

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: February 21, 2023



Prepared by the Gainesville-Hall
Metropolitan Planning Organization
In cooperation with
Hall Area Transit
Georgia Department of Transportation
Federal Highway Administration
Federal Transit Administration



GAINESVILLE-HALL
Metropolitan Planning Organization

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**A Resolution by the Gainesville-Hall Metropolitan Planning Organization
Policy Committee Adopting Amendment #5 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 Amendment #4 to the FY 2021-2024 Transportation Improvement Program from February 1st through February 16th, 2023.

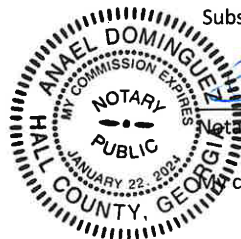
WHEREAS, the 2021-2024 TIP has been amended, per Attachment #1, which will add two updates to Appendix B – one being a table featuring several capital purchases that Hall Area Transit plans to make in FY 2024, which utilizes already-existing FY 2024 funding, and the other being an update to the Hall Area Transit Fleet Inventory and Replacement Schedule. Additionally, this amendment adds a project factsheet for the utilization of Carbon Reduction Program (Y606) funds to purchase additional vehicles for Hall Area Transit.

NOW, THERE, BE IT RESOLVED that the Gainesville-Hall Metropolitan Planning Organization adopts Amendment #5 to the FY 2021-2024 Transportation Improvement Program.

A motion was made by PC member Commissioner Stowe and seconded by PC member Mayor Cowell and approved this the 21st of February, 2023.

Lamar Scroggs
Mayor Lamar Scroggs, Chair
GHMPO Policy Committee

Subscribed and sworn to me this the 21st of February, 2023.



[Signature]
Notary Public

My commission expires

1-22-24

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GHMPO COMMITTEES

Policy Committee

Voting

Sam Couvillon, Mayor, City of Gainesville, Chair
Lamar Scroggs, Mayor, City of Oakwood, Vice-Chair
Ed Asbridge, Mayor, City of Flowery Branch
Richard Higgins, Board of Commissioners Chairman, Hall County
Kathy Cooper, District 1 Commissioner, Hall County
Jeff Stowe, District 4 Commissioner, Hall County
Jim Hix, District 1 Commissioner, Jackson County
Charles Robinson, Representative for the Director of Planning, GDOT

Non-Voting

Srikanth Yamala, Director, GHMPO
Tony Millwood, Citizens Advisory Committee, Chair
Adam Hazell, Technical Coordinating Committee, Chair
Ann-Marie Day, Planning Team Leader, Federal Highway Administration
Holly Peterson, Community Planner, Federal Transit Administration
Johnathan McLoyd, Transit Planner, GDOT
Kelvin Mullins, District Engineer, GDOT District 1
Leigh Ann Trainer, Transit Program Manager, GDOT Intermodal Programs
Phillippa Lewis Moss, Director, Hall Area Transit
Phillip Beard, Chairperson, City of Buford
James Nix, Mayor, Town of Clermont
Wade Dale, Mayor, City of Gillsville
Joe Thomas, Mayor, City of Lula
Kurt Ward, Mayor, Town of Braselton
Lauren O'Leary, Mayor, City of Hoschton

Citizens Advisory Committee

Tony Millwood, City of Oakwood, Chairperson
Patrick O'Rourke, Hall County, Vice Chairperson
Nick Allen, Hall County
Toni Buffington, Hall County
Renee Gerrell, Hall County
Brent Hoffman, Hall County
Joe Kennedy, Hall County
Greg Simpson, Hall County
Sloan Spivey, Hall County
William Bush, City of Gainesville
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
Rhonda Brady, Traffic Engineering Coordinator, City of Gainesville, Vice-Chairperson
Angela Sheppard, Assistant City Manager, City of Gainesville
Matt Tarver, Deputy Director of Engineering & Transportation, City of Gainesville
Corey Jones, Senior Civil Engineer, City of Gainesville
BR White, City Manager, City of Oakwood
Dan Schultz, City of Oakwood
Rich Atkinson, Community Development Director, City of Flowery Branch
Srikanth Yamala, Public Works Director, Hall County
Frank Miller, County Engineer, Hall County
Jennifer Scott, Town Manager, Town of Braselton
Gina Roy, Assistant County Manager, Jackson County
Phillippa Lewis Moss, Director, Hall Area Transit
Phillip Peevy, Planning & Environmental Manager, GDOT
Kelvin Mullins, District Engineer, GDOT
Megan Weiss, Capital Region MPO Branch Chief, GDOT
Joseph Boyd, Transportation Planning Director, GHMPO
Srikanth Yamala, Director, GHMPO

Non-Voting

Vacant, Transportation Planner, Federal Highway Administration
Holly Peterson, Community Planner, Federal Transit Administration
Johnathan McLoyd, Transit Planner, GDOT
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
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
Lauren O'Leary, Mayor, City of Hoschton
Wade Dale, Mayor, City of Gillsville

Tim Hatch, Chief, Oakwood Police Department
Michael Haire, GHMPO

GHMPO Staff

Srikanth Yamala, Director
Joseph Boyd, Transportation Planning Director
Michael Haire, Transportation Planning Manager

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.

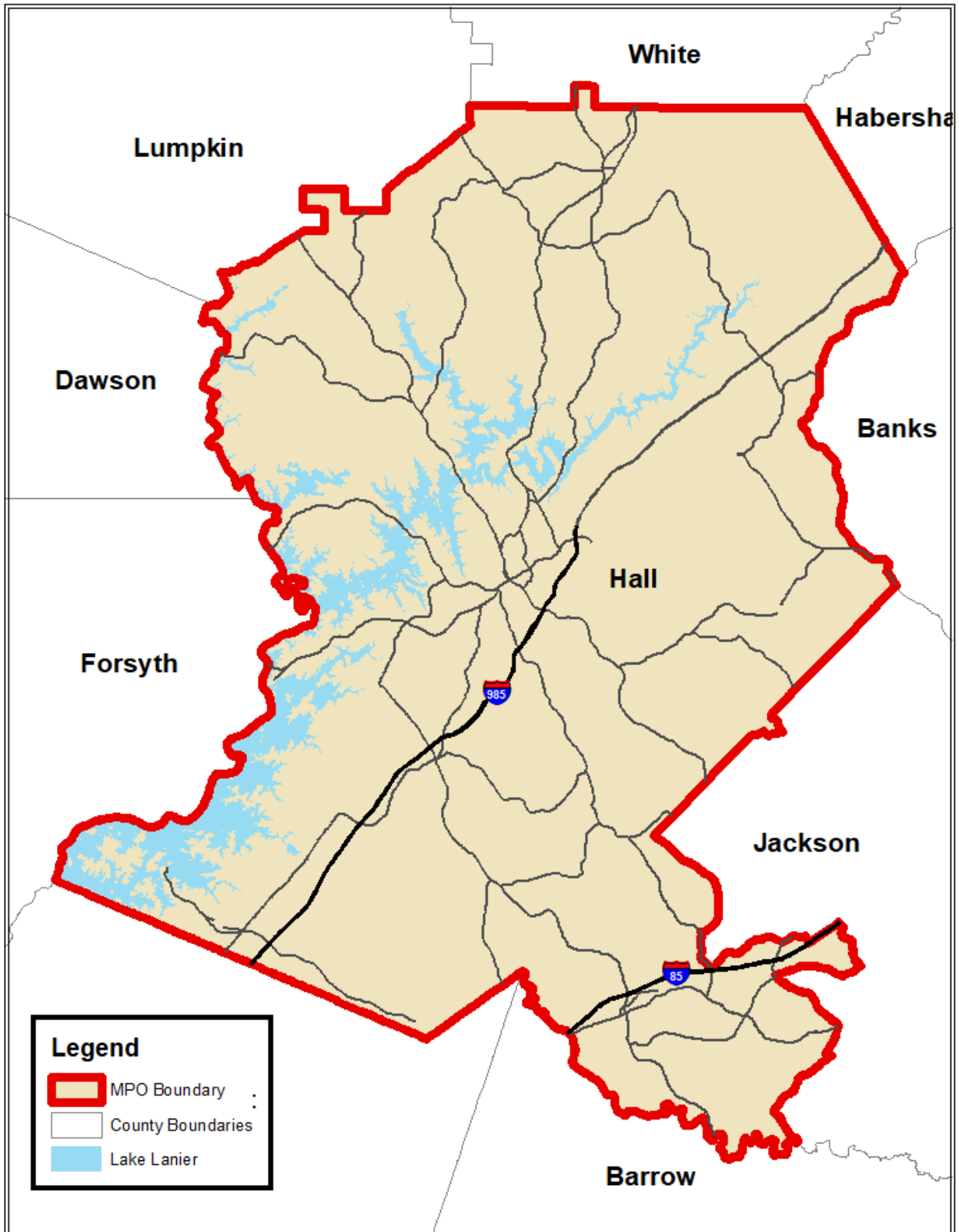
For more details on the methodology used, please see the Project Evaluation section on page 53 of the Gainesville-Hall Regional Transportation Plan: 2015 Update (RTP) and Appendix E: Project Evaluation Scores.

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.

2021-2024 TRANSPORTATION IMPROVEMENT PROGRAM

12/7/2022

GHMPO No.	GDOT No.	Segment Location	\$ Thousands																			
			FY 2021					FY 2022					FY 2023					FY 2024				
SCP	PE	ROW	CST	UTL	SCP	PE	ROW	CST	UTL	SCP	PE	ROW	CST	UTL	SCP	PE	ROW	CST	UTL			
GH-016	0003626	Sardis Road Connector – SR 60/Thompson Bridge Rd to Sardis Rd/Chestatee Road																	\$36,350	\$1,243		
GH-020A	0122060	SR 11/US 129 from Lakeview Street to south of Nopone Road (Phase I)											\$11,750									
GH-020B	0016862	SR 11/US 129 from Brittany Court to S of Lakeview St (Phase II)						\$500														
GH-020C	0016863	SR 11/US 129 from Limestone Parkway to N of Brittany Court (Phase III)						\$500														
GH-023B	0015280	Spout Springs Road from Union Circle to S of SR 347 - Phase II											\$12,570									
GH-025	0007233	SR 211/Old Winder Highway From SR 53/Winder Highway To SR 347/Friendship Road						\$700					\$1,523									
GH-056	0007170	SR 136/Price Road @ Chestatee River Bridge				\$9,423	\$68															
GH-119	0015551	SR 60/Thompson Bridge Road at Chattahoochee River																\$1,000				
GH-129	0016616	SR 13 at I-985 & At or 527/Thurmon Tanner Pkwy				\$821	\$86															
GH-116	0013922	I-985 at CS 991/Elachee Dr- Bridge								\$6,106												
GH-121	0017392	SR 11BU/SR 60 From CS 624/Academy St to CS 548/Glenwood Dr		\$800														\$750				
GH-133	0016074	SR 365/Cornelia Highway At Howard Road - New Interchange											\$1,986									
GH-140	0018300	SR 53 Mobility Study						\$1,000														
GH-141	0017735	SR 283 @ Flat Creek											\$650									
GH-144	0019079	SR 284/Shoal Creek Road at Eubank Creek											\$800									
GH-145	0016921	SR 53 @ SR 369												\$735								
GH-13981	0013981	Oversight Services for Gainesville MPO Projects																				
GH-13982	0013982			\$70				\$70					\$70					\$140				
GH-13983	0013983																					
GH-13984	0013984																					
TOTAL			\$0	\$870	\$0	\$10,244	\$154	\$2,700	\$70	\$0	\$6,106	\$0	\$0	\$3,043	\$26,306	\$735	\$0	\$0	\$140	\$1,750	\$36,350	\$1,243

FY 2021-2024	\$ Thousands
SCP	\$2,700
PE	\$4,123
ROW	\$28,056
CST	\$53,436
UTL	\$1,396
TOTAL	\$89,711

FY 2021-2024 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
Carbon	Y606	CARBON REDUCTION	\$ -	\$ -	\$ 391,424	\$ -	\$ -
TOTAL			\$14,254,673	\$15,167,344	\$24,362,888	\$ 42,007,790	\$ 95,401,271

FY 2021-2024 HALL AREA TRANSIT FUNDING

FY 2021-2024 Hall Area Transit Funding					
Description	2021	2022	2023	2024	Total
Section 5303					
Metropolitan Planning	\$89,029.00	\$100,573.00	\$100,573.00	\$89,029.00	\$379,204.00
Section 5304					
Statewide Planning	\$4,139.00	-	-	-	\$4,139.00
Section 5307					
Urban Capital and Operating Expenses	\$1,914,112	\$3,287,326	\$3,287,326	\$3,287,326	\$11,776,090
Section 5311					
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.

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

Project Description Construction of a new 4 lane road from the intersection of SR 60/Thompson Bridge Road and SR 283/Mt. Vernon Road to the intersection of Sardis Road and Chestatee Road.			
Improvement Type New	Regionally Significant Yes	Capacity Adding Yes	Funding Source Hall Co
Project Intent To allow for improved connections between SR 60/Thompson Bridge Road and SR 53/Dawsonville Highway.			

Project Termini From SR 60/Thompson Bridge Road To Sardis Road/Chestatee Road	Length (miles) 3.63	
	Exist. Lanes 2	Future Lanes 4
Bike / Ped. Sidewalks, bike lanes recommended	Exist. Vol. 11,360 (2013)	Design Vol. 12,030 (2040)
Connectivity Dawsonville Highway/Thompson Bridge Road		
Network Year 2030	LRTP Project Tier: Band 1 (2020-2025)	Open to Traffic Date 2023

STATUS	PHASE	SOURCE	LOCAL	STATE	FEDERAL	OTHER	TOTAL
Auth.	Pre-Engineering	LOC	\$1,300,000	\$0	\$0	\$0	\$1,300,000
Auth.	Pre-Engineering	L200	\$0	\$0	\$0	\$94,885	\$94,885
Auth.	Right-of-Way	LOC	\$0	\$0	\$0	\$20,763,000	\$20,763,000
2024	Construction	HB 170	\$0	\$36,350,439	\$0	\$0	\$36,350,439
2024	Utilities	LOC	\$0	\$0	\$0	\$1,242,514	\$1,242,514
		TOTAL	\$1,300,000	\$36,350,439	\$0	\$22,100,399	\$59,750,838



2021-2024 Transportation Improvement Program

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

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

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

STATUS	PHASE	SOURCE	LOCAL	STATE	FEDERAL	OTHER	TOTAL
2023	Right-of-Way	HB 170	\$0	\$17,802,366	\$0	\$0	\$17,802,366
2025	Construction	HB 170	\$0	\$43,885,117	\$0	\$0	\$43,885,117
2025	Utilities	HB 170	\$0	\$2,042,454	\$0	\$0	\$2,042,454
		TOTAL	\$0	\$63,729,937	\$0	\$0	\$63,729,937



2021-2024 Transportation Improvement Program

Project Name SR 11/US 129 FM Brittany Court to S of Lakeview St (Phase II)	GHMPO No. GH-020B	GDOT No. 0016862
	County Hall	City Gainesville
Local Rd. Name Cleveland Hwy	GDOT District 1	Cong. District 9
US/State Rd. Name SR 11	Map ID	RC

Project Description

This project proposes to widen US129/SR11/Cleveland Highway from two to four lanes with a 20 foot raised median. The project limits are from Brittany Court to approximately south of Lakeview Street. This is phase II of the widening along US129/SR11/Cleveland Highway. The project length is approximately 1.53 miles.

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

Project Intent

To widen SR 11 and provide greater mobility in the region.

Project Termini From Brittany Court To Lakeview Street	Length (miles) 1.53	
	Exist. Lanes 2	Future Lanes 4
Bike / Ped. N/A	Exist. Vol.	Design Vol.
Connectivity SR 11		
Network Year	LRTP Project Tier: Band 2 (2026-2030)	Open to Traffic Date

STATUS	PHASE	SOURCE	LOCAL	STATE	FEDERAL	OTHER	TOTAL
2022	Scoping	Y001	\$0	\$100,000	\$400,000	\$0	\$500,000
2025	Pre-Engineering	HB170	\$0	\$300,000	\$1,200,000	\$0	\$1,500,000
2027	Right-of-Way	HB170	\$0	\$2,260,000	\$9,040,000	\$0	\$11,300,000
2029	Utilities	HB170	\$0	\$542,920	\$2,171,680	\$0	\$2,714,600
2029	Construction	HB170	\$0	\$2,395,347	\$9,581,390	\$0	\$11,976,737
		TOTAL	\$0	\$5,598,267	\$22,393,070	\$0	\$27,991,337



Project Name SR 11/US 129 FM Limestone Pkwy to N of Brittany Court (Phase III)	GHMPO No. GH-020C	GDOT No. 0016863
	County Hall	City Gainesville
Local Rd. Name Cleveland Hwy	GDOT District 1	Cong. District 9
US/State Rd. Name SR 11	Map ID	RC

Project Description

This project proposes to widen US129/SR11/Cleveland Highway from two to four lanes with a 20 foot raised median. The project limits are from Limestone Pkwy to north of Brittany Court. This is phase III of the widening along US129/SR11/Cleveland Highway. The project length is approximately 2.06 miles.

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

Project Intent

To widen SR 11 and provide greater mobility in the region.

Project Termini From Limestone Parkway To Brittany Court	Length (miles) 2.06	
	Exist. Lanes 2	Future Lanes 4
Bike / Ped. N/A	Exist. Vol.	Design Vol.
Connectivity SR 11		
Network Year	L RTP Project Tier: Band 2 (2026-2030)	Open to Traffic Date

STATUS	PHASE	SOURCE	LOCAL	STATE	FEDERAL	OTHER	TOTAL
2022	Scoping	Y001	\$0	\$100,000	\$400,000	\$0	\$500,000
2025	Pre-Engineering		\$0	\$300,000	\$1,200,000	\$0	\$1,500,000
2027	Right-of-Way		\$0	\$1,852,000	\$7,408,000	\$0	\$9,260,000
2029	Utilities		\$0	\$509,360	\$2,037,440	\$0	\$2,546,800
2029	Construction		\$0	\$5,078,528	\$20,314,113	\$0	\$25,392,641
		TOTAL	\$0	\$7,839,888	\$31,359,553	\$0	\$39,199,441



Project Name Spout Springs Road From Union Circle to S of SR 347 - Phase II	GHMPO No. GH-023B	GDOT No. 0015280
	County Hall	City Flowery Branch/Brase
Local Rd. Name Spout Springs Road	GDOT District 1	Cong. District 9
US/State Rd. Name N/A	Map ID 23	RC GMRC

Project Description

Project P.I. no. 0015280 proposes to widen CR 1287 / Spout Springs Road from a 2-lane roadway to a 4-lane divided roadway with a 20 foot raised median and sidewalks. Median openings and intersections will be modified/removed accordingly. The project limits along Spout Springs Road are Union Circle to S. of SR 347 for a total distance of 2.51 miles.

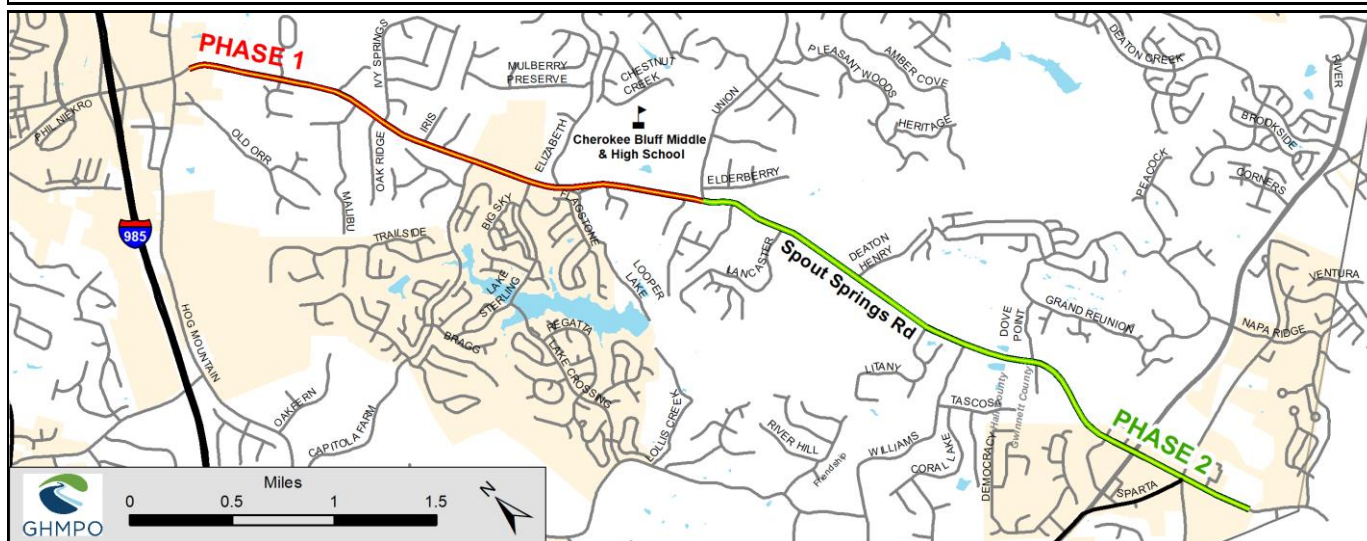
Improvement Type Widening **Regionally Significant** Yes **Capacity Adding** Yes **Funding Source** Hall Co

Project Intent

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

Project Termini	From	I-985	Length (miles)		2.51
	To	South of Thompsons Mill Rd.	Exist. Lanes	2	Future Lanes 4
Bike / Ped.	Sidewalks / Bike and Pedestrian Path		Exist. Vol.	15,500 (2015)	Design Vol. 22,340 (2040)
Connectivity	SR 347/Friendship Road, Union Circle Road				
Network Year	2030	LRTP Project Tier:	Bands 1 -4 (2020-2050)		Open to Traffic Date 2051

STATUS	PHASE	SOURCE	LOCAL	STATE	FEDERAL	OTHER	TOTAL
2025	Utilities	LOC	\$0	\$0	\$0	\$0	\$0
2025	Construction	LOC	\$32,483,255	\$0	\$0	\$0	\$32,483,255
Auth	Pre-Engineering	LOC	\$0	\$0	\$0	\$0	\$0
Auth	Right-of-Way	LOC	\$12,570,000	\$0	\$0	\$0	\$12,570,000
		TOTAL	\$45,053,255	\$0	\$0	\$0	\$45,053,255



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

Project Description

The widening from two to four lanes of SR 211/Old Winder Highway from SR 53/Winder Highway to SR 347/Friendship Rd.

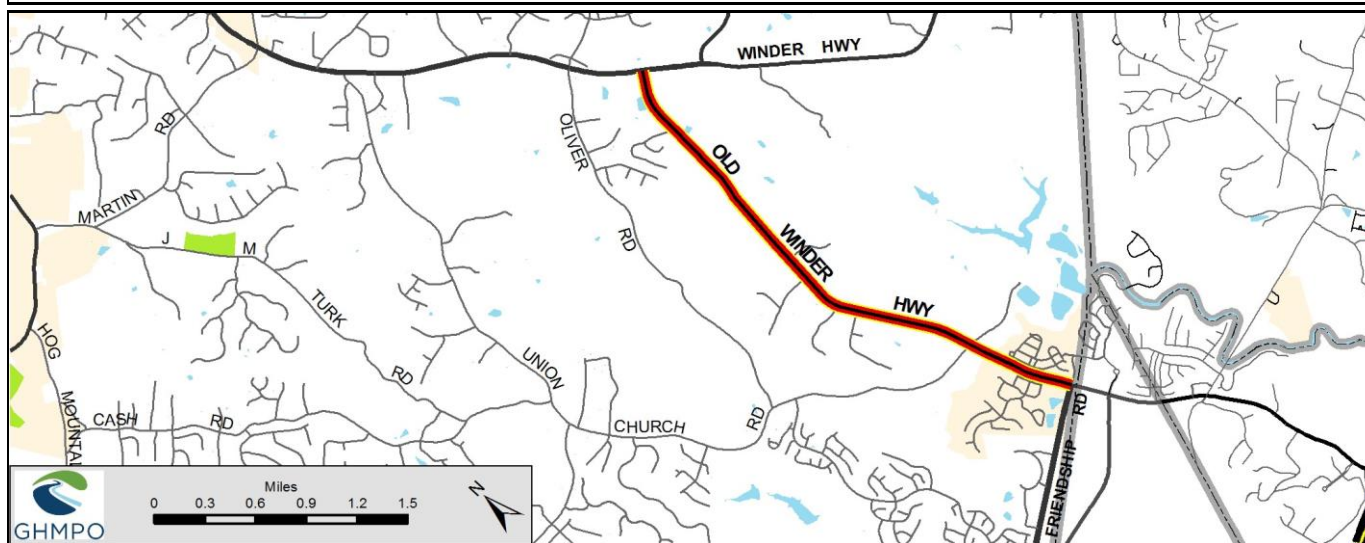
Improvement Type Widening **Regionally Significant** Yes **Capacity Adding** Yes **Funding Source** GDOT

Project Intent

Improve connectivity between Winder Highway and Friendship Road.

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

STATUS	PHASE	SOURCE	LOCAL	STATE	FEDERAL	OTHER	TOTAL
2022	Scoping	Z231	\$0	\$140,000	\$560,000	\$0	\$700,000
2023	Pre-Engineering	Y236	\$0	\$304,673	\$1,218,692	\$0	\$1,523,365
2025	Right-of-Way	Y236	\$650,328	\$520,262	\$2,081,050	\$2,197,791	\$5,449,431
2027	Construction	Y236	\$8,072,478	\$6,457,982	\$25,831,930	\$26,693,766	\$67,056,156
2027	Utilities	Y236	\$0	\$7,036,320	\$0	\$0	\$7,036,320
		TOTAL	\$8,722,806	\$14,459,237	\$29,691,672	\$28,891,557	\$81,765,272



2021-2024 Transportation Improvement Program

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

Project Description

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

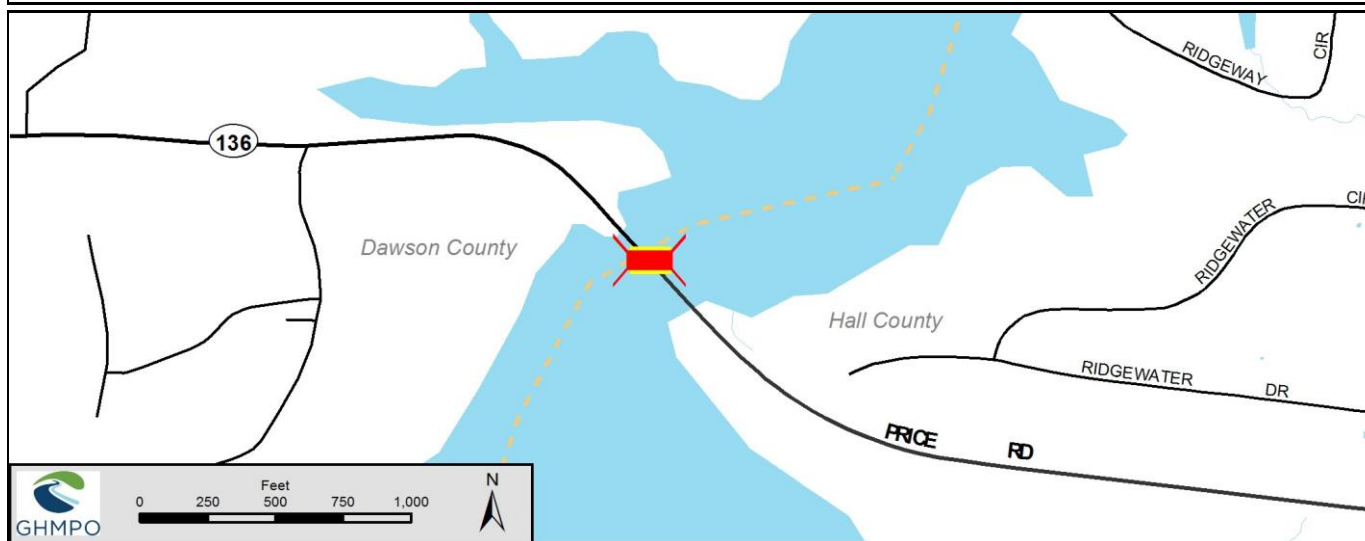
Improvement Type Bridge **Regionally Significant** No **Capacity Adding** No **Funding Source** GDOT

Project Intent

To update bridge infrastructure.

Project Termini	From Bridge Extents	Length (miles) N/A	
	To Bridge Extents	Exist. Lanes 2	Future Lanes 2
Bike / Ped.		Exist. Vol. 1,550 (2015)	Design Vol. 2,600 (2050)
Connectivity			
Network Year N/A	LRTP Project Tier: Band 1 (2020-2025)	Open to Traffic Date 2023	

STATUS	PHASE	SOURCE	LOCAL	STATE	FEDERAL	OTHER	TOTAL
2021	Utilities	Z232	\$0	\$13,500	\$54,000	\$0	\$67,500
Auth	Pre-Engineering	M240	\$0	\$51,774	\$207,095	\$0	\$258,869
Auth	Construction	Z231	\$0	\$1,884,548	\$7,538,193	\$0	\$9,422,741
Auth.	Right-of-Way	Z232	\$0	\$133,000	\$532,000	\$0	\$665,000
		TOTAL	\$0	\$2,082,822	\$8,331,288	\$0	\$10,414,110



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

Project Description

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

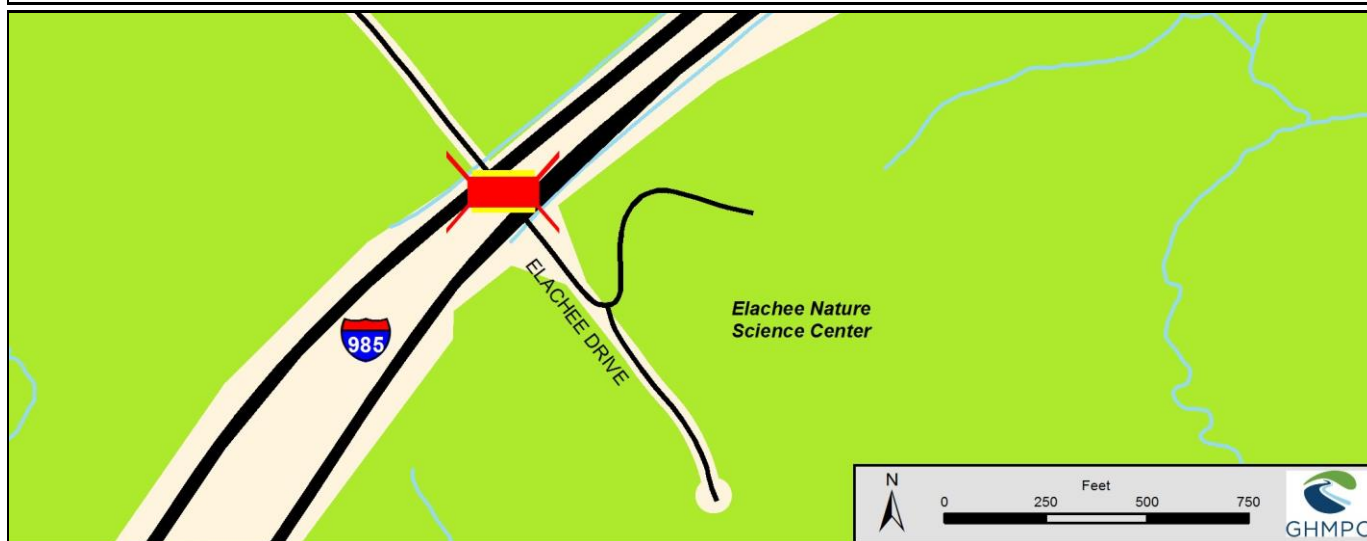
Improvement Type Bridge **Regionally Significant** No **Capacity Adding** No **Funding Source** GDOT

Project Intent

To replace bridge infrastructure

Project Termini From N/A To N/A	Length (miles) N/A	
	Exist. Lanes 2	Future Lanes 2
Bike / Ped. Part of Chicopee Woods Bike Trail	Exist. Vol. N/A	Design Vol. N/A
Connectivity		
Network Year N/A	LRTP Project Tier: Band 1 (2020-2025)	Open to Traffic Date 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
		TOTAL	\$0	\$1,371,226	\$5,484,904	\$0	\$6,856,130

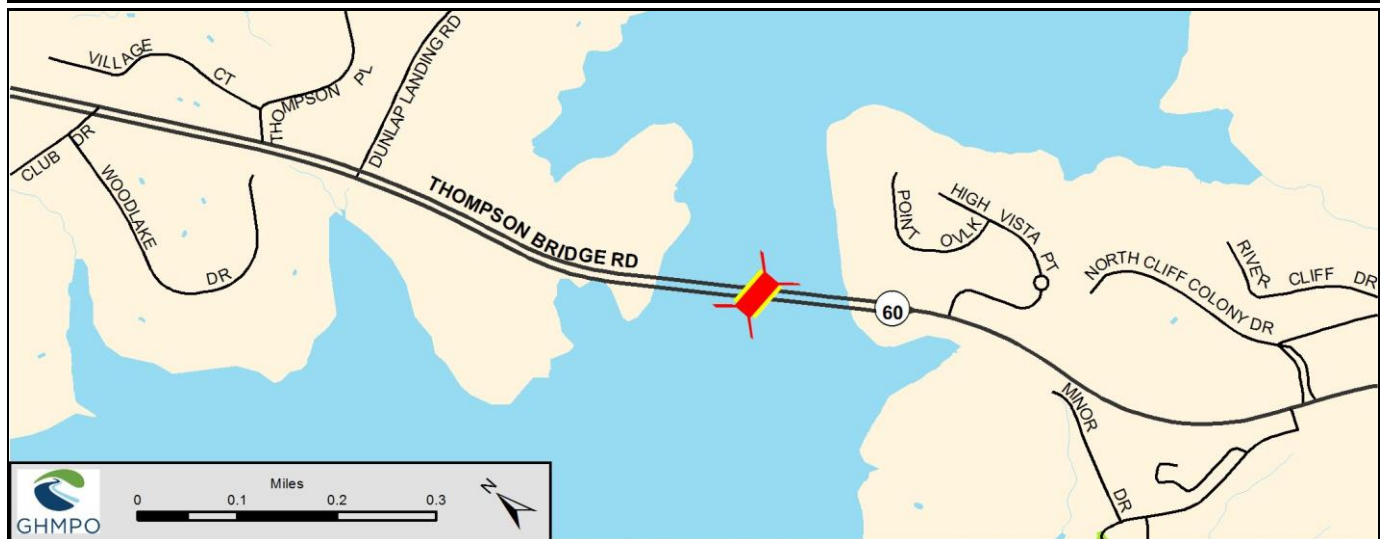


Project Name SR 60/Thompson Bridge Road at Chattahoochee River	GHMPO No. GH-119	GDOT No. 0015551
	County Hall	City Gainesville
Local Rd. Name Thompson Bridge rd	GDOT District 1	Cong. District 9
US/State Rd. Name SR 60	Map ID 119	RC GMRC

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

Project Termini From N/A To N/A	Length (miles) N/A	
	Exist. Lanes 2	Future Lanes 2
Bike / Ped.	Exist. Vol. 14,690 (2015)	Design Vol. 24,630 (2050)
Connectivity Regional		
Network Year N/A	L RTP Project Tier: Band 2 (2026-2030)	Open to Traffic Date 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
		TOTAL	\$0	\$1,210,000	\$4,840,000	\$0	\$6,050,000



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

Project Termini	From	Academy Street	Length (miles)		0.7		
	To	Glenwood Dr	Exist. Lanes	4	Future Lanes	4	
Bike / Ped.	6' sidewalk		Exist. Vol.	(2015) 15,920	Design Vol.	(2050) 22,210	
Connectivity							
Network Year	N/A	LRTP Project Tier:			Band 1 (2020-2025)	Open to Traffic Date	2025

STATUS	PHASE	SOURCE	LOCAL	STATE	FEDERAL	OTHER	TOTAL
2024	Right-of-Way	HB170	\$0	\$750,000	\$0	\$0	\$750,000
2025	Construction	State/Federal	\$0	\$2,800,000	\$11,200,000	\$0	\$14,000,000
Auth	Pre-Engineering	LOC	\$0	\$0	\$0	\$800,000	\$800,000
		TOTAL	\$0	\$3,550,000	\$11,200,000	\$800,000	\$15,550,000



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

Project Description

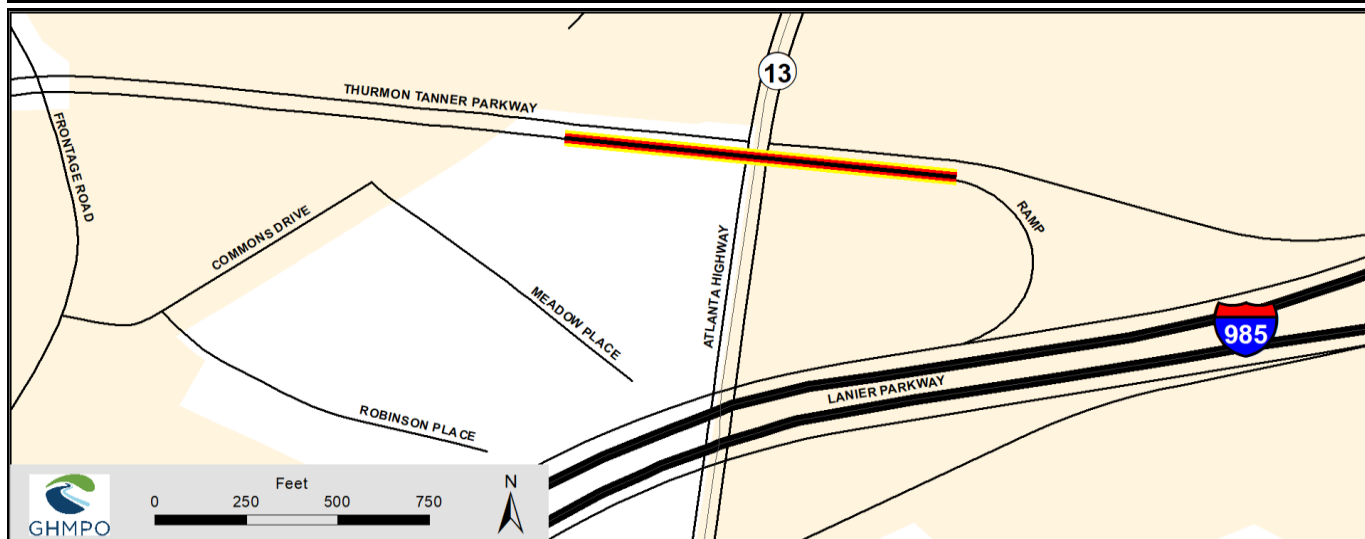
This project will add turning capacity to Thurmon Tanner Pkwy by converting the existing thru lane into a thru-right lane on I-985 Off-ramp by shifting and narrowing the median. These changes will increase capacity.

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

Project Intent

Project Termini From Just West of Radford Road To Just East of I-985	Length (miles) .8	
	Exist. Lanes N/A	Future Lanes N/A
Bike / Ped.	Exist. Vol. 4,605 (2015)	Design Vol. 8,000 (2050)
Connectivity I-985		
Network Year 2040	LRTP Project Tier: Band 1 (2020-2025)	Open to Traffic Date (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
		TOTAL	\$0	\$86,364	\$821,238	\$0	\$907,602



Project Name SR 365/Cornelia Highway At Howard Road - New Interchange	GHMPO No. GH-133	GDOT No. 0016074
	County Hall	City Gainesville
Local Rd. Name Howard Road	GDOT District 1	Cong. District 9
US/State Rd. Name SR 365	Map ID	RC GMRC

Project Description

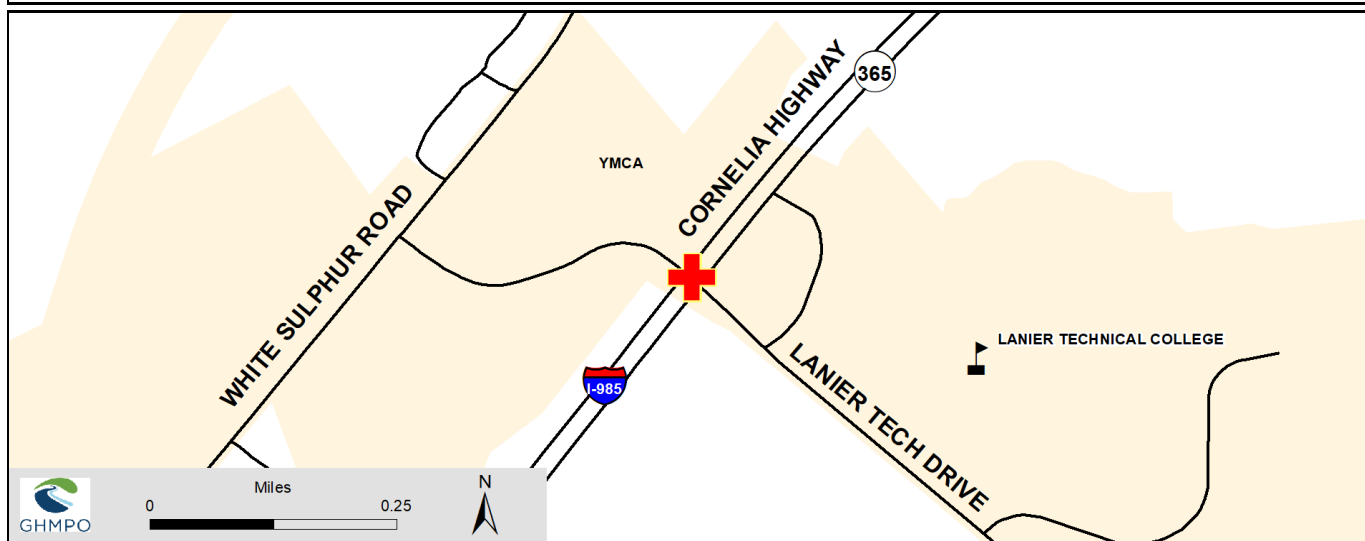
New interchange and overpass with tie-ins to right in and our on SR-365. The purpose of this project is to address congestion and safety issues related to the new Lanier Technical College and the anticipated development in the surrounding area.

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

Project Intent

Project Termini	From Howard Road S of I-985	Length (miles)	
	To Howard Road N of I-985	Exist. Lanes 0	Future Lanes 2
Bike / Ped.		Exist. Vol.	Design Vol.
Connectivity I-985			
Network Year 2030	LRTP Project Tier: Band 1 (2020-2025)	Open to Traffic Date 2025	

STATUS	PHASE	SOURCE	LOCAL	STATE	FEDERAL	OTHER	TOTAL
2023	Right-of-Way	HB 170	\$0	\$1,986,124	\$0	\$0	\$1,986,124
2025	Utilities	HB 170	\$0	\$0	\$0	\$572,250	\$572,250
2025	Construction	HB 170	\$0	\$0	\$0	\$15,572,236	\$15,572,236
Auth	Pre-Engineering	HB 170	\$0	\$0	\$0	\$1,500,000	\$1,500,000
		TOTAL	\$0	\$1,986,124	\$0	\$17,644,486	\$19,630,610

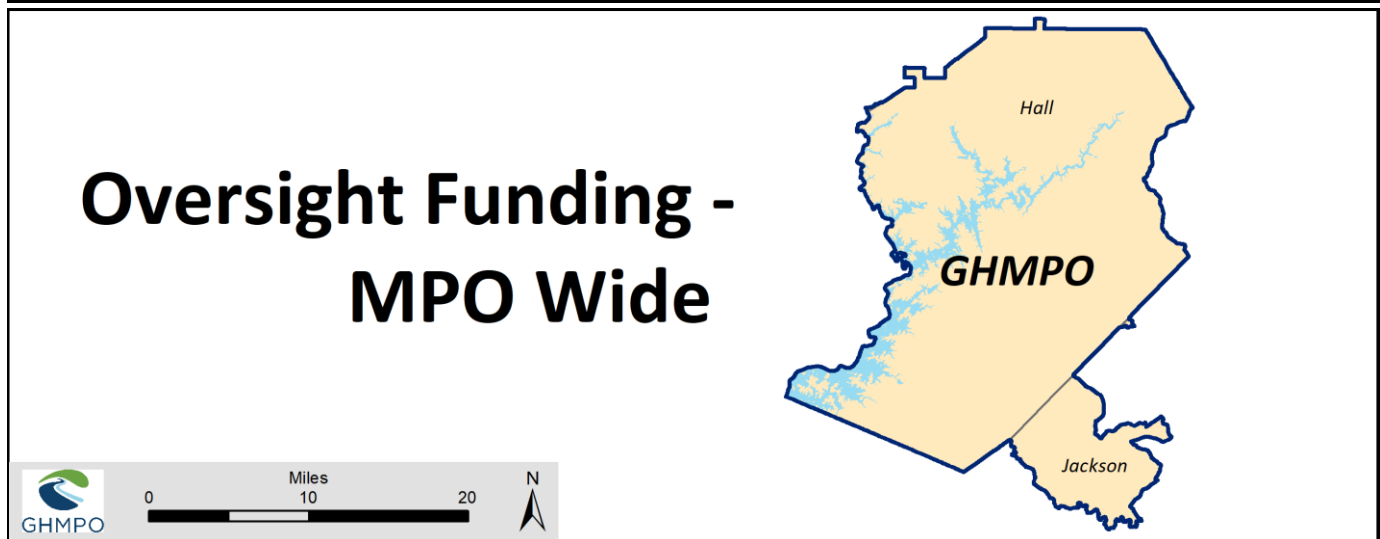


Project Name Oversight Services for Gainesville MPO Projects	GHMPO No. GH-13981	GDOT No. 0013981
	County Hall, Jackson	City
Local Rd. Name	GDOT District 1	Cong. District 9
US/State Rd. Name	Map ID	RC

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

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

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

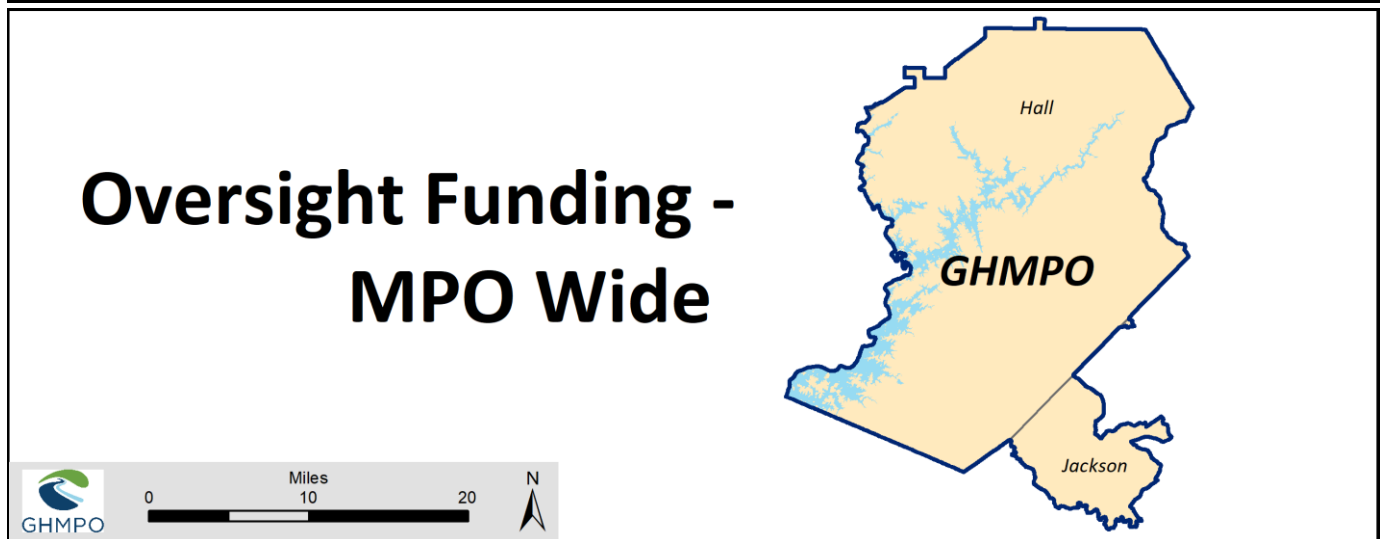


Project Name Oversight Services for Gainesville MPO Projects	GHMPO No. GH-13982	GDOT No. 0013982
	County Hall, Jackson	City
Local Rd. Name	GDOT District 1	Cong. District 9
US/State Rd. Name	Map ID	RC

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

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

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

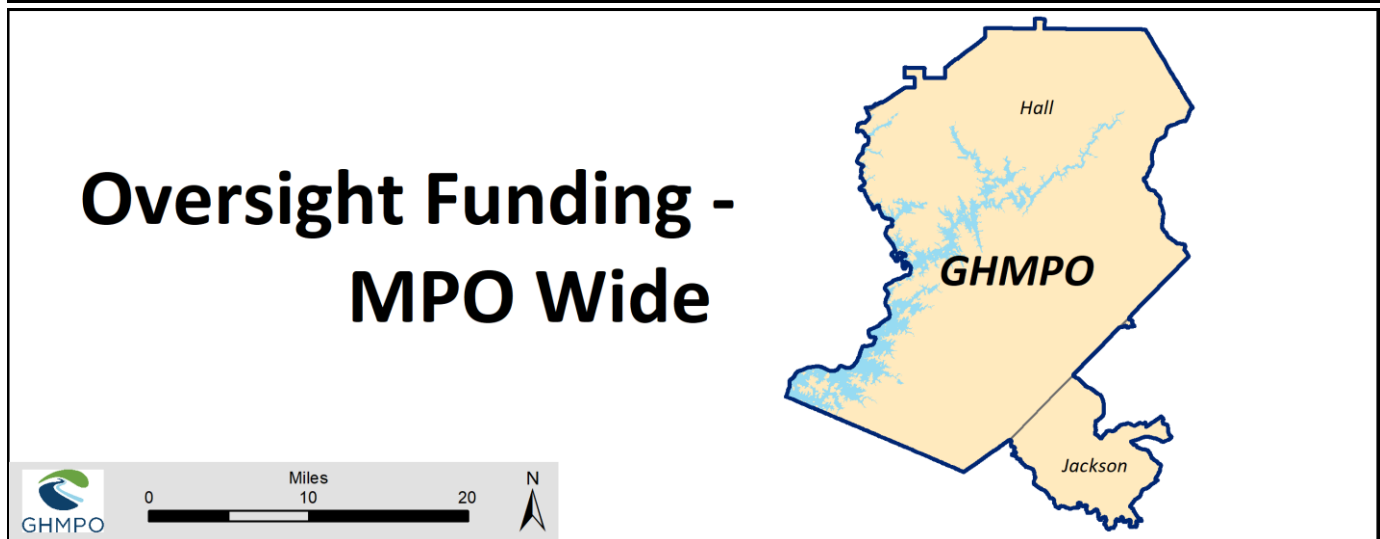


Project Name Oversight Services for Gainesville MPO Projects	GHMPO No. GH-13983	GDOT No. 0013983
	County Hall, Jackson	City
Local Rd. Name	GDOT District 1	Cong. District 9
US/State Rd. Name	Map ID	RC

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

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

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




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


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

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

STATUS	PHASE	SOURCE	LOCAL	STATE	FEDERAL	OTHER	TOTAL
2024	Pre-Engineering	Y236	\$0	\$28,000	\$112,000	\$0	\$140,000
		TOTAL	\$0	\$28,000	\$112,000	\$0	\$140,000


Oversight Funding - MPO Wide





Miles

0 10 20

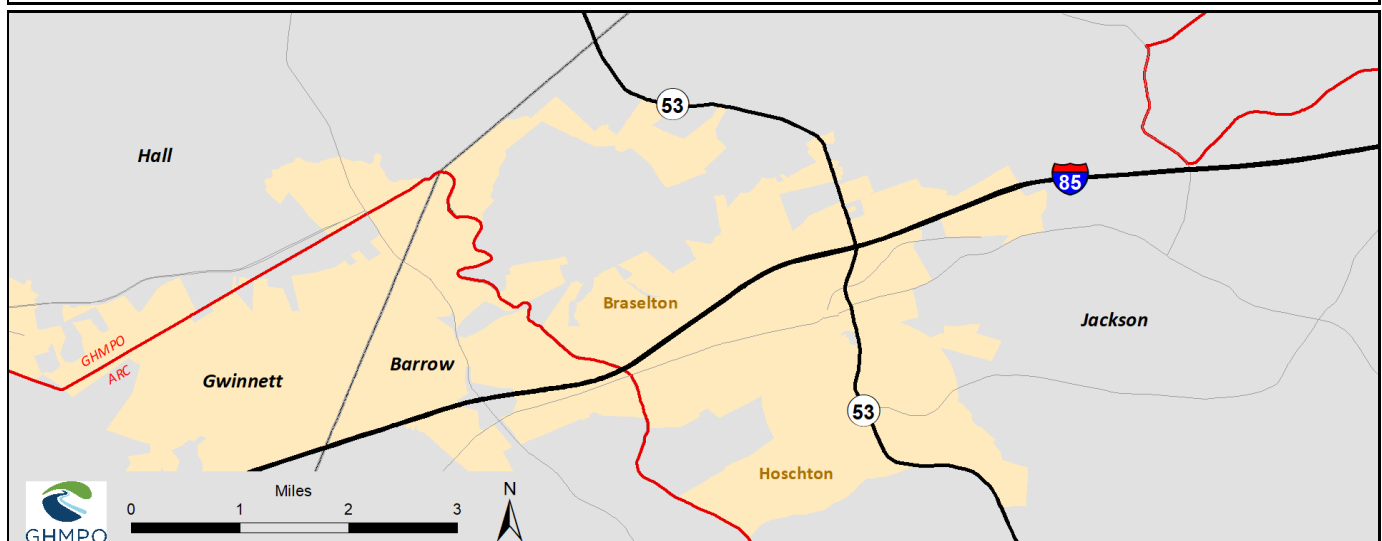


Project Name SR 53 Mobility Study	GHMPO No. GH-140	GDOT No. 0018300
	County Hall, Jackson	City
Local Rd. Name	GDOT District 1	Cong. District 9
US/State Rd. Name	Map ID	RC

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

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

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

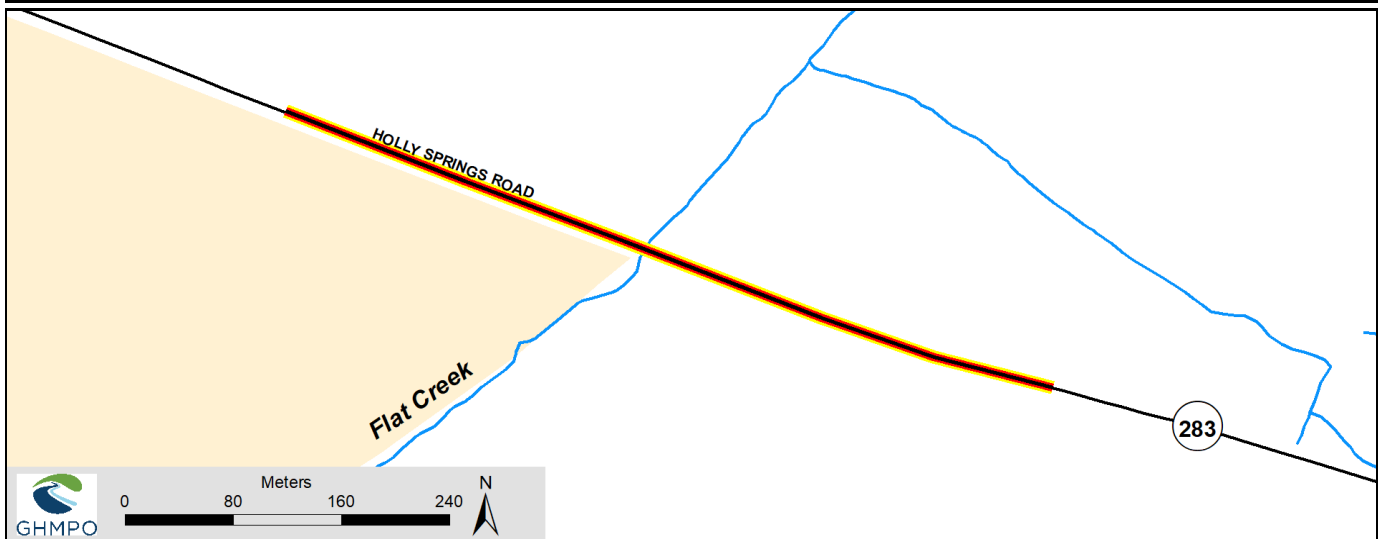


Project Name SR 283 @ Flat Creek	GHMPO No. GH-141	GDOT No. 0017735
	County Hall	City Clermont
Local Rd. Name Holly Springs Road	GDOT District 1	Cong. District 9
US/State Rd. Name SR 283	Map ID	RC

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

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

STATUS	PHASE	SOURCE	LOCAL	STATE	FEDERAL	OTHER	TOTAL
2023	Pre-Engineering	Y238	\$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
		TOTAL	\$0	\$365,407	\$1,461,627	\$0	\$1,827,034

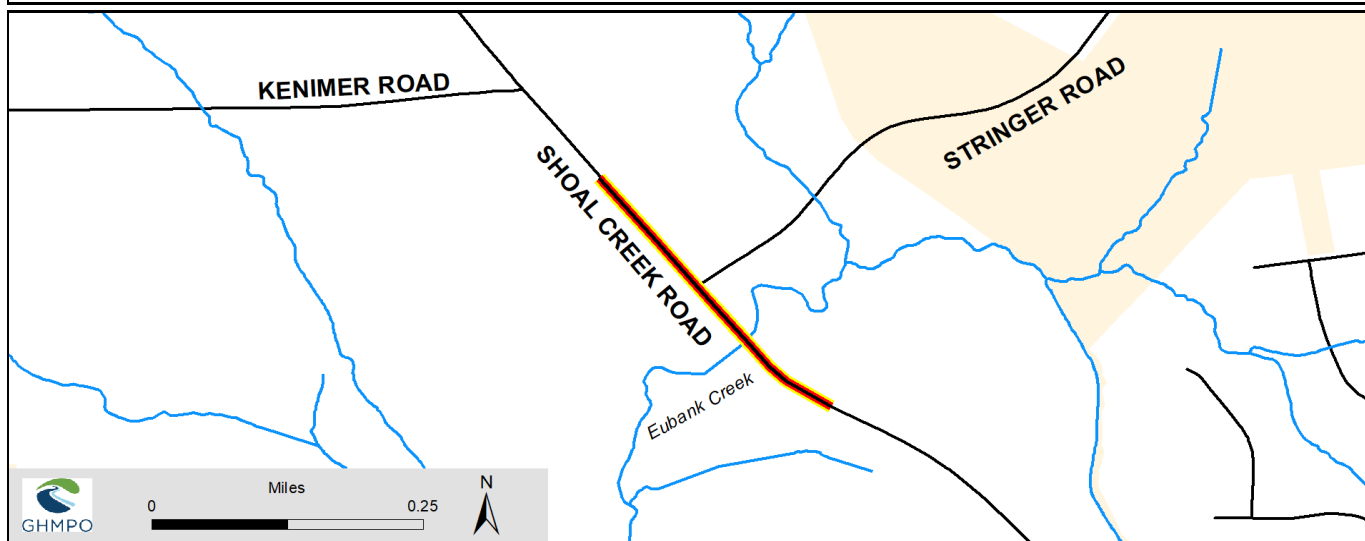


Project Name SR 284/Shoal Creek Road at Eubank Creek	GHMPO No. GH-144	GDOT No. 0019079
	County Hall	City Clermont
Local Rd. Name Shoal Creek Road	GDOT District 1	Cong. District 9
US/State Rd. Name SR 284	Map ID	RC

Project Description This project proposes to replace the bridge on SR 284 crossing over Eubank Creek.			
Improvement Type Bridge Repl	Regionally Significant Yes	Capacity Adding Yes	Funding Source GDOT
Project Intent To replace the bridge on SR 284 over Eubank Creek			

Project Termini From North of Eubank Creek To South of Eubank Creek	Length (miles) .40	
	Exist. Lanes 2	Future Lanes 2
Bike / Ped.	Exist. Vol.	Design Vol.
Connectivity SR 284		
Network Year	LRTP Project Tier: Band 2 (2026-2030)	Open to Traffic Date

STATUS	PHASE	SOURCE	LOCAL	STATE	FEDERAL	OTHER	TOTAL
2023	Pre-Engineering	Y240	\$0	\$160,000	\$640,000	\$0	\$800,000
2026	Right-of-Way	Y110	\$0	\$65,000	\$260,000	\$0	\$325,000
2028	Construction	Y110	\$0	\$160,000	\$640,000	\$0	\$800,000
2028	Utilities	Y110	\$0	\$12,000	\$48,000	\$0	\$60,000
		TOTAL	\$0	\$397,000	\$1,588,000	\$0	\$1,985,000



Project Name SR 53 @ SR 369	GHMPO No. GH-145	GDOT No. 0016921
	County Hall	City Gainesville
Local Rd. Name McEver Road/Browns Bridge Road	GDOT District 1	Cong. District 9
US/State Rd. Name SR 53, SR 369	Map ID	RC

Project Description

The proposed project is intended to improve turn queuing and delays during peak traffic. The project would provide northbound and southbound dual left turn lanes on SR 53/McEver Road with storage lengths of 510', northbound and 200' southbound. The project also includes extending the SR 369/Browns Bridge Rd westbound left turn lanes by approximately 100' and extending the SR 369/Browns

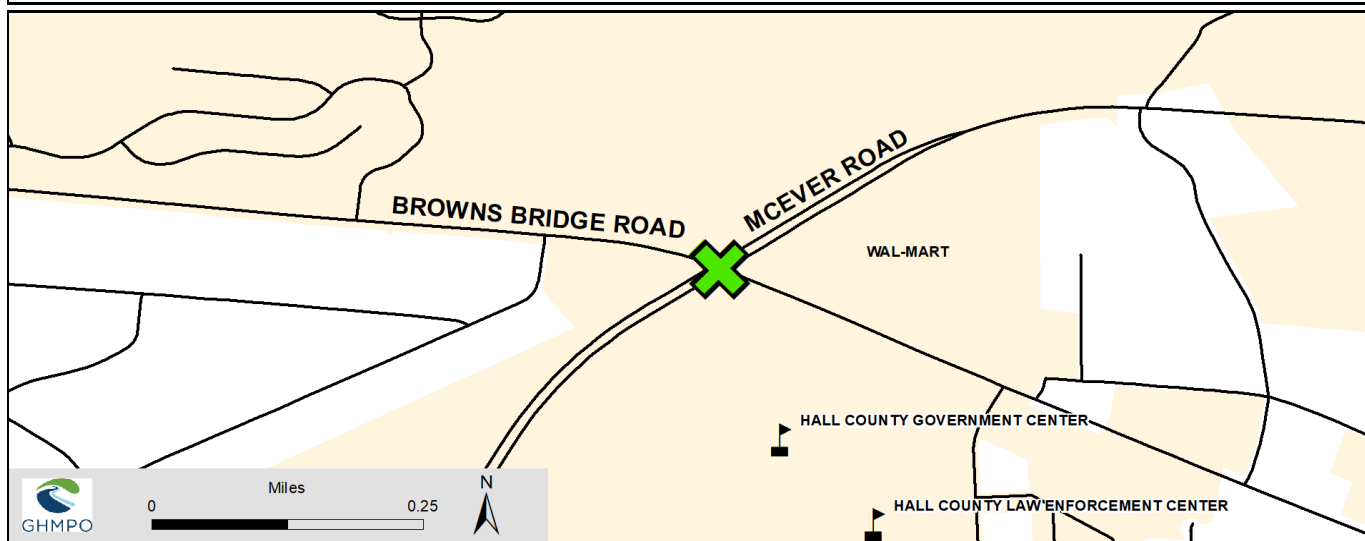
Improvement Type Intersection **Regionally Significant** Yes **Capacity Adding** No **Funding Source** GDOT

Project Intent

To improve intersection mobility

Project Termini	From North of McEver Road on Browns Bridg	Length (miles) .81	
	To South of McEver Road on Browns Brid	Exist. Lanes 2	Future Lanes 2
Bike / Ped. N/A		Exist. Vol.	Design Vol.
Connectivity SR 369			
Network Year 2030	LRTP Project Tier: Band 1 (2021-2025)	Open to Traffic Date 2024	

STATUS	PHASE	SOURCE	LOCAL	STATE	FEDERAL	OTHER	TOTAL
2023	Construction	HB170	\$0	\$735,344	\$0	\$0	\$735,344
Auth	Pre-Engineering	HB170	\$0	\$575,000	\$0	\$0	\$575,000
		TOTAL	\$0	\$1,310,344	\$0	\$0	\$1,310,344



Project Name Carbon Reduction Funding for Hall Area Transit Vehicle Purchase		GHMPO No. GH-146	GDOT No. 0019892
		County Hall	City
Funding Source Y606	Flex Funding <input checked="" type="checkbox"/>	GDOT District 1	Cong. District 9

Project Description

Hall Area Transit will purchase low/zero emission vehicles for their microtransit service titled WeGo utilizing FY 2023 Carbon Reduction funding (Y606).

Project Intent

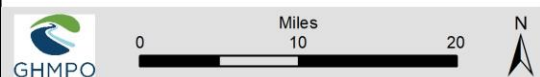
To reduce carbon emissions by providing transit vehicles that are low/zero emission.

Number of HAT Vehicles Current 17 Future TBD	Regionally Significant:	Yes
	Capacity Adding:	No
	Improvement Type:	Carbon Reduction

Comments

STATUS	PHASE	SOURCE	LOCAL	STATE	FEDERAL	HB 170	TOTAL
Auth.	Capital Purchase	Y606/LOC	\$97,856	\$0	\$391,424	\$0	\$489,280
		TOTAL	\$97,856	\$0	\$391,424	\$0	\$489,280

Carbon Reduction Funding - MPO Wide



***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
PROJECT COST	\$614,112	\$3,207,326	\$2,662,326	\$2,437,326	\$8,921,090
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
PROJECT COST	\$1,300,000	\$80,000	\$625,000	\$850,000	\$2,855,000
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

Hall Area Transit 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	Capacity	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
Gainesville Connection	5195	-	FR	2019	Ford	Sensor II E450	1FDFE4FS6KDC65699	12/30/2019	\$70,604	80%	GA-90-X309	16A/2L	Hall Area Transit	Inactive		Excellent	City of Gainesville	100,000 miles/5 years	25	1/3/2020	
	5196	-	FR	2019	Ford	Sensor II E450	1FDFE4FS4KDC65698	12/30/2019	\$70,604	80%	GA-90-X309	16A/2L	Hall Area Transit	Inactive		Excellent	City of Gainesville	100,000 miles/5 years	25	1/3/2020	
	5174	-	FR	2019	Ford	Sensor II E450	1FDFE4FS2KDC65702	1/6/2020	\$70,604	80%	GA-90-X309	16A/2L	Hall Area Transit	Inactive		Excellent	City of Gainesville	100,000 miles/5 years	25	1/24/2020	
	5176		FR	2019	Ford	Sensor II E450	1FDFE4FS4KDC65703	2/4/2020	\$70,604	80%	GA-90-X309	16A/2L	Hall Area Transit	Inactive		Excellent	City of Gainesville	100,000 miles/5 years	25	2/5/2020	
Trolleys	5242			2019		Villager 208 Gasoline EE	1F66F5DN2LOA04893	11/1/2020	\$383,995.00	80%	GA-90-X309	24A/2L	Hall Area Transit	Active		EXCELLENT		100,000 miles/5 years	31ft 6 in	11/1/2020	GV5143P
	5243			2019		Villager 208 Gasoline EE	1F66F5DN0LOA04892	11/1/2020	\$383,995.00	80%	GA-2017-034-01-00	24A/2L	Hall Area Transit	Active		EXCELLENT		100,000 miles/5 years	31ft 6 in	11/1/2020	GV5144P
Op's	SUV-4526		Support	2006	Chevrolet	Chevrolet- Trailblazer	1GNOS13S862241047	1/4/2006	\$20,814	80%	GA-90-0209	5	Hall Area Transit	Active		Good	City of Gainesville	100,000 miles/5 years		1/4/2006	GV 66907
	Op's Truck-4951		Support	2015	Ford	FORD F 150	1FTEW1EF7FFB70997	6/23/2015	\$30,813	80%	GA-96-x012	5	Hall Area Transit	Active		Good	City of Gainesville	100,000 miles/5 years		6/23/2015	GV 1637F
WEGO	5244	EMMA	WEGO	2020	Dodge	Dodge Ram Promaster 1500 Conversion	3C6TRVAG6LE111327	11/16/2020	\$68,702	100%	GA-2020-007-01-00	8A/2L	Hall Area Transit	Active		Excellent		100,000 miles/5 years	17ft 9in	11/16/2020	GV5142P
	5245	JAZZ	WEGO	2020	Dodge	Dodge Ram Promaster 1500 Conversion	3C6TRVAGXLE111329	11/16/2020	\$68,702	100%	GA-2020-007-01-00	8A/2L	Hall Area Transit	Active		Excellent		100,000 miles/5 years	17ft 9in	11/16/2020	GV5141P
	5246	LUCAS	WEGO	2020	Dodge	Dodge Ram Promaster 1500 Conversion	3C6TRVAGILE111333	11/16/2020	\$68,702	100%	GA-2020-007-01-00	8A/2L	Hall Area Transit	Active		Excellent		100,000 miles/5 years	17ft 9in	11/16/2020	GV5140P
	5247	LUNA	WEGO	2020	Dodge	Dodge Ram Promaster 1500 Conversion	3C6TRVAG7LE111336	11/16/2020	\$68,702	100%	GA-2020-007-01-00	8A/2L	Hall Area Transit	Active		Excellent		100,000 miles/5 years	17ft 9in	11/16/2020	GV5139P
	5248	MIL O	WEGO	2020	Dodge	Dodge Ram Promaster 1500 Conversion	3C6TRVAG92E111337	11/16/2020	\$68,702	100%	GA-2020-007-01-00	8A/2L	Hall Area Transit	Active		Excellent		100,000 miles/5 years	17ft 9in	11/16/2020	GV5138P
	5249	AMARI	WEGO	2020	Dodge	Dodge Ram Promaster 1500 Conversion	3C6TRVAG0LE111341	11/16/2020	\$68,702	100%	GA-2020-007-01-00	8A/2L	Hall Area Transit	Active		Excellent		100,000 miles/5 years	17ft 9in	11/16/2020	GV5137P
	5254	BELLA	WEGO	2020	Dodge	Dodge Ram Promaster 1500 Conversion	3C6TRVAG1LE111347	12/31/2020	\$68,702	100%	GA-2020-007-01-00	8A/2L	Hall Area Transit	Active		Excellent		100,000 miles/5 years	17ft 9in	12/31/2020	GV6421P
	5255	ALONZO	WEGO	2020	Dodge	Dodge Ram Promaster 1500 Conversion	3C6TRVAG6LE111344	12/31/2020	\$68,702	100%	GA-2020-007-01-00	8A/2L	Hall Area Transit	Active		Excellent		100,000 miles/5 years	17ft 9in	12/31/2020	GV6422P
	TYLER 5229		WEGO	2020	Dodge	Dodge Ram Promaster 1500 Conversion	3C6TRVAG5LE111349	1/25/2021	\$68,702	100%	GA-2020-007-01-00	8A/2L	Hall Area Transit	Active		Excellent		100,000 miles/5 years	17ft 9in	1/25/2021	GV6973P
	5282	TASHA	WEGO	2020	Dodge	Dodge Ram Promaster 1500 Conversion	3C6TRVAG6KE53925	1/25/2021	\$68,702	100%	GA-2020-007-01-00	8A/2L	Hall Area Transit	Active		Excellent		100,000 miles/5 years	17ft 9in	1/25/2021	
	5264	MAYA	WEGO	2020	Dodge	Dodge Ram Promaster 3500 Conversion	3C6JURVUG4LE113979	2/19/2021	\$79,832.00	100%	GA-2020-007-01-00	10A/2L	Hall Area Transit	Active		Excellent		100,000 miles/5 years	19ft 8in	2/19/2021	GV8961P
	5263	SOFIA	WEGO	2020	Dodge	Dodge Ram Promaster 3500 Conversion	3C6JURVUG4LE113948	2/19/2021	\$79,832.00	100%	GA-2020-007-01-00	10A/2L	Hall Area Transit	Active		Excellent		100,000 miles/5 years	19ft 8in	2/19/2021	GV8962P
	JUDY 5265		WEGO	2020	Dodge	Dodge Ram Promaster 3500 Conversion	3C6JURVUG6LE113948	2/19/2021	\$79,832.00	100%	GA-2020-007-01-00	10A/2L	Hall Area Transit	Active		Excellent		100,000 miles/5 years	19ft 8in	2/19/2021	GV8960P
	FELIX 5266		WEGO	2020	Dodge	Dodge Ram Promaster 3500 Conversion	3C6JURVUG9LE113931	2/19/2021	\$79,832.00	100%	GA-2020-007-01-00	10A/2L	Hall Area Transit	Active		Excellent		100,000 miles/5 years	19ft 8in	2/19/2021	GV8963P
	5267	OTIS	WEGO	2020	Dodge	Dodge Ram Promaster 3500 Conversion	3C6JURVUGXLE113940	2/22/2021	\$79,832.00	100%	GA-2020-007-01-00	10A/2L	Hall Area Transit	Active		Excellent		100,000 miles/5 years	19ft 8in	2/22/2021	GV8964P
	Rudy 5181		WEGO	2019	Ford	Candidate II	1FDES6PM2KKA 12584	9/23/2021	\$67,379.00	80%	GA-90-X309	8A/2L	Hall Area Transit	Active		Excellent	City of Gainesville	100,000 miles/5 years	18ft	9/23/2019	GV6379N
	Ivey 5182		WEGO	2019	Ford	Candidate II	1FDES6PM4KKA 12585	9/23/2021	\$67,379.00	80%	GA-90-X309	8A/2L	Hall Area Transit	Active		Excellent	City of Gainesville	100,000 miles/5 years	18ft	9/23/2019	GV6380N

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
PROJECT COST	\$132,172	\$138,780	\$145,719	\$153,005	\$569,676
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
PROJECT COST	\$120,000	\$200,000	\$200,000	\$200,000	\$720,000
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
PROJECT COST	\$0	\$0	\$0	\$50,000	\$50,000
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
Hall Area Transit Program	TOTAL	\$42,375	\$44,494	\$46,719	\$49,055	\$182,644

FY 2021-24 Capital Purchases

FY 2021-2024 Capital Purchases					
Description	2021	2022	2023	2024	Total
Buy <30 Ft Bus For Expansion	\$0	\$0	\$0	\$800,000	\$800,000
Rehab/renovate Administrative Facility	\$0	\$0	\$0	\$190,000	\$190,000
Operating Assistance up to 50% Federal Share	\$0	\$0	\$0	\$2,530,918	\$2,530,918
Preventative Maintenance	\$0	\$0	\$0	\$160,000	\$160,000
PROJECT COST	\$0	\$0	\$0	\$3,680,918	\$3,680,918
FEDERAL	\$0	\$0	\$0	\$2,944,734	\$2,944,734
STATE	\$0	\$0	\$0	\$368,092	\$368,092
LOCAL	\$0	\$0	\$0	\$368,092	\$368,092

***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***

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	NHIM0-0085-02(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

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

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

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

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

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).¹ This regulation implements the transportation planning and transportation performance management provisions of MAP-21 and the FAST Act.

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

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

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

¹ 23 CFR 450.314

Highway Safety/PM1

Effective April 14, 2016, the FHWA established the highway safety performance measures² 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 1³. The Gainesville-Hall Metropolitan Planning Organization adopted/approved the Georgia statewide safety performance targets on February 13, 2018. Statewide system conditions for each performance measure are also included in Table 1. System conditions reflect baseline performance, which for this first system performance report is the same as the current reporting period (2012-2016).

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

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

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

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

² 23 CFR Part 490, Subpart B

³ https://safety.fhwa.dot.gov/hsip/spm/state_safety_targets/

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

- The Georgia SHSP is intended to reduce the number of fatalities and serious injuries resulting from motor vehicle crashes on public roads in Georgia. Existing highway safety plans are aligned and coordinated with the SHSP, including (but not limited to) the Georgia HSIP, MPO and local agencies' safety plans. The SHSP guides GDOT, the Georgia MPOs, and other safety partners in addressing safety and defines a framework for implementation activities to be carried out across Georgia.
- The GDOT HSIP annual report provides for a continuous and systematic process that identifies and reviews traffic safety issues around the state to identify locations with potential for improvement. The ultimate goal of the HSIP process is to reduce the number of crashes, injuries and fatalities by eliminating certain predominant types of crashes through the implementation of engineering solutions.
- The GDOT SWTP summarizes transportation deficiencies across the state and defines an investment portfolio across highway and transit capacity, highway preservation, highway safety, and highway operations over the 25-year plan horizon. Investment priorities reflect optimal performance impacts across each investment program given anticipated transportation revenues.
- The Gainesville-Hall Metropolitan Planning Organization 2015 RTP increases the safety of the transportation system for motorized and non-motorized users as required by The Planning Rule. The RTP identifies safety needs within the metropolitan planning area and provides funding for targeted safety improvements.

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

Safety (PM1) Performance Targets



Gainesville - Hall Metropolitan Planning Organization

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

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, Georgia 30504

(770) 297-2625
www.ghmpo.org



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 13th of February, 2018.

Lamar Scroggs
Mayor Lamar Scroggs, Chair
Policy Committee

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

Morgan Ewing
Notary Public

My commission expires 5/22/2020



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Bridge and Pavement (PM2 & PM3) Performance Targets



Gainesville - Hall Metropolitan Planning Organization

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

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

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

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

Bridge Level of Service Measures and Targets

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

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Pavement Level of Service Measures and Targets

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

Summary of the PM 3 Performance Measures

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

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Gainesville - Hall Metropolitan Planning Organization

PM 3 Targets

PERFORMANCE MEASURE	2-YEAR TARGET	4-YEAR TARGET
Percent of person-miles traveled on the Interstate that are reliable	73.0%	67.0%
Percent of person-miles traveled on the non-Interstate NHS that are reliable	N/A	81.0%
Truck Travel Time Reliability (TTTR) Index	1.66	1.78
Total Emissions Reduction	VOC: 205.7 kg/day NO _x : 563.3 kg/day	VOC: 386.6 kg/day NO _x : 1,085.0 kg/day

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

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


 Mayor Mike Miller, Chair
 Policy Committee

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


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

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 Gainesville, Georgia 30504

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

¹ For facilities, number below 3.0 TERM rating is used

² Refers to vehicle type, not type of service operated

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

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>
Section 5307 (Urban Capital)		
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
Section 5311 (Rural Capital)		
Replacement Vehicles (VN)	\$240,000	50% of Vans Exceeding ULB
Fare Boxes	\$60,000	25% of Maintenance Items Exceeding TERM Rate of 3
Section 5339		
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 reportable¹ 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

¹ The thresholds for "reportable" fatalities, injuries, and events are defined in the NTD Safety and Security Reporting Manual.