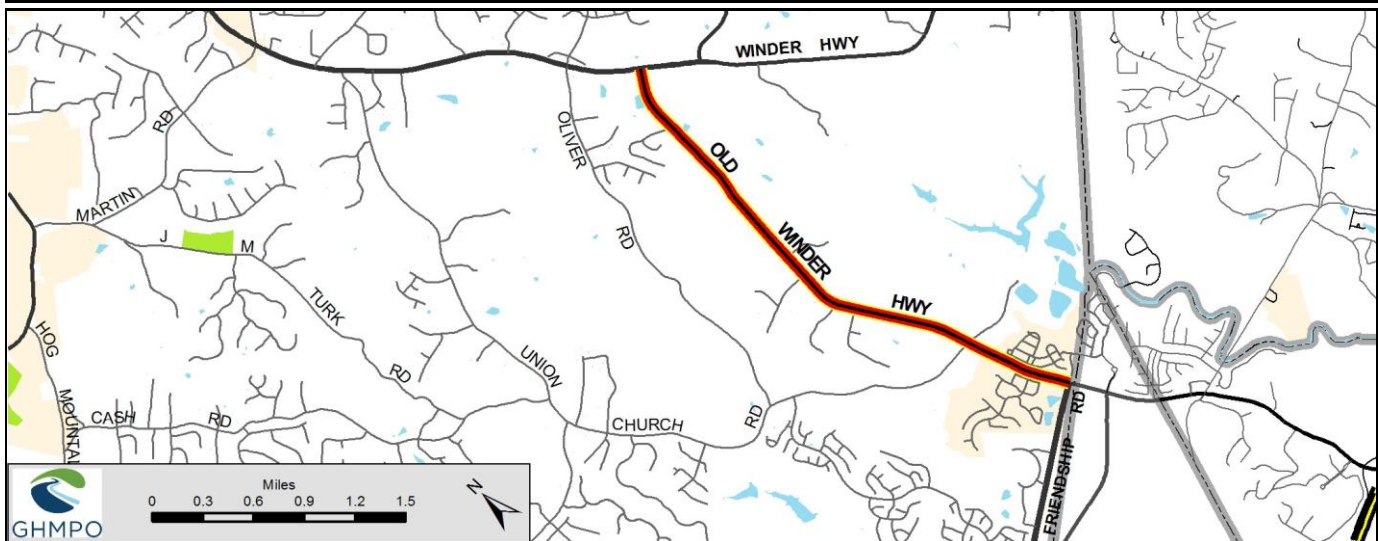


<b>Project Name</b> SR 211 FROM SR 53 TO SR 347	<b>GHMPO No.</b> GH-025	<b>GDOT No.</b> 0007233
	<b>County</b> Hall	<b>City</b> Braselton
<b>Local Rd. Name</b> Old Winder Highway	<b>GDOT District</b> 1	<b>Cong. District</b> 9
<b>US/State Rd. Name</b> State Route 211	<b>Map ID</b> 25	<b>RC</b> GMRC

<b>Project Description</b>			
The widening from two to four lanes of SR 211/Old Winder Highway from SR 53/Winder Highway to SR 347/Friendship Rd.			
<b>Improvement Type</b> Widening	<b>Regionally Significant</b> Yes	<b>Capacity Adding</b> Yes	<b>Funding Source</b> GDOT
<b>Project Intent</b>			
Improve connectivity between Winder Highway and Friendship Road.			

<b>Project Termini</b>	<b>From</b> SR 53/Winder Highway	<b>Length (miles)</b> 3.4	
	<b>To</b> SR 347/Friendship Rd.	<b>Exist. Lanes</b> 2	<b>Future Lanes</b> 4
<b>Bike / Ped.</b> Bike lane recommended	<b>Exist. Vol.</b> 14,960 (2008)	<b>Design Vol.</b> 26,160 (2040)	
<b>Connectivity</b> Winder Highway and Friendship Road			
<b>Network Year</b> 2030	<b>L RTP Project Tier:</b> Band 2 (2026-2030)	<b>Open to Traffic Date</b> 2030	

STATUS	PHASE	SOURCE	LOCAL	STATE	FEDERAL	OTHER	TOTAL
2022	Scoping	Z231	\$0	\$140,000	\$560,000	\$0	\$700,000
2023	Pre-Engineering	HB 170	\$0	\$1,435,501	\$0	\$0	\$1,435,501
2025	Right-of-Way	HB 170	\$650,328	\$520,262	\$2,081,050	\$2,197,791	\$5,449,431
2027	Construction	HB 170	\$8,072,478	\$6,457,982	\$25,831,930	\$26,693,766	\$67,056,156
2027	Utilities	HB 170	\$2,082,053	\$1,665,642	\$6,662,568	\$7,036,320	\$17,446,583
		<b>TOTAL</b>	\$10,804,859	\$10,219,387	\$35,135,548	\$35,927,877	\$92,087,671



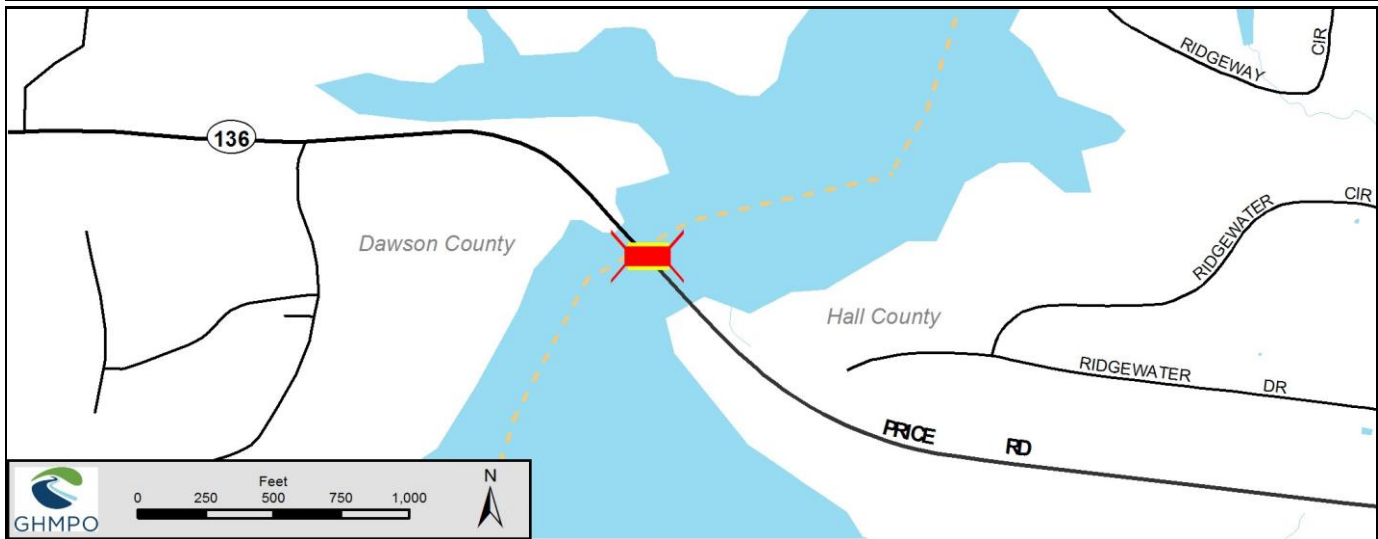
<b>Project Name</b> SR 136/Price Road @ Chestatee River- Bridge	<b>GHMPO No.</b> GH-056	<b>GDOT No.</b> 0007170
	<b>County</b> Dawson, Hall	<b>City</b> N/A
<b>Local Rd. Name</b> Price Road	<b>GDOT District</b> 1	<b>Cong. District</b> 9
<b>US/State Rd. Name</b> SR 136	<b>Map ID</b> 56	<b>RC</b> GMRC

<b>Project Description</b>			
The proposed project is to construct a 482 foot long bridge to replace the existing structurally deficient SR 136 bridge over the Chestatee River.			
<b>Improvement Type</b> Bridge	<b>Regionally Significant</b> No	<b>Capacity Adding</b> No	<b>Funding Source</b> GDOT
<b>Project Intent</b>			
To update bridge infrastructure.			

<b>Project Termini</b>	<b>From</b> Bridge Extents	<b>Length (miles)</b> N/A	
	<b>To</b> Bridge Extents	<b>Exist. Lanes</b> 2	<b>Future Lanes</b> 2
<b>Bike / Ped.</b>	<b>Exist. Vol.</b> 1,550 (2015)	<b>Design Vol.</b> 2,600 (2050)	

<b>Connectivity</b>			
<b>Network Year</b> N/A	<b>L RTP Project Tier:</b> Band 1 (2020-2025)	<b>Open to Traffic Date</b> 2023	

STATUS	PHASE	SOURCE	LOCAL	STATE	FEDERAL	OTHER	TOTAL
2021	Construction	Z2E1	\$0	\$951,188	\$3,804,753	\$0	\$4,755,941
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
		<b>TOTAL</b>	\$0	\$1,149,462	\$4,597,848	\$0	\$5,747,310



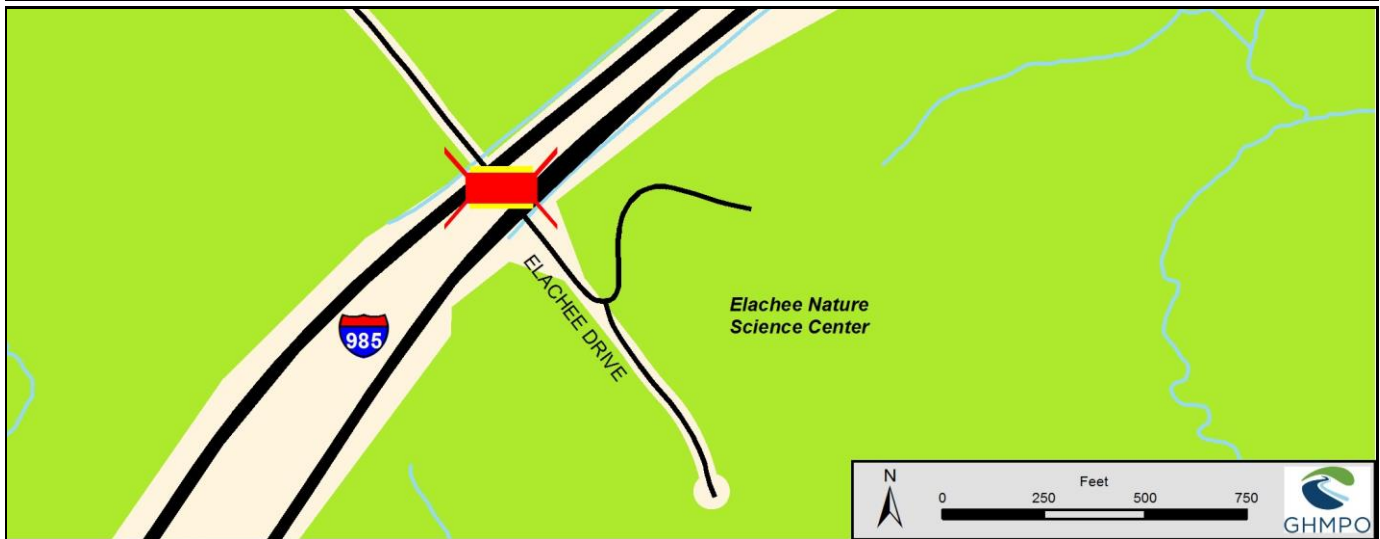
<b>Project Name</b> I-985 at CS 991/Elachee Dr- Bridge	<b>GHMPO No.</b> GH-116	<b>GDOT No.</b> 0013922
	<b>County</b> Hall	<b>City</b> Gainesville
<b>Local Rd. Name</b> Elachee Dr	<b>GDOT District</b> 1	<b>Cong. District</b> 9
<b>US/State Rd. Name</b> I-985	<b>Map ID</b> 116	<b>RC</b> GMRC

<b>Project Description</b>			
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.			
<b>Improvement Type</b> Bridge	<b>Regionally Significant</b> No	<b>Capacity Adding</b> No	<b>Funding Source</b> GDOT
<b>Project Intent</b>			
To replace bridge infrastructure			

<b>Project Termini</b>	<b>From</b> N/A	<b>Length (miles)</b> N/A	
	<b>To</b> N/A	<b>Exist. Lanes</b> 2	<b>Future Lanes</b> 2
<b>Bike / Ped.</b> Part of Chicopee Woods Bike Trail	<b>Exist. Vol.</b> N/A	<b>Design Vol.</b> N/A	

<b>Connectivity</b>			
<b>Network Year</b> N/A	<b>LRTP Project Tier:</b> Band 1 (2020-2025)	<b>Open to Traffic Date</b> 2020	

STATUS	PHASE	SOURCE	LOCAL	STATE	FEDERAL	OTHER	TOTAL
2022	Construction	Y236	\$0	\$1,221,226	\$4,884,904	\$0	\$6,106,130
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
		<b>TOTAL</b>	\$0	\$1,371,226	\$5,484,904	\$0	\$6,856,130

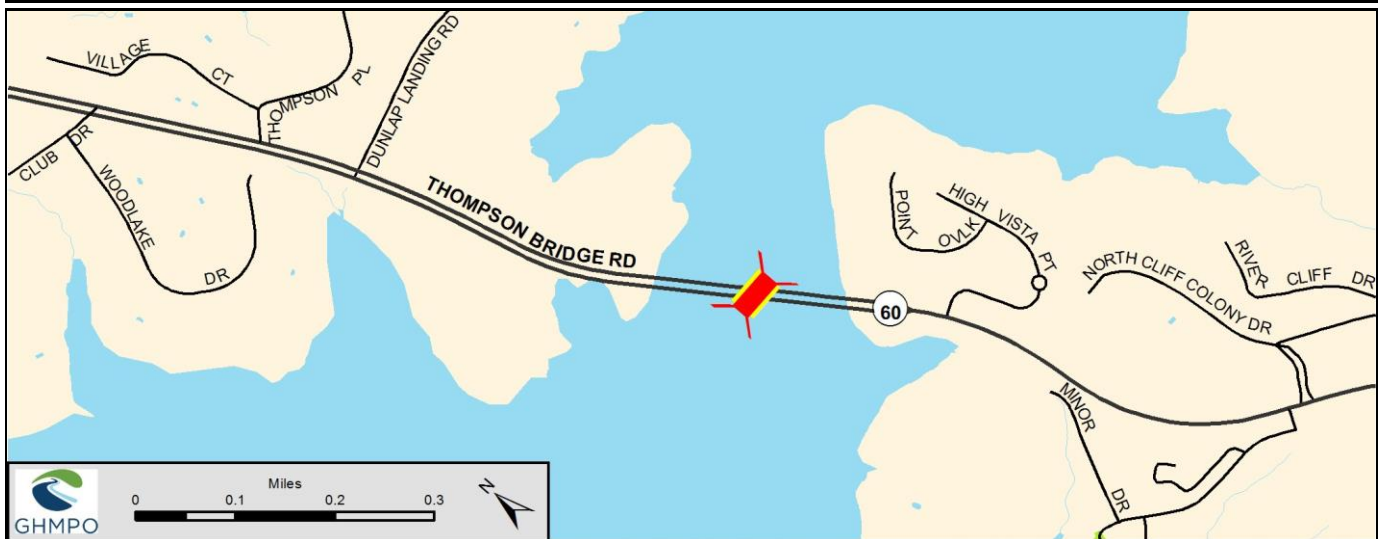


<b>Project Name</b> SR 60/Thompson Bridge Road at Chattahoochee River	<b>GHMPO No.</b> GH-119	<b>GDOT No.</b> 0015551
	<b>County</b> Hall	<b>City</b> Gainesville
<b>Local Rd. Name</b> Thompson Bridge rd	<b>GDOT District</b> 1	<b>Cong. District</b> 9
<b>US/State Rd. Name</b> SR 60	<b>Map ID</b> 119	<b>RC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

<b>Project Description</b> SR 60/Thompson Bridge Road at Chattahoochee River in Gainesville			
<b>Improvement Type</b> Bridge	<b>Regionally Significant</b> Yes	<b>Capacity Adding</b> No	<b>Funding Source</b> GDOT
<b>Project Intent</b> To replace bridge infrastructure			

<b>Project Termini</b>	<b>From</b> N/A	<b>Length (miles)</b> N/A
	<b>To</b> N/A	<b>Exist. Lanes</b> 2
		<b>Future Lanes</b> 2
<b>Bike / Ped.</b>	<b>Exist. Vol.</b> 14,690 (2015)	<b>Design Vol.</b> 24,630 (2050)
<b>Connectivity</b> Regional		
<b>Network Year</b> N/A	<b>LRTP Project Tier:</b> Band 2 (2026-2030)	<b>Open to Traffic Date</b> 2026

STATUS	PHASE	SOURCE	LOCAL	STATE	FEDERAL	OTHER	TOTAL
2024	Right-of-Way	Z001	\$0	\$200,000	\$800,000	\$0	\$1,000,000
2027	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.	Utilities	Z001	\$0	\$50,000	\$200,000	\$0	\$250,000
		<b>TOTAL</b>	\$0	\$1,210,000	\$4,840,000	\$0	\$6,050,000



<b>Project Name</b> SR 11BU/SR 60 From CS 624/Academy St to CS 548/Glenwood Dr.	<b>GHMPO No.</b> GH-121	<b>GDOT No.</b> 0017392
	<b>County</b> Hall	<b>City</b> Gainesville
<b>Local Rd. Name</b> SR 11	<b>GDOT District</b> 1	<b>Cong. District</b> 9
<b>US/State Rd. Name</b> SR 60	<b>Map ID</b> 121	<b>RC</b> GMRC

**Project Description**  
Maintain four travel lanes. Install a center raised median between two roundabouts at Academy Street and Glenwood Drive.

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

**Project Intent**  
Address existing traffic congestion.

<b>Project Termini</b> <b>From</b> Academy Street <b>To</b> Glenwood Dr	<b>Length (miles)</b> 0.7	
	<b>Exist. Lanes</b> 4	<b>Future Lanes</b> 4
<b>Bike / Ped.</b> 6' sidewalk	<b>Exist. Vol.</b> (2015) 15,920	<b>Design Vol.</b> (2050) 22,210

**Connectivity**

<b>Network Year</b> N/A	<b>L RTP Project Tier:</b> Band 1 (2020-2025)	<b>Open to Traffic Date</b> 2025
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STATUS	PHASE	SOURCE	LOCAL	STATE	FEDERAL	OTHER	TOTAL
2021	Pre-Engineering	LOC	\$0	\$0	\$0	\$800,000	\$800,000
2023	Right-of-Way	State/Federal	\$0	\$0	\$0	\$0	\$0
2025	Construction	State/Federal	\$0	\$2,800,000	\$11,200,000	\$0	\$14,000,000
<b>TOTAL</b>			\$0	\$2,800,000	\$11,200,000	\$800,000	\$14,800,000



<b>Project Name</b> SR 13 at I-985 & At cr 527/Thurmon Tanner Pkwy	<b>GHMPO No.</b> GH-129	<b>GDOT No.</b> 0016616
	<b>County</b> Hall	<b>City</b> Flowery Branch
<b>Local Rd. Name</b> Atlanta Hwy, Falcon Pkwy	<b>GDOT District</b> 1	<b>Cong. District</b> 9
<b>US/State Rd. Name</b> SR 13	<b>Map ID</b>	<b>RC</b> GMRC

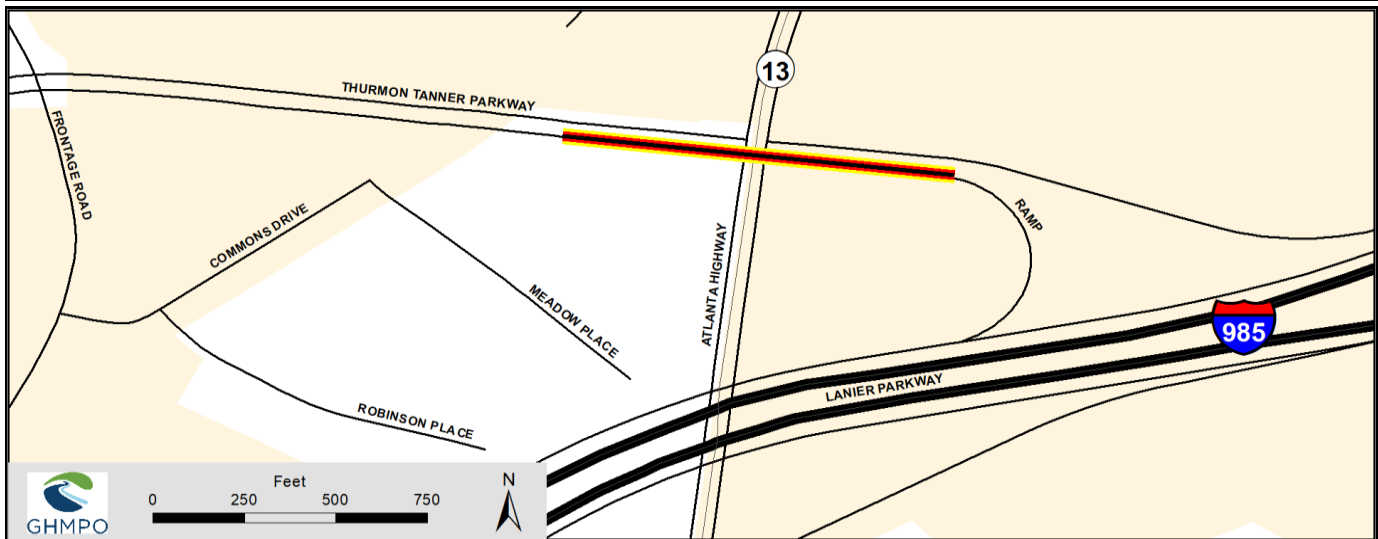
**Project Description**  
This project will add turning capacity to Thurmon Tanner Pkwy by converting the existing thru lane into a thru-right lane on I-985 Off-ramp by shifting and narrowing the median. These changes will increase capacity.

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

**Project Intent**

<b>Project Termini</b> <b>From</b> Just West of Radford Road <b>To</b> Just East of I-985	<b>Length (miles)</b> .8	
	<b>Exist. Lanes</b> N/A	<b>Future Lanes</b> N/A
<b>Bike / Ped.</b>	<b>Exist. Vol.</b> 4,605 (2015)	<b>Design Vol.</b> 8,000 (2050)
<b>Connectivity</b> I-985		
<b>Network Year</b> 2040	<b>LRTP Project Tier:</b> Band 1 (2020-2025)	<b>Open to Traffic Date</b> (2031-

STATUS	PHASE	SOURCE	LOCAL	STATE	FEDERAL	OTHER	TOTAL
2021	Utilities	HB 170	\$0	\$86,364	\$0	\$0	\$86,364
2021	Construction	HB 170	\$0	\$0	\$821,238	\$0	\$821,238
Auth.	Pre-Engineering		\$0	\$0	\$0	\$0	\$0
Auth.	Right-of-Way		\$0	\$0	\$0	\$0	\$0
		<b>TOTAL</b>	\$0	\$86,364	\$821,238	\$0	\$907,602

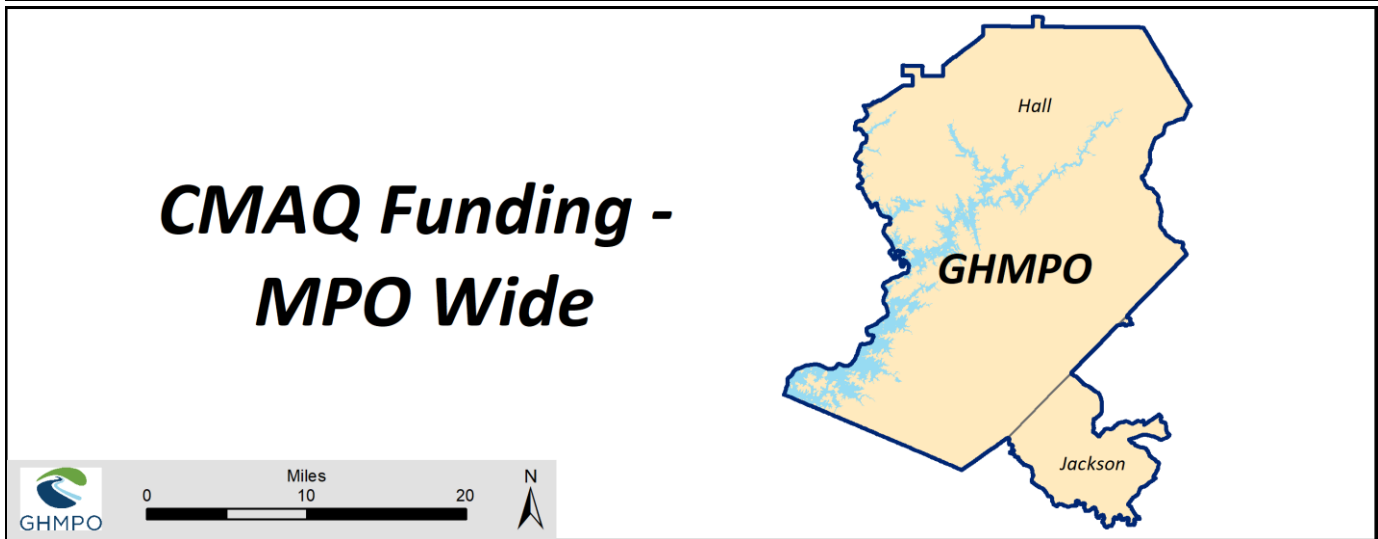


<b>Project Name</b> Oversight Services for Gainesville MPO CMAQ Projects	<b>GHMPO No.</b> GH-13981	<b>GDOT No.</b> 0013981
	<b>County</b> Hall, Jackson	<b>City</b>
<b>Local Rd. Name</b>	<b>GDOT District</b> 1	<b>Cong. District</b> 9
<b>US/State Rd. Name</b>	<b>Map ID</b>	<b>RC</b>

<b>Project Description</b> Oversight services for Gainesville-Hall MPO CMAQ projects for fiscal year 2021.			
<b>Improvement Type</b>	<b>Regionally Significant</b>	<b>Capacity Adding</b>	<b>Funding Source</b> GDOT
<b>Project Intent</b>			

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

STATUS	PHASE	SOURCE	LOCAL	STATE	FEDERAL	OTHER	TOTAL
2021	Pre-Engineering	Z231	\$0	\$14,000	\$56,000	\$0	\$70,000
		<b>TOTAL</b>	\$0	\$14,000	\$56,000	\$0	\$70,000

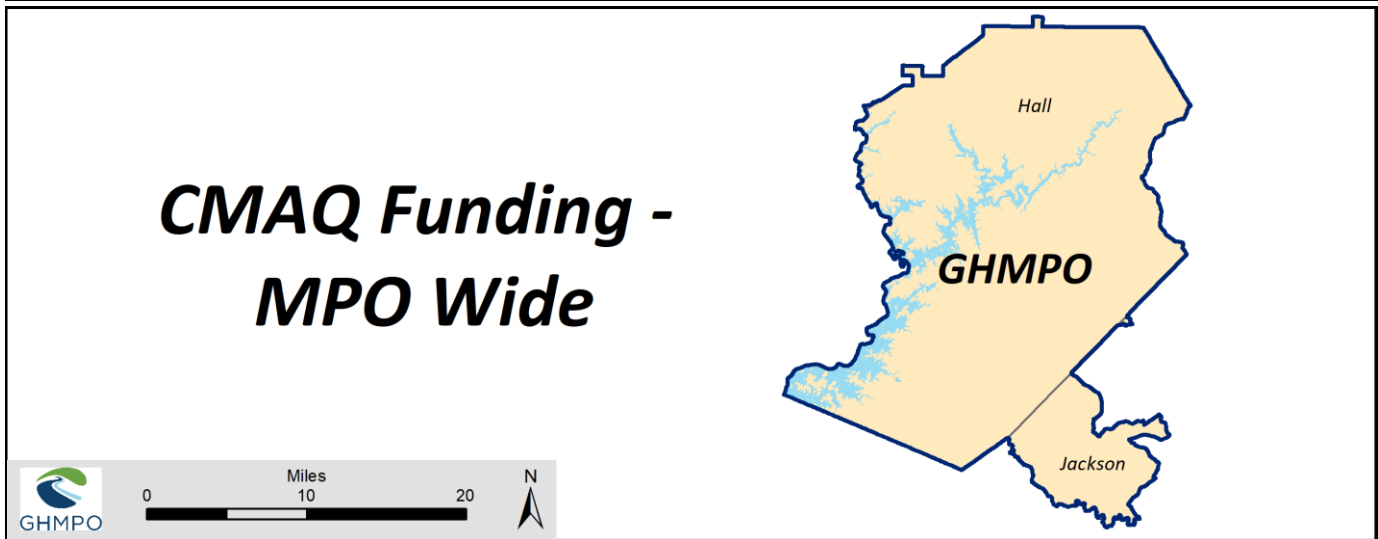


<b>Project Name</b> Oversight Services for Gainesville MPO CMAQ Projects	<b>GHMPO No.</b> GH-13982	<b>GDOT No.</b> 0013982
	<b>County</b> Hall, Jackson	<b>City</b>
<b>Local Rd. Name</b>	<b>GDOT District</b> 1	<b>Cong. District</b> 9
<b>US/State Rd. Name</b>	<b>Map ID</b>	<b>RC</b>

<b>Project Description</b> Oversight services for Gainesville-Hall MPO CMAQ projects for fiscal year 2022.			
<b>Improvement Type</b>	<b>Regionally Significant</b>	<b>Capacity Adding</b>	<b>Funding Source</b> GDOT
<b>Project Intent</b>			

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

STATUS	PHASE	SOURCE	LOCAL	STATE	FEDERAL	OTHER	TOTAL
2022	Pre-Engineering	Z231	\$0	\$14,000	\$56,000	\$0	\$70,000
		<b>TOTAL</b>	\$0	\$14,000	\$56,000	\$0	\$70,000

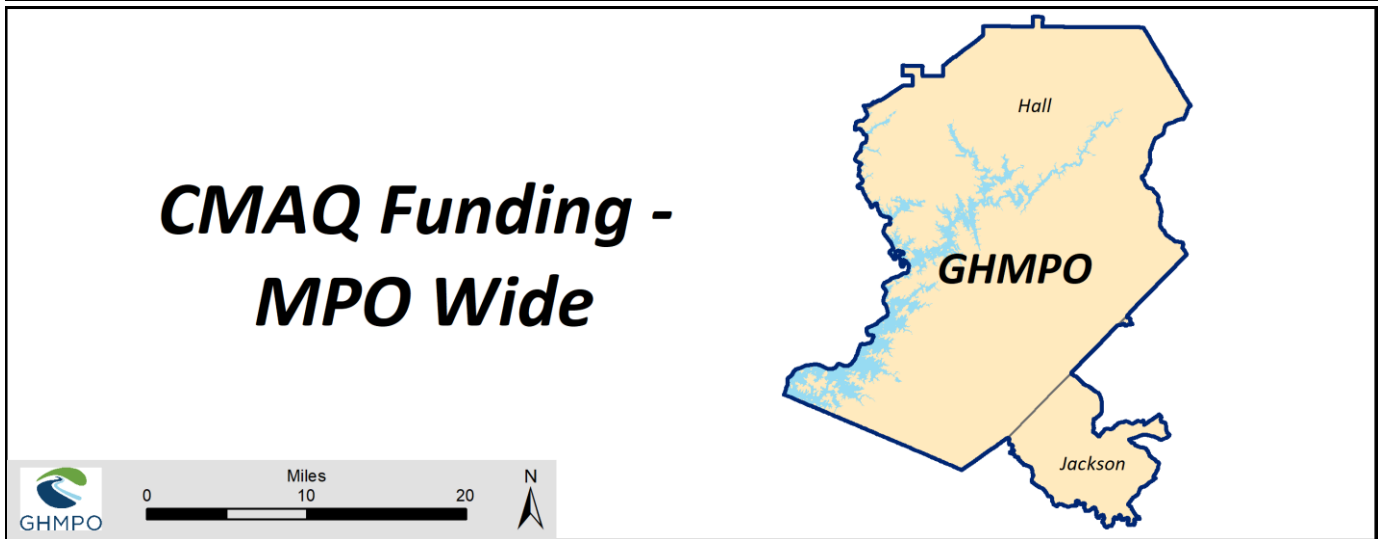


<b>Project Name</b> Oversight Services for Gainesville MPO CMAQ Projects	<b>GHMPO No.</b> GH-13983	<b>GDOT No.</b> 0013983
	<b>County</b> Hall, Jackson	<b>City</b>
<b>Local Rd. Name</b>	<b>GDOT District</b> 1	<b>Cong. District</b> 9
<b>US/State Rd. Name</b>	<b>Map ID</b>	<b>RC</b>

<b>Project Description</b> Oversight services for Gainesville-Hall MPO CMAQ projects for fiscal year 2023.			
<b>Improvement Type</b>	<b>Regionally Significant</b>	<b>Capacity Adding</b>	<b>Funding Source</b> GDOT
<b>Project Intent</b>			

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

STATUS	PHASE	SOURCE	LOCAL	STATE	FEDERAL	OTHER	TOTAL
2023	Pre-Engineering	Z231	\$0	\$14,000	\$56,000	\$0	\$70,000
		<b>TOTAL</b>	\$0	\$14,000	\$56,000	\$0	\$70,000

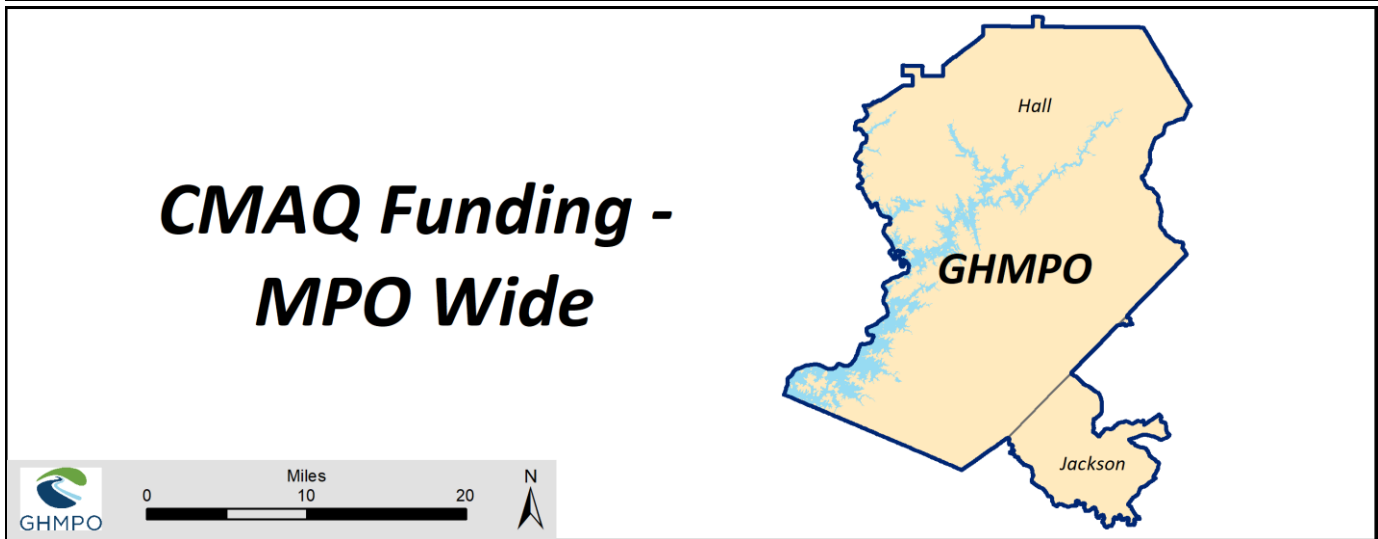


<b>Project Name</b> Oversight Services for Gainesville MPO CMAQ Projects	<b>GHMPO No.</b> GH-13984	<b>GDOT No.</b> 0013984
	<b>County</b> Hall, Jackson	<b>City</b>
<b>Local Rd. Name</b>	<b>GDOT District</b> 1	<b>Cong. District</b> 9
<b>US/State Rd. Name</b>	<b>Map ID</b>	<b>RC</b>

<b>Project Description</b> Oversight services for Gainesville-Hall MPO CMAQ projects for fiscal year 2024.			
<b>Improvement Type</b>	<b>Regionally Significant</b>	<b>Capacity Adding</b>	<b>Funding Source</b> GDOT
<b>Project Intent</b>			

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

STATUS	PHASE	SOURCE	LOCAL	STATE	FEDERAL	OTHER	TOTAL
2024	Pre-Engineering	Z231	\$0	\$14,000	\$56,000	\$0	\$70,000
		<b>TOTAL</b>	\$0	\$14,000	\$56,000	\$0	\$70,000

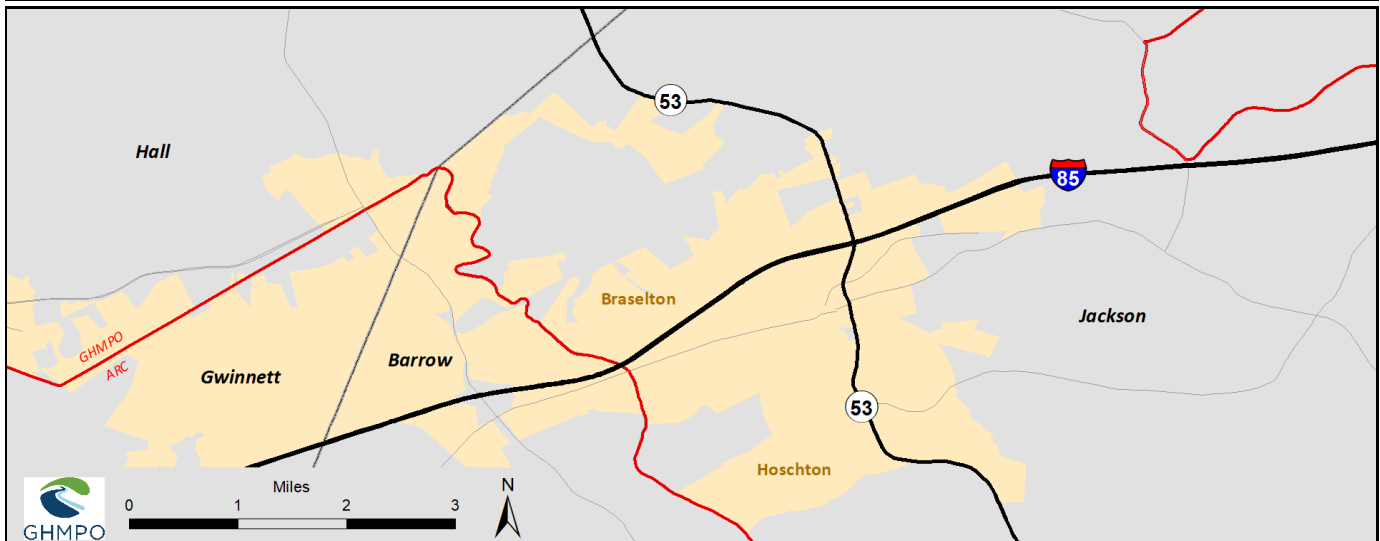


<b>Project Name</b> SR 53 Mobility Study	<b>GHMPO No.</b> GH-140	<b>GDOT No.</b> 0018300
	<b>County</b> Hall, Jackson	<b>City</b>
<b>Local Rd. Name</b>	<b>GDOT District</b> 1	<b>Cong. District</b> 9
<b>US/State Rd. Name</b>	<b>Map ID</b>	<b>RC</b>

<b>Project Description</b> This study will explore options for increasing mobility along SR 53 and the surrounding area.			
<b>Improvement Type</b>	<b>Regionally Significant</b>	<b>Capacity Adding</b>	<b>Funding Source</b> GDOT
<b>Project Intent</b>			

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

STATUS	PHASE	SOURCE	LOCAL	STATE	FEDERAL	OTHER	TOTAL
2022	Scoping	Z240	\$0	\$200,000	\$800,000	\$0	\$1,000,000
		<b>TOTAL</b>	\$0	\$200,000	\$800,000	\$0	\$1,000,000

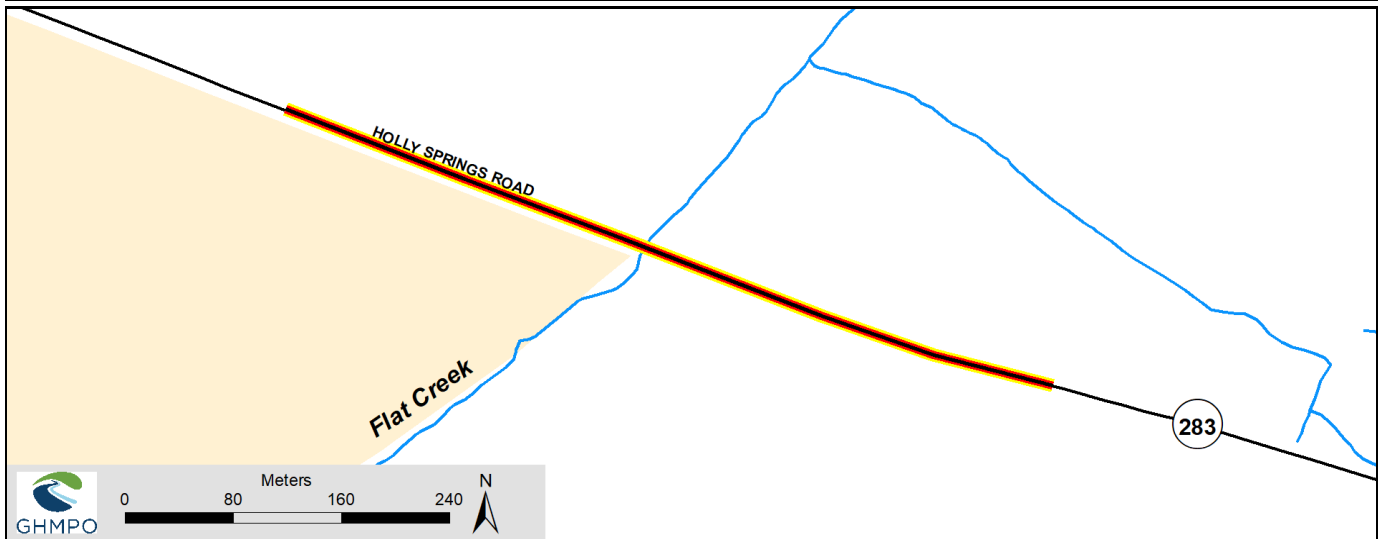


<b>Project Name</b> SR 283 @ Flat Creek	<b>GHMPO No.</b> GH-141	<b>GDOT No.</b> 0017735
	<b>County</b> Hall	<b>City</b> Clermont
<b>Local Rd. Name</b> Holly Springs Road	<b>GDOT District</b> 1	<b>Cong. District</b> 9
<b>US/State Rd. Name</b> SR 283	<b>Map ID</b>	<b>RC</b>

<b>Project Description</b>			
This project replaces the existing bridge on SR 283 @ FLAT CREEK in Hall County.			
<b>Improvement Type</b> Bridge Repl	<b>Regionally Significant</b> Yes	<b>Capacity Adding</b> No	<b>Funding Source</b> GDOT
<b>Project Intent</b>			
To update bridge infrastructure.			

<b>Project Termini</b>	<b>From</b> Holly Springs Road, East of Flat Creek	<b>Length (miles)</b> .4	
	<b>To</b> Holly Springs Road, West of Flat Creek	<b>Exist. Lanes</b> 2	<b>Future Lanes</b> 2
<b>Bike / Ped.</b> N/A	<b>Exist. Vol.</b>	<b>Design Vol.</b>	
<b>Connectivity</b> SR 283			
<b>Network Year</b> 2030	<b>LRTP Project Tier:</b> Band 2 (2026-2030)	<b>Open to Traffic Date</b> 2028	

STATUS	PHASE	SOURCE	LOCAL	STATE	FEDERAL	OTHER	TOTAL
2023	Pre-Engineering	Z232	\$0	\$130,000	\$520,000	\$0	\$650,000
2025	Right-of-Way	Z232	\$0	\$50,000	\$200,000	\$0	\$250,000
2028	Utilities	Z232	\$0	\$17,119	\$68,474	\$0	\$85,593
2028	Construction	Z232	\$0	\$168,288	\$673,153	\$0	\$841,441
		<b>TOTAL</b>	\$0	\$365,407	\$1,461,627	\$0	\$1,827,034



***Transportation Improvement Program  
2021-2024***

***Appendix B  
Transit Funding***



**HALL AREA TRANSIT FUNDING CATEGORIES**

**FY 2021-24 SECTION 5307 (Urban Operating)**

Section 5307 (Urban Operating Expenses)					
Description	2021	2022	2023	2024	Total
FY Operations	\$614,112	\$3,207,326	\$2,662,326	\$2,437,326	\$8,921,090
<b>PROJECT COST</b>	<b>\$614,112</b>	<b>\$3,207,326</b>	<b>\$2,662,326</b>	<b>\$2,437,326</b>	<b>\$8,921,090</b>
FEDERAL	\$307,056	\$1,603,663	\$1,464,279	\$1,340,529	\$4,715,528
STATE	\$0	\$0	\$0	\$0	\$0
LOCAL	\$307,056	\$1,603,663	\$1,198,047	\$1,096,797	\$4,205,562

**FY 2021-24 SECTION 5307 (Urban Capital)**

Section 5307 (Urban Capital Expenses)					
Description	2021	2022	2023	2024	Total
Replacement Vehicles	\$1,300,000	\$0	\$0	\$600,000	\$1,900,000
ADA Vehicles	\$0	\$0	\$0	\$0	\$0
Support Vehicles	\$0	\$0	\$0	\$0	\$0
Expansion Vehicles	\$0	\$0	\$625,000	\$200,000	\$825,000
Fareboxes	\$0	\$5,000	\$0	\$0	\$5,000
Passenger Shelters	\$0	\$50,000	\$0	\$0	\$50,000
Passenger Benches	\$0	\$25,000	\$0	\$0	\$25,000
Parking Lot & Bldg. Improvements	\$0	\$0	\$0	\$50,000	\$50,000
<b>PROJECT COST</b>	<b>\$1,300,000</b>	<b>\$80,000</b>	<b>\$625,000</b>	<b>\$850,000</b>	<b>\$2,855,000</b>
FEDERAL	\$1,040,000	\$64,000	\$500,000	\$680,000	\$2,284,000
STATE	\$130,000	\$8,000	\$62,500	\$85,000	\$285,500
LOCAL	\$130,000	\$8,000	\$62,500	\$85,000	\$285,500



# 2021-2024 Transportation Improvement Program

## FTA FUNDED 5307 FLEET REPLACEMENT SCHEDULE

### Hall Area Transit Fleet Inventory

Shop Number	DOT Number	System	Model Year	Make	Description	VIN Number	Acquisition Date	Cost	Federal Percentage	Grant Number	Location	Disposition Action (Active or In-Active)	If In-Active (Surplus, Spare)	If Active, Condition (Excellent, Good, Fair, Poor)	Vested Title	Useful Life	Vehicle Length (feet)	Delivery Date	Tag Number
4747		FR	2011	Chevrolet	Chev. 4500 Dura Max Diesel	1GB6G5BL7B1181156	10/30/2011	\$75,000	80%	GA-90-0259	Surplus	In-Active	Surplus		City of Gainesville	100,000 miles/5 years	300	10/30/2011	GV 9417B
4874		FR	2014	Chevrolet	Chev. 4500 Dura Max Diesel	1GB6G5BL7E1194005	1/6/2014	\$82,966	100%	GA-96-0012.01	Hall Area Transit	Active		Poor	City of Gainesville	100,000 miles/5 years	300	1/6/2014	GV 7390D
4875		FR	2014	Chevrolet	Chev. 4500 Dura Max Diesel	1GB6G5BL7E1138340	1/6/2014	\$82,966	100%	GA-96-0012.01	Surplus	In-Active	Surplus		City of Gainesville	100,000 miles/5 years	300	1/6/2014	GV 7390D
4876		FR	2014	Chevrolet	Chev. 4500 Dura Max Diesel	1GB6G5BL7E1136144	1/6/2014	\$82,966	100%	GA-96-0012.01	Hall Area Transit	Active			City of Gainesville	100,000 miles/5 years	300	1/6/2014	GV 7390D
4877		FR	2014	Chevrolet	Chev. 4500 Dura Max Diesel	1GB6G5BL7E1138099	1/6/2014	\$82,966	100%	GA-96-0012.01	Hall Area Transit	Active			City of Gainesville	100,000 miles/5 years	300	1/6/2014	GV 7390D
5158	3492	FR	2015	Ford	FORD000BHEN 8/L	1FDEE8FS9F0A07222	9/2/2019				Hall Area Transit	Active			GDOT			9/2/2019	
5159	3493	FR	2015	Ford	FORD000BHEN 8/L	1FDEE8FS9F0A07223	9/2/2019				Hall Area Transit	Active			GDOT			9/2/2019	
4926	3504	FR		Ford	Ford Goshen/Lift Van	1FDEE8FS9F0A09673	12/15/2014				Hall Area Transit	Active		Poor	GDOT			9/29/2019	GV 158E
4928	3506	FR		Ford	Ford Goshen/Lift Van	1FDEE8FS9F0A10639	12/15/2014				Hall Area Transit	Active		Poor	GDOT				GV 171E
4929	3505	FR		Ford	Ford Goshen/Lift Van	1FDEE8FS9F0A10638	12/15/2014				Hall Area Transit	Active		Poor	GDOT				GV 158E
		FR	2019	Starrans	Candidate II	1FDES8P1W2K1A12584	9/20/2019	\$67,379	80%	GA-90-X309	Hall Area Transit	Active		Excellent	City of Gainesville	100,000 miles/5 years	18	9/23/2019	
		FR	2019	Starrans	Candidate II	1FDES8P1M4K1A12585	9/20/2019	\$67,379	80%	GA-90-X309	Hall Area Transit	Active		Excellent	City of Gainesville	100,000 miles/5 years	18	9/23/2019	
SUV-4526		Support	2006	Chevrolet	Chevrolet Trailblazer	1GN0813S8662241047	1/4/2006	\$20,814	80%	GA-90-0209	Hall Area Transit	Active		Good	City of Gainesville	100,000 miles/5 years		1/4/2006	GV 66907
Ops Truck-4501		Support	2015	Ford	FORD F150	1FTW1E1F7FB70997	6/23/2015	\$30,813	80%	GA-96-X012	Hall Area Transit	Active		Good	City of Gainesville	100,000 miles/5 years		6/23/2015	GV 1837E
4887	3318	DAR		Ford	Ford Goshen/Lift Van	1FDEE8FS0E0A03744	1/6/2014				Hall Area Transit	Active			GDOT				GV 9307D
4888	3319	DAR		Ford	Ford Goshen/Lift Van	1FDEE8FS2E0A03745	1/6/2014				Hall Area Transit	Active			GDOT				GV 9308D
4889	3320	DAR		Ford	Ford Goshen/Lift Van	1FDEE8FS4E0A03746	1/6/2014				Hall Area Transit	Active			GDOT				GV 9504D
4927	3503	DAR		Ford	Ford Goshen/Lift Van	1FDEE8FS6F0A09672	12/15/2014				Hall Area Transit	Active			GDOT				GV 170E
5125	3923	DAR		Ford	Ford E350/450 Cutaway	1FDEE8FS6HDC78970	7/17/2018				Hall Area Transit	Active			GDOT				GV 138M
5127	3924	DAR		Ford	Ford E350/450 Cutaway	1FDEE8FS5HDC78975	7/17/2018				Hall Area Transit	Active			GDOT				GV 135M
5126	3925	DAR		Ford	Ford E350/450 Cutaway	1FDEE8FS9HDC78980	7/17/2018				Hall Area Transit	Active			GDOT				GV 134M

**FY 2021-24 SECTION 5310 (Elderly & Disabled Program)**

Section 5310 (Elderly and Disable Program)					
Description	2021	2022	2023	2024	Total
Elderly and Disabled Program	\$132,172	\$138,780	\$145,719	\$153,005	\$569,676
<b>PROJECT COST</b>	<b>\$132,172</b>	<b>\$138,780</b>	<b>\$145,719</b>	<b>\$153,005</b>	<b>\$569,676</b>
FEDERAL	\$105,737	\$111,024	\$116,575	\$122,404	\$455,741
STATE	\$26,434	\$27,756	\$29,144	\$30,601	\$113,935
LOCAL	\$0	\$0	\$0	\$0	\$0

**FY 2021-24 SECTION 5311 (Rural Operating Expenses)**

Section 5311 (Rural Operating Expenses)					
Description	2021	2022	2023	2024	Total
FY Operations	\$120,000	\$200,000	\$200,000	\$200,000	\$720,000
<b>PROJECT COST</b>	<b>\$120,000</b>	<b>\$200,000</b>	<b>\$200,000</b>	<b>\$200,000</b>	<b>\$720,000</b>
FEDERAL	\$96,000	\$160,000	\$160,000	\$160,000	\$576,000
STATE	\$12,000	\$20,000	\$20,000	\$20,000	\$72,000
LOCAL	\$12,000	\$20,000	\$20,000	\$20,000	\$72,000

**FY 2021-24 SECTION 5311 (Rural Capital Expenses)**

Section 5311 (Rural Capital Expenses)					
Description	2021	2022	2023	2024	Total
Replacement Vehicles	\$0	\$0	\$0	\$50,000	\$50,000
Expansion Vehicle	\$0	\$0	\$0	\$0	\$0
Fare boxes	\$0	\$0	\$0	\$0	\$0
<b>PROJECT COST</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$50,000</b>	<b>\$50,000</b>
FEDERAL	\$0	\$0	\$0	\$40,000	\$40,000
STATE	\$0	\$0	\$0	\$5,000	\$5,000
LOCAL	\$0	\$0	\$0	\$5,000	\$5,000



**FY 2021-24 Transit Funds for the Atlanta Urbanized Area in Hall County**

Transit Funds for the Atlanta Urbanized area in Hall County						
Description	Funding	2021	2022	2023	2024	Total
Hall County	FEDERAL	\$35,313	\$37,079	\$38,932	\$40,879	\$152,203
AR-HA-5307A	STATE	\$0	\$0	\$0	\$0	\$0
Equipment / Education & Training	LOCAL	\$7,063	\$7,416	\$7,786	\$8,176	\$30,441
<b>Hall Area Transit Program</b>	<b>TOTAL</b>	<b>\$42,375</b>	<b>\$44,494</b>	<b>\$46,719</b>	<b>\$49,055</b>	<b>\$182,644</b>

***Transportation Improvement Program  
2021-2024***

***Appendix C  
Public Comments***

### **2021-2024 Transportation Improvement Program (TIP)**

The public participation effort for the 2021-2024 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 2021-2024 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  
2021-2024***

***Appendix D  
Lump Sum Narrative***

## LUMP SUM FUNDING

A portion of the STIP funding is set aside for nine 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 are listed for each year for the Department's convenience in managing and accounting for the funding. They can be found in the statewide or "All Counties" section of the STIP. Lump sum banks are shown in the STIP with the words "Lump Sum" in the project description and contain an amount of funding for each year. Individual projects are programmed, and funds are drawn from these lump sums during the year. The individual projects may include work at one or several locations for letting and accounting purposes. Listed below are these nine groups and information about them. Except for 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.

### Group: Transportation Enhancement (TE)

This group is for transportation-related activities that are designed to strengthen the cultural, aesthetic, and environmental aspects of the Nation's intermodal transportation system. The Transportation Enhancements program provides for the implementation of a variety of non-traditional projects, with examples ranging from bike and pedestrian facilities, to landscaping and scenic beautification, and to the mitigation of water pollution from highway runoff.

### Group: Transportation Alternatives Program (TAP)

This group is for transportation alternatives, including on- and off-road pedestrian and bicycle facilities, infrastructure for improving non-driver access to public transportation and enhanced mobility, community improvement activities, environmental mitigation, recreational trails and safe routes to school.

### Group: Maintenance

This group is broken into two programs: Bridge Maintenance and Maintenance.

- Bridge Maintenance consists of Preservation (polymer overlays of bridge decks, joint replacements, debris removal and painting of the steel super and sub structure components) & Rehabilitation (bridge deck rehabilitation, spall repairs, strengthening, pile encasements, reconstruction of structural members, etc.).
- Maintenance consists of resurfacing, pavement preservation, pavement rehabilitation, median work, impact attenuators, signing, fencing, pavement markings, landscaping, rest areas, walls, guardrail and shoulder work.

## Group: Lighting

This group is used to assist local municipalities with installing new or upgraded lighting systems and material reimbursement for repairs. This includes lighting to mitigate safety issues related to geometry or operation (e.g., high crash rates), security concerns, or planning for economic development and/or increased pedestrian usage.

## Group: Rights-of-Way - Protective Buying and Hardship Acquisitions

This group is for the acquisition 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.

## Group: Safety

This group is broken into two programs: Railroad & Safety Improvements

- The Railroad program consists of railroad protection device projects & hazard elimination projects which includes the installation of new or upgraded train activated warning, signing and pavement marking upgrades, elimination of redundant or unnecessary crossings, vertical and horizontal geometric improvements, sight distance improvements, lighting, channelization and surface widening projects.
- Safety Improvements include cable barriers, guardrail, intersection improvements, pavement markings, roundabouts, rumble strips, safety equipment upgrades, signals, signing and turning lanes.

## Group: Operations

This group is broken into two programs: Operational Improvements & Signal Upgrades.

- The Operational Improvement program consists of intersection improvements, turning lanes, ramp exit & interchange improvements, innovative intersection improvements like Diverging Diamond Intersections, Displaced Left Turn lanes, & Continuous Flow Intersections.
- The Signal Upgrades program consists of signal designs, specifications, upgrades, signal operations, maintenance and signal asset replacements.

## Group: Wetland Mitigation

This group is for wetland enhancement, restoration, and/or preservation projects that serves to offset unavoidable wetland impacts which is known as wetland mitigation or compensatory mitigation. The ecological benefits of a mitigation project should compensate for the functional loss resulting from the permitted wetland impacts on infrastructure projects. Funding allows for the planning, designing, construction, and post construction monitoring required for approved and established mitigation sites.

### **Group: Low Impact Bridges**

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 traveling 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  
2021-2024***

***Appendix E  
MPO Lump Sum Projects***



## 2021-2024 Transportation Improvement Program

### Appling

			PE		ROW		CST		UTL	
Proj	TIP No.	Description								
0013171		PEDESTRIAN UPGRADES @ 35 LOCS IN DISTRICT 1	PE	AUTH	ROW	PRECST	CST	PRECST		

### Barrow

			PE		ROW		CST		UTL	
Proj	TIP No.	Description								
M006087		SR 53 @ MULBERRY RIVER - BRIDGE REHABILITATION								

### Hall

			PE		ROW		CST		UTL	
Proj	TIP No.	Description								
0015702		SR 53 FROM CS 921/AHALUNA DRIVE TO CS 966/SHALLOWFORD ROAD	PE	AUTH	ROW	PRECST	CST	PRECST	UTL	PRECST
0015917		SR 60 @ SR 11 BU	PE	AUTH	ROW	PRECST	CST	PRECST	UTL	PRECST
0015918		SR 60 @ CS 898/ACADEMY STREET	PE	AUTH	ROW	PRECST	CST	PRECST	UTL	PRECST
0016118		SR 369 FROM SR 53 TO SR 53 CONN	PE	AUTH	ROW	PRECST	CST	PRECST	UTL	PRECST
0016353		SR 365/US 23 FROM SR 52 TO SR 384	PE	AUTH			CST	PRECST		
0016869		CS 705/CHATTAHOOCHEE STREET @ NS #717810B IN FLOWERY BRANCH					CST	PRECST		
M005744		SR 52 FROM W OF CR 932/JULIAN BAUGH RD TO CS 620/SHORT ST								
M006020		I-985 SB & NB @ SR 53 CONN - BRIDGE REHABILITATION								

### Jackson

			PE		ROW		CST		UTL	
Proj	TIP No.	Description								
0015391		CS 751/CR1317/DAVIS ST @ 1 LOC & CS 753/PINECREST LN @ 1 LOC	PE	AUTH						
0016065		SR 53 @ CR 433/NEW CUT ROAD	PE	AUTH	ROW	PRECST	CST	PRECST	UTL	PRECST
0016166		SR 124 @ SR 60 & CR 17/SAM FREEMAN ROAD	PE	AUTH	ROW	PRECST	CST	PRECST	UTL	PRECST
M005243		SR 332 FROM SR 11/JACKSON TO SR 60/HALL								
M005367		I-85 @ 7 LOCS IN BARROW & JACKSON - BRIDGE PRESERVATION								
M006070		I-85 FROM SR 53/JACKSON TO SR 15/BANKS								

***Transportation Improvement Program  
2021-2024***

***Appendix F  
MPO Authorized Projects***



## Authorized Projects

### Appling

Proj	Proj No.	TIP No.	Description	Phase Code	Program Year	Total Funding by CD
T004959			FY 2020-21-FTA SEC.5329 SSO PROGRAM ADMINISTRATION	740A1	2020	\$452.80

### Banks

Proj	Proj No.	TIP No.	Description	Phase Code	Program Year	Total Funding by CD
0015362			CR 236/BERTHA GRAGG ROAD @ NS #717646A	CST	2018	\$31,500.00
M005589			SR 51 FROM CS 871/ATHENS ST/HALL TO SR 164/BANKS	MCST	2018	\$2,648,375.59

### Barrow

Proj	Proj No.	TIP No.	Description	Phase Code	Program Year	Total Funding by CD
0016089		BA-033B	SR 211 FROM CS 1274/PINOT NOIR DRIVE TO SR 347	PE	2018	\$4,000.00
M006087			SR 53 @ MULBERRY RIVER - BRIDGE REHABILITATION	MCST	2020	\$317,431.68
				MPE	2020	35000

### 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	MCST	2019	\$1,162,212.30

### 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	CST	2018	\$28,770,625.73

### Gwinnett

Proj	Proj No.	TIP No.	Description	Phase Code	Program Year	Total Funding by CD
110610	NHIMO-0085-02(165)	GW-386	I-85 FROM I- 985 TO N OF SR 53	CST	2018	\$10,800,000.00
					2019	27315000
					2020	17145000
M005865			SR 124 FROM SR 20/GWINNETT TO SR 53/JACKSON	MCST	2019	\$2,182,242.60

### 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	MCST	2018	\$510,738.62



2021-2024 Transportation Improvement Program

Hall

PROJ	PROJ NO.	TIP NO.	DESCRIPTION	Phase Code	Program Year	Total Funding by CD
0003626	STP00-0003-00(626)	GH-016	SARDIS RD CONN FM SR 60 TO SARDIS RD NEAR CHESTATEE RD	ROW	2020	\$20,763,000.00
0009679		GH-023	SPOUT SPRINGS ROAD FROM I-985 TO UNION CIRCLE - PHASE I	CST	2019	\$34,221,192.82
				ROW	2018	\$9,245,504.00
0010212		GH-085	SR 53 WB @ CHATTAHOOCHEE RIVER	CST	2019	\$23,318,480.92
0010679			GAINESVILLE MIDTOWN MULTI-USE TRAIL FROM PARKER ST TO SR 60	CST	2019	\$668,700.00
				ROW	2018	\$0.00
0013322		GH-069	SR 53 CONN/SR 60 @ SR 60/SR 369	CST	2019	\$2,268,917.97
				ROW	2018	\$1,230,000.00
0013978			OVERSIGHT SERVICES FOR GAINESVILLE MPO CMAQ PROJECTS- FY 2018	PE	2018	\$70,000.00
0013979			OVERSIGHT SERVICES FOR GAINESVILLE MPO CMAQ PROJECTS- FY 2019	PE	2019	\$70,000.00
0013980			OVERSIGHT SERVICES FOR GAINESVILLE MPO CMAQ PROJECTS- FY 2020	PE	2020	\$70,000.00
0014130		GW-409	I-985 FROM I-85/GWINNETT TO SR 53/HALL	PE	2018	\$2,256,000.00
					2019	\$2,820,000.00
0014935			TUMBLING CREEK ROAD @ NORFOLK SOUTHERN RAILROAD	CST	2018	\$3,521,110.56
0015465			PL GAINESVILLE - FY 2018	PLN	2018	\$211,992.57
0015551		GH-119	SR 60 @ CHATTAHOOCHEE RIVER IN GAINESVILLE	PE	2020	\$1,000,000.00
				SCP	2019	\$500,000.00
0015572			CR 755/BAKER ROAD @ CSX #848419F	CST	2018	\$247,092.00
0015752			SR 60 CONN FROM SR 60 TO SR 11BU	PE	2018	\$443,196.00



2021-2024 Transportation Improvement Program

Hall

PROJ	PROJ NO.	TIP NO.	DESCRIPTION	Phase Code	Program Year	Total Funding by CD
0015766			I-985 FROM I-85/GWINNETT TO N OF SR 365/HALL	CST	2019	\$976,902.62
				PE	2019	\$18,600.00
0015845			GAINESVILLE HALL MPO TRANSP. CONNECTIVITY STUDY - FY 2018	PLN	2018	\$198,873.96
0015846			GAINESVILLE HALL MPO TRAIL CONNECTIVITY STUDY - FY 2018	PLN	2018	\$120,000.00
0015847			GAINESVILLE HALL TRANSP. STUDY IN CITY OF OAKWOOD FY 2018	PLN	2018	\$99,561.67
0015848			GAINESVILLE HALL FRIENDSHIP ROAD AND HIGHLANDS TRAIL 2018	PLN	2018	\$150,000.00
0015871			PL GAINESVILLE - FY 2019	PLN	2019	\$268,896.91
0015917			SR 60 @ SR 11 BU	PE	2018	\$900,000.00
0015918			SR 60 @ CS 898/ACADEMY STREET	PE	2018	\$900,000.00
0016074			SR 365 @ HOWARD ROAD - NEW INTERCHANGE	PE	2019	\$1,500,000.00
0016084			GAINESVILLE HALL MPO JACKSON CTY TRANSP MASTER PLAN UPDATE	PLN	2018	\$175,000.00
0016118			SR 369 FROM SR 53 TO SR 53 CONN	PE	2019	\$715,000.00
0016353			SR 365/US 23 FROM SR 52 TO SR 369	PE	2020	\$300,000.00
0016354			SR 365/US 23 FROM SR 52 TO SR 384	PE	2020	\$300,000.00
0016427			GAINESVILLE HALL REGIONAL TRANSPORTATION PLAN FY 2019	PLN	2019	\$250,000.00
0016557			PL GAINESVILLE SFY 2020 UPWP	PLN	2020	\$274,932.30
0016616			SR 13 @ I-985 & @ CR 527/THURMAN TANNER PKWY	PE	2019	\$200,000.00
					2020	\$350,000.00
0016921			SR 53 @ SR 369	PE	2020	\$575,000.00
M004958			SR 323 FROM SR 11 TO SR 52	MCST	2018	\$1,711,031.36



2021-2024 Transportation Improvement Program

Hall

PROJ	PROJ NO.	TIP NO.	DESCRIPTION	Phase Code	Program Year	Total Funding by CD
M004978			SR 369 FROM FORSYTH COUNTY LINE TO SR 53	MCST	2018	\$1,506,569.89
M005469			SR 11/US 129 FM CR 692/WILDWOOD CIRCLE TO CR 316/LAKEVIEW ST	MCST	2018	\$635,060.79
M005472			SR 11BU FROM SR 60 TO SR 11	MCST	2018	\$869,253.50
M005503			SR 60 CONN FROM SR 11BU TO SR 60 IN GAINESVILLE	MCST	2018	\$58,492.23
M005512			SR 369 FROM SR 53 TO SR 60	MCST	2018	\$1,588,129.74
M005579			SR 211 FROM I-85/BARROW TO SR 53/HALL	MCST	2018	\$1,078,284.73
M005582			SR 284 FROM SR 11BU TO CHATTAHOOCHEE RIVER	MCST	2018	\$423,493.82
M005583			SR 211 FROM SR 53 TO SR 60	MCST	2018	\$1,036,202.36
M005585			SR 283 FROM SR 52 TO SR 52	MCST	2018	\$1,477,012.08
M005688			SR 53 & SR 60 @ CHATTAHOOCHEE RIVER - BRIDGE PRESERVATION	MCST	2018	\$1,229,276.05
M006020			I-985 SB & NB @ SR 53 CONN - BRIDGE REHAB	MCST	2020	\$1,700,318.21
				MPE	2020	\$35,000.00
S014926			EXT NB LT TURN LN BUTLER PKWY/SR 11/US 129@CS 367/W. RIDGE RD	TSA	2018	\$131,235.00
S014965			EXT LT TURN LN SR 53 NB/MCEVER RD@SR 53 CONN	TSA	2018	\$74,938.00
S014998			EXTEND NB LEFT TURN LN SR 53/MCEVER RD @ SR 396 BROWNS BR RD	TSA	2018	\$114,676.00
S015012			RT HAND PASS LN SR 13/FALCON PKWY@CS 703/PARKS RD	TSA	2018	\$109,188.93
S015073			EXTEND RT TURN LANE ON SR 13 @ I-985 ON RAMP	TSA	2018	\$153,428.54
S015097			RECST CURVE SR 284/CLARKS BR RD N. OF CR 509/HONEYSUCKLE RD	TSA	2018	\$190,110.81
S015100			CONSTR RIGHT HAND PASSING LANE ON SR 60/CANDLER RD @ SR 332	TSA	2018	\$117,412.64



2021-2024 Transportation Improvement Program

Hall

PROJ	PROJ NO.	TIP NO.	DESCRIPTION	Phase Code	Program Year	Total Funding by CD
S015157			CONST NEW U-TURN ON SR 365 N OF INT W/JAEMOR FARMS DRIVEWAY	TSA	2019	\$200,000.00
S015172			Extension of left hand turn lane on SR369 onto Community Way	TSA	2019	\$126,946.11
S015173			Add a right turn lane from SR 284 to SR 11 Southbound	TSA	2019	\$93,715.60
S015278			extend Rht turn lane on SR369 at inters. with EE Butler Pkwy	TSA	2020	\$188,301.81
S015280			EEE ADDL LMIG ROUNDABOUT @ UNG CAMPUS @ MATHIS DR & CAMPUS DR	PR	2020	\$75,000.00
S015374			CONSTRUCT RCUT ON SR 347 AT REUNION WAY/NAPA RIDGE ROAD	TSA	2020	\$104,740.01
S015393			Ped crossing on SR 11/Park Hill Drive just S. of Roper Hill	TSA	2020	\$56,882.22
T005135			FY 2018-GAINESVILLE MPO-SEC.5303-PLANNING	442A1	2018	\$89,029.00
T005993			FY 2019-GAINESVILLE MPO-SEC.5303-PLANNING	442A1	2019	\$91,310.00
T006004			FY 2020-GAINESVILLE MPO-SEC.5303-PLANNING	442A1	2020	\$100,576.00
T006043			FY 2018-GAINESVILLE-SEC.5307- CAPITAL AND OPERATIONS	113A2	2018	\$122,500.00
				114A3	2018	\$181,700.00
				117A5	2018	\$7,000.00
				300A6	2018	\$1,296,618.00
T006078			FY 2020-GEORGIA MOUNTAINS RC-SEC.5304-PLANNING	441A2	2020	\$1,914.30
T006104			FY 2019-GAINESVILLE-SEC.5307- CAPITAL AND OPERATIONS	111A1	2020	\$192,330.00
				113A2	2020	\$48,600.00
				114A3	2020	\$37,665.00
				TCAP	2019	\$977,000.00
				TOPR	2019	\$1,580,529.00



2021-2024 Transportation Improvement Program

Hall

PROJ	PROJ NO.	TIP NO.	DESCRIPTION	Phase Code	Program Year	Total Funding by CD
T006115			FY 2020-GAINESVILLE-SEC.5307- CAPITAL AND OPERATIONS	111C5	2020	\$240,000.00
				300A4	2020	\$2,898,694.00
T006166			FY 2018-HALL COUNTY-SEC.5311- CAPITAL AND OPERATIONS	111A2	2018	\$135,536.76
				116A4	2018	\$2,250.00
				648A9	2018	\$52,638.00
T006257			FY 2019-HALL COUNTY-SEC.5311- OPERATIONS ONLY	TOPR	2019	\$53,904.00
T006348			FY 2020-HALL COUNTY-SEC.5311- CAPITAL AND OPERATIONS	300A5	2020	\$58,482.00
T006569			GAINESVILLE - RUNWAY SAFETY IMPROVEMENTS, PHASE I	AVIA	2018	\$1,944,421.00



2021-2024 Transportation Improvement Program

**Jackson**

PROJ	PROJ NO.	TIP NO.	DESCRIPTION	Phase Code	Program Year	Total Funding by CD
0013609		GH-028	SR 332 @ WALNUT CREEK & OVERFLOW 1.5 MI S OF PENDERGRASS	CST	2020	\$3,783,077.55
				ROW	2019	\$250,000.00
0015391			CS 751/CR 1317/DAVIS ST @ 1 LOC & CS 753/PINECREST LN @ 1 LOC	PE	2020	\$300,000.00
0016065			SR 53 @ CR 433/NEW CUT ROAD	PE	2019	\$870,000.00
0016166			SR 124 @ SR 60 & CR 17/SAM FREEMAN ROAD	PE	2019	\$500,000.00
M005367			I-85 @ 7 LOCS IN BARROW & JACKSON - BRIDGE PRESERVATION	MCST	2020	\$470,753.15
M005935			I-85 FROM 0.74 MI N OF SR 53 TO BANKS COUNTY LINE	MCST	2019	\$322,509.16
S014886			RECONFIG LT TURN LANE SR 53@CS 500/W.JACKSON RD IN BRASELTON	TSA	2018	\$99,516.67
S014948			EXT RT TURN LN SR 60@SR 124	TSA	2018	\$81,200.00
T006172			FY 2018-JACKSON COUNTY-5311 Op GA-2016-006-01	648A9	2018	\$126,252.00
T006263			FY 2019-JACKSON COUNTY-SEC. 5311-OPERATIONS ONLY	TOPR	2019	\$126,252.00
T006355			FY 2020-JACKSON COUNTY-SEC. 5311-OPERATIONS ONLY	300A5	2020	\$126,252.00
				TCAP	2020	\$97,565.84
T006620			JEFFERSON - RSA/ROFA	AVIA	2018	\$1,067,549.42
			IMPROV, APRON PVMT REHAB, AND DBE PLAN			
T006682			JEFFERSON - LAND ACQUISITION REIMBURSEMENT	AVIA	2018	\$909,950.56
T006901			JEFFERSON LAND ACQUISITION PART 2	AVIA	2019	\$732,039.18
T006976			JEFFERSON - APRON REHABILITATION	AVIA	2020	\$140,011.40

***Transportation Improvement Program  
2021-2024***

***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  
2021-2024***

***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).<sup>1</sup> 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.

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<sup>1</sup> 23 CFR 450.314

**Highway Safety/PM1**

Effective April 14, 2016, the FHWA established the highway safety performance measures<sup>2</sup> 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<sup>3</sup>. 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**

<b>Performance Measures</b>	<b>Georgia Statewide Baseline Performance (Five-Year Rolling Average 2012-2016)</b>	<b>2018 Georgia Statewide Performance Target (Five-Year Rolling Average 2014-2018)</b>
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

<sup>2</sup> 23 CFR Part 490, Subpart B

<sup>3</sup> [https://safety.fhwa.dot.gov/hsip/spm/state\\_safety\\_targets/](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**

**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, 2018 and January 25, 2018 respectively recommended that GHMPO support the 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 1,593.3 (2014 – 2018) 5-year average by December 2018.
- 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 1.32 (2014 – 2018) 5-year average by December 2018.
- Number of Serious Injuries: Maintain the 5-year rolling average for serious injuries under the projected 19,642.8 (2014 – 2018) 5-year average by December 2018.
- Rate of Serious Injuries per 100 Million VMT: Maintain the 5-year rolling average for the rate of serious injuries per 100 million VMT under the projected 16.318 (2014 – 2018) 5-year average by December 2018.
- Number of Non-Motorized Fatalities and Serious Injuries: Maintain the 5-year rolling average for non-motorized fatalities and serious injuries under the projected 1,027.2 (2014 – 2018) 5-year average by December 2018.

**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 Safety Performance Management Targets as approved by GDOT.

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**Gainesville - Hall Metropolitan Planning Organization**

A motion was made by PC member Danny Dunagan and seconded by PC member Benny Bagwell and approved this the 13<sup>th</sup> of February, 2018.

Lamar Scroggs  
Mayor Lamar Scroggs, Chair  
Policy Committee

Subscribed and sworn to me this the 13<sup>th</sup> of February, 2018.

Morgan Ewing  
Notary Public  
My commission expires 5/22/2020



**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 <b>Poor condition</b> 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 <b>Good condition</b> 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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**Gainesville - Hall Metropolitan Planning Organization**

**Pavement Level of Service Measures and Targets**

ASSET	PERFORMANCE MEASURE	DESCRIPTION	TARGET
Interstate NHS	Percent of Interstate NHS pavements in <b>Poor condition</b>	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 <b>Good condition</b>	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 <b>Poor condition</b>	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 <b>Good condition</b>	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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**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 <sub>x</sub> : 563.3 kg/day	VOC: 386.6 kg/day NO <sub>x</sub> : 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 14<sup>th</sup> of August, 2018.

  
 \_\_\_\_\_  
 Mayor Mike Miller, Chair  
 Policy Committee

Subscribed and sworn to me this the 14<sup>th</sup> of August, 2018.

  
 \_\_\_\_\_  
 Notary Public  
 My commission expires March 26, 2022

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## Transit Asset Management Targets

### GHMPO FY 2018 – 2021 Transportation Improvement Program

#### Group Transit Asset Management Plan FY 2019 Performance Targets

The Georgia Department of Transportation (GDOT) recently developed a Group Transit Asset Management (TAM) Plan on behalf of the 91 Tier II transit providers throughout the state, including **Hall Area Transit** (a “Small Urban” system) as well as **Hall County Transit** and **Jackson County Transit** (both “Rural” systems). The Group TAM was developed in partnership with the Federal Transit Administration (FTA) in order to support national performance-based planning efforts. Metropolitan Planning Organizations are required to incorporate the adopted performance targets into their planning documents, including their Long Range Transportation Plans (LRTP) and Transportation Improvement Programs (TIP). The Gainesville-Hall Metropolitan Planning Organization (GHMPO) has endorsed the below targets for their transit partners located within the GHMPO planning area.

This TAM plan encompasses a four year span (FY 2019 – FY 2022) with the respective targets being evaluated and updated as needed every fiscal year within the stated time frame. The performance measures within help to drive the regional planning process by helping to incorporate data into the decisions being made. This TAM plan includes:

- *Inventory of Capital Assets*
- *Condition Assessment*
- *Use of a Decision Support Tool*
- *Prioritized List of Investments*

#### Transit Asset Management Targets for FY 2019:

Asset Category/Class	Total Number	Useful Life Benchmark (ULB)	Number Exceeding ULB <sup>1</sup> / 3.0 TERM Rating	% Exceeding ULB / 3.0 TERM Rating	Proposed FY19 Targets
<b>Rolling Stock</b>	<b>775</b>		<b>96</b>	<b>12.4%</b>	
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 <sup>2</sup>	33	15 yrs.	8	24.2%	50%
VN-Van	12	8 yrs.	6	50.0%	50%
<b>Equipment</b>	<b>55</b>		<b>23</b>	<b>42.6%</b>	
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 <sup>3</sup>	6	14 yrs.	n/a	n/a	n/a
<b>Facilities</b>	<b>83</b>		<b>7</b>	<b>8.4%</b>	
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%

<sup>1</sup> For facilities, number below 3.0 TERM rating is used

<sup>2</sup> Refers to vehicle type, not type of service operated

<sup>3</sup> For equipment, FTA requires performance targets to only be set for non-revenue or service vehicles

**Relation of TAM Targets to TIP Projects**

The below table highlights the transit related projects currently identified in the FY 18-21 Transportation Improvement Program and the targets that these projects are expected to impact.

<i>Funding Source</i>	<i>Approximate Total for FY 18-21</i>	<i>Targets the Programmed Funds will Contribute Towards:</i>
<b>Section 5307 (Urban Capital)</b>		
Replacement Vehicles (CU)	\$2,400,000	15% of Vehicles Exceeding ULB
Support Vehicles (trucks)	\$35,000	55% of Vehicles Exceeding ULB
Passenger Benches	\$40,000	10% of Passenger Facilities Exceeding TERM Rate of 3
Parking Lot & Bldg. Improvements	\$30,000	10% of Passenger Facilities Exceeding TERM Rate of 3
<b>Section 5311 (Rural Capital)</b>		
Replacement Vehicles (VN)	\$240,000	50% of Vans Exceeding ULB
Fare Boxes	\$60,000	25% of Maintenance Items Exceeding TERM Rate of 3
<b>Section 5339</b>		
Bus & Bus Facilities	\$650,946	15% of Busses Exceeding ULB & 25% of Administration & 25% Maintenance Facilities & 10% Passenger / Parking Facilities Exceeding TERM Rate of 3

\*TERM scale is used for asset condition assessment. The ratings used scale from 1-5, where 5 is excellent condition and 1 is poor condition.

**Public Transportation Agency Safety Plan (PTASP) Targets**  
**Hall Area Transit - 2020**

4.2 Safety Performance Measures and Targets

Among the various KPI that we use are the four safety performance measures that are required by the National Public Transportation Safety Plan (NPTSP): Fatalities, Injuries, Safety Events and System Reliability, as defined below:

- Fatalities – Total number of reportable<sup>1</sup> fatalities and rate per total vehicle revenue miles (VRM) by mode;
- Injuries – Total number of reportable injuries and rate per total VRM by mode;
- Safety Events – Total number of reportable events and rate per total VRM by mode; and
- System Reliability – Mean distance between major mechanical failures by mode.

These safety performance measures are based on data submitted to the National Transit Database (NTD). Our annual performance targets for these measures for FY 2021 are as below in Table 4. These safety performance targets will be shared with GHMPO to aid in the planning process. HAT will coordinate with GDOT and GHMPO in the selection of state and regional performance targets as requested.

**Table 4 – FY 2021 Safety Performance Measures and Targets**

Mode of Transit Service	Fatalities (total)	Fatalities (per 100,000 VRM)	Injuries (total)	Injuries (per 100,000 VRM)	Safety Events (total)	Safety Events (per 100,000 VRM)	System Reliability (VRM/Failures)
Fixed Route Bus	0	0	4	1.5	5	1.9	26,000
Demand Response ADA Paratransit	0	0	5	4.5	6	5.4	22,000

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<sup>1</sup> The thresholds for “reportable” fatalities, injuries, and events are defined in the NTD Safety and Security Reporting Manual.